

U.S. DEPT. COMM./NOAA/OAO - DATA SECTION WORK FORM NO.1 OAOWF1 FILE

FLT ID: 960320N	FM: MCF	TO: ODU
FLT NO: 96-05	BLK IN: 2349	ATA: 2344
ETD: 18Z	BLK OUT: 1753	ATD: 1828
ETE: 5.5	BLK TIME: 8:56 (6.0)	FLT TIME: 5:16 (5.3)
SPONSOR ORG: ERL	PROGRAM: OZONE PART 2	PURPOSE: Mission 2 + Ferry

OAO PERSONNEL

AC: Player ✓	SYS ENG: A. Des ✓
CP: Hernandez ✓	DATA SYS: Kinney ✓
NAV: Rathbun ✓	RADAR:
FE: Torrey ✓	BT/ODW:
RADIO: Smith	CLD PHYS:
FD: Harris ✓	DOPPLER:

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
Kuster, B. H. ✓	PI	ERL Aeronomy Lab
Warchewski, M. ✓		
Agerson, T. ✓		
Wort, B. ✓		
Shaw, P. ✓		
Williams, J. ✓		
Jobson, T. ✓		
Holloway, J. ✓		

PROPOSED/ACTUAL MISSION REMARKS (RECCO, FIXES, STORM, PENET, NHOP #)

Hydrocarbon inst down (Kuster)
 Long delay before T.O. RACB 3.9K ICA CT 5.9K SL SCT 7.5K TOP BL
 1000, 2 LAT, GS WEST ABART NEAR T.O. - GS, POSTS CARDS REMAINED LARGE
 RT B sounding 15K top of haze. 11-13K thin stratus. 8.7K top of strat deck 4.7K. Bottom of deck
 AC sounding CB 3.9K CT 8K Top BL thin layer 9.5-10K. Clear above 10K.

960320H

Ozone Ferry / Fct #1

BAD BLOCKS

20 11:36

11:40

~~20 21:53~~

22 22:00

ReNav

Time corrections to
INE #2

1830:00	+3.4	-0.5
1900:00	+7.3	+0.2
1930:00	+7.1	+0.9
2000:00	+12.0	+0.8
2030:00	+15.7	+0.6
2100:00	+15.9	+0.1
2130:00	+21.7	-4.0
2150:00	+23.9	-5.0
2150:30	0.0	0.0
2220:00	-1.2	+1.4
2250:00	+2.0	-1.7
2345:00	-0.5	+1.9

#1 replace PC#2
w/PC#1 @ 1847:00#2 replace INE #2
lat/long w GPS lat/lon
@ 2150:00

T/O

1828 replace 159 w 232
(spike)

w/

2344

"

"

2012:00 fix INE 2

182501

234500

960320H OZONE FERRY

WT-BK

Time	LAT	LONG	TK	WD	WS	PA	GA	TA	TD	SP	PS			
1753	27 50.9	82 29.6				-7		17.0	3.6		1014.4			
182945	27 47.9	82 32.5	181	290	32.5	482	496	9.7	3.9	1014.8	741.5			
1834	27 38.8	82 38.4	275											
183600	27 52.2	82 45.8	292	276	58.9	3054	3057	-3.9	-36.1	1012.4	696.5	-10K	FIRST LCG	
184730	28 25	82 40	19	263	58.6	3054	3022	-6.5	-36.9	1011.6	696.6	28 31(1)	28 20(2)	
190030	29 22	82 26	5	255	61.8	3052	2967	-6.8	-36.4	1006.5	696.3			
1909	↑ to 14K													
191200	—	14K											START 4K LCG	
191345	30 15.9	82 32.7	6	261	74	4282	4136	-14.6	-44.7	999.0	554.0	-14K		
1925	↑	↑ to 15K	(ATC)											
192830	31 21	82 38.5	10	255	56	4609	4406	-19.7	-44.7	999.4	569.1	-15K		
1938	32 03	82 12.5	27	267	44.4	4645	4410	-20.1	-44.7	996.0	566.3			
1940	↑ to 21K													
194600	32 37	81 53	28	266	60.5	6430	6178	-29.5	-56.2	991.5	444.6	-21K	PA	
195715	33 29.9	81 21.3	32	282	31.9	6423	6113	-29.6	-57.7	983.5	445.2			
2007	34 08	80 41.8	44	274	35.6	6420	6127	-30.2	-58.3	989.5	445.2			
2015	34 39	80 41	45	263	33.3	6489	6165	-31.0	-59.0	983.7	434.6	↑ to 25K		
202030	—	—	25K	PA										
202330	35 11.2	79 32.7	39	255	50	7633	7189	-38.1	-50.8	975.5	375.3	-25K		
2034	↓ to 24K													
204045	36 29	78 26.6	355	↓	for	trace	gas	sounding						
205920	AT	.5K												
2107	36 30.5	77 52.0	93	255	19.2	701	561	3.2	-6.5	990.1	932.5	-1.5K	GA	
211815	36 31.3	76 51.5	96	263	12	703	566	3.4	-6.2	998.1	932.3			
212845	36 26.4	76 08.3	90	267	23.7	699	561	3.4	-6.1	998.7	931.8			
213235	36 27	76 50	Over	CAST										
213645	36 28	75 29.6	90	268	25	614	485	5.0	-6.0	999.1	941.5			
214915	36 30	74 28.4	DRIVE	RE-ALIGNED	106 #2									
215230	36 30.4	74 16	89	233	36.4	614	491	3.9	-1.6	1000.2	941.4			
220545	36 30.9	73 49	89	235	43.5	618	797	7.6	2.5	999.5	941.9			
220830	↓ to .5K		4	to 25K										
222015	36 36.9	72 54	287	218	79	-24.4	-42.4	5971	5783	992.2	468.7	↑ in sounding		
222645	36 44	72 56	322	225	132.8	7612	7445	-27.9	-54.3	967.0	375.0			
~222730	TOP	OF	SOUNDING	—	TRAIL	DOE	FOR	D						
223445	37 35.1	72 47.1	11	223	102	7640	7420	-29.5	-55.5	969.5	375.0	—25K	PA	
223850	38 02	72 35	↓ to 16K											
224545	38 43.8	72 18	16	201	52.7	5024	4809	-22.6	-46.6	999.0	538.5	-16K	PA	
225515	39 31	71 57.5	20	205	49	5021	4804	-22.8	-50.2	999.0	538.7			
230515	40 20.6	71 35	14	206	49.1	5020	4802	-22.5	-50.0	998.1	538.8			
2315	41 10	71 17	~	204	49	4888	4666	-21.4	-48.2	997.3	560.8	↓		
232730	41 13	71 05	299	209	20	467	329	3.4	-2.9	998.5	968.3	↓ BOT of sounding		
232830	AT	.5K	→ KODU											
2335	41 30.7	71 28.8	325	206	28	324	317	-2.2	-7.9	992.6	894.6	↓ to land		
2349	41 35.9	71 24.9			129			7.9	-0.8	992.8	894.6	BLD		

OF

6. NEXT POSITION

- WE HAVE _____ ENDURANCE REMAINING

[illegible]