

FLT ID: 961206 N	FM: MCF	TO: MCF
FLT NO: 96-009	BLK IN: 1920	ATA: 1911
ETD: 1345Z	BLK OUT: 1342	ATD: 1351
ETE: 6+	BLK TIME: 5:38 (5.6)	FLT TIME: 15:20 (5.3)
SPONSOR ORG: NESDIS	PROGRAM: ADEOS	PURPOSE: FLIGHT

DAO PERSONNEL

AC Philippsborn, R. ✓	SYS ENG Roles, J. ✓
CP Taggart, B. ✓	DATA SYS McMillan, S. Lynch, J. ✓
NAV Kozak, S. ✓ 5:00	RADAR Carpenter, D. ✓
FE Torrey, R. ✓	BT/ODW
RADIO	CLD PHYS
FD Parrish, J. ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/DAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
Wilkerson, J. ✓		NESDIS
Chang, Paul ✓		"
Carswell, J. ✓		U Mass
Li, H.T. ✓		"
Donnelly, Jay ✓		"

3003 PROPOSED/ACTUAL MISSION/REMARKS (RECCO, FIXES, STORM, PENET, NHOP #)

101628 IP 41002 → Enroute 41009, 41010.

29.7 SP ~ 5 mb low at 1K at T.O. TD3 reads ~ 9°C colder than #3 at 8K.

16.2 SET to BKD Dec low W side of 41009 - Eastbound.

101628 1553Z - In of AREA - 8K radar - mostly clear; occa set. sc.

225/5 SFC WIND ~ 290/20 KTS.

SP 1010.4 162605 - Overflight. A top buoy, but never seen.

SP 1013.6 165730 - Out of pattern area.

1855Z 1014 214/10 LAND

220/10 1014 FLT

25/17 26/15 LVL

29.09 (1015.6)

ADD AT 15

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TITLE (MAX 21 CHARACTERS) -- EX HURRICANE PAINE
ADEOS #1
YYMMDDL FLT I.D.
961206H
HHMMSS START TIME -99999 DEFAULT TO START OF DATA FOR PRINTOUT ONLY
134201
HHMMSS END TIME 999999 DEFAULT TO END OF DATA FOR PRINTOUT ONLY
191930
HHMMSS TAKE OFF TIME
135100
* NUMBER OF TAPES (I2) ...FOR STANDARD TAPE OUTPUT ONLY
01
* -----LOGICAL UNIT OF INPUT DATA (I1) 5, 8 OR 9 FOR TAPE DRIVE
1
* -----LOGICAL UNIT OF OUTPUT TAPE DRIVE (I1) [FOR STANDARD TAPE ONLY]
9
* -----LOGICAL UNIT OF PRINTER (I1)
6
* -----DATE OF PROGRAM (MMDDY)
06094
* -----STATIC PRESSURE PROBE (I1)
* 1 = PSW (WINGTIP)
* 2 = PSF (CO-PILOT/FUSELAGE)
* 3 = FUTURE USE
2
* -----DYNAMIC PRESSURE PROBE (I1)
* 0 = PQW(WINGTIP)
* 1 = PQF1 (FUSELAGE 1281)
* 2 = PQF2 (FUSELAGE 1221)
* 3 =FUTURE US
1
* -----INE SELECTION (I1)
* 1 = INE 1
* 2 = INE 2
1
* -----ACCELEROMETER (I1) - USUALLY THE SAME AS YOUR INE SELECTION
1
* ----- TOTAL TEMPERATURE PROBE (I1) [1 OR 2]
1
* ----- DEWPOINT TEMPERATURE PROBE (I1) [1 OR 2]
1
* -----ALTIMETER OPTION (I1) - FOR VERTICAL WIND COMPUTATION
* 0 = PRESSURE ALTITUDE (OVER LAND)
* 1 = RADAR ALTITUDE APN-159 (OVER WATER)
* 2 = RADAR ALTITUDE APN-232 (OVER WATER)
1
* -----PRINTOUT RATE SECONDS (I2)
10
* -----WINDSPEED/DIRECTION RUNNING AVERAGE TIME, SECONDS (I2)
10 ! FOR STANDARD TAPE OUTPUT ONLY
* -----TIME OPTION (I1)
* 1 = MICRO 29
* 2 = TIME BASED GENERATOR #1
* 3 = TIME BASED GENEATOR #2
1
* -----NAME OF CONSTANTS FILE EX CO3863.CON
CO2966.CON
*****

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9612064 ADLOS #1 IDE1 12000

135100	0.0	0.0	51.4	30.9 ✓
142400	-0.1	⊖ +0.2	31.2	05.8 ?
144900	-0.1	0.0	54.3	29.1 ✓
152500	-0.1	⊖ +0.4	41.9	39.9 ✓
155500	0.0	⊖ +0.9	14.7	14.8 ✓
162500	-0.4	⊖ +0.3	24.8	14.9 ✓
165500	-0.3	⊖ +0.6	12.6	14.4 ✓
173030	-0.4	⊖ +0.5	39.4	50.9 ✓
180830	-0.9	⊕ -0.3	52.4	31.4 ✓
183300	-0.7	⊖ +0.6	30.6	10.3 ✓
185500	-0.6	⊖ +0.4	58.6	45.5 ✓
⑫ 191930	-0.8	⊕ -0.4	51.0	29.6 ✓

Time Gaps

164305-164310

175441-175450

182116-182120

Fixed 232 values after T.O., before landing.

961206H N42RF ADEOS FLIGHT #1

<u>Sensor or system</u>	<u>Number or Name</u>
INE	1
Accelerometer	1
Temperature Probe	1
Dew Point Probe	1
Altimeter	APN-159
Altitude change option (for vertical winds)	RA
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO2966.CON

Notes:

INE 1 positions were corrected periodically with good GPS positions. No corrections were made to groundspeeds.

Removed bad APN-159 radar altitude values at takeoff and near landing. Replaced them with APN-232 data.

Three brief time/data gaps are in the data, from 164305-164310Z, 175441-175450Z, and 182116-182120.

Special note. Locations 80, 81 and 82 of the Type 5 record on the Standard Tape contain vertical groundspeed, vertical airspeed and vertical wind, respectively, computed using Dave Jorgensen's vertical wind algorithm. It is recommended that these values be used for vertical wind analysis.

	<u>Take Off</u>	<u>Landing</u>
Tower Surface Pressure	1016.8 mb	1015.6 mb
Aircraft Static Pressure	1016.2 mb	1015.4 mb

Jack Parrish, Flight Director

961206H ADEOS FLIGHT 1

Time	LAT	LONG	TK	WD	WS	PA	GA	TA	TD	SP	PS				
1342	27 51	82 29.6				-25		23.0	17.1		1016.2			BLK	
135330	27 54	82 22	80	280	14	1048	1060	15.0	7.3	1009	874			↑	
140045	28 00.3	81 48	91	284	31	2716	2792	7.4	0.7	1010	727				
1414	28 20	80 50	75	294	22.5	2720	2835	8.0	-28.8	1014.9	726.3				
142245	28 30	80 10	77	284	23.5	2721	2848	7.1	-4.7	1015.7	726.3			Buoy 41009	
1429	Ave TEAD as S, To Avoid WARDING AREA														
1432	Back to 41010														
1433	28 25	74 37	283		27	2721	2849	7.5	-2.4	1015.2	726.4				
14450	28 54	78 28	65	275	28	2658	2781	7.9	-13.2	1015.5	732.1			Buoy 41010 set sc deck	
151430	30 08	77 10	38	277	33.9	262									
151630	↓ to ~ 4.5K to get under sc deck.														
152545	30 48	76 36	40	300	21	867	913	13.4	11.1	1016.7	914			↓ to 2.5K	
1553	32 07	75 15	10	266	32.4	7.7	2346	2488	-30.9	1012.3	761.4			5 ft - in (HABAN)	
155635	32 21	75 15	359	264	39	2350	2407	7.3	-28.5	1012.1	761			Buoy 41002 not seen	
1600	At B														
1605	32 25	75 12	131	266	40	2350	2402	7.0	-30.4	1012.1	761.2			SE LGG	
161430	32 20	75 15													
1619	ON DE TRACK, PASS D → B														
1624	Near B														
162605	32 19	75 15	180	267	38	2356	2412	6.8	-33.3	1012.6	760			over pass - Mark Buoy	
1634	32 13	75 16	311	267	37	2349	2407	6.8	-31.0	1012.7	761			ATA not seen	
164030	32 20	75 28	90	273	38	2348	2400	6.4	-32.4	1012.8	761			E LEG - AT D	
164325	32 14	75 20	91	269	38	2348	2401	6.6	-34	1012.9	761			AT Buoy - not seen	
1651	32 20.5	75 02.8	232	265	34.4	2348	2400	6.6	-33.5	1012.4	761.2			ON SD TR - NOA C	
165730	32 08	75 13	222	268	31.6	2351	2409	7.5	-32.0	1011.9	761.3			SE A → to 41010	
172045	31 06	76 24	221	274	29.5	2349	2424	8.2	-30.7	1013.2	761.1				
180030	29 16	78 11	220	285	16	2348	2442	9.8	-31.2	1014.2	761.2				
180825	28 52.5	78 32.0	217	282	11	2348	2447	10.8	-31.6	1013.6	761.1			Buoy 41010 not seen	
183313	28 30	80 12	252	257	5.4	2328	2426	10.3	-30.8	1014.2	763.1			Buoy 41009 seen	
1839	28 21	80 33	↑ to cruise, over the beach Cape Canaveral												
184830	28 04.1	81 15.9	246	261	17.8	2126	2195	12.4	-4.6	1012.0	782.5				
1906	27 54	82 26	250	242	13.2	328	345	21.0	16.3	1013.7	974.7			ABP HLF	
1920	27 50.9	82 29.6				-8		26.0	15.1		1014.3			BLK	



U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Data Buoy Center
Stennis Space Center, Mississippi 39529-6000

November 22, 1996

NDBC DATA PLATFORM STATUS REPORT
November 14, 1996 - November 21, 1996

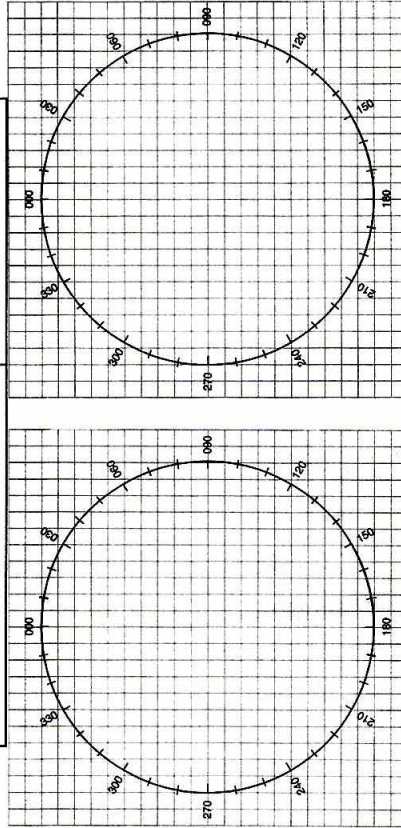
MOORED BUOYS			PERCENT OF DATA DISSEMINATED IN REAL TIME					
STATION ID	HULL NO./CONFIG. AND LOCATION	LOCATION LAT / LONG	SEA LEVEL PRESS	WIND SPEED & DIR	AIR TEMP	SEA SFC TEMP	SIG WAVE HT.	
41001*	6N13 /D E HATTERAS	34.68N/ 72.64W	98	98	98	98	98	
41002*	6N35 /D S HATTERAS	32.27N/ 75.19W	96	96	96	96	96	
41009	10D11/D CANAVERAL	28.50N/ 80.18W	100	100	100	100	100	
41010	6N36 /D CANAVERAL EAST	28.90N/ 78.50W	99	99	99	99	99	
41021	3D48 /V OLYMPIC N.EAST	31.92N/ 80.85W	30	30	S	30	30	
41022	3D52 /V OLYMPIC S.WEST	31.89N/ 80.86W	98	S	98	98	98	
42001*	10D08/V MID GULF	25.93N/ 89.65W	98	98	98	98	98	
42002*	10D10/V W GULF	25.89N/ 93.57W	98	98	98	98	98	
42003*	10D09/V E GULF	25.94N/ 85.91W	98	98	98	98	S	
42007	10D07/V OTP	30.09N/ 88.77W	99	99	99	99	99	
42019	3D41 /D LANELLE	27.90N/ 95.00W	98	98	98	S	98	
42020	3D19 /V EILEEN	27.01N/ 96.51W	98	98	98	S	98	
42035	3D36 /V GALVESTON	29.25N/ 94.41W	98	S	98	98	98	
42036	3D32 /D W. TAMPA	28.51N/ 84.51W	98	98	98	98	98	
42039	3D20 /D PENSACOLA S.	28.78N/ 86.04W	98	98	98	98	98	
42040	3D30 /D MOBILE SOUTH	29.20N/ 88.25W	98	98	98	98	98	
44004*	6N31 /D HOTEL	38.46N/ 70.69W	98	98	98	98	98	
44005*	6N07 /D GULF OF ME	42.90N/ 68.94W	S	S	S	S	S	
44007	3D50 /D PORTLAND	43.53N/ 70.14W	98	98	98	98	98	
44008*	3D10 /D NANTUCKET	40.50N/ 69.43W	90	90	90	90	90	
44009*	3D43 /D DELEWARE BAY	38.46N/ 74.70W	98	98	98	98	98	
44011*	6N01 /D GEORGES BANK	41.08N/ 66.58W	98	98	98	98	98	
44013	3D22 /D BOSTON	42.35N/ 70.69W	96	96	96	96	96	
44014	3D47 /V VIRGINIA BEACH	36.58N/ 74.83W	98	98	98	98	98	
44025	3D05 /D LONG ISLAND	40.25N/ 73.17W	94	94	94	94	94	
44028*	LNB09/D BUZZARD BAY	41.40N/ 71.08W	97	97	S	96	96	
45001*	3D27 /V MID SUPERIOR	48.05N/ 87.77W	R	R	R	R	R	
45002*	3D37 /V N MICHIGAN	45.30N/ 86.42W	R	R	R	R	R	
45003*	3D14 /V N HURON	45.32N/ 82.77W	R	R	R	R	R	
45004*	3D38 /V E SUPERIOR	47.55N/ 86.53W	R	R	R	R	R	
45005*	3D33 /D W ERIE	41.68N/ 82.40W	61	61	61	61	S	
45006*	6N10 /D W SUPERIOR	47.32N/ 89.87W	R	R	R	R	R	
45007*	3D35 /D S MICHIGAN	42.68N/ 87.03W	89	89	89	89	83	
45008*	24DV1/D S HURON	44.28N/ 82.42W	R	R	R	R	R	
46001*	6N25 /D GULF OF AK	56.29N/148.18W	98	98	98	98	98	
46002*	6N04 /D OREGON	42.53N/130.26W	97	97	97	97	97	
46003*	6N17 /D S ALEUTIANS	51.85N/155.92W	98	98	98	98	98	
46005*	6N33 /D WASHINGTON	46.08N/131.00W	6	8	7	6	5	



CLEARANCES

[illegible]

MISSION LOG



POSITION REPORT

1. POSITION
 2. TIME
 3. ALTITUDE
 4. NEXT POSITION
 5. ETA
 6. NEXT POSITION

EMERGENCY MESSAGE

TRANSMIT THE FOLLOWING MESSAGE TO ANY AGENCY ON THE AIR-GROUND FREQUENCY IN USE. IF UNABLE TO ESTABLISH COMMS, ATTEMPT CONTACT ON ANY OF THE FOLLOWING EMERGENCY FREQUENCIES:

UHF/VOICE	VHF/VOICE	MF/VOICE	HF/CW	MF/CW
243.0	121.5	2182 KHZ	8364 KHZ	500 KHZ

MAYDAY, MAYDAY, MAYDAY
THIS IS NOAA _____, NOAA _____, NOAA _____

- POSITION _____ N/S
E/W AT _____ Z

- HEADING _____ TRUE/MAG _____
- AT _____ KTS TRUE/INDICATED _____

- FLIGHT LEVEL OR ALTITUDE
- WE ARE A P-3 AIRCRAFT WITH

- NATURE OF EMERGENCY
- ASSISTANCE DESIRED

- PILOT INTENTIONS
- WE HAVE _____ ENDURANCE REMAINING

[illegible]