

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

FLT ID: 961209H	FM: KMCF	TO: KMCF
FLT NO: 97-010	BLK IN: 2239	ATA: 2231
ETD: 1545	BLK OUT: 1534	ATD: 1548
ETE: 2215	BLK TIME: 7:05 7.1	FLT TIME: 6.43 6.7
SPONSOR ORG: NOAA	PROGRAM: ADEOS	PURPOSE: MISSION

OAO PERSONNEL

AC KENNEDY, P ✓	SYS ENG 12/1/97
CP KENUL, P ✓	DATA SYS CHARLES OFFUTT, P ✓
NAV RATHBUN, D ✓	RADAR ROLES, J ✓
FE BAST, G	BT/ODW
RADIO	CLD PHYS
FD C272YK, S -	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
WILKERSON, J ✓	P.I.	NEODIS
CHANG, P ✓	ENGINEER	NEODIS
CARSWELL, J ✓	"	UMASS
DONNELLY, J ✓	"	"
LI, H -	"	"

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

DEPRESSURIZE 1626Z

DYNAMIC SLIP FROM 08PM WIND WACK 9 FROM 202315-203000
ATTACK

U.S. DEPT. COMM./NOAA/OAO - DATA SECTION WORK FORM NO.2 OAOWF2

FLT ID: 961209H

TIME OFF: 1548

TIME ON: 2231

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	1024.5	30.28	1022.4	30.22

NO DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES	1	
FAST FLT LVL TAPES		
RADAR TAPES		
DOPPLER TAPES		
ODW CASSETTES		
HARD COPIES		
AXBT		
AXCP		
ODW		

PHOTOGRAPHY

	FWD	LS	RS	VERT
ON	1			1
OFF				
RATE				

REMARKS

ADEOS FLIGHT #2

FLIGHT #02 H961209

TYPE OF DATA	SENSOR OR OPTION
INE	2
Accelerometer	2
Temperature probe	1
Altitude change option (for vertical winds)	RA159
Static pressure	Rosemount fuselage
Dynamic pressure	Rosemount fuselage
Time source	Micro 99
Constants file	CO2966.CON

Notes:

There was one time/data gaps: 1951:01-1951:10

Radar altimeter, RA-159, was replaced by RA-232, at takeoff and was patched (1548:08-1548:15). RA-159, was set to zero after landing due to spike (2230:41-2240:00).

A spike in RA-159 was removed and patched from 2230:55-2230:50.

The dewpointer (DW1) exceeded the ambient temperature several times due to being in-cloud, and in precipitation.

Both the fuselage slip pressure (BPF) and the dynamic slip pressure (DBP) data may be degraded due to icing conditions. BPF was replaced by the radome slip pressure (BPR) with an offset of -9, and DBP was replaced by the fuselage dynamic pressure (PQF1) with an offset of +6.5 from 1836:00-2036:30.

The liquid water probe (LW) data may be degraded due to icing conditions from 2018:00-2049:00.

A spike in dynamic attack pressure (DAP) was removed and patched (1954:00-1956:00).

The aircraft INE positions were renavigated with respect to GPS.

SPECIAL NOTE!!! Locations 80, 81 and 82 of record five on the standard tape contain vertical ground, vertical air and vertical speeds, respectively, computed using Dave Jorgensen's vertical wind algorithm. It is recommended that these values be used for vertical wind analysis.

	Takeoff	Landing
Aircraft static pressure	1024.5 mb	1022.4 mb

Corrected tower pressure

1025.4 mb

1023.4 mb

Flight Meteorologist: Stan Czyzyk, (813) 828-3310 ext. 3086

[illegible]

START 1533:01

STOP 2240:00

BAD BLOCK 220 FOUND

1741: ~~20~~ 20

BAD BLOCK 220 FOUND

1951: 20

BAD BLOCK 220 FOUND

22:00:30

RENAV 7

165100, 0.6, 0.6	28 14.4	-80 15.9	✓
172500, 1.3, -0.3	29 7.1	-78 30.1	
190300, 0.5, -0.7	33 36.8	-73 48.8	
195400, -0.6, 0.6	33 38.2	-73 47.0	
203700, -0.7, -0.3	31 16.7	-75 59.1	
212000, -1.3, 1.3	29 10.6	-78 17.4	
224000, -1.7, 1.9	27 50.9	-82 29.6	

- ✓ RA-159 REPLACED W/ RA-232 AT TAKEOFF PATCHED 1548:08 - 1548:15 ✓
- RA-159 DIP 1550:16 - 1550:26
- ✓ DAP SPIKE PATCHED 1954:00 - 1956:00 ✓
- ✓ RA-159 SET TO ZERO AT LANDING 2230:41 - 2240:00 ✓
- ✓ BPF = BPR - 9 DUE TO ICING 1836:00 - 2036:30 ✓
- ✓ DBP = PRFI + 6.5 DUE TO ICING 1836:00 - 2036:30 ✓
- ✓ RA-159 PATCHED SPIKE 2230:35 - 2230:50 ✓
- ✓ CW PROB. FROZEN 2018:00 - 2049:00

POSITION REPORT

2100 11K
2440 9K
2440 9K
2100 9K
2100 2250
2430 2250

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 _____**

- POSITION _____ N / S

- HEADING TRUE/MAG

- AT _____ KTS TRUE/INDICATED
- FLIGHT LEVEL OR ALTITUDE

- WE ARE A P-3 AIRCRAFT WITH _____ SOULS ON BOARD

- NATURE OF EMERGENCY

- ASSISTANCE DESIR

- PILOT INTENTIONS

[illegible]

24.1
18K
41800
44000

15
 $\begin{array}{r} 1425 \\ +05 \\ \hline 1430 \end{array}$
 1921
 1922
 2525

1430

7300