

FLT ID: 990219I  
 FLT NO: 99-17  
 ETD: 15Z  
 ETE: 2230Z  
 SPONSOR ORG: NOAA/NESDIS

FM: BIKF  
 BLK IN: 2127Z  
 BLK OUT: 1455Z  
 BLK TIME: 6.32 6.5  
 PROGRAM: SHOWS

TO: BIKF  
 ATA: 2116Z  
 RTD: 1508Z  
 FLT TIME: 6.08 6.1  
 PURPOSE: CYCLONE NORTH ICELAND

OAO PERSONNEL

RC PENNESEN, D ✓  
 CP KENUL, P ✓  
 NAV KOZAK, S / NEWMAN, C ✓  
 FE WADE, M / MOORE, B ✓  
 RADIO SAN SOUZA, D ✓  
 FD CZYZYK, S ✓

SYS ENG MCNAMARA, R ✓  
 DATA SYS  
 RADAR BARR, J ✓  
 BT/ODW  
 CLD PHYS  
 DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
CHANG, P ✓	P.I.	NESDIS
CARSWELL, J ✓	C-SCAT / KU-SCAT	UMASS
BOND, N ✓	RADAR	PMEL
OLAFSSON, H ✓	SCIENTIST	ICELAND MET
RYERSON, T ✓	O2 POD	NOAA/JAL

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

BALANCE DWI 1537Z

## U.S. DEPT. COMM./NOAA/ORD - DATA SECTION WORK FORM NO. 2 DROWFZ FILE

FLT ID: 990219I

TIME OFF: 1508Z

TIME ON: 2116Z

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	978.3	29.06	990.7	28.97

NO

## DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES

2

FAST FLT LVL TAPES

0

RADAR TAPES

1

DOPPLER TAPES

0

ODW CASSETTES

0

HARD COPIES

0

AXBT

AXCP

ODW

6RJ

8

3

## PHOTOGRAPHY

	FWD	LS	RS	VERT	
ON					
OFF					
RATE					

## REMARKS

990219T

TIME	LOT	Lat	TIC	HD	TA	TD	WD	WS	PA	GA	PS	SP	REMARKS
152930	6518	2230	7	2	-41.4	46.5	337	16.8	6082	5308	466.4	977.1	LEVEL 19K
1550	6643	2154											DESCEND
155530	6650	2112	77	70	-24.4	-25.4	337	38.5	3600	3058	477.6	970.5	LEVEL 10K
160050	6656	2011											TO CLIMB ABOVE CLOUDS
160306													CLIMB TO 11K
1610	6708	1838											LEVEL 11K
1618	6718	1705	75	66	-14.1	-17.1	326	42.1	2084	1520	786.6	957.5	DESCEND 5K
162948	6729	1521	78	71	-11.7	-12.9	319	35.1	2087	1476	786.4	950.3	MOP 1
163630	6736	1416											A LOT OF ICING TURN N
165330	6747	1627											JUST ABOVE CLOUDS
165420	6747	1634	268	277	-22.0	-27.9	356	33.3	7736	7066	877.9	953.0	MOP 2
165922	6747	1726	268	279	-23.9	-24.5	353	39.2	7738	3087	632.9	957.5	MOP 3
170503	6747	1824	269	279	-24.2	-24.9	0	39.4	3741	3118	632.4	962.0	MOP 4
171348	6746	1958	270	280	-25.0	-25.6	350	35.5	3742	3156	637.4	968.1	MOP 5 ROUGH SURFACE
173358	6742	1924	87	80	-25.7	-36.1	357	39.5	3743	3141	637.4	966.0	MOP 6
181123	6733	2044	261	271	-24.7	-24.5	344	38.4	3735	3172	638.1	970.1	MOP 7
190605	6739	1954	310	319	-25.9	-25.5	6	45.8	3734	3156	638.0	919.2	MOP 8
1908													CLIMB TO 15K
191630	6728	1928	120	114	-30.5	-31.7	351	32.2	4585	3837	571.9	968.2	LEVEL 15K
1951													MINUTE OF RECORD

DIRECT TO ENTRY POINT 66 40N 22 15W  
FL150 (165 nm to Entry Pt.)

BLOCK CIRCLE RADIUS 67 30N 15W (180 nm)  
FL150 to surface

5+00 DELAY (ONLY OVER WATER)  
SEVERAL DROPSOURCES

EXIT POINT 64 50N 12W

NEXT POINT CIRCLE #2 63 25N 75 nm Radius  
14 04W FL150 To Surface  
1+00 DELAY

EXIT PT 64 15N 16 15W

DIRECT TO KEF AT FL150

DATE : 2/19/99

TO : Chief, AOC Flight Operations

FROM : Pilot/Flight Director, Aircraft N43RF ON 2/27 BLOCKTIME

SUBJECT: Hazardous Duty

OFF 1455

6.5

PURPOSE OF FLIGHT: HIGH WINDS IN DEEP LOW / MW TURB

Hazardous Duty Pay is required for flight made on 2/19/99  
(DATE)

Request based on EXPECTED STRONG TURB OVER

MOUNTAIN WINDS / FC EW 945MS LOW

Personnel on board authorized Hazard Pay:

CZYZIK, S.

WADE, J.

MOORE, H.

SANJ SOUCI, D.

MCMANISRA, R.

BARR, J.

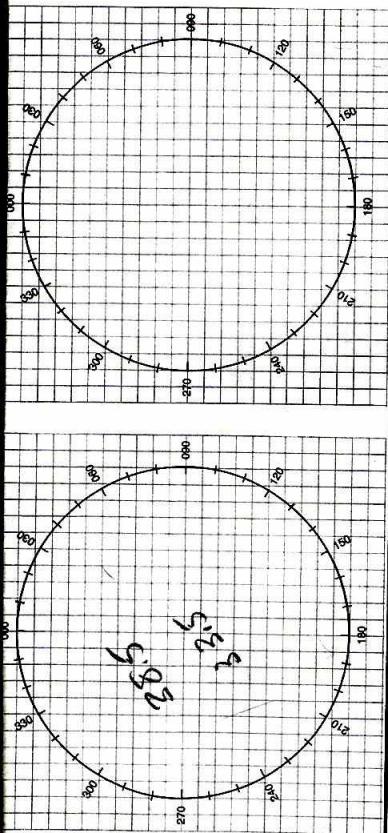
PILOT/FLIGHT DIRECTOR: Mark Grah

APPROVED: \_\_\_\_\_

DISAPPROVED: \_\_\_\_\_

CHIEF, AOC FLIGHT OPERATIONS: \_\_\_\_\_

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																																																																																	
<b>MAYDAY, MAYDAY, MAYDAY</b> THIS IS NOAA _____ NOAA _____ NOAA _____																																																																																					
<table border="0"> <tr> <td>- POSITION</td> <td>_____</td> <td>N / S</td> <td>_____</td> <td>E / W</td> <td>_____</td> <td>AT</td> <td>_____</td> </tr> <tr> <td>- HEADING</td> <td>_____</td> <td>TRUE/MAG</td> <td>_____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>- AT</td> <td>_____</td> <td>KTS TRUE/INDICATED</td> <td>_____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>- FLIGHT LEVEL OR ALTITUDE</td> <td>_____</td> <td></td> <td>_____</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>- WE ARE A P-3 AIRCRAFT WITH</td> <td>_____</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>- NATURE OF EMERGENCY</td> <td>_____</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>- ASSISTANCE DESIRED</td> <td>_____</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>- PILOT INTENTIONS</td> <td>_____</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>- ENDURANCE REMAINING</td> <td>_____</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="8">- WE HAVE _____</td> </tr> </table>						- POSITION	_____	N / S	_____	E / W	_____	AT	_____	- 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	_____							- ENDURANCE REMAINING	_____							- WE HAVE _____							
- POSITION	_____	N / S	_____	E / W	_____	AT	_____																																																																														
- 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	_____																																																																																				
- ENDURANCE REMAINING	_____																																																																																				
- WE HAVE _____																																																																																					



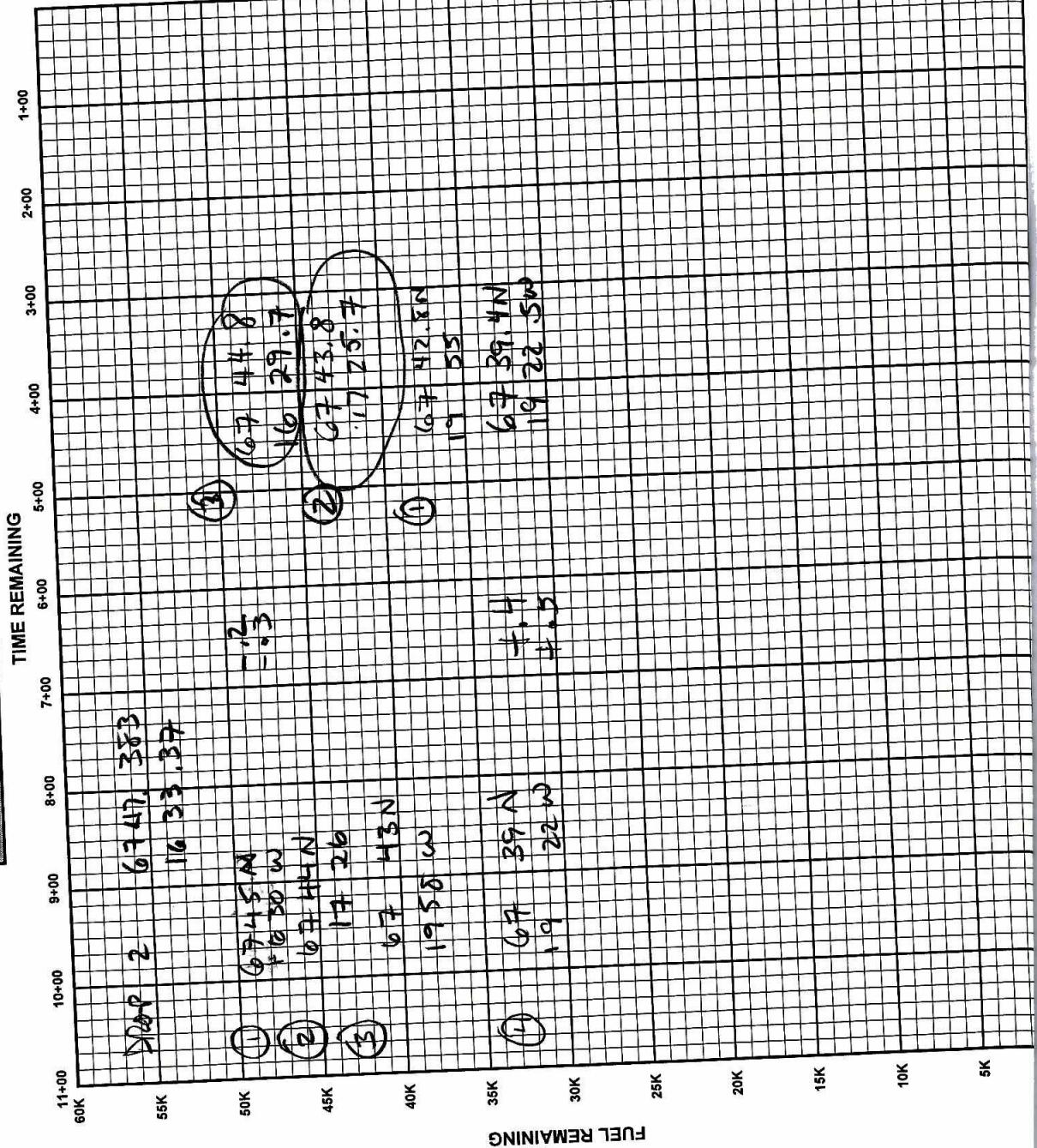
RANGE CONTROL GRAPH

ENROUTE FUEL

MISSION PREFLIGHT LOG												AIRCRAFT COMMANDER						FLIGHT DIRECTOR			SCHEDULED / ACTUAL TAKEOFF Z			DATE OF TAKEOFF	
MISSION			DESTINATION			NAVIGATOR			AIRCRAFT COMMANDER			FLIGHT DIRECTOR			SCHEDULED / ACTUAL TAKEOFF Z			DATE OF TAKEOFF							
BKF			BIKF			LT Newman			Cpt Tennen			STAN C2424K			1500 /			19 Feb 55							
WP	LAT / LON	RTE	MH	VAR +E=>	TH	DR +R=>	TRK	GS	WD	WS	ALT	TAS	LEG / DIST	LEG / TOT TIME	PROP ETA	ETA	ATA	REMARKS							
①	63 58.3 22 35.5																								
ENTY																									
Hold	63 30 N 15W																								
xτ¹	64 150 N 12 W																								
Hold	63 25 N 142 W																								
xτ²	64 15N 141 5W																								
TF	63 59.2 22 36.8																								
												INS PERFORMANCE			INS 1			INS 2							
												BEGIN ALIGN TIME	1230			1230									
												ALIGN STATUS (0-5)	0			0									
												END NAV TIME	2130			2130									
												START NAV TIME	1430			1430									
												DELTAT	9400			9400									
												TERMINAL ERRORS			INS 1			INS 2							
												DELTA LAT	2.8			4.2									
												DELTA LON	±3			±1.4									
												RCS	2			2									
												RADIAL ERROR	4			1									

WP LAT / LON RTE MH VAR +E=> DR TH TRK GP  
1 1.2 <> 5.2

### RANGE CONTROL GRAPH



FUEL REMAINING

ENROUTE FUEL	
ENROUTE TIME	
ENROUTE FUEL (6K 5K 4.5K RULE)	
RESERVE AT DESTINATION	
REQUIRED RAMP	
ACTUAL RAMP FUEL	

CEX - TRUE BEARING METHOD	
COMPASS TYPE	INS1
MCH (READING)	INS2
-MTH (SEXTANT)	WET
CE	
-VAR	
DEV	

CEX - LHA	
LAT	
BODY	
DEC	
HC	D
CORR	
HC	
Z	
ZN	

TACTICAL (OFFSTA TO DESTINATION) 4 ENG 3 ENG	
DISTANCE (OFFSTA TO DEST)	
ENROUTE TIME (OFFSTA TO DEST)	
BURN RATE (LBS/HR)	5500
ENROUTE FUEL REQUIRED	4500
RESERVE AT DESTINATION	
FUEL AT OFFSTA	

POINT OF SAFE RETURN 4 ENG 3 ENG	
ETP DISTANCE (TO DEPARTURE)	
ENROUTE TIME (TO DEPARTURE)	
BURN RATE (LBS/HR)	5500
FUEL REQUIRED	
RESERVE AT DEPARTURE	
PSR FUEL	

