

FLT ID: 990223I	FM: BIKF	TO: CY4T
FLT NO: 99-019	BLK IN: 1926Z	ATA: 1919Z
ETD: 11Z	BLK OUT: 1039Z	ATD: 1052Z
ETE: 19Z	BLK TIME: 8:47 8.8	FLT TIME: 8:22 8.5
SPONSOR ORG: NOAA/NESDIS	PROGRAM: SHIPS	PURPOSE: ST. JOHNS LOW

0AO PERSONNEL

AC TENNESEN, D	SYS ENG MCNAMARA, R ✓*
CP KENUL, P	DATA SYS BARR, J ✓*
NAV KOSOK, S ✓ / NEWMAN, C ✓	RADAR
FE WADE, S ✓ / MOORE, B ✓	BT/ODW
RADIO SWS SOURCE, D *	CLD PHYS
FD CZYZK, S ✓	DOPPLER CLOSER, C *

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
CHANE, P ✓*	P. I.	NESDIS
CARSWELL, J ✓*	SLOTS	UMMS
BOND, N ✓*	RADAR	PMEL
SHAPIRO, M ✓*	MET	ETL
RIVERSON, T ✓*	O3 P.O.	NOAA/AL

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

U.S. DEPT. COMM./NOAA/ORD - DATA SECTION WORK FORM NO.2 OROWF2 FILE

FLT ID: 990223I TIME OFF: 1052Z TIME ON: 1919Z

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	995.2	29.53	983.0	29.50

NO DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES

2

FAST FLT LVL TAPES

RADAR TAPES

~~3~~

DOPPLER TAPES

ODW CASSETTES

HARD COPIES

AXBT

AXCP

ODW

GPS

7
3

PAUL
MEL

PHOTOGRAPHY

	FWD	LS	RS	VERT
ON				
OFF				
RATE				

REMARKS

990223

TIME	LAT	CON	TK	HD	TA	TD	WD	WS	PA	GA	PS	SP	REMARKS
111135	63 44	24 54	257	254	-15.3	-18.0	187	17.6	4715	4561	5527	987.3	LEVEL 15K RADAR IN TOP OF CLOUDS
1132													CLOUDS
113415	63 18	28 29	260	258	-19.9	-22.1	202	21.6	5412	5180	570.4	982.2	LEVEL 17K
1146	63 05	30 29	253	251	-20.0	-21.5	207	23.0	5416	5167	510.8		IN ICEA SC BELOW IN CLOUD LT 10 INCL
120800	62 34	33 49	252	250	-21.0	-23.6	205	19.4	5417	5151	510.8	983.0	IN CLEAR
1257	20 32	39 25	190	197	-21.4	-31.2	204	36.0	5459	5189	507.9	983.1	JUST OUT OF CLOUD
1315-1330													GREENLAND STREAMERS
132800	58 26	40 13	193	206	-16.8	-29.1	255	65.9	5416	5222	510.9	982.0	
141520	55 51	42 27	232	232	-16.7	-16.7	234	86.7	5368	5242	514.1	989.0	INT OUT THIN CLOUDS
152659	53 04	47 54	227	218	-15.7	-15.8	192	97.6	5311	5124	518.1	981.4	MAP 1 (MEL)
155210	51 48	48 33	188	189	-16.4	-29.9	189	97.1	5318	5114	517.6	982.2	MAP 2 (MEL)
155650													DESCEND
155930	51 25	48 40	194	191	-10.1	-35.6							LEVEL 15.5
1600													DESCEND
160650	51 06	48 44	185	191	-0.4	-33.0	198	113.1	3243	3019	679.9	979.6	LEVEL 10K
161426	50 49	48 47	185	194	-0.7	-29.7	200	118.6	3232	3002	680.7	978.7	MAP 3 (RAUL)
161919	50 39	48 48	185	194	-0.6	-31.1	201	115.9	3228	2998	681.1	978.7	MAP 4
163100	50 16	48 51	184	193	-1.1	-29.6	201	117.9	3292	3068	675.4	979.7	MAP 5 (RAUL)
170001	49 58	50 23	270	257	-1.2	-27.7	213	68.5	3287	3024	676.0	974.9	MAP 6 (MEL)
170943	49 58	51 11	270	263	-3.8	-18.3	215	51.8	3331	3053	676.1	976.4	MAP 7 (RAUL)
180202	48 09	51 45	165	182	-7.0	-41.2	221	85.6	3331	3127	672.0	988.1	MAP 8 (RAUL)
181857	47 18	51 27	169	186	-5.3	-32.5	223	84.0	3332	3117	672.0	991.6	MAP 9 (RAUL) NO WIND
182738	46 50	51 18	167	183	-4.2	-32.6	224	77.8	3192	3048	684.2	994.0	MAP 10

ON 1926 BLOCKTIME
OFF 1039 8.8

PURPOSE OF FLIGHT: FLY ST. JOHN'S LOW

Hazardous Duty Pay is required for flight made on 2/23/99
(DATE)

Request based on PENETRATE COLD + WARM FRONTS
@ LOW LEVELS

Personnel on board authorized Hazard Pay:

C2424K, S
BARR, J
SANS SOUCI, D
CLOSER, G
MENAMARA, R
WADE, S
MOORE, B

PILOT/FLIGHT DIRECTOR:

APPROVED:

DISAPPROVED:

CHIEF, AOC FLIGHT OPERATIONS:

1580 BKN 15 24.5 5.9
3 miles temp 200
2004

386
-156
204

212

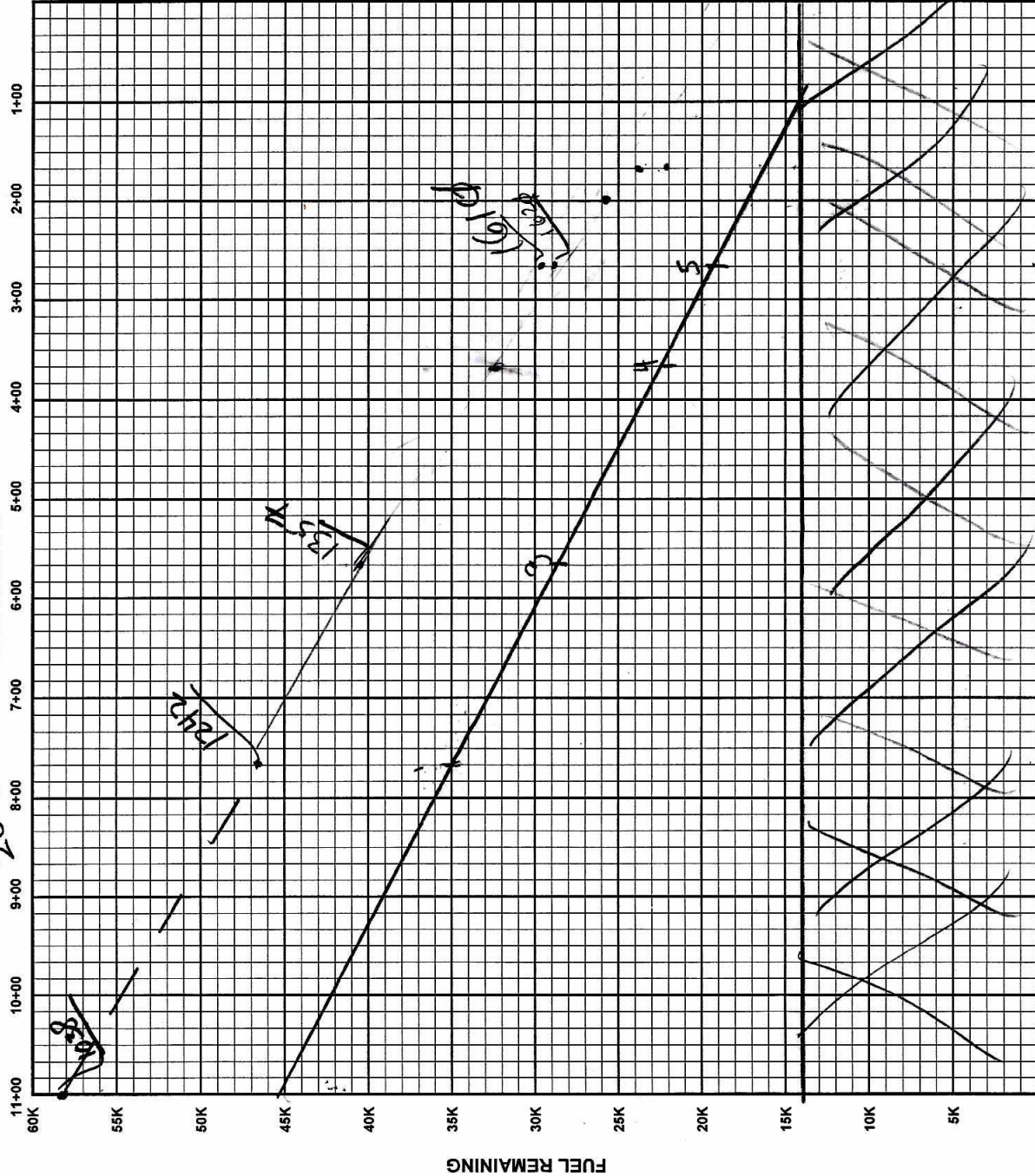
130 NM

1324 Z 5843N 40 06W

1344 5720 4040

RANGE CONTROL GRAPH

TIME REMAINING



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

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

0 150 300 450 600 750 900 1050 1200 1350 1500

WIND FACTOR		
WINDSPEED	HEADWIND	TAILWIND
10	1.03	.97
20	1.06	.94
30	1.10	.92
40	1.14	.89
50	1.18	.87
60	1.22	.85

DISTANCE REMAINING

ETP = .5(TOTAL DISTANCE x OUTBOUND WIND FACTOR)

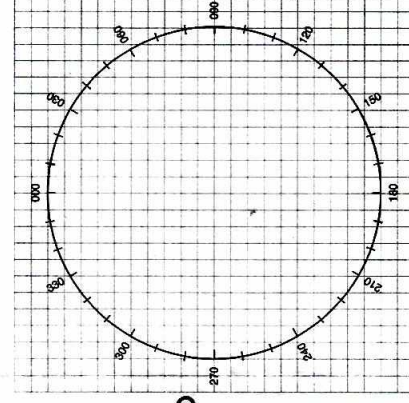
PRESS ALT		WIND FACTOR	
10,000	1.0	200	250
20,000	.99	.99	.98
30,000	.97	.96	.95
40,000	.96	.94	.92
		300	350
		.99	.98
		.97	.94
		.90	

TRUE AIRSPEED CROSS-CHECK

TIME	IAS	PRESS ALT	"F" FACTOR	EAS	OAT	TAS	ITAS

CEX - TRUE BEARING METHOD				OEX SIGHT	
COMPASS TYPE	INS1	INS2	WET	GNT	1404
MCH (READING)	207	207		GHA	21 39
- MTH (SEXTANT)	202	202		CORR	1 00
CE				GHA	2239
- VAR				LONG AW	40 40
DEV				EXACT LHA	341 59

CEX - ERB METHOD				OEX SIGHT	
COMPASS TYPE	INS1	INS2	WET	GNT	1404
MERB (DIAL 000)	475	47.5	47.5	GHA	21 39
+ ZN	18.5	18.5		CORR	1 00
= MTH	204.0			GHA	2239
MCH (READING)	204.4	204.4	230	LONG AW	40 40
CE	0	0	0	EXACT LHA	341 59
- VAR	30W	30W	30W	LAT	57 20
= DEV			200	BODY	0



47.5

1700
250 30 650
1000 EXN
Temp 1
29.34
29

[illegible]

INS PERFORMANCE		INS 1	INS 2
BEGIN ALIGN TIME		0850	0850
ALIGN STATUS (0-5)		1	1
END NAV TIME		1926	1926
START NAV TIME		1024	1024
DELTA T		10.5	10.5

TERMINAL ERRORS		
	INS 1	INS 2
DELTA LAT	41.3 -1.8	41.3
DELTA LON	46.0 -1.8	4.8
RGS	.3	3
RADIAL ERROR	4	2

[illegible]