

MAP 991024H

Wet-MAP

991024H NOAA-42

<u>Sensor or system</u>	<u>Number or Name</u>
INE	1
Accelerometer	1
Temperature Probe	1
Dew Point Probe	1
Altitude (for vertical wind)	Pressure Altitude
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO2992.CON

Notes:

Inertial Navigation System #1 was corrected using good GPS fixes during the flight.

Wind data may be highly degraded when the pitch is ± 10 degrees and/or when then roll is ± 30 degrees. Wind speed has an estimated error of ± 2.5 m/s in turns and wind direction can exceed 10 degrees in turns.

RA-159 had a spike at takeoff and landing and was replaced by RA-232.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	937.0	933.0
Corrected tower pressure	1005.0	1000.0

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.

Flight Meteorologist: Jack Parrish, (813) 828-3310 ext. 3077.

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

FLT ID: 991024H	FM: LOWI	TO: LOWI
FLT NO: 00-10	BLK IN: 1523	ATA: 1520
ETD: 11Z	DLK OUT: 1052	RTD: 1059
ETE: 7+	BLK TIME: 4:31(4.5)	FLT TIME: 4:21(4.3)
SPONSOR ORG:	PROGRAM: MAP	PURPOSE: wet-MAP #14

OAO PERSONNEL

AC Kenul ✓	SYS ENG Lynch ✓
CP Tennesen ✓	DATA SYS McNamea ✓
NAV Newman ✓	RADAR Carpenter ✓
FE Moore ✓	BT/ODW Hornbrook ✓
RADIO	CLD PHYS
FD Parrish ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
Small ✓		
Cox ✓		
Bartels ✓		
Shepherd ✓		
Dehery ✓		
Greene ✓		
Kotharala ✓		
Muller ✓		

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

FLY wet MAP OVER NW ITALY. DROP GOOD.
 1005
 29.69 070-210/16 633 m/s 6
 1417 40km
 937.2 547K BKD
 439K/A 1716
 1000

99102414 WAT MAP #1

Time	Lat	Lon	TR	WD	WS	PA	GA	TA	TD	SP	LS		
1052	07 15.7	11 21.4				653		14	6		937		
1103	47 16	11 21	64	180	7	220	1377	2.6	-2.4	916	761	↑	
11030	47 13.5	11 42.9	200	247	36.6	4594	2611	-7.1	-7.7	746	558	↑	
112315	46 27	11 18	225	237	43.7	6044	5742	-17.8	-22.4	953	464	↑ over BARADO	
114230	45 36	9 56	229	247	54	6408	6316	-19.5	-22.5	981.9	445.9		
1158	44 52	8 58	196	252	46	6411	6287	-19.5	-22.4	974.9	445.9		
121412	43 44	8 31.5	193	251	58.7	6411	6539	-18.7	-20.2	1003	445.9	Drop Good PTN	
122530	44 16	8 25	342	225	44	5795	5810	-15	-15.6	986	485		
123745	45 12	8 04	47	222	50.3	5793						PT	
124745	45 50	8 59	~	248	60	5795	5218	-16.3	-20.2	926	485	PT 12	
1302	45 05	8 34	PT 15										
1310	45 15	9 29	77	240	47.6	4585	4544	-8	-9.4	9936	5708	PT 14	
1322.5	46 07	9 21	~	230	55	4583	4385	-9	-12.5	976	571	PT 13	
1336	45 14	9 35	225	243	44	4581	4540	-8.2	-8.9	994	571	PT 14	
134715	45 04	8 36	~	232	44.5	4579	4511	-8.2	-9.2	990.4	571	PT 15	
135315	45 30	8 30	~	240	62	4583	4402	-8.7	-12.5	979.9	571.2	PT 16	
141415	45 30	11 00	~	236	38	4581	4310	-8.9	-9.4	973	571	PT 17	
142815	45 57	11 00	~	223	33.8	4790	4295	-10.1	-12.0	920	552	P 19	
142815	45 59	10 15	~	242	45	4879	3844	-11.1	-12.9	898	549	P 20	
143615	45 30	10 18	90	247	44	4882	4774	-10.4	-11.5	926	548	P 21	
144145	45 29	11 00	~	242	47	4879	4815	-10	-11	909	549	P 18	
144830	46 00	11 02	20	233	46	4879	3355	-10.4	-12.6	793	548	P 19	
1520													
1523	47 15.5	11 21.2				689		19.9	4.1		933	BLACK	

INS PERFORMANCE		INS 1	INS 2
BEGIN ALIGN TIME	0935	0935	0935
ALIGN STATUS (0-5)	1	1	1
END NAV TIME	1536	1536	1536
START NAV TIME	1645	1645	1645
DELTA T	6000	6000	6000

TERMINAL ERRORS	
INS 1	INS 2
DELTA LAT	-3.0
DELTA LON	-3.7
RGS	2 3
RADIAL ERROR	4

REMARKS	DATE
1005 206 300	UPDATING 10/5 2
26	

POSITION REPORT

The image contains two identical circular diagrams, one above the other, each on a grid background. Each diagram is a circle with 12 tick marks around its circumference, dividing it into 12 equal arcs. The top diagram has labels for every 30 degrees: 0, 30, 60, 90, 120, 150, 180, 210, 240, 270, 300, and 330. The bottom diagram also has labels for every 30 degrees: 0, 30, 60, 90, 120, 150, 180, 210, 240, 270, 300, and 330. The labels are positioned outside the circle, with 0 at the top and 180 at the bottom.

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

- 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 DESIRÉE
PILOT INTENTIONS

- PILOT INTENTIONS
- WE HAVE
ENDURANCE REMAINING

POSITION REPORT

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

[illegible]

PAGE _____ OF _____

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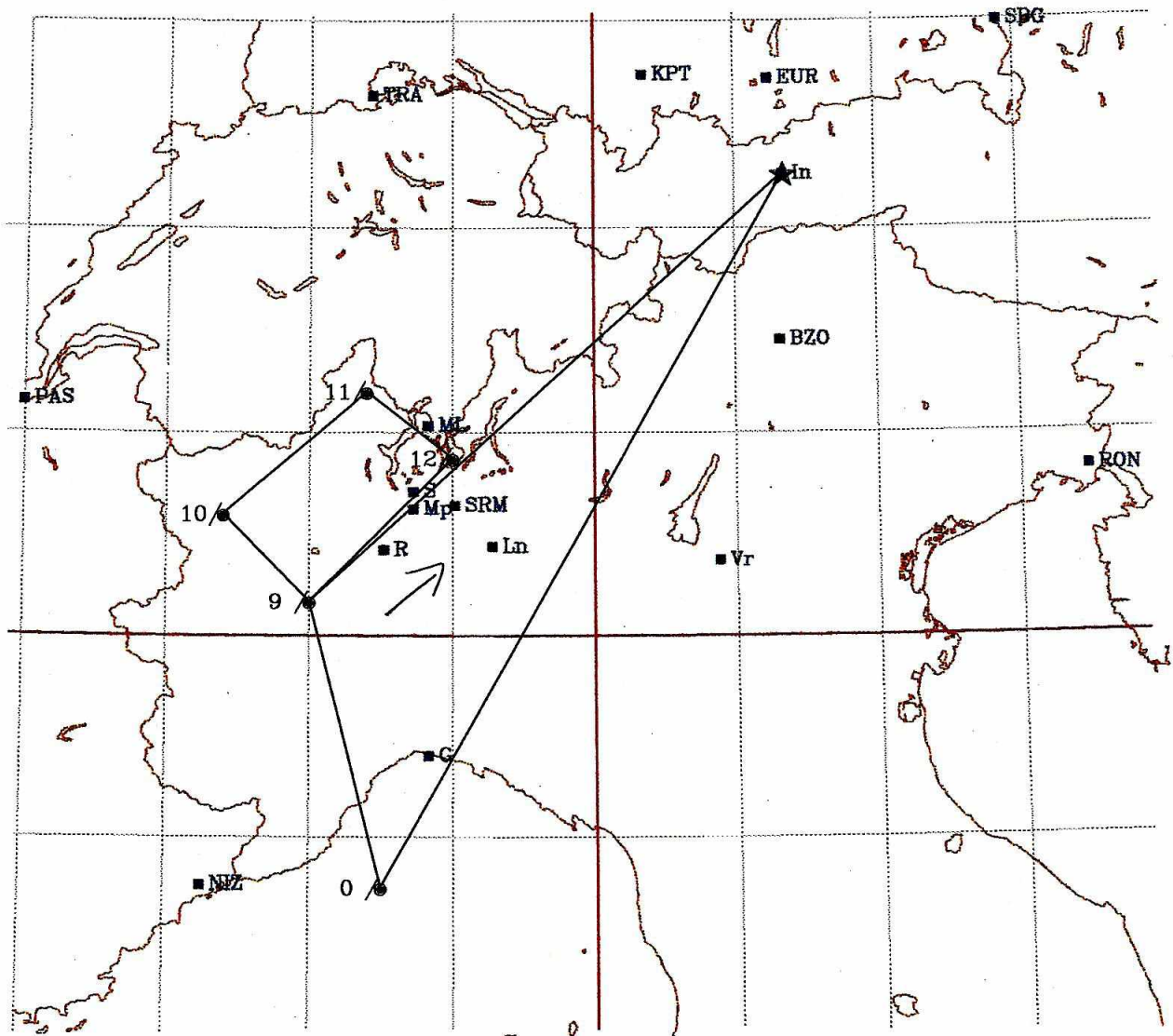
(G) - GPS (I) - INS (R) - RADIO (V) - VISUAL (C) - CELESTIAL (D) - DR

35R-1243 31.6

[illegible]

Aircraft Flight Track Plan

(48.0, 14.0)



(43.0, 6.0)

NOAA/NSSL Lambert Conformal (45.5, 10.0)