

MAP 991108H

MAP P.V. Banners

991108H NOAA-42

<u>Sensor or system</u>	<u>Number or Name</u>
INE	2
Accelerometer	2
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 #2 was corrected using good GPS fixes during the flight.

Wind data may be highly degraded when the pitch is ± 10 degrees and/or when the 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 was patched with valid APN-232 values before take-off, after landing, and during numerous brief spikes during the flight.

A Total Temperature #1 spike was removed after landing.

JW Liquid Water Counter failed throughout the flight.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	959.0	958.2
Corrected tower pressure	1027.0	

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: 991108H	FM: LOWT	TO: LOWT
FLT NO: 00-15	BLK IN: 1702	ATA: 1654
ETD: 11	DLK OUT: 1051	RTD: 1059
ETE: 6	BLK TIME: 6:13 (6-2)	FLT TIME: 5:57 (5.9)
SPONSOR ORG: MARP	PROGRAM: P.V. Banner	PURPOSE: B Valley

OAO PERSONNEL

AC: Tennesen ✓	SYS ENG: Lynch ✓
CP: Kennel	DATA SYS: McDamara ✓
NAV: Newman ✓	RADAR: Hornbrook ✓
FE: Best	DT/ODW: Carpenter
RADIO: Parrish ✓	CLD PHYS:
FD:	DOPPLER:

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
Nance, L. ✓		
Casalis, V. ✓		
Ralph, M. ✓		
Colman, B. ✓		
Stephens, J. ✓		
Schar, C. ✓		
Steinacher, R. ✓		

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

Visual 11.5K ft
 Var 1K-8km
 Few 1K light
 5-2-8
 5-2-8
 5/4
 1027
 SP 957
 86/4
 5/1-1

Fly large E-W pattern over Pop Valley.
 Flew mostly as planned - stayed down for other
 Project A/C - Flew unplanned spending 5-2-11-5 at
 pt O.
 shortened end of pattern due to time,
 fuel lost at beginning.

Time	LA	CON	TK	WD	WS	PA	ON	TA	TD	SP	PS	
1057	4715.5	1121.2				461		6.7	2.4		959	Block out
1059				340	1.4			4.7	1.5		959	0.15
1101	4714	1115	101	320	10.5	1613	858	-2.0	-4.2	929	824	
110940	4716	1133.5	188	348	42.5	4870	8410	-16.6	-29.6	841	577	
112430	↓	to 7K										
1131	4533	1112	172	21	38	3356	2771	-5.0	-20.0	943	670	NOAD T
1136												
113910	4525	1103	282	32	8.5	2079	2076	-0.8	-11.0	1000.0	787	T→Q leg 715
124915	4527	1015	271	40	10	2086	2037	-0.8	-12.7	1009.3	787	
1200	4528	923	270	0	9.7	2102	2052	2.1	-18.6	1006.9	785	
121850	END	LEG 1										
1232	↓	to 3K										
1233	4459	813	89	8	18	1469	1319	4.9	-12.4	996	848	START P→Q 19
1253	4500											
130215	4501	1025	88	44	11.5	1472	1505	3.5	-8.3	1018.8	848	
1319	4501	1143	91	32	24	1472	1519	3.4	-10.3	1020.5	848	
132045	4501	1215	↓	to 21K								
1331	4500	1238	↑	-2K	up to 11K							
134045	4448	1234	-11K	↓	to 5K							
134600	4501	1233	357	22	25	1477	1531	3.5	-9.8	1020.7	8478	0→N STRACK
135500	4528	1228	209	9	16	1480	1528	3.7	-8.8	1099.9	848	N→Q
1410	SPED UP	-5 LEFT	OTHER	A/C	ADH (100)							
141730	4528	1029	277	67	16	1481	1384	3.8	-7.3	1003.8	847	
142830	4527	921	267	27	20	1483	1435	5.1	-9.0	1006.8	847	
1439	4527	815	268	50	18	1483	1356	7.1	-7.4	996	847	
1444	AT Q	→ P	↑	7K								
144530	4513	755	181	26	12.5	2105	1950	4.2	-13.7	985	785	→ P
145030	4453	801	72	16	20	2104	1983	3.8	-15.4	999	785	P→S
150730	4502	944	90	352	14.6	2101	2100	0.1	-12.5	1015	785	
1515	4501	1025	92	18	15	Turn to N	-cut	P→S	short			
1524	4520	1049	357	32	15	2104	2058	-1.3	-11.2	1006	785	END 152530
152815	4529											
1533	4527	1021	274	40	11	2103	2045	-1.1	-8.3	1007.9	784	T'→Q
155145	4527	827	272	29	23	2100	2007	2.6	-11.2	1000.6	785	
155630	4528	756	END	5K	AT	Q	↑	10K				
155905	4524	758	79	333	15	2058	2853	-3.2	-11.4	985	696	-10K
1608	4528	854	89	359	27	3059	2982	-4.6	-18.8	1004	696	
1612	END	10 LEG										
161915	4549	948	43	335	36	5507	4329	-18.2	-37.7	905.6	5043	-18K
1646	4717	1153	54	346	28	3915	2919	8.5	-1.7	552	657	↓ to 1002K
1656	ON			86	4			5.0	1.1	957		
1702	IN											

TERMINAL ERRORS		
	INS 1	INS 2
DELTA LAT	ϕ	-1.3
DELTA LON	+1.6	+1.6
RGS	14	3
RADIAL ERROR	1	1

[illegible]

CLEARANCES

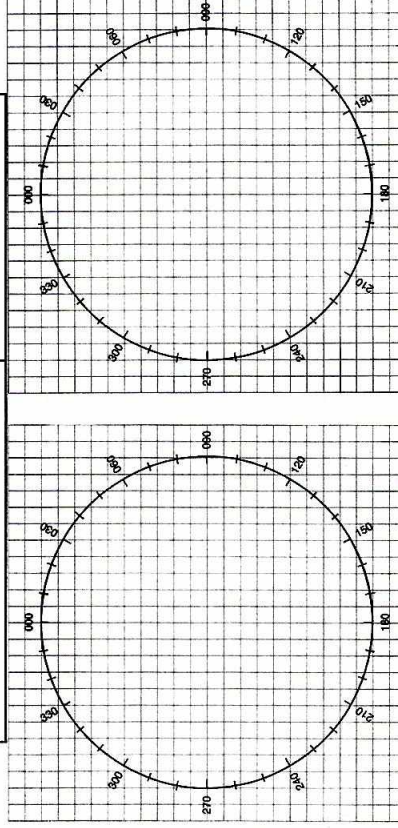
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MISSION LOG

PAGE OF

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

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

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

- FLIGHT LEVEL OR ALTITUDE _____ SOULS ON BOARD _____
- WE ARE A P-3 AIRCRAFT WITH _____

- NATURE OF EMERGENCY
- ASSISTANCE DESIRED
- OBJECT INTENTIONS

- PILOT INTENTIONS
- WE HAVE

[illegible]