

Flt ID: 010225I2	From: KMRY	To: KMRY
Flt No: 01-23	Blk In: 0806	ATA: 0757
ETD: 2330Z	Blk Out: 2339Z	ATD: 2351Z
ETE: 0830Z	Blk Time: 8.4 8:27	Flt Time: 8.1 8:46
Sponsor Org: NOAA/ETL	Program: PACJET	Purpose: IOP15

AOC Personnel

AC: TAGGART, B ✓	Sys Eng: McNamara, R ✓
CP: HALVORSON, H / TEBEST, R ✓	Data Sys: LYNCH, T ✓
Nav: NEWMAN, C ✓	Radar:
FE: BAST, G / FLOYD, D	GPS/BT: DELGADO, T ✓
FD: SHEPHERD, T ✓	Cld Phys:
Avionics: ROGERS, M ✓	

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
RALPH, M ✓	PI	ETL
JORGENSEN, D ✓	RADAR	USSL
MILLER, D ✓	DATA SYN.	NPS
REYNOLDS, DAVE ✓	OBS	NWS
BAD, J-W ✓	OBS	ETL
DEASON, R ✓	MEDIA	FOX CH2 KTVU
DAVISON, ANA ✓	MEDIA	Monterey HERALD

Proposed/Actual Mission Remarks (Recco, Fixes, Storm, PENET, NHOP #)

0009 Restart FL DATA TAPES - FLIGHT started ON 010226I S/B 010225I

080/06 10 BKN 095 08/08 29.98

260552Z

3166
2339
827

U.S. Dept. of Commerce / NOAA / Aircraft Operations Center

AOCWF2

Flt ID: 010225I2 Time Off: 2351Z Time On: 0757Z

	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	1008.9	29.97	1006.1	29.98

	Number	Data Disposition / Date / Quality
Flt Lvl Tapes	4	
Radar Tapes	1	
Cloud Physics Tapes	1	
Video Tapes	4	
AXBT	0	
AXCP		
AXCTD		
Dropsondes	19	2 lost under ~ 1/2 way down 18 → ASDL

Video

	Forward	Left Side	Right Side	Down	Remarks
Time On					
Time Off					
Rate					

Remarks

Pacjet

IOP 15

Flight #15 010225I (B)

<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)	APN-159
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO3012.CON

Notes:

Takeoff: 2351Z

Land: 0757Z

The radar altimeter (APN-159) was replaced by the APN-232 due to spiking during take off and landing (234801-235930 take off; 074030-075800 landing). No offset was applied.

In order to correct vertical wind speeds, the APN-159 altimeter was replaced with the GPS altimeter from 074030-074710 as the aircraft overflowed land on its return to KMRY.

There were times as the aircraft flew through saturated conditions that the dew point temperature exceeded the ambient temperature. These problems, due to water build-up on the hygrometer mirror and/or a wet bulb effect on the total temperature probe, were not corrected.

There were data gaps at the beginning of the flight in two areas (235731-235750; 000821-001050). The first vertical wind speed immediately following the second time gap is erroneous due to the analysis algorithm and the aircraft being in a rapid ascent at the time. It was not removed.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	1005.4 mb	1006.1 mb
Corrected tower pressure	1014.9 mb	1015.2 mb

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.

Flight Director: Tom Shepherd, (813) 828-3310 ext. 3053

Time	Lat	Long	Trk	Hdg	Wind Dir	Wind Spd	T _a	T _d	Press. Alt.	Geo. Alt.	Sfc Press.	Press. Sfc	Dyn. Press	Remarks
001734	3521	12310	218	218	201	23.8	-31.0	-47.1	6123	6051	1023.1	463.9	77.8	D1 FL200 winds 38s
003200	3430	12357												
003450	3419	12405	218	217	200	24.6	-30.7	-41.4	6120	6039	1021.1	464.1	79.7	FL200 SCT BLO CR ABV
004415	3344	12434	214	215	210	20.5	-30.8	-36.1	6117	6031	1020.7	464.2	79.8	D2 SCT BLO winds 23s
011150	3154	12602												D3 P1
012726	3100	12541	163	169	315	49.9	-26.0	-56.5	6110	6052	1009.9	464.7	76.9	D4 2000' winds 26s
013848	3000	12517	164	172	301	51.3	-26.4	-51.6	6110	6077	1014.2	464.7	82.6	D5 Last 1/2 down wind 31s
014505	2926	12507												D6 Base up and 35s
015048	2857	12457	160	169	285	45.0	-27.2	-35.4	6110	6102	1020.4	464.9	83.6	D7 P2
020725	2800	12434	162	171	287	49.6	-26.1	-46.6	6106	6124	1019.3	465.0	81.9	D8 P2'
022755	2836	12529	308	308	300	48.8	-24.7	-58.9	6106	6114	1013.9	465.0	83.8	D9 Switch to DP1 on 10
024330	2918	12627	306	307	302	57.7	-24.3	-48.2	6105	6113	1012.9	465.1	83.1	D10 winds 13s
030010	3000	12730	308	309	309	51.0	-24.8	-47.2	6103	6104	1013.8	465.2	82.5	D11 P3'
032000	3000	12557	089	084	310	49.2	-24.4	-56.6	6104	6084	1009.5	465.1	86.5	FL200
032623	3000	12517	093	088	311	45.9	-25.7	-41.6	6103	6075	1013.1	465.2	87.9	D12 FL200 winds 12s
033820	3000	12400	088	-	290	45.8	-26.9	-57.9	6102	6063	1015.5	465.1	79.1	D13 FL200 winds 38s
034640	2941	12255	111	116	263	45.0	-28.5	-35.9	6104	6076	1021.0	465.1	84.8	FL200
035250	2932	12230	110	116	260	42.7	-28.3	-36.0	6100	6082	1021.7	465.4	83.7	D14 FL200 8s
040803	2901	12100	111	117	250	41.1	-28.4	-44.8	6099	6098	1023.4	465.4	77.4	D15
042450	2828	11929	109	118	235	47.4	-25.8	-30.2	6103	6124	1018.9	465.1	80.9	D16 Wind 20s
044220	2754	11754	112	123	235	51.6	-23.4	-45.7	6101	6148	1015.2	465.4	71.1	D17 P5 Wind 60s
050000	2901	11755	357	354	226	30.5	-25.3	-28.2	6102	6130	1018.2	465.2	76.5	FL200
050452	2926	11757	358	354	223	30.7	-25.4	-26.7	6103	6123	1016.9	465.3	77.3	D18 winds 6s
052239	3100	11802	358	357	202	29.3	-25.0	-28.7	6104	6102	1013.8	465.1	79.0	D19
052420	3107	11802	Begin spiral descent to 1000'							1000'				
054840	3132	11804	357	360	150	20.9	10.6	10.7	284	291	1014.0	979.8	74.6	1000' hdg to
055955	3215	11807	PT 6 (L) to PT 7											
060710	3217	11835	Portman 1000 → 830 mld → 1000											
061740	3217	11920	271	272	260	4.9	10.3	8.7	286	290	1013.9	979.4	71.2	1000' LT Pres, hdg PT
063200	3217	12018	PT 7 (R) to PT 8											
065910	3344	12050	346	346	328	10.2	9.4	6.9	288	291	1014.0	979.2	78.1	1000'
070120	3352	12052	PT 8											
071100	3424	12103	345	346	010	3.4	9.7	7.5	288	291	1014.0	979.3	74.9	1000' hdg to 35N121SW
072435	3500	12112	Scenic over - climb to 8000 Direct MRY							8000	Direct MRY			

IOP15 010225I (B)

DATA GAPS

235731-235750

000821-001050

AZI 1

INE 1

TT 1

DP 1

ALT APN159

Replane APN 159 w/ GPS ALT (~~to~~ flew over coast back to 159)

074030 - 074710

APN 159 Repland with APN 232

234801-235930 T.O

074030-075800 landing

RENAV (OVER)

1)	003000	-0.1	-0.3	34 36.5	-123 49.1	✓
	013000	-0.7	-0.5	30 46.3	-125 35.6	✓
	023000	-0.5	-0.7	28 42.2	-125 36.9	✓
	033000	-0.2	-1.0	29 59.1	-124 51.9	✓
5)	043000	+0.2	-1.2	28 18.5	-119 0.0	✓
	053000	+1.2	-1.4	31 9.9	-118 4.7	✓
	063000	+1.6	-2.3	32 15.6	-120 9.5	✓
	073000	+1.8	-2.1	35 31.8	-121 27.1	✓
9)	075800	+2.0	-2.8	36 35.1	-121 50.2	✓

P-3 CHIEF SCIENTIST EVENT/RADAR LOG

Flight Number: 010225I_2

PACJET IOP #15

Date: 25 Feb 2001

Aircraft ID: N43RF

Chief Scientist: Ralph

Doppler Scientist: Jorgensen (NSSL) *Radar Tech:* Rogers

Cloud Physics Sci: ??? *Data Tech:* Lynch

Radar parameters: PRF1/PRF2 3200/2133, 0.25 microsecond pulse

Setup file = PACJ2

Pulses/sample = 32

Threshold on REF

Alternate Setup = PACJ1: PRF 1600, 0.50 pulse

Mission Description: Dropsonde in vort max and radar monitoring of frontal precipitation along the southern California coast

Scientific Crew: Dave Reynolds (observer), Dave Jorgensen (Radar), Doug Miller (Comms), Bao (observer)

AOC Crew: Taggart (P), Tebeest (P), Bast (FE), Shepherd, (FD) Newman (N), Rogers (tech), Lynch (data), McNamara (tech), Delgado (dropsonde)

Event Log

<i>Time (Lat, Lon), Track (deg), Static Pressure (mb), Rdr Alt (m)</i>	<i>Event & Comments</i>
233408 Z (36.58901, -121.85614) 86.336°, 1008.9 mb, 1501.0 m	Engine Start
233841 Z (36.58907, -121.85622) 350.402°, 1009.0 mb, 1501.0 m	Block Out
235006 Z (36.58327, -121.83331) 293.312°, 1006.1 mb, 1501.0 m	Takeoff
235558 Z (36.55376, -122.09244) 208.315°, 790.5 mb, 2042.0 m	Broken thin overcast above as we climb over the bay, seas calm, no clouds below
000359 Z (36.11543, -122.47960) 215.589°, 567.1 mb, 4604.0 m	Radars up and running, tape is recording. No echoes on LF or TA

000722 Z (35.93152, -122.64186) 215.528°, 520.8 mb, 5234.0 m	The flight ID was set to 010226I by mistake until now. The flight number has been reset to 010225I2 since we took off a few minutes before 00Z.
001733 Z (35.35410, -123.16803) 218.354°, 463.8 mb, 6058.0 m	Dropsonde #1 away. Looks good. Somehow managed to climb to 20k ft on climbout. Must be we're getting such good climb performance because its so cold at flight level (-31C at 463 mb).
004413 Z (33.74602, -124.56853) 214.323°, 464.3 mb, 6038.0 m	Dropsonde #2 away. Looks good.
011248 Z (31.90318, -126.15634) 279.014°, 464.6 mb, 6054.0 m	At Pt. 1, dropsonde #3 away. Looks good. Turning to track 160 to Pt. 2 south of the vort max
012156 Z (31.48380, -125.84395) 163.693°, 464.7 mb, 6054.0 m	Sea clutter pattern on LF indicates a NW sfc wind. Sky above is clear, fair weather cu below. No echoes on LF or TA. Flight level winds are picking up, now 320° at 48 knots.
012728 Z (30.99451, -125.67690) 163.213°, 464.7 mb, 6060.0 m	Dropsonde #4 away. Looks good. Received information that the G-IV is also deploying sondes NW of us on its ferry from HNL to MRY
013847 Z (29.99611, -125.29031) 163.597°, 464.7 mb, 6087.0 m	Dropsonde #5 away. Looks good
014511 Z (29.43030, -125.10960) 165.376°, 464.9 mb, 6099.0 m	Lost winds on the drop about halfway down. Dropsonde #6 deployed.
015048 Z (28.94724, -124.93205) 160.274°, 464.8 mb, 6112.0 m	Dropsonde #7 deployed at pt. 2. Outside turn to track NW to pt. 3. Dropsonde data looks good.
015623 Z (28.92333, -124.78761) 211.460°, 465.1 mb, 6108.0 m	Instead on heading to Pt. 3 right now, will extend this leg 60 miles farther SSE to cross the cloud line seen in the satellite imagery and out the front window
020723 Z (27.99548, -124.56363) 162.292°, 465.0 mb, 6133.0 m	Dropsonde #8 deployed. Looks good. Outside turn to track to Pt. 3' to the west. Pt 3' is 30N 127 30 W.
022009 Z (28.28040, -124.98283) 306.579°, 465.0 mb, 6129.0 m	Thin line of weak echoes on LF about 260 km SE of our location.
022758 Z (28.61574, -125.48674) 307.701°, 465.1 mb, 6126.0 m	Dropsonde #9 away. Looks good.
023409 Z (28.88351, -125.87447) 308.619°, 465.1 mb, 6121.0 m	Switching to SQI thresholding on the TA to eliminate the 2nd trip echo. There are small cumulus clouds on the TA evident below. Tops to only 2 km or so.
024137 Z (29.21377, -126.33342) 308.611°, 465.1 mb, 6122.0 m	Playing with SQI threshold a bit to find the optimum setting for eliminating the noise
024332 Z (29.29396, -126.45355) 306.097°, 465.1 mb, 6121.0 m	Dropsonde #10 away. Looks good.
024745 Z (29.46513, -126.72546) 305.579°, 465.1 mb, 6121.0 m	Have settled on a TA configuration that seems to eliminate most of the 2nd trip echo on the TA. The SQI threshold is 0.35. Have saved the config as pacjet2
030015 Z (30.00404, -127.51366) 307.737°, 465.1 mb, 6118.0 m	At Pt. 3, dropsonde #11 away. Turning to track east to Pt. 4
031645 Z (29.99986, -126.32045) 88.753°, 465.2 mb, 6099.0 m	small convective and stratiform echoes again on the TA. Tops to only about 3 km, bright band evident at about 2 km. The echoes are pretty scattered and mainly to the right of our track
032615 Z (29.99778, -125.27762) 92.625°, 465.1 mb, 6087.0 m	Dropsonde #12 away. Looks good.
033631 Z (30.00180, -124.16164) 86.878°, 465.2 mb, 6071.0 m	Radars died at 0330, rebooting
033805 Z (30.01131, -123.99475) 86.434°, 465.1 mb, 6071.0 m	Dropsonde #13 away. At Pt. 4, turning to track 115 to Pt. 5
033820 Z (30.01284, -123.96809) 86.629°, 465.2 mb, 6071.0 m	Radars back up again. More echoes on the TA now. Mostly stratiform with some embedded convective cells with tops to near the freezing level 2.5 km. Max dbz to about 40

035250 Z (29.53709, -122.49837) 110.423°, 465.3 mb, 6090.0 m	Dropsonde #12 away. Looks good
040823 Z (29.01712, -120.99962) 110.768°, 465.3 mb, 6110.0 m	Short rainband segment 125 km to our south. Max dbz to only about 40. Segment length about 100 km long oriented NE-SW.
042451 Z (28.47565, -119.47768) 109.293°, 465.2 mb, 6132.0 m	Dropsonde #13 away. Looks good.
044217 Z (27.89940, -117.89543) 112.254°, 465.2 mb, 6159.0 m	Dropsonde #14 away. Looks good
045937 Z (28.97587, -117.92033) 357.249°, 465.2 mb, 6143.0 m	Mexican coast now visible on the LF.
050449 Z (29.42433, -117.94234) 357.477°, 465.4 mb, 6135.0 m	Dropsonde #15 away. Looks good
051646 Z (30.47021, -118.00166) 356.864°, 465.1 mb, 6122.0 m	Radars froze at 1515 Z. Rebooting
051813 Z (30.59962, -118.01070) 356.735°, 465.0 mb, 6123.0 m	Radars back
052239 Z (30.99993, -118.02979) 358.368°, 465.0 mb, 6115.0 m	Dropsonde #16 away. Looks good
052407 Z (31.13192, -118.03552) 358.230°, 465.1 mb, 6114.0 m	Spiral down to 1000 ft for our radar surveillance run off the San Diego coast.
054103 Z (31.18398, -117.97707) 148.509°, 979.4 mb, 286.0 m	at 1000 ft, turning to track North. Winds here are 190/9 knots. Up above about 5k ft, the winds were light and variable
054231 Z (31.14267, -118.03336) 300.544°, 979.1 mb, 292.0 m	Very light TA echoes, mostly overhead anvil, some weak convective storms, max dbz only about 25, heights to 4 km
060004 Z (32.28326, -118.09264) 326.501°, 979.4 mb, 290.0 m	at pt 6, turn to track west to pt 7, very few echoes on LF, mostly ground return from the coastline. Light mostly stratiform precip within about 100 km of the coast
060712 Z (32.28841, -118.57578) 265.110°, 972.0 mb, 356.0 m	performing porpoise pattern, up to 6000, down to 500, then return to 1000 ft
060909 Z (32.27538, -118.72813) 263.950°, 849.0 mb, 1470.0 m	Went to single PRF mode on the TA briefly to see if the 2nd trip from the ground can be eliminated
063141 Z (32.26306, -120.27158) 271.457°, 979.3 mb, 293.0 m	at pt 7, turning for pt. 8
070931 Z (34.31817, -121.01219) 345.096°, 979.2 mb, 291.0 m	at 070120 we made the subtle turn to pt. 9
072143 Z (35.01746, -121.20541) 340.677°, 968.0 mb, 392.0 m	end of leg. Climb and RTB
073513 Z (35.86015, -121.59135) 339.381°, 753.3 mb, 2426.0 m	Radars Secured
075718 Z (36.58571, -121.84045) 113.650°, 1006.2 mb, 3.0 m	Land
080606 Z (36.58904, -121.85611) 338.081°, 1008.9 mb, 6102.0 m	Block In

NOAA • AOC • SED
N43RF DATA STATION LOG

Project : PacJet '01

Mission : PACJET 15

Flight ID : 0102256I

Operators : Lynch AKA "THE MAN"

Take Off : 23:50

Landing : 07:50

RAMS DAT 1 On [8/9]: <u>23:30</u>	RAMS DAT 1 Off: <u>08:24</u>	Data : <u>Slow</u> <u>Fast</u> <u>AVAPS</u>
RAMS DAT 2 On [8/9]: <u>00:10</u>	RAMS DAT 2 Off: <u>08:06</u>	Data : Slow Fast AVAPS
RAMS DAT 3 On [8/9]:	RAMS DAT 3 Off:	Data : Slow Fast AVAPS
Printer On : <u>23:35</u>	Printer Off: <u>08:06</u>	Disk Recording : <u>Enabled</u> / Disabled
MARS DAT 1 On [8/9]: <u>00:02</u>	MARS DAT 1 Off: <u>07:35</u>	CPU Selected : A <u>B</u>
MARS DAT 2 On [8/9]:	MARS DAT 2 Off:	VCR's Used : <u>N</u> <u>L</u> <u>R</u> <u>D</u>
MARS DAT 3 On [8/9]:	MARS DAT 3 Off:	VCR Mode : VHS / <u>S-VHS</u> 2 / <u>12</u>
PMS DAT 1 On : <u>23:40</u>	PMS DAT 1 Off: <u>07:40</u>	
PMS DAT 2 On :	PMS DAT 2 Off :	Tapes Given To
PMS DAT 3 On :	PMS DAT 3 Off :	RAMS :
VCR Tape 1 On : <u>23:35</u>	VCR Tape 1 Off: <u>08:07</u>	MARS :
VCR Tape 2 On :	VCR Tape 2 Off :	PMS :
VCR Tape 3 On:	VCR Tape 3 Off :	VCR :

CARCAH Tasking

Mission Number : WX WXE

Storm Name : Train

ASDL Setup

Flight Level (Minobs) Sample Frequency : 30s

Flight Level (Minobs) Block Time : 10m

Data Station Operator Notes

-changed flight Id from 26th to 25th + ream setup
23:50

LUB = 1 Er
9 = 0

NOAA • AOC • SED Flight Performance Log

Aircraft : N43RF

Project : PacJet '01

Mission : PacJet #15SED Crew: Delgado, Lynch, McKinnon, RogerFlight ID : 0102256 IPre-Flight: 21:45

Take-Off: _____

Landing: _____

System			Pre-Flight	In-Flight	Post-Flight		
NAV	INE #1	Aligned to : <u>0</u>	<u>✓ TL</u>		<u>+2</u>	<u>-3</u>	<u>0</u>
	INE #2	Aligned to : <u>1</u>	<u>✓ TL</u>		<u>+8</u>	<u>-8</u>	<u>3</u>
	GPS		<u>✓ TL</u>		Lat	Long	CS
	Diff GPS		<u>NH</u>				
RADAR	Nose		<u>✓ TL</u>				
	L/F	R/T SN : <u>103</u>	<u>✓ TL</u>		<u>Mod Switch Off? ✓</u>		
	Tail	R&T SN : <u>102/202</u>	<u>✓ TL</u>		<u>Mod Switch Off? ✓</u>		
	MARS Data System		<u>Clean DAT? ✓ TL</u>		<u># DATs? 1 ✓</u>		
PMS	2DG-C	Ch 1/64: <u>1</u>	<u>✓ MR</u>				
	2D-P <u>None</u>	Ch 1/32: <u>1</u>	<u>✓ MR</u>				
	FSSP	Ref VDC: <u>8.25</u>	<u>✓ MR</u>				
	SEA Data System		<u>Clean DAT? ✓ TL</u>		<u># DATs? 1 ✓</u>		
TEMP		Cal High	Cal Low			Cal High	Cal Low
	Temp #1	<u>30.0</u>	<u>-30.6</u>	<u>✓ TL</u>		<u>+30.8</u>	<u>-30.4</u>
	Temp #2			<u>✓ TL</u>			
	Temp #3	(Starboard)		<u>NH</u>			
	Dewpoint #1	(General Eastern)		<u>✓ TL</u>			
	Dewpoint #2	(Edge Tech 137)		<u>✓ TL</u>			
	Dewpoint #3	(Buck 1011C)		<u>✓ TL</u>			
PRES	Attack Angle	(AP/DAP)	<u>RJM</u>				
	Slip Angle	(BP/DBP)	<u>RJM</u>				
	Differential	(PQ1/PQ2/PQ3/PQ4)	<u>RJM</u>				
	Absolute	(PS1/PS2)	<u>✓ TL</u>				
	Radome Transducers		<u>Plugs? RJM</u>		<u>✓ RJM</u>		
	Cabin Transducer	(Station 5)	<u>✓ TL</u>				
	Apn-159	SN: <u>71-02</u>	<u>✓ MR</u>		<u>Off? ✓ MR</u>		
Apn-232	SN: <u>1761</u>	<u>✓ TL</u>		<u>Off? ✓ JED</u>			
FLTLVL	King Liquid Water		<u>RJM</u>				
	J&W Liquid Water		<u>RJM</u>				
	Lyman Alpha Hygrometer		<u>Plugs? RJM</u>		<u>Plugs? ✓ JED</u>		
	Down PRT-5	(SST)	<u>RJM</u>				
	Side PRT-5	(CO ²)	<u>RJM</u>				
	Up PRT-5		<u>Open? ✓ MR</u>		<u>Closed? ✓ VNR</u>		
	RAMS Data System		<u>Clean DAT? ✓ TL</u>		<u># DATs? 4 ✓</u>		
	F/D Laptop		<u>✓ TL</u>		<u>Off? ✓ MR</u>		
	C.I. Printer		<u>✓ MR</u>				
	ASDL		<u>✓ MR</u>		<u>Off? ✓ MR</u>		
MISC	Exterior Walk Around		<u>RJM</u>				
	Video	<u>(N) (C) (B) (D)</u>	<u>✓ TL</u>		<u>Lens Covers? ✓ MR</u>		
	AXBT Receivers		<u>✓ MR</u>		<u>✓ MR</u>		
	AXBT Sonobouys		<u># On Board : 7</u>	<u># Dropped : 0</u>	<u># Good : —</u>		
	AVAPS		<u>✓ MR</u>		<u>✓ MR</u>		
	GPS Dropsondes		<u># On Board : 26</u>	<u># Dropped : 19</u>	<u># Good : 17</u>		
	FCU	<u>B C D</u>	<u>✓ TL (D)</u>		<u>UPS Off : ?</u>		
	SatComm		<u>✓ MR</u>				
USER	NASA GORE		<u>✓ MR</u>				
				Accelerometers			
				#1 (2 G):	<u>8194</u>		
				#2 (2.5 G):	<u>6686</u>		
				#3 (3 G):	<u>5967</u>		
				#4 (3.5 G):	<u>2892</u>		

Please Note any Discrepancies

Item #	Zulu Time	Problem Description	Initials	Status
①		Fanned loose wire on one of FCCI daughterboards - stopped for flight - repair later.		
*		Latch for Solking Kit broken		

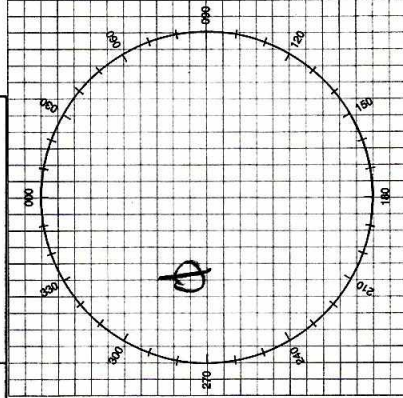
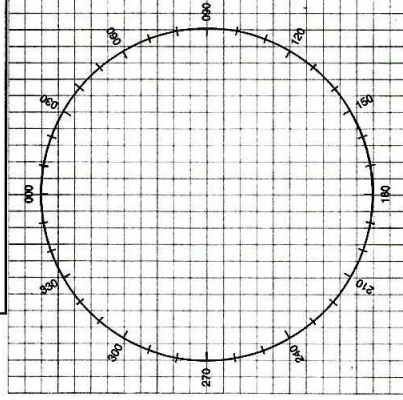
CLEARANCES

[illegible]

MISSION LOG

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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:

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

- NATURE OF EMERGENCIES

- ASSISTANT

- PILOT INTENTIONS
- WE HAVE _____ ENDURANCE REMAINING

[illegible]

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

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

[illegible]