

FLT ID: I950421	FM: OKC	TO: OKC
FLT NO: 95-028	BLK IN: 23:11	ATA: 2307Z
ETD: 1900Z	BLK OUT: 1856Z	ATD: 1908Z
ETE:	BLK TIME: 4:15	FLT TIME: 3:59
SPONSOR ORG: NSSL	PROGRAM: VORTEX95	PURPOSE: ARM CLOUDY-FLT

DAO PERSONNEL

AC KENNEDY	SYS ENG LYNCH
CP TENNESEN	DATA SYS PROBAS-BERGNES
NAV RATHBUN	RADAR
FE BAST	BT/ODW MCNAMARA
RADIO SAMS SOULT	CLD PHYS
FD DAMIANO	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/DAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
SHEPHERD	OVERVIEWER	NSSL
PARRISH	??	AOC
FEDOR	PI	NCAR
IRISOV	ASST. PI	U of Col

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

~~202350Z~~
202715 went to RA232

U.S. DEPT. COMM./NOAA/OAO - DATA SECTION WORK FORM NO.2 OAOWF2 FILE

FLT ID: *I950421* TIME OFF: *1908Z* TIME ON: *2307Z*

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	<i>964.0</i>		<i>965.7</i>	

NO DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES

1

FAST FLT LVL TAPES

1

RADAR TAPES

1

DOPPLER TAPES

ODW CASSETTES

HARD COPIES

*PMS**1*

AXBT

AXCP

ODW

PHOTOGRAPHY

	FWD	LS	RS	VERT	
ON					
OFF					
RATE					

REMARKS

NOAA • AOC • SED Flight Performance Log

22 March 95

Aircraft : N43RF

Project: VORTEX • ARM '95

Mission : ArmSED Crew: Lynch, ITPB, McNamearaFlight ID : 950421 IPre-Flight: 17:00 ZTake-Off: 1907Landing: 23:06

System			Pre-Flight	In-Flight	Post-Flight		
NAV	INE #1	Aligned to : <u>5</u>	✓ TL		45.5	-0.5	4
	INE #2	Aligned to : <u>0</u>	✓ TL		+1.1	+0.5	2
	GPS		✓ TL		Lat	Long	GS
RADAR	Nose		✓ TL				
	L/F	R/T SN : <u>102</u>	✓ JCPB		Mod Switch Off ? ✓		
	Tail	R/T SN : <u>202/201</u>	✓ JCPB		Mod Switch Off ? ✓		
	ASAU's & RCU		✓ JCPB				
	MARS Data System		✓ JCPB		# DATs : 1		
PMIS	2DG-C	Ch 1/64: <u>1</u>	✓ JCPB				
	2DG-P	Ch 1/64: <u>1</u>	✓ JCPB				
	FSSP	Ref VDC:	✓ JCPB				
	SEA Data System		✓ JCPB		# DATs : 1		
TEMP		Cal High	Cal Low		Cal High	Cal Low	
	Temp #1	<u>30.7</u>	<u>-30.3</u>	✓ TL	<u>30.6</u>	<u>-30.1</u>	
	Temp #2	<u>30.6</u>	<u>-30.4</u>	✓ TL	<u>30.5</u>	<u>-30.3</u>	
	Temp #3	(Starboard)		✓ TL			
	Dewpoint #1		✓ TL				
PRESSES	Dewpoint #2		✓ TL				
	Attack Angle (AP/DAP)		✓ TL				
	Slip Angle (BP/DBP)		✓ TL				
	Differential (PQ1/PQ2/PQ3)		✓ TL	(2)			
	Absolute (PS1/PS2)		✓ TL				
FLTLVL	Radome Transducers		Plugs Out? ✓ TL	(1)			
	Apn-159	SN: <u>SW-2</u>	✓ TL				
	Apn-232	SN: <u>1499</u>	✓ TL	(3)			
	King Liquid Water		✓ TL				
	J&W Liquid Water		RDM				
USE R	Down PRT-5 (SST)		✓ TL				
	Side PRT-5 (CO ²)		✓ TL				
	Up PRT-5		Open? ✓ TL		Closed? ✓ TL		
	RAMS Data System		✓ TL	(4)	# DATs : 2		
	Exterior Walk Around		RDM				
USE R	Video	<u>(N) (U) (R) (D)</u>	✓ TL				
	FCU	<u>-A-B-D-</u>	✓ TL				
	Charge Probe		NU		Accelerometers		
	Gerber Liquid Water	<u>1.7/0.8</u>	RDM		#1 (2 G) : <u>8148</u>		
	Field Mills	<u>(D) (R) (U) (D)</u>	✓ TL		#2 (2.5 G) : <u>6684</u>		
USE R	ETL Dual-Channel uWave Radiometer		✓ TL		#3 (3 G) : <u>5967</u>		
	Epply Radiometers (PSP / PIR)				#4 (3.5 G) : <u>2892</u>		
	2 Meter Repeater / Duplexer		✓ TL				
	Cappiccuno Machine		✓ TL				

Please Note any Discrepancies

[illegible]

I950421

RENAV INE1

Use RA232 for flight

NO DATA GAPS

200900, +1.3, +.8

210900, ~~+1.3, +.8~~ 2.2, .9

220900, ~~+2.8, +.9~~ 3.9, 1.2

230900, ~~+1.4, +.5~~ 5.6, -.5

VORTEX95/ARM95

FLIGHT #06 I950421 (ARM, Cloudy flight at Hillsboro, KS)

TYPE OF DATA -----	SENSOR OR OPTION -----
INE	1
Accelerometer	1
Temperature probe	1
Altitude change option (for vertical winds)	PA
Static pressure	Rosemount fuselage
Dynamic pressure	Rosemount fuselage
Time source	Micro 99
Constants file	CO3955.CON

Notes:

There were no time/data gaps.

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.

	Takeoff -----	Landing -----
Aircraft static pressure	964.0mb	965.7mb
Corrected tower pressure	N/A	N/A

Flight Meteorologist: A. Barry Damiano, (813) 828-3310 ext. 3073

I950421

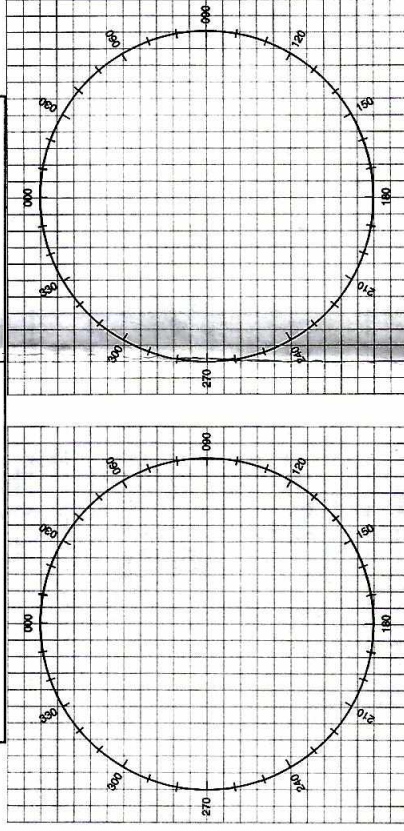
TIME	LAT	LONG	TRK	HD	WD	WS	PA	GA	TA	TD	SP	PS	CLR	PG
191000	3529	9737	355	358	6	6	956	494	11.4	4.2	-	897.3	CLR	57.3
191900	3600	9735	9	12	48	10	1391	1073	4.7	1.9	-	856.3	CLR	65.7
193600	3702	9724	2	5	40	17	1062	721	4.7	-1.9	-	892.4	CLR	69.3
194600	3730	9723	2	5	17	15	1063	677	2.9	-0.1	-	892.1	CLD ABV	62.8
195200	3750	9722	2	6	33	13	1057	650	2.7	0.1	-	892.4	CLD ABV	66.4
200000	3816	9720	5	8	26	18	776	313	2.6	-0.3	-	923.8	CLD ABV	68.1
200600	omit this													
202200	start leg to NE above cld													
203000	end leg													
203330	start leg to SW above cld													
203700	3826	9713	204	205	9	17	1064	639	.4	-1.8	-	891.6	ABV CLD	61.7
203930	end leg													
204230	start in cld leg to NE													
204600	3828	9712	15	15	8	20	944	496	.8	.7	-	904.6	INCLD	67.6
205000	end cloudy leg													
205230	start in cld leg to SW													
205910	end leg													
210035	start below cld run to NE													
210300	3826	9714	23	24	24	10	579	162	4.2	1.4	-	945.7	BLW CLD	64.3
210750	end leg													
211030	start below cld run to SW													
211400	3829	9710	201	201	35	10	576	167	4.1	1.2	-	945.7	BLW CLD	64.8
211740	end below cld leg													
212500	start abv cld run to NE													
212700	3827	9713	23	22	1	16	1443	1029	.6	-8.3	-	851.5	ABV CLD	63.5
213110	end of abv cld run													
213340	start of abv cld run to SW													
213620	3831	9710	203	205	35	15	1511	1081	1.5	-6.0	-	844.1	ABV CLD	62.4
214000	end of abv cld run													
215210	start of in cld run to NE deviated to avoid traffic													
215720	3834	9717	358	358	1	18	1105	659	.9	-0.2	-	886.8	in cld	65.9
220050	end of in cld run													
220140	start of in cld run to SW													
220300	3836	9708	204	206	4	19	1107	695	.7	-0.1	-	887.1	in cld	64.3
220815	end of in cld run													
221100	3808	9720	183	186	288	9	1818	1374	2.4	-3.8	-	813.1	ABV CLD	66.7
221900	3739	9723	186	186	64	3	1802	1415	1.8	-3.0	-	814.6	ABV CLD	68.0
222900	3702	9724	182	182	30	3	1802	1463	1.5	-1.7	-	814.7	BLW CLD	71.9
223700	3622	9727	186	186	27	10	1802	1502	2.4	0.3	-	814.7	CLR	68.5

CLEARANCES

[illegible]

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 _____, NOAA _____

- POSITION _____ N / S

- 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

- WE HAVE _____ ENDURANCE

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	DIST	TIME	ETA
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[illegible]

3834 9746

5/520 1121M

SP-1112 105/30