

FLT ID: I950502	FM: OKC	TO: OKC
FLT NO: 95-034	BLK IN: 2228Z	ATA: 2223Z
ETD: 1700Z	BLK OUT: 1655Z	ATD: 1702Z
ETE:	BLK TIME: 5:33	FLT TIME: 5:21
SPONSOR ORG: NSSL	PROGRAM: VORTEX95	PURPOSE: ARM CLDY FLT

DAO PERSONNEL

AC KENNEDY	SYS ENG
CP TENNESEN	DATA SYS PRADAS-BERGNES
NAV STRONG	RADAR
FE BAST	BT/ODW AL NDMARA
RADIO SANS SOUET	CLD PHYS
FD DAM + AND	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/DAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
WATSON		
SHEPHERD		
KENNEY		
WESTWATER	RADIOMETER	NOAA ETL
TROKHIMOVSKI	RADIOMETER	NOAA ETL
STREHL		WISN MIK

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

Gerber LWC has .022 offset at T/O
 KING LWC not operational

	FROM LMT SOUNDING		
900	5.6	3.8	15.7/8.1
850	4.8	-1.4	17.7/7.9
700	1.3	0.0	238/11.8
600	-4.5	-5.5	257/12.3
500	-14.2	-16.9	266/19.8

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

FLT ID: *I950502* TIME OFF: *1702Z* TIME ON: *2223Z*

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	<i>971.0</i>		<i>964.8</i>	

NO DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES

1

FAST FLT LVL TAPES

1

RADAR TAPES

1

DOPPLER TAPES

X

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~~, PRADAS, McNAMARAFlight ID : 9505021Pre-Flight: 15:00Take-Off: 17:01Landing: 22:23

	System		Pre-Flight	In-Flight	Post-Flight		
N A V	INE #1	Aligned to : <u>5</u>	✓ TL		10.8	-1.9	5
	INE #2	Aligned to : <u>0</u>	✓ TL		10.8	-2.4	✓
	GPS		✓ TL		Lat	Long	GS
R A D A R	Nose		✓ TL				
	L/F	R/T SN : <u>102</u>	✓ TL		Mod Switch Off ? <u>RJM</u>		
	Tail	R&T SN : <u>202 / 201</u>	✓		Mod Switch Off ? <u>JCPB</u>		
	ASAU's & RCU		✓				
	MARS Data System		✓		# DATs : <u>2</u>		
P M S	2DG-C	Ch 1/64: <u>1</u>	✓ JCPB				
	2DG-P	Ch 1/64: <u>1</u>	✓ JCPB				
	FSSP	Ref VDC: <u>8.91</u>	✓ JCPB				
	SEA Data System		✓ JCPB		# DATs : <u>1</u>		
T E M P		Cal High	Cal Low		Cal High	Cal Low	
	Temp #1	<u>30.7</u>	<u>-30.2</u>	✓ TL	<u>30.6</u>	<u>30.4</u>	
	Temp #2	<u>30.5</u>	<u>-30.3</u>	✓ TL	<u>-30.1</u>	<u>-30.2</u>	
	Temp #3	(Starboard)		✓ TL			
	Dewpoint #1			✓ TL			
	Dewpoint #2			✓ TL			
	Attack Angle (AP/DAP)			✓ TL			
P R E S S	Slip Angle (BP/DBP)			✓ TL			
	Differential (PQ1/PQ2/PQ3)			✓ TL			
	Absolute (PS1/PS2)			✓ TL			
	Radome Transducers			Plugs Out ? <u>RJM</u>			
	Apn-159	SN: <u>SW71-01</u>		✓ TL			
F L T L V L	Apn-232	SN: <u>1699</u>		✓ TL			
	King Liquid Water			<u>NH</u>			
	J&W Liquid Water			✓ JCPB			
	Down PRT-5 (SST)			✓ TL			
	Side PRT-5 (CO ²)			✓ TL			
	Up PRT-5			Open ? <u>RJM</u>	Closed ? <u>RJM</u>		
	RAMS Data System			✓ TL	# DATs : <u>2</u>		
	Exterior Walk Arround			<u>RJM</u>			
	Video	<u>NO D</u>		✓ TL			
	FCU	<u>A-B-C-</u>		✓ TL			
U S E R	Charge Probe			<u>NH</u>	Accelerometers		
	Gerber Liquid Water	<u>1.6 / .8</u>		✓ TL	#1 (2 G) : <u>8148</u>		
	Field Mills	<u>D B U D</u>		✓ TL	#2 (2.5 G) : <u>668A</u>		
	ETL Dual-Channel uWave Radiometer			✓ TL	#3 (3 G) : <u>5967</u>		
	Eppl Radiometers (PSP / PIR)			✓ TL	#4 (3.5 G) : <u>2892</u>		
	2 Meter Repeater / Duplexer			✓ TL			
	Cappiccuno Machine			✓ TL			

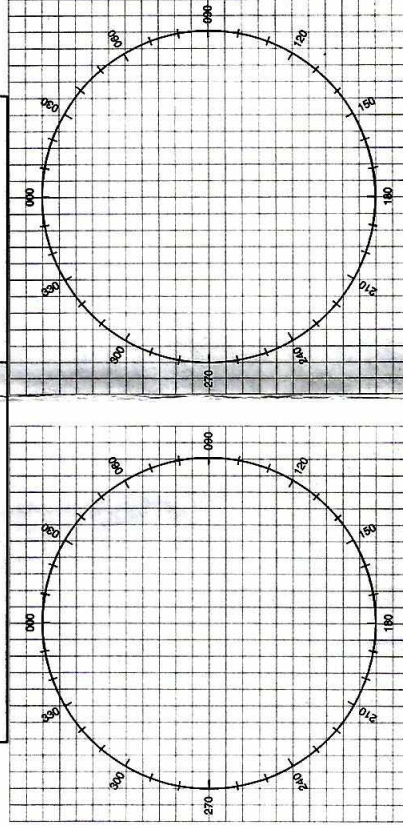
Please Note any Discrepancies

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I950502

TIME	LAT	LONG	TRK	HD	WD	WS	PA	GA	TA	TD	SP	PS			PR
170600	3516	9741	279	277	139	14	891	539	5.4	1.6	—	910.6	CLD	ABV	65.3
171810	start ascent sounding at PRC				290	7			10.1	-2.9		850			
					230	23			1.1	-1.9		700			
					270	25			-4.7	-5.0		600			
					277	34			-13.4	-15.8		500			
174200	stop ascent				275	37			-17.3	-19.0		465			
174400	start descent														
	stopped at 16K msl due to traffic														
175200	resume descent														
181020	end sounding at PRC														
181700	3514	9750	312	306	221	21	2414	2058	4.9	1.6	—	754.7	CLD	ABV	63.3
183000	3544	9835	308	302	212	23	2414	1944	5.8	3.1	—	754.9	IN BTN		63.5
184700	3604	9906	78	82	226	21	2443	1862	6.5	2.8	—	753.2	IN BTN		62.8
185400	3610	9855	24	24	208	23	2304	1809	6.9	3.1	—	769.7	ABV CLD		66.5
185800	start IN CLOUD RUN to HILLSBORO														
190500	3648	9828	31	35	169	15	1196	829	3.6	4.4	—	872.5	IN CLD		66.9
191100	3707	9814	31	35	168	18	1196	806	3.7	4.7	—	877.6	IN CLD		64.7
191800	3730	9757	30	35	170	23	1207	747	3.4	2.8	—	876.3	IN CLD		64.0
192700	3758	9735	32	37	164	18	1208	785	4.2	2.7	—	876.4	IN CLD		64.2
193400	at HILLSBORO														
193800	start in cld run to LAMONT														
194000	3810	9721	183	182	157	18	1213	766	4.4	2.4	—	875.5	BLW CLD		63.4
194600	3751	9723	183	181	150	17	1218	813	4.3	3.4	—	875.2	BLW CLD		63.5
195400	3725	9724	183	180	131	17	1217	825	3.5	2.9	—	875.4	IN CLD		65.6
200000	3705	9725	184	183	142	15	1215	874	4.0	1.7	—	875.6	BLW CLD		64.2
200700	3643	9726	184	182	132	11	1217	907	3.8	3.7	—	875.4	IN CLD		65.4
201230	start ascent sounding at LAMONT				2011	9.5			5.6	0.3		850			
					256	23			2.4			700			going up
					268	27			-4.6	-6.1		600			
					273	35			-14.3	-15.9		500			
					269	41			-23.4	-27.3		427			
203900	start descent				272	37			-13.9	-15.9		500			going down
					256	24			-4.9	-4.1		600			
					226	18			0.3	0.3		700			
					155	21			3.8	-2.5		850			
210400	end sounding at LAMONT														
211000	3630	9718	124	126	129	19	1215	919	4.3	3.6	—	875.5	SCY CLD		67.3
212100	3610	9641	124	126	162	7	1515	1251	6.3	-5.7	—	844.1	CLD ABV		62.9
213100	3551	9604	125	126	106	1	1509	1290	7.8	-7.6	—	844.1	CLD ABV		63.8
213530	AT MOCRTS														
214100	3542	9559	242	241	155	7	435	219	12.2	3.6	—	962.3	CLD ABV		67.2
214700	3531	9621	238	238	123	7	416	114	12.6	4.8	—	964.4	CLD ABV		64.5
215400	3518	9647	238	236	143	6	462	142	14.0	5.2	—	958.5	CLD ABV		60.7
220400	3502	9722	245	243	141	16	542	197	13.3	5.1	—	948.9	CLD ABV		60.2
220800	AT PRC														

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[illegible][illegible]

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 _____
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 EMERGENCY

- ASSISTANCE DESIRED

- PILOT INTENTIONS
- WE HAVE