

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

FLT ID: 950506I	FM: OKC	TO: OKC
FLT NO: 95-38	BLK IN: 0115	ATA: 010930
ETD: 1930Z	BLK OUT: 1951	ATD: 1959
ETE: 6+	BLK TIME: 5:24(5.4)	FLT TIME: 5:11(5.2)
SPONSOR ORG: OSSL	PROGRAM: Vortex-95	PURPOSE: Flight 8

OAO PERSONNEL

AC Kennedy ✓	SYS ENG Lynch ✓
CP Tennessee	DATA SYS McDamara ✓
NAV Strong ✓	RADAR
FE Bast ✓	BT/ODW
RADIO Sans Souci ✓	CLD PHYS
FD Parrish ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
Watson, I. ✓	P.T.	OSSL
Ziegler, C. ✓	Radio	
Shepherd, T. ✓	Radar	
Lewis, S. ✓	"	CIMAS/OSSL
Westwater, E. ✓	PUMR	ETL
Curl, S. ✓	Visitor	OWS

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

Fly to Frederick the Seymour, TX. for 1st targets. Pass two prob before T.O.

Flew dryline E↔W legs, First along 34°30'N, then along 35°00'N, between 100°50'W & 101°30'W, profiling dryline at .5K, 3K, 5K AGL. Very little stratified cloudiness. Saw a few isolated targets SSE of our op area ~ 75-100 mi.

NOAA • AOC • SED Flight Performance Log

22 March 95

Aircraft : N43RF

Project: VORTEX • ARM '95

Mission : VortexSED Crew: Lynch, McNameeFlight ID: 950506IPre-Flight: 17:30Take-Off: 1959ZLanding: 0109Z

System			Pre-Flight	In-Flight	Post-Flight		
NAV	INE #1	Aligned to: <u>5</u>	✓ TL		+2.1	+1.2	2
	INE #2	Aligned to: <u>0</u>	✓ TL		+5.3	-2.5	2
	GPS		✓ TL		Lat	Long	GS
RADAR	Nose		✓ TL				
	L/F	R/T SN: <u>10E</u>	TL ✓		Mod Switch-Off? ✓ TL		
	Tail	R&T SN: <u>2021 201</u>	↓		Mod Switch Off? ✓ TL		
	ASAU's & RCU						
PMS	MARS Data System		↓ (2)		# DATs: 1		
	2DG-C	Ch 1/64: <u>1</u>	✓ TL				
	2DG-P	Ch 1/64: <u>1</u>	✓ ↓				
	FSSP	Ref VDC:	✓ ↓				
TEMP	SEA Data System		✓ ↓		# DATs: 0		
		Cal High	Cal Low		Cal High	Cal Low	
	Temp #1	<u>30.6</u>	<u>-30.2</u>	RJM	<u>30.7</u>	<u>-30.1</u>	
	Temp #2	<u>30.4</u>	<u>-30.2</u>	RJM (1)	<u>30.5</u>	<u>-30.2</u>	
PRESS	Temp #3 (Starboard)		RJM				
	Dewpoint #1		RJM				
	Dewpoint #2		RJM				
	Attack Angle (AP/DAP)		RJM				
SENS	Slip Angle (BP/DBP)		RJM				
	Differential (PQ1/PQ2/PQ3)		RJM				
	Absolute (PS1/PS2)		RJM				
	Radome Transducers		Plugs Out? RJM				
FLTL	Apn-159	SN: <u>66-02A</u>	✓ TL				
	Apn-232	SN: <u>1699</u>	✓ TL				
	King Liquid Water		NU				
	J&W Liquid Water		RJM				
LVLL	Down PRT-5 (SST)		✓ TL				
	Side PRT-5 (CO ²)		✓ TL				
	Up PRT-5		Open? TL		Closed? TL		
	RAMS Data System		✓ TL (2)		# DATs: 2		
USE	Exterior Walk Around		✓ RJM				
	Video	(N) (L) (R) D	✓ RJM				
	FCU	-A-B-C	✓ TL				
UR	Charge Probe		NU		Accelerometers		
	Gerber Liquid Water	<u>1.7/0.9</u>	RJM		#1 (2 G): <u>8MB</u>		
	Field Mills	(L) (R) U (D)	✓ TL (3)		#2 (2.5 G): <u>600BA</u>		
	ETL Dual-Channel uWave Radiometer		✓ TL		#3 (3 G): <u>5967</u>		
	Eppl Radiometers (PSP / PIR)		✓ TL		#4 (3.5 G): <u>289</u>		
	2 Meter Repeater / Duplexer		✓ TL				
	Cappiccuno Machine		✓ TL				

Please Note any Discrepancies

[illegible]

950506I N43RF Vortex-95 Dryline Flight

<u>Sensor or system</u>	<u>Number or Name</u>
INE	1 (See note)
Accelerometer	1
Temperature Probe	1
Dew Point Probe	1
Altimeter	APN-159
Altitude change option (for vertical winds)	PA
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO3956.CON

Notes:

INE 1 positions were corrected every 45 minutes with good GPS positions. No corrections were made to INE 1 groundspeeds.

The APN-159 Radar Altimeter failed before 195940Z, and after 010430Z.

Special note. Locations 80, 81 and 82 of the Type 5 record on the Standard Tape contain vertical groundspeed, vertical airspeed and vertical wind, respectively, computed using Dave Jorgensen's vertical wind algorithm. It is recommended that these values be used for vertical wind analysis.

Jack Parrish, Flight Director



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
Washington, D.C. 20230

OFFICE OF THE ADMINISTRATOR

Office of NOAA Corps Operations
Aircraft Operations Center
P.O. Box 020197
Miami, FL 33102-0197

MEMORANDUM FOR: *Dr. Bob Madrox, NOAA*
Director, NSSL
FROM: *Capt George C. Player*
~~*Rear Admiral R.J. Speer, NOAA*~~
Director, Aircraft Operations Center
SUBJECT: Hazard Duty Flight

The mission flown on AOC aircraft #243RF on 6 May 95 has been declared hazardous. The following personnel from your laboratory participated in this mission:

Watson, A.I.
Ziegler, G.
Shepherd, T.
Lewis, S.

For purposes of computing allowable hazard duty time, the hazard period during this mission was from 1451 local time on 6 May 95 until 2015 on 6 May 95.



950506I RENAV

195900	+0.1	0.0	23.5	36.3
204500	+0.9	⊖+0.2	17.4	47.7
213030	+0.4	⊕-0.9	30.0	54.5
221500	+1.8	⊕-0.1	0.4	54.2
230100	+0.4	⊕-1.1	0.2	52.9
234600	+2.1	0.0	0.1	03.9
003000	+0.6	⊕-2.0	6.7	11.5
011430	+2.1	⊕-1.2	24.1	36.2

950506 I Vortex 8

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Time	LAT	LOD	TK	WD	WS	PA	GA	TA	TD	SP	PS				
195430	3524.3	9736.3				409		23.4	22.6		964.8	ACTED	BD, R. F. C. T. O.		
200015	3520.5	9732.3	213	160	29	941	572	16.7	15.0	970	890	T to 10K			
200330	3514	9748	248	238	26	2408	2037	10.8	3.8	965.4	748.2	T			
2009	3508	9810	249	248	31	3070	2794	6.8	-12.1	966.7	674.9				
202230	Overhead	absent													
203015	Overhead	Franklin													
204430	6 to 5K	to cross D.L.	10 of CL. across					CB 1300'		BL 3500'	40L				
205300	3430	10003	210	113	12	737	161	20.7	15.6	944.9	926.9	START W. 30K line 10K			
211115	1 to 312	DL	Forward	AT		3430	101 12								
211415	3430	10125	91	203	14	1881	894	16.3	-0.8	894	807.5	DL Leg, going E			
212630	3430	10638		215	19	2061	1482	12.3	6.7	935.5	788.8	DL Leg, 5K 40L			
213820	3430	10125	2.00	070	36										
214530	3500	10123	89	147	22	1236	181	23.3	-3.3	891	823	DL 101 187			
2154	3500	10054	263	167	16	1709	914	14.7	11.2	914	824	2K			
2205	3500	10430	89	203	18	2545	1541	10.2	-5.5	891	741.5				
221700	3500	10103	269	152	16	1087	172	21.9	11.8	904.5	889.7	DL 5K DL 22W			
222545	3500	10133	90	211	18	1760	918	16.5	-3.8	889.9	798.4	DL 3K			
223740	34359	101534	270	197	25	2333	1487	10.8	5.6	768.9	762.8	DL 5K			
2255	3500	10108	60106 E	5K		DL	4780	20	516	AT	101 17W				
230115	60106 E	3K	101 15	AT		71415	ACT								
2312	3500	10130	90	209	21	2520	1523	11.1	-4.8	890.5	744.7	DL 5K			
232230	3500	10055	266	133	22	1055	162	20.7	15.8	101 17.5	DL 3K DL	LOW 8.7.08			
233210	3500	10130	87	197	17	1437	911	16.8	-0.7	892.4	801.3	101 16 DL			
234245	10 at 5K	DL	516	101.22											
235500	5K	LEG	GOING E	101		20.5	D.L. @ 3K								
0005	3500	10103	269	170	28	1791	920	15.4	11.0	905.3	815.8	3K 101 15.5 DL			
001350	3500	10133	92	188	20	2544	7507	10.8	0.6	889.8	744.7	5K			
0021	END OF RESEARCH	T to OKC													
0031	3507.3	10006.4	81	218	41	3405	2860	4.6	-17.3	934.3	665.8				
004630	35 8	9840.5	V to land												
0115	3524	9736				415		20.3	16.5		964.4	BLK			

DATE : 6 May 1995

TO : Chief, AOC Flight Operations

FROM : Pilot/Flight Director, Aircraft 0432F ON 0152 BLOCKTIME
OFF 1952 5-4

SUBJECT: Hazardous Duty

PURPOSE OF FLIGHT: Vortex-95 Squal Line Flight

Hazardous Duty Pay is required for flight made on 6 May 95
(DATE)

Request based on penetration of convective dayline

Personnel on board authorized Hazard Pay:

Bast, G.

Sans Souci, D.

Parrish, J.

Lynch, T.

McNamara, A.

PILOT/FLIGHT DIRECTOR: J. A. Parrish

APPROVED: _____

DISAPPROVED: _____

CHIEF, AOC FLIGHT OPERATIONS: _____

001500

**U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
AIRCRAFT OPERATIONS CENTER**