

DATA SECTION WORK FORM NO. 1 OAOWF1 FILE

FLT ID: I950522	FM: OKC	TO: OKC
FLT NO: 95-043	BLK IN: 0249	ATA: 0245Z
ETD: 2000Z	BLK OUT: 1957Z	ATD: 2004Z
ETE:	BLK TIME: 6:52	FLT TIME: 6:41
SPONSOR ORG: NSSL	PROGRAM: VORTEX95	PURPOSE: PRE-CONVECTIVE IN AMARILLO

OAO PERSONNEL

AC KENNEDY	SYS ENG BARR
CP TENNESEN	DATA SYS McMILLAN
NAV STROWL	RADAR
FE WADE	DATA OMARA
RADIO SANS SOULT	CLD PHYS
FD DAMIANO	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
31 WATSON	PI	NSSL
ZIEGLER	ASST. PI	NSSL
SHEPHERD	RADAR	NSSL
GOLDEN	OBS	NBAA
KEMP	OBS	
PELASTERER	OBS	
SETVAK	OBS	
47 JANISH	OBS	NSSL

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

T/O
 830 180/25 TA 19.3 TD 8.3
 700 226/28 10.0 1

Gerber LWC had .053 offset at T/O
 DATA SYSTEM. ~~GLITCH~~ GLITCH ON TAPE
 From tape until 200941Z

U.S. DEPT. COMM./NOAA/OAO - DATA SECTION WORK FORM NO.2 DROWF2 FILE

FLT ID: 2950522 TIME OFF: 2004Z TIME ON: 0245Z

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	967.0 mb		965.5	

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 : Vortex '95SED Crew: BARR, McMillanFlight ID : 950522IPre-Flight: 915ZTake-Off: 200420Landing: 024450

System			Pre-Flight	In-Flight	Post-Flight		
NAV	INE #1	Aligned to : 1905E	✓	STM V	-3.6	+1.8	6
	INE #2	Aligned to : 1903E	✓	STM V	-12.5	+9.1	6
	GPS	1903E	✓	STM V	Lat	Long	GS
RADAR	Nose		✓				
	L/F	R/T SN : 124	SmB		Mod Switch Off ? ✓		
	Tail	R&T SN : 201 / 202	SmB		Mod Switch Off ? ✓		
	ASAU's & RCU		SmB				
PMS	MARS Data System		SmB		# DATs : 1		
	2DG-C	Ch 1/64: 1	SmB	STM V			
	2DG-P	Ch 1/64: 1	SmB	STM V			
	FSSP	Ref VDC:	SmB				
TEMP	SEA Data System		SmB	STM V	# DATs : 1		
		Cal High Cal Low			Cal High	Cal Low	
	Temp #1	+30.7 -30.1	+31.6	STM V	+30.6	-30.1	
	Temp #2	+30.5 -30.2	+30.4	STM V	+30.4	-30.1	
PRESS	Temp #3 (Starboard)		+30.7	STM V			
	Dewpoint #1		+12.7	STM V			
	Dewpoint #2		+14.5				
	Attack Angle (AP/DAP)		SmB	STM V			
SENS	Slip Angle (BP/DBP)		SmB	STM V			
	Differential (PQ1/PQ2/PQ3)		SmB	STM V			
	Absolute (PS1/PS2)		SmB	② STM V			
	Radome Transducers		Plugs Out? SmB	STM V			
FLTLVL	Aprn-159	SN: 66-024	SmB	STM V			
	Aprn-232	SN: 1699	SmB	STM V ③			
	King Liquid Water		N/I	N/I			
	J&W Liquid Water		STM V	STM V			
USE	Down PRT-5 (SST)		STM V	STM V			
	Side PRT-5 (CO ²)		STM V	STM V			
	Up PRT-5		Open? SmB	STM V	Closed? ✓ SmB		
	RAMS Data System		✓	① ④ ⑤ ⑥	# DATs : 2		
USE	Exterior Walk Around		STM V	N/A			
	Video	② ① ③ D	STM V	STM V	3		
	FCU	-A-B-C-	STM V				
	Charge Probe		N/A	N/A	Accelerometers		
USE	Gerber Liquid Water		STM V	STM V	#1 (2 G) : 8149		
	Field Mills	② ① ③ U ④	✓	STM V	#2 (2.5 G) : 6684		
	ETL Dual-Channel uWave Radiometer		✓		#3 (3 G) : 5967		
	Epply Radiometers (PSP / PIR)		✓		#4 (3.5 G) : 2892		
USE	2 Meter Repeater / Duplexer		STM V	STM V			
	Cappiccuno Machine		N/A	N/A			

Please Note any Discrepancies

[illegible]



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
Rockville, MD 20852-3019

OFFICE OF NOAA CORPS OPERATIONS

Aircraft Operations Center
P.O. Box 6829
Tampa, Florida 33608-0829

MEMORANDUM FOR: DR. ROBERT MADDOX, DIRECTOR NSSC

FROM: CAPT George C. Player III, NOAA
Acting Director, Aircraft Operations Center

SUBJECT: Hazard Duty Flight

The mission flown on AOC aircraft # N43RF on 5/22/95 has been declared hazardous. The following personnel from your laboratory participated in this mission.

WATSON ~~ASTORIA~~
ZIEGLER JANISH
SHEPHERD

For purposes of computing allowable hazard duty time, the hazard period during this mission was from 3 pm local time on 5/22/95 until 10 PM on 5/22/95.



VORTEX95/ARM95

FLIGHT #21 I950522 (VORTEX, Storms near Amarillo, TX)

TYPE OF DATA

SENSOR OR OPTION

INE	2
Accelerometer	2
Temperature probe	1
Altitude change option (for vertical winds)	PA
Static pressure	Rosemount fuselage
Dynamic pressure	Rosemount fuselage
Time source	Micro 99
Constants file	C03956.CON

Notes:

There was a time/data gap that occurred prior to take-off until 200941Z.

The King Liquid water probe was not operational.

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	967.0mb	965.5mb
Corrected tower pressure	N/A	N/A

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

I950522

TIME	LAT	LONG	TRK	HD	WD	WS	PA	GA	TA	TD	SP	PS		PO
200600	3520	9740	254	280	150	20	1010	61	21.6	7.3	—	892	CLR	64.1
201300	3521	9816	269	265	232	30	3048	2746	10.0	-1.2	—	697.7	CLR	70.0
202000	3520	9843	270	265	223	33	3042	2702	10.1	-1.1	—	696.7	CLR	67.9
202700	3520	9914	270	265	225	34	3043	2591	11.0	-5.3	—	696.5	CLD BLW	67.2
203200	3520	9935	269	264	218	33	3052	2604	10.8	-4.8	—	697.0	CLD BLW	68.8
204100	3529	10015	291	285	210	30	3215	2629	9.7	-6.3	—	682.7	TCU AHEAD	64.5
205000	3541	10056	159	158	157	30	1839	905	19.5	13.1	—	810.9	CLD LNE	61.6
					160	34			19.3	14.0				
					161	31			19.9	14.5				
205820	3607	10051	174	173	158	28	1898	816	19.7	14.5	—	825.3	CLD LNE	63.7
21070			171	170	160	32			20.5	14.5	—	825.1	CLD LNE	
210700	3551	10046	357	0	163	30	1698	841	20.4	14.8	—	825.5	CLD LNE	69.3
					161	30								
211300	3608	10045	171	171	165	28	1694	824	19.8	14.2	—	825.5	CLD LNE	62.7
211600	3558	10043	170	171	167	32	1694	948	20.1	14.6	—	821.7	CLD LNE	62.7
212200	3539	10039	169	171	178	33	1964	1089	18.1	12.5	—	798.4	CLD LNE	63.4
212900	3602	10037	0	1	174	32	1967	1175	17.2	13.5	—	798.4	CLD LNE	68.0
213500	3612	10102	252	245	173	31	1965	1077	18.7	10.4	—	798.5	LOOKING	66.6
213930	3604	10117	180	181	190	20	1970	1035	20.7	4.5	—	797.3	W of CLD	65.9
214200	3556	10117	181	180	157	23	1961	1080	18.0	13.7	—	798.4	W of CLD	68.6
214700	3549	10116	356	0	150	23	1962							
215100	3541	10117	170	171	171	31	1965	1063	19.6	13.5	—	798.5	W of CLD	64.9
			170		168	30								
215810	3527	10111	355	357	173	25	1965	978	19.6	13.7	—	798.5	CLD LNE	67.7
221000	3522	10115	169	171	191	27	1964	968	20.7	12.8	—	798.7	LOOKING	65.3
221800	3530	10111	353	356	162	22	1964	1028	19.5	13.8	—	797.3	CLD LNE	66.3
			177	171	167	28								
			173	176	200	28								
222930	3516	10109	357	356	195	30	1963	996	20.2	13.8	—	798.4	CLD LNE	67.1
223600	3534	10113	171	171	167	30	1968	1020	19.3	14.3	—	798.1	CLD LNE	66.2
			151	157	187	31			20.1	13.9				
224230	3513	10103	152	157	183	28	1966	1047	18.8	14.7	—	798.2		64.7
224620	3509	10057	341	337	196	34	1966	1041	18.6	14.6	—	798.5		66.7
225100	3513	10056	133	139	189	29	1966	1067	18.2	14.8	—	798.5	CLD LNE	66.5
			137	141	183	38	1962	1158	18.3	14.0	—	798.5	CLD LNE	66.0
225810	3503	10048	316	314	182	38	1967	1191	18.2	14.7	—	798.5	CLD LNE	67.6
230200	3515	10058	324	320	182	31	1965	1018	18.9	14.7	—	798.2	CLD LNE	67.5
230300	3514	10100	142	147	176	29	1962	1066	18.7	14.8	—	798.1	CLD LNE	66.3
			142	147	176	33								
					172	24								
232340	3500	10035	116	226	165	46			18.1	14.2		798.6		
					165	46			17.4	14.5				
232600	3502	10034	307	300	172	46	1964	1255	17.4	14.1	—	798.4	CLD LNE	66.6
23300	3508	10046	121	127	160	26	1965	1145	17.7	14.6	—	797.9	CLD LNE	68.0
233730	3504	10033	292	288	178	30	1966	1263	17.5	14.5	—	798.1	CLD LNE	68.7
			289	285	152	27								
234300	3504	10039	113	120	167	30	1966	1270	17.6	14.3	—	798.1	TA OUT	65.3

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TIME	LAT	CON	TRK	HD	WD	WS	CA	PA	TA	TD	SP	PS		PQ
235400	3503	10040	104	110	160	28	1725	996	20.2	15.2	-	822.6	CLD LNE	66.9
235700	3500	10027	101	111	170	37			19.5	15.5				
235920	3459	10017	98	110	161	47	1726	1132	19.3	14.7	-	822.4	CLD LNE	65.8
000220	3457	10014	279	270	159	47	1726	1094	19.1	15.3	-	822.2	CLD LNE	74.5
			277	271	180	32								
000900	3458	10021	91	101	177	41	1726	1087	19.4	15.3	-	822.2	CLD LNE	71.9
001300	3457	10004	92	102	162	38	1727	1141	19.0	14.7	-	822.1	CLD LNE	68.1
001520	3455	10007	271	262	159	42	1723	1094	19.5	14.3	-	822.4	CLD LNE	64.6
001800	3456	10020	270	261	187	41	1727	1080	19.6	15.1	-	822.6	CLD LNE	67.9
002200	3454	10024	91	102	187	33	1689	1042	19.9	15.4	-	825.7	CLD LNE	67.3
002500	3454	10011	89	101	173	46	1691	1074	19.2	15.2	-	825.7	CLD LNE	74.7
002700	3454	10002	90	101	152	42	1690	1122	18.9	15.2	-	826.0	CLD LNE	63.4
003000	3452	10000	270	260	158	44	1690	1126	18.6	15.8	-	825.9	CLD LNE	62.8
003400	3452	10020	269	261	172	37	1689	1080	19.9	15.6	-	825.8	CLD LNE	64.2
003740	3451	10016	91	102	164	37	1691	1104	19.5	15.5	-	826.1	CLD LNE	
004200	3451	9958	89	101	156	47	1690	1147	19.1	15.2	-	826.4	CLD LNE	62.5
004530	3449	9951	269	261	162	41	1688	1190	19.5	14.7	-	825.8	CLD LNE	67.9
004740	3449	10002	272	261	156	53	1693	1115	18.4	16.3	-	825.7	CLD LNE	69.1
005100	3448	10012	91	101	155	44	1691	1118	19.1	16.0	-	826.7	CLD LNE	69.2
			89	101	162	47								
005530	3448	9953	89	101	155	47	1694	1161	18.9	15.4	-	825.7	CLD LNE	63.6
005800	3447	9953	281	271	157	50	1691	1151	18.6	16.1	-	826.0	CLD LNE	66.4
010000	3448	10002	281	272	160	47	1693	1131	18.1	16.5	-	825.8	CLD LNE	69.9
010300	3448	10005	90	101	156	41	1689	1123	18.4	16.5	-	826.1	CLD LNE	66.4
					162	48								
010710	3448	9947	90	101	156	45	1699	1199	18.3	16.0	-	825.0	CLD LNE	72.3
010900	3447	9950	282	272	164	50	1691	1150	19.3	14.9	-	826.0	CLD LNE	69.4
			279	272	158	39								
011520	3451	10006	108	115	151	39	1689	1162	18.1	16.6	-	826.0	CLD LNE	58.1
011910	3447	9951	105	116	174	42	1690	1160	17.8	16.6	-	825.9	CLD LNE	71.5
012310	3445	9946	294	285	175	43	1692	1221	18.1	16.3	-	825.7	CLD LNE	66.2
012550	3450	9958	291	286	156	31	1569	1025	19.1	16.9	-	838.4	CLD LNE	68.3
012910	3452	10009	114	121	154	34	1567	1004	19.2	17.8	-	838.6	CLD LNE	61.7
					159	30								
013600	3444	9944	111	121	175	39	1567	1127	19.4	16.2	-	838.7	CLD LNE	67.0
014000	3440	9938	289	282	177	37	1562	1136	18.9	16.6	-	838.4	CLD LNE	68.2
014900	3447	9958	109	117	163	33	1572	1059	17.6	17.2	-	838.2	CLD LNE	68.9
015500	3441	9935	107	116	176	37	1571	1156	18.5	16.5	-	837.9	CLD LNE	67.7
015900	3441	9927	290	282	172	42	1435	1002	19.1	17.2	-	834.1	CLD LNE	74.7
020300	3447	9945	287	282	151	37	1415	928	18.5	17.4	-	834.6	CLD LNE	66.2
020600	3447	9950	104	114	148	37	1414	925	18.5	17.5	-	834.1	CLD LNE	68.4
020900	3444	9938	102	112	159	40	1418	997	18.3	17.5	-	833.8	CLD LNE	71.7
021300	3441	9921	100	112	162	46	1414	1003	18.3	17.0	-	833.8	CLD LNE	64.0
022000	3442	9849	73	79	203	27	2796	2456	14.3	1.0	-	719.5		67.4
022600	3453	9823	55	58	217	23	2788	2578	14.7	-3.6	-	720.9		73.3

I950522

DATA GAP

~~RA 159~~

INE 2 RENAV

~~I/O to 201000 200941~~
~~taping to~~

From tapi to 200941

214800, ~~-1.7, +1.4~~ -1.9, +.4
224800, ~~-1.4, +1.3~~ -3.8, .8
234800, ~~-2.6, +1.2~~ -5.5, 2.5
004800, ~~-3.2, +3.0~~ -8.8, 3.6
014800, ~~-2.3, +1.9~~ -11.5, 6.1
024800, ~~-5.8, +1.6~~ -12.4, +9

PC+RL spike

0115-0117

INE 1

tapi dix

~~RA 159 for I/O~~

RA159-RA232 0244-02482

W7 check

2346 - 2356

36, 34

97.5 101.5

DATE : 5/22/95

TO : Chief, AOC Flight Operations

FROM : Pilot/Flight Director, Aircraft N43RF ON 0249Z BLOCKTIME
OFF 1957Z 6:52

SUBJECT: Hazardous Duty

PURPOSE OF FLIGHT: VORTEX 95 PROJECT

Hazardous Duty Pay is required for flight made on 5/22/95
(DATE)

Request based on FLYING AROUND THUNDERSTORMS

Personnel on board authorized Hazard Pay:

WADE

DAMIANO

BARR

SANS SOUCI

McMILLAN

PILOT/FLIGHT DIRECTOR: A. Barry Damiano

APPROVED: _____

DISAPPROVED: _____

CHIEF, AOC FLIGHT OPERATIONS: _____

PAGE OF

POSITION REPORT

- 1. POSITION**
- 2. TIME**
- 3. ALTITUDE**
- 4. NEXT POSITION**
- 5. ETA**
- 6. NEXT POSITION**

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
W/WE ARE A D 3 AIRCRAFT WITH

- WE ARE A F-3 AIRCRAFT
- NATURE OF EMERGENCY

- ASSISTANCE DESIRED

- PILOT INTENTIONS

- WE HAVE _____ ENDURANCE REMAINING _____

1.4 2 3 3

