

FLT ID: 950608H	FM: KMCF	TO: KBKF
FLT NO: 95-11	BLK IN: 0117Z	ATA: 0111Z
ETD: 1930Z	BLK OUT: 1912Z	RTD: 1922Z
ETE: 6+00	BLK TIME: 6+05 (6.1)	FLT TIME: 5+49 (5.8)
SPONSOR ORG: NOAA	PROGRAM: OZONE 95	PURPOSE: Ferry / Mission

DAO PERSONNEL

AC: MCKIM ✓	SYS ENG: ROLES ✓
CP: KENZEL ✓	DATA SYS: MCNAMARA ✓
NAV: KOZAK ✓	RADAR:
FE: WADE ✓ TORREY ✓	BT/ODW:
crew chief: KINNEY ✓	CLD PHYS:
RADIO:	DOPPLER:
FD: BOGERT ✓	

PARTICIPATING SCIENTIST/VISITORS/DAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
Hibler ✓	P.I.	CU / CRES
SHERIDAN ✓		
Holloway ✓		
KUSTER ✓		
BEHR ✓		
RYERSON ✓		
JOHNSON ✓		
MURPHY ✓		

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

WILLIAMS ✓ 18 S.O.B.

QNH - 3001/1016.0mb

SP - 1015.8

PS - 1015.5

U.S. DEPT. COMM./NOAA/OAO - DATA SECTION WORK FORM NO.2 OROWF2 FILE

FLT ID: 950608 ~~H~~ TIME OFF: 1922Z

TIME ON: 09/01/11Z

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE				

NO DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES	1	
FAST FLT LVL TAPES	0	
RADAR TAPES	0	
DOPPLER TAPES	0	
ODW CASSETTES	0	
HARD COPIES	0	
AXBT	0	
AXCP	0	
ODW	0	

PHOTOGRAPHY

	FWD	LS	RS	VERT	
ON	✓	✓	✓	✓	
OFF					
RATE					

REMARKS

950608H

Time	LAT		LONG		TRK	WS	WS	TA	TD	PA	GA	SP	PS	PQ
1936Z	27	47	83	09	275	START CAL'S @ 10.5K								
1956	27	54	84	42	274	084	14.3	8.3	-14.4	3177	3380	171	685	68.1 10.5K
2019	28	20	86	30	285	061	11.8	8.4	-14.6	3176	3375	164	686	72.7 10.5K
2046	DCLD'g TO 500 FT. @ 214 per/min													
2051	@ 500 FT R/A													
2130Z	200 FT - 6K FT - 700 FT.													
2140Z	@ 700 FT													
2201	@ 200 FT													
2204	30	36	91	46	004	207	10.8	18.6	16.8	1422	1525	148	547	68.4 ~ 6K
2209	@ 1000 FT													
2215	CLIMB'g TO 25K													
2316	34	16	95	57	316	224	28	-21.0	-45.3	7311	7523	998	393	71.1 24K
0015	TO 10K [10 PIC'S MAMA045 ~ 0015Z NR 37N 101W - OK]													
0030	37	37	101	59	308	231	50	-5.4	-23.3	4913	3982	-	546.3	84.5 16K

OZONE-95

FLIGHT #01 950608H Ferry/Mission enr KBKF

TYPE OF DATA

SENSOR OR OPTION

INE	1
Accelerometer	1
Temperature probe	1
Altitude change option	RA-159
(for vertical winds)	
Static pressure	Rosemount fuselage
Dynamic pressure	Rosemount fuselage
Time source	Micro 29
Constants file	CO2951.CON

Notes:

There were no data/time gaps:

INE#1 was utilized on this flight and was renavigated using 10 GPS positions for renav.

Occasionally when decending from colder, moist environments, the dewpointer will freeze up. This situation occured on this flight...

Dynamic Attack Pressure (DAP) iced up at the following times:

224430Z - 225700Z

230430Z - 235700Z

Dynamic Beta Pressure (DBP) also iced up at the following time(s):

000300Z - 001400Z

Total Temp #2 (TT2) out/iced 235500Z - 001130Z; 001300Z - 002830Z.

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.

	Take off	Landing
	-----	-----
Aircraft static pressure	1015.5mb	--
Corrected tower pressure	1016.0mb	--

Flight Meteorologist: Philip D. Bogert, (813) 828-3310 X3072

950608H
* RENAL *

INE #1
CORR'S.

<u>Time</u>	<u>GPS POSIT</u>	
1.) 193500Z	2747.1 -8304.9	-0.1 +0.1
2.) 203730Z	2842.5 -8755.5	-1.7 +0.3
3.) 210700Z	2941.7 -8950.0	-0.9 +0.7
4.) 214400Z	2921.2 -9146.5	-1.7 ± 0
5.) 222930Z	3144.8 -9247.5	-0.4 +1.5
6.) 230030Z	3327.3 -9449.3	-1.2 +1.5
7.) 233100Z	3509.5 -9706.4	-0.6 +1.2
8.) 235930Z	3624.8 -9934.5	+0.6 +3.1
9.) 003030Z	3739.2 -10201.3	± 0 +2.5
10.) 011130Z	3942.2 -10445.2	+2.2 +3.9

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TITLE (MAX 21 CHARACTERS) -- EX HURRICANE PAINE
OZONE #01 Ferry MCF-BKF
YYMMDDL FLIGHT ID EX: 930316H
950608H
HHMMSS START TIME -99999 DEFAULT TO START OF DATA FOR PRINTOUT ONLY
192101
HHMMSS END TIME 999999 DEFAULT TO END OF DATA FOR PRINTOUT ONLY
011200
HHMMSS TAKE OFF TIME
192200
* NUMBER OF TAPE (I2) ... FOR STANDARD TAPE OUTPUT ONLY
01
* -----LOGICAL UNIT OF INPUT DATA (I1) 4, 8 OR 9 FOR TAPE DRIVE
1 1 FOR READ FROM DISK
* -----LOGICAL UNIT OF OUTPUT TAPE DRIVE (I1) [FOR STANDARD TAPE ONLY]
9
* -----LOGICAL UNIT OF PRINTER (I1)
6
* -----DATE OF PROGRAM (MMDDY)
04092
* -----STATIC PRESSURE PROBE (I1)
* 1 = PSW (WINGTIP)
* 2 = PSF (CO-PILO/FUSELAGE)
* 3 = FUTURE USE
2
* -----DYNAMIC PRESSURE PROBE (I1)
* 0 = PQW (WINGTIP)
* 1 = PQF1 (FUSELAGE 1281)
* 2 = PQF2 (FUSELAGE 1221)
* 3 = FUTURE USE
1
* -----INE SELECTION (I1)
* 1 = INE 1
* 2 = INE 2
1
* -----ACCELEROMETER (I1) - USUALLY THE SAME AS YOUR INE SELECTION
1
* ----- TOTAL TEMPERATURE PROBE (I1) [1 OR 2]
1
* ----- DEWPOINT TEMPERATURE PROBE (I1) [1OR 2]
1
* -----ALTIMETER OPTION (I1) - FOR VERTICAL WIND COMPUTATION
* 0 = PRESSURE ALTITUDE (OVER LAND)
* 1 = RADAR ALTITUDE APN-159 (OVER WATER)
* 2 = RADAR ALTITUDE APN-232 (OVER WATER)
1
* -----PRINTOUT RATE, SECONDS (I2)
30
* -----WINDSPEED/DIRECTION RUNNING AVERAGE TIME, SECONDS (I2)
10 ! FOR STANDARD TAPE OUTPUT ONLY
* -----TIME OPTION (I1)
* 1 = MICRO 29
* 2 = TIME BASE GENERATOR #1
* 3 = TIME BASE GENERATOR #2
1
* -----NAME OF CONSTANTS FILE EX CO3863.CON
CO2951.CON
*****

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Flightplan Tampa to Denver 1995

Transfer from Tampa to Denver

Point A: MacDill AFB (27 51N, 82 31W)

Doors closed:

Takeoff:

Calibration at 10 kft for 30 min

Head direction of Pt. B (29 00N, 88 00 W)

Stay at constant altitude for 30 min for calibration (observer calls)

Pt. A to Pt. B : 555 km, (1 hr 17 min at 240 knots)

Altitude profile along the way to Pt. B

According to HC sample tact (observer calls)

(HC samples at --:10 to --:15, --:25 to --:30, --:40 to --:45, --:55 to --:00)

descend to 7kft, 3 kft, 500 ft and remain at each altitude for one HC sample
(if there is a layer of interest, choose that altitude instead)

Along the coast over the Gulf of Mexico:

Head direction direction of Pt. C (29 00N, 91 40 W)

Pt. B to Pt. C : 360 km (54 min at 220 knots)

constant altitude for HC samples (observer calls) at 500 ft or
layer of interest.

Traffic cones along the way: Between HC samples descend to 200 ft, climb to 6 kft and return.

Transition from water to land:

Head north direction of Pt. D (31 00N, 91 40W)

Pt. C to Point D : 222 km (34 min at 220 knots)

constant altitude for HC samples (observer calls) at 500 ft or
layer of interest.

Traffic cones along the way: Between HC samples descend to 200 ft,
climb to 6 kft and return.

Head direction of Denver

Head direction of Pt. E (39 42 N, 104 45W)

Point C to Point D : 1530 km, (3 hr 25 min at 250 knots)

climb to 25 kft MSL,

Time for calibration

30 min before reaching Denver, calibration at constant altitude

Flight time : 6 hr 10 min

2517
2477
1912
565
6

2477
1922
549

2130Z-6K-7K

0045Z

5K
1.8K

10-15
25-30
40-45
55-00

7K
3K
5K

6-14-95 ✓

Flightlist for June 14, 1995 (science crew)

Buhr, Marty

Goldan, Paul

Holloway, John

Hübler, Gerd

Jobson, Tom

Murphy, Paul

~~Nowick, Matt~~

Parrish, David

Ryerson, Tom

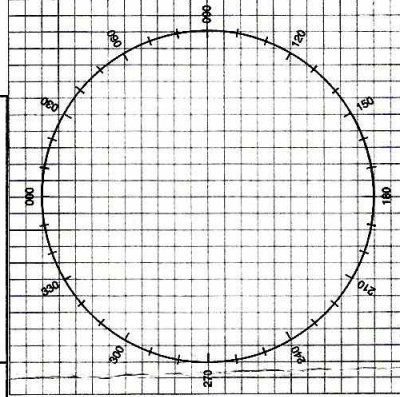
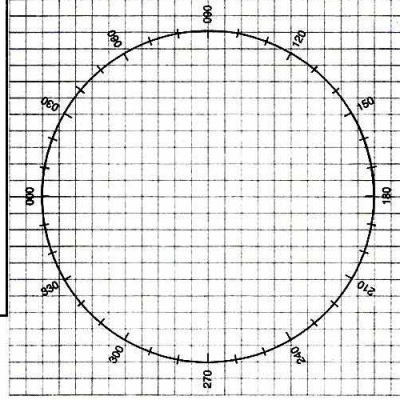
Sheridan, Patrik

Trainer, Michael

Williams, Jonathan

Roberts, Jim

OF

[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**

- POSITION _____ N/S _____
E/W AT _____

- HEADING _____ TRUE/MAG _____

- AT _____ KTS TRUE/INDICATED
FLIGHT LEVEL OR ALTITUDE

- FLIGHT LEVEL OR ALTITUDE
- WE ARE A P-3 AIRCRAFT WITH

- NATURE OF EMERGENCY

- ASSISTANCE DESIRED
BILL OF INTENTIONS

- PILOT INTENTIONS
- WE HAVE
- ENDURANCE REMAINING

[illegible]