NOAA/ERL/NSSL - DATA SECTION WORK FORM NO.1 OADWF1 FILE

FLT ID: I950608	FM: OKC	TO: OKC
FLT NO: 95-048	BLK IN: 0302	ATA: 0253Z
ETD: 1830Z	BLK OUT: 1829Z	ATD: 1836Z
ETE: 11	BLK TIME: 8.33	FLT TIME: 8.17
SPONSOR ORG: NSSL	PROGRAM: VORTEX95	PURPOSE: PRE-CONVECTIVE NR CAVE, OK

OAD PERSONNEL

AC KENNEDY	SYS ENG BARR
CP JENNESEN / O'MARA	DATA SYS McMILLAN
NAV 21 STRONG	RADAR
FE BAST	BT/ODW
RADIO SANS SOUCI	CLD PHYS
FD DAMIANO	~~DOPPLER~~ PARRISH

PARTICIPATING SCIENTIST/VISITORS/OAD

LAST, FIRST NAME 31	ACTIVITY ON A/C	AFFILIATION
WATSON	PI	NSSL
ZIEGLER	ASST PI	
SHEPHERD	RADAR	
TRAPP	RADAR	
FRANCIS	OBS	STUDENT
WINDLER	OBS	STUDENT
BRAND	MEDIA	MOVIE CREW
47 MANIS	MEDIA	MOVIE CREW

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

GERBER LWC bar .049 offset at T/0.

IN CLD 1813830Z

DRY LINE WORK FROM 1911Z

700 14.2 220
-4.3 16

Problems with TA at 1900Z; NOT WORKING AT CELL LOCATION

36°N 36°N
101°35'W 100°W

2049Z
RADAR UP

2125Z ELECTRA DEPARTS BECAUSE OF INJURIES ONBOARD

59

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

FLT ID: I950608 TIME OFF: 18362 TIME ON: 02532

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	963.0		965.0	

	NO	DATA DISPOSITION/DATE/QUALITY
1/SEC FLT LVL TAPES	1	
FAST FLT LVL TAPES	1	
RADAR TAPES	2	
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 '95

SED Crew: BARR, McMILLAN Flight ID : 950608I

Pre-Flight: 1700Z Take-Off: 18:36:00 Landing: 02:53:20

	System			Pre-Flight	In-Flight	Post-Flight		
NAV	INE #1 1645Z	Aligned to :				-8.5	+10.1	1
	INE #2 1645Z	Aligned to :				-6.0	+9.2	4
	GPS 1645Z					Lat	Long	GS
RADAR	Nose			JMB				
	L/F	R/T SN : 124		JMB		Mod Switch Off ? STM		
	Tail	R&T SN : 2011200		JMB		Mod Switch Off ? STM		
	ASAU's & RCU			JMB				
	MARS Data System			JMB		# DATs : 2		
PMS	2DG-C	Ch 1/64: /		JMB				
	2DG-P	Ch 1/64: /		JMB				
	FSSP	Ref VDC:		JMB				
	SEA Data System			JMB	STM	# DATs : 2		
TEMP		Cal High	Cal Low			Cal High	Cal Low	
	Temp #1	+30.6	-30.2	JMB +30.7	STM ✓	+31.0	-29.9	
	Temp #2	30.5	-30.1	JMB +30.7	STM ✓	+30.9	-30.0	
	Temp #3 (Starboard)			STM ✓ +31.4	STM ✓			
	Dewpoint #1			STM +22.4	STM ✓			
	Dewpoint #2			STM +23.4	STM ✓			
PRESS	Attack Angle (AP/DAP)			STM ✓	STM ✓			
	Slip Angle (BP/DBP)			(1) STM ✓	(2) STM ✓			
	Differential (PQ1/PQ2/PQ3)			STM ✓	STM ✓			
	Absolute (PS1/PS2)			STM ✓	STM ✓ (3)			
	Radome Transducers			Plugs Out ? JMB	STM ✓			
FLT LVL	Apn-159	SN: 66-024		JMB	STM ✓			
	Apn-232	SN: 1699		JMB	STM ✓			
	King Liquid Water			N/A	N/A			
	J&W Liquid Water				STM ✓			
	Down PRT-5 (SST)			STM ✓	STM ✓			
	Side PRT-5 (CO^2)			N/I	N/I			
	Up PRT-5			Open ? N/I	N/I	Closed ? N/A		
	RAMS Data System			STM ✓	STM ✓	# DATs : 2		
	Exterior Walk Arround				N/A			
	Video	(N) (L) (R) D		STM ✓	STM ✓			
	FCU	-A-B-C-		STM ✓	STM ✓			
USER	Charge Probe			N/A	N/A	Accelerometers		
	Gerber Liquid Water			STM ✓		#1 (2 G) : 8149		
	Field Mills	(L) (R) U (D)		STM ✓	STM ✓	#2 (2.5 G) : 6684		
	ETL Dual-Channel uWave Radiometer					#3 (3 G) : 5967		
	Epply Radiometers (PSP / PIR)			STM	(4) STM	#4 (3.5 G) : 2892		
	2 Meter Repeater / Duplexer			STM	STM ✓			
	Cappiccuno Machine			N/A	N/A			

① 1800 BP1 is high on ground. -2.0 STM.

② 1834 BB1 look alot better .4 – .0 STM.

③ 1841 3MB difference in PS1/PS2 STM.

④ 1850 Down Py3 volts doesnt seem to follow others STM.

NOAA FORM 59-4
(2-72)

I950608

TIME	LAT	LON	TRK	HD	WD	WS	PA	GA	TA	TD	SP	PS			PQ
183700	3521	9739	233	232	181	20	240	355	25.0	22.0	—	925.0	CLD	S	63.0
184400	3518	9806	222	221	217	18	2767	2430	16.1	-.3		717.0	ABV	CLD	70.1
185300	3519	9851	274	271	205	21	3081	2796	13.5	-6.8	—	693.8	ABV	CLD	68.8
190000	3532	9919	307	302	200	30	3242	2827	11.7	-6.0	—	680.5	ABV	CLD	66.2
190400	start descent for dryline						weak								
190830	3554	9953	308	305	168	18	849	798	27.2	19.8	—	914.0	STRT	DRYLINE	72.6
191200	3600	10007	272	268	174	20	967	153	26.7	19.7	—	902.7	W at	500 ft	63.6
191500	3600	10021	268	264	160	17	976	765	27.2	19.7	—	900.9	W at	500 ft	69.7
191900	3600	10039	270	267	154	17	926	154	28.9	19.1	—	905.4	W at	500 ft	64.6
192300	3559	10058	269	266	158	10	1018	147	28.9	16.5	—	898.2	W at	500 ft	68.6
192600	3559	10111	272	269	142	15	1102	163	28.3	16.7	—	885.4	"	"	57.8
192900	3559	10124	270	269	193	7	1191	174	27.6	13.3	—	876.6	"	"	67.9
192940	WND SHFT				5	6			26.6	13.9	—	OUTFLOW BOUNDARY			
193700	3609	10132	52	59	164	24	2575	1675	14.3	7.0	—	GO TOWARD CELL			67.5
195420	3626	10039	302	294	206	42	3910	3192	5.2	-10.1	—	AT cell			67.4
195810	3628	10045	77	86	207	43	3911	3193	5.6	-10.6	—	AT cell	NO	TA	59.3
			71	81	191	47			4.4	-3.9					
200500	3632	10020	254	245	195	50	3909	3245	4.6	-5.2		623.5	NO	TA	66.8
			267	257	201	54			4.7	-7.0			CLD	LNE	
200900	3631	10038	266	258	207	47	3916	3202	5.1	-8.9		623.4	CLD	LNE	64.4
201220	3628	10041	86	97	207	43	3911	3195	5.6	-10.6	—	623.8	CLD	LNE	62.3
			86	97	205	49			5.0	-9.1			CLD	LNE	74.4
201830	3628	10015	281	271	204	50	3908	3314	5.1	-8.6	—	623.9	CLD	LNE	65.4
202130	3630	10029	279	269	206	48	3907	3219	5.0	-8.6	—	623.9	CLD	LNE	67.5
202600	3628	10035	81	91	200	40	3908	3210	5.2	-10.3	—	623.8	NO	TA	64.1
202800	3629	10023	81	91	201	45	3910	3252	5.0	-8.2	—	624.0	NO	TA	67.5
203200	3630	10017	287	277	203	49	3907	3272	5.0	-7.6	—	623.9	NO	TA	
203600	3630	10022	83	93	205	45	3908	3278	5.0	-7.8	—	623.9	NO	TA/LF	66.6
204130	3630	10014	286	276	205	47	3908	3300	4.9	-6.7	—	623.8	NO	TA/LF	62.7
			286	276	204	48			4.8	-6.1	—	624.0	NO	TA/LF	64.0
204700	3631	10012	76	85	205	42	3909	3313	4.9	-7.2	—	624.0	NO	TA/LF	60.8
"			75	84	199	44	3905	3330	4.5	-5.0	—	623.9			
205820	3632	10014	275	270	164	26	1258	505	24.7	18.9	—	870.9	CLD	LNE	69.9
			270	273	150	20									
210500	3635	10034	94	96	127	18	1256	387	24.7	18.6	—	871.1	CLD	LNE	63.3
			93	97	143	15									
211000	3634	10011	90	97	158	25	1261	517	24.4	19.1	—	871.2	CLD	LNE	67.0
211300	3633	10008	272	267	158	27	1259	511	24.7	18.3	—	870.9	CLD	LNE	67.2
211600	3633	10021	271	268	151	18	1258	410	24.8	18.3	—	870.9	CLD	LNE	71.5
212100	3634	10018	97	102	149	12	1253	472	24.6	18.7	—	871.4	CLD	LNE	66.3
212300	3633	10010	95	102	166	21	1256	490	24.9	17.4	—	871.1	CLD	LNE	68.8
212800	3631	9959	278	272	167	27	1258	491	24.6	18.5	—	871.1	CLD	LNE	66.8
213500	3631	10016	80	86	167	20	1257	511	24.7	18.5	—	871.2	CLD	LNE	69.3
			76	86	172	32									
214100	3633	9958	278	270	180	31	1258	542	24.6	18.5	—	871.0	CLD	LNE	67.5
214600	3632	10013	84	89	151	17	1257	483	24.7	18.6	—	871.8	CLD	LNE	67.8
			83	90	159	21									
215200	broke off from cld line														
220800	3545	9946	237	233	202	43	4474	4035	.4	-10.9	—	579.2	Looking		67.0
221500	3525	9957	207	208	206	43	4472	4030	.5	-11.1	—	579.3	Looking		68.7
221800	3515	10005	216	217	213	45	4472	4019	1.0	-11.7	—	579.4			74.4
222700	3455	10035	237	231	201	50	4472	3941	.6	-10.3	—	579.4	CLD	LNE	71.4
223600	3454	10031	38	46	140	31	1389	648	24.4	20.9	—	857.2	NEW	cell	75.8
224030	3459	10029	268	261	146	34	1390	667	24.5	20.8	—	857.1	CLD	LNE	64.5
~~224800~~	~~3458~~	~~10054~~	270	262	149	33	1389	547	25.2	19.6		856.7			
224800	3458	10054	81	91	120	38	1398	558	25.8	19.3	—	857.4	CLD	LNE	73.5

NOAA FORM 59-4
(2-72)

I950608

TIME	LAT	LON	TRK	HD	WD	WS	PA	GA	TA	TD	SP	PS			PQ
			80	92	160	40			25.4	19.9	—				
225200	3500	10037	80	91	150	43	1393	647	24.8	20.8	—	856.8	CLD	LNE	70.5
225500	3500	10034	276	266	160	45	1392	659	25.0	20.6	—	856.9	CLD	LNE	68.7
			276	267	162	45			24.6	21.1	—	857.1			
230000	3500	10051	81	93	182	40	1392	597	26.5	18.9	—	856.8	CLD	LNE	64.5
			80	93	170	45			25.4	20.3	—		CLD	LNE	
230400	3503	10033	80	92	158	44	1389	644	24.7	20.9	—	857.0	CLD	LNE	67.2
	3502	10040	273	262	167	45	1390	584	25.2	20.9	—	856.9	CLD	LNE	70.4
			270	261	174	40			26.5	18.8	—				
231200	3502	10043	74	87	173	45	1391	601	25.0	21.1	—	856.6	CLD	LNE	71.0
232100	3506	10004	85	97	200	47	2815	2307	15.3	1.5	—	712.2	TOWER		60.4
232500	3512	9953	262	253	203	56	2928	2417	15.3	-7.0	—	707.6	TOWER	MC	60.3
233000	3504	10010	241	235	209	58	3355	2896	10.0	-.3	—	656.3	TOWER		57.9
234000	3506	10045	75	85	160	33	1404	567	25.5	20.8	—	855.4	CLD	LNE	70.0
			74	86	151	47			24.4	20.8					
234630	3511	10025	280	271	149	51	1416	598	24.4	20.7	—	854.3	CLD	LNE	66.9
235100	3513	10039	79	92	158	45	1413	519	25.1	20.1	—	854.5	CLD	LNE	62.2
			79	91	143	48									
	3516	10021	82	91	130	50	1417		24.3	19.7	—				
235700	3515	10023	279	272	137	51	1420	612	23.2	20.7	—	855.0	CLD	LNE	67.9
000000	3517	10039	272	264	152	42			25.1	20.3	—	854.4	CLD	LNE	67.6
000130	3516	10033	83	93	148	38	1415	543	24.6	20.8	—	854.2	CLD	LNE	73.6
000500	3517	10022	82	93	136	48	1415	639	23.9	20.5	—	854.3	CLD	LNE	65.7
000700	3517	10025	279	272	148	43	1416	583	23.9	20.7	—	854.3	CLD	LNE	71.4
001000	3517	10034	86	96	139	44	1414	545	23.1	21.1	—	854.3	CLD	LNE	68.0
	3518	10020	86	100	140	67			24.7	20.5	—				
001600	3517	10019	282	273	148	58	1343	570	24.4	20.5	—	860.5	CLD	LNE	78.3
002100	3518	10035	81	93	157	43	1337	475	24.3	21.3	—	862.5	CLD	LNE	67.0
002500	3519	10018	77	93	151	62	1244	503	25.4	20.4	—	872.9	CLD	LNE	89.2
					156	56									
003200	3514	10023	282	271	164	54	1237	432	25.7	20.6	—	872.4	CLD	LNE	66.9
003800	3517	10038	78	90	216	58	2481	1724	17.7	8.0	—	745.2	CLD	LNE	66.8
004100	3516	10032	283	270	214	61	2649	1879	16.3	7.0	—	733.1	CLD	LNE	62.4
004500			282	271	217	54			14.7	6.1	—				
004820	3525	10054	84	94	227	59	4241	3562	1.1	-7.6	—	590.8	TOWER		58.4
005720	3527	10000	84	98	205	66	4471	4000	.2	-10.9	—	579.5	CLD	LNE	70.5
010000	3524	9959	279	267	209	63	4468	3978	.2	-11.0	—	579.7	CLD	LNE	73.2
010500	3527	10020	277	266	22	63	4468	3858	.4	-10.9	—	579.7	CLD	LNE	63.0
010900	3526	10027	89	99	223	55	4469	3877	.2	-10.7	—	579.6	CLD	LNE	63.7
011700	3524	9947	277	267	201	47	3884	3884	6.1	-10.8	—	625.9	CLD	LNE	65.4
012000	3527	10000	278	268	210	52	3884	3389	5.8	-8.6	—	625.8	CLD	LNE	74.3
012400	3531	10011	87	93	235	42	3887	3321	5.0	-4.1	—	626.0	CLD	LNE	71.6
012700	3532	9952	81	92	201	47	3882	3332	6.1	-9.0	—	625.9	CLD	LNE	65.2
013000	3532	9950	271	261	204	52	3884	3298	6.0	-9.3	—	625.9	CLD	LNE	65.5
013800	3530	10005	80	87	226	49	3882	3319	5.6	-7.5	—	626.0	CLD	LNE	67.2
014300	3533	9942	282	271	201	55	3882	3393	6.0	-10.2	—	625.8	CLD	LNE	66.5
014600	3535	9955	279	267	215	66	3882	3270	5.8	-9.7	—	625.8	CLD	LNE	67.3
015200	3534	10005	75	83	226	66	3896	3293	5.3	-8.0	—	624.7	CLD	LNE	66.0
015500	3538	9948	74	83	217	57	3323	2786	11.5	-6.1	—	677.5	CLD	LNE	67.9
020000	3541	9931	260	252	209	53	3263	2743	12.0	-7.9	—	677.9	CLD	LNE	66.2
020500	3538	9953	260	252	224	66	3266	2676	11.0	-2.2	—	677.7	CLD	LNE	71.7
021000	3534	10009	80	87	232	63	3267	2619	10.9	-2.3	—	678.0	CLD	LNE	67.1
021530	broke off to head home														
023200	3524	9846	290	99	207	29	3066	2712	13.5	-3.3	—	695.2	—		67.2

I950608 NO DATA GAPS

~~USE~~ RENAVINE 2

195700, -1.4, 0

205700, -3.1, .8

215700, -5.2, 2.6

225700, -5.6, 3.9

235700, -7, 3.4

005700, -7.7, 5.5

015700, -7.3, 8.1

025700, -6.1, 8.8

~~00 CLOSED~~

RA159 = RA232

025230 - 025700

0024 wt clw

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 NSSL

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

SUBJECT: Hazard Duty Flight

The mission flown on AOC aircraft # N43RF on 6/8/95 has been declared hazardous. The following personnel from you laboratory participated in this mission.

WATSON TRAPP
ZIEGLER
SHEPHERD

For purposes of computing allowable hazard duty time, the hazard period during this mission was from 1:30pm local time on 6/8/95 until 10pm on 6/8/95.

VORTEX95/ARM95

FLIGHT #25 I950608 (VORTEX, TORNADO PRODUCING STORMS NEAR WHEELER, TX)
A MEMORABLE DAY IN THE ANNALS OF VORTEX HISTORY

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	CO3956.CON

Notes:

There were no time/data gaps.

There was no side radiometer (RS) or uplooking radiometer (RU) available for this flight.

INE2 was the better of the two inertials with respect to groundspeeds in both the E/W and N/S directions.
INE1 was the selected inertial in real time so there will be differences in wind direction and wind speed if one compares the real time printout to this carefully analyzed DAT output.

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	963.0mb	965.0mb
Corrected tower pressure	N/A	N/A

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

DATE : 6/8/95

TO : Chief, AOC Flight Operations

FROM : Pilot/Flight Director, Aircraft N43RF ON 0302Z BLOCKTIME OFF 1829Z 8:33

SUBJECT: Hazardous Duty

PURPOSE OF FLIGHT: VORTEX95 PROJECT

Hazardous Duty Pay is required for flight made on 6/8/95 (DATE)

Request based on FLYING AROUND THUNDERSTORMS PRODUCING TORNADOES

Personnel on board authorized Hazard Pay:

BAST	
DAMIANO	
BARR	
McMILLAN	
SANS SOUCI	
PARRISH	

PILOT/FLIGHT DIRECTOR: A. Barry Damiano

APPROVED: _____ DISAPPROVED: _____

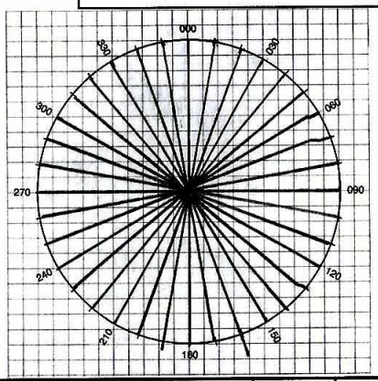
CHIEF, AOC FLIGHT OPERATIONS: _____

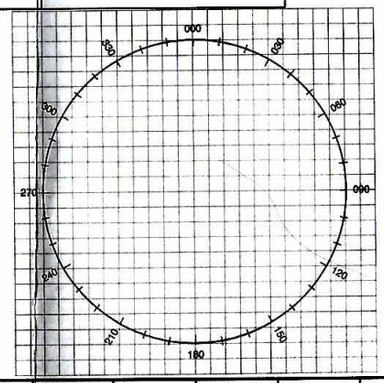
CLEARANCES

FREQ	ALT	HDG	OTHER

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
  _____ 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 _____ ENDURANCE REMAINING

TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	MH	VAR +E==>	TH	DR +R==>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
1859	G	35-29.1 99-13.6	35-29.9 99-13.5	-.8 +.1	35-30.0 99-13.5	-.9 +.1		8E	302	BR	308	247	203	31	10.5	242	36N 100W				
1952	G	36-25.8 100-26.4	36-27.2 100-26.8	-1.4 -.4	36-26.7 100-26.4	-.9 0			D		D	224	205	43	12.6	253					
2148	G	36-33.3 100-05.7	36-38.8 100-04.0	-5.5 +1.7	36-38.5 100-03.0	-5.2 +2.7			090	9L	081	222	185	25	4.0	217					
2300	G	35-00.5 100-49.1	35-07.4 100-46.9	-6.9 +2.2	35-06.3 100-44.9	-5.8 +4.2			093	12L	081	225	169	44	4.5	229					
0049	G	35-24.9 100-40.0	35-36.1 100-39.9	-11.2 +9.1	35-32.7 100-43.1	-7.8 +3.9			088	40L	088	300	230	59	14.5	287					
0235	G	35-23.8 98-27.6	35-34.4 98-14.6		35-30.4 98-19.9				105	8L	97	249	209	28	10.0	240					
0300	✓	35-24.1 97-36.2	35-22.6 97-36.1	-8.5 +10.1	35-30.1 97-27.0	-6.0 +9.2															

NOAA FORM 56-49
(2-95)

MISSION PREFLIGHT LOG

N43RF | DESTINATION: OKC | MISSION: 95-48 VORTEX | NAVIGATOR: STRONG | AIRCRAFT COMMANDER: KENNEDY | FLIGHT DIRECTOR: DAMIANO | SCHEDULED / ACTUAL TAKEOFF Z: 1830 / 1836 | DATE OF TAKEOFF: 8 JUN 95

WP	LAT / LON	RTE	MH	VAR +E==>	TH	DR +R==>	TRK	GS	WD	WS	ALT	TAS	LEG / TOT DIST	LEG / TOT TIME	PROP ETA	ETA	ATA	REMARKS
1 SYO	35-20.7 99-38.1	DA					269	230					100 100	+26 +26				
2 LBL	37-02.7 100-58.3	DA					329	220					121 221	+32 +58				
	36 N 100 W																	

INS PERFORMANCE	INS 1	INS 2
BEGIN ALIGN TIME	1645	1645
ALIGN STATUS (0-5)	5	0
END NAV TIME	0300	0300
START NAV TIME	1810	1810
DELTA T	8+10	8+10

TERMINAL ERRORS	INS 1	INS 2
DELTA LAT	-8.5	-6.0
DELTA LON	+10.1	+9.2
RGS	1	4
RADIAL ERROR	12	10.

REMARKS

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