FLT ID: I951024	FM: KMCF	TO: KMCF
FLT NO: 96-003	BLK IN: ~~1719Z~~ 1719Z	ATA: 1212Z
ETD: 1100Z	BLK OUT: 1054Z	ATD: 1111Z
ETE:	BLK TIME: 6.25	FLT TIME: 6:01
SPONSOR ORG: AOC.	PROGRAM:	PURPOSE: BALLOON FLY-BY AF INTERCOMPARISON.

OAO PERSONNEL

AC PLAYER	SYS ENG
CP O'MARA	DATA SYS LYNCH
NAV KOZAK	RADAR
FE ~~Player~~ MOORE	BT/ODW McMILLAN
RADIO	CLD PHYS
FD D'AMIANO	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION

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

TEAL 19 (AFRES) RAISP TURNED OFF FOR ENTIRE FLT Use RA232 for entire flt

~~NAV~~ DAP -3.5 on ~~roll~~ roll out NO TT3

Both ~~DPT~~ dropsonde on package out at 700 mb possible due to power surge

-25 to -23 TD from AFRES at 10K.

DELAY due to bringing balloon down to check ~~roll~~ package

143325 Bump

144822

163823Z

PASS OVER BALLOON WITH N42RF

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

FLT ID: I95#1024 TIME OFF: 1111Z TIME ON: 1722

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	~~FBL~~ 1020.0	1019.8	1019.8	1020.0

	NO	DATA DISPOSITION/DATE/QUALITY
1/SEC FLT LVL TAPES	1	
FAST FLT LVL TAPES		
RADAR TAPES		
DOPPLER TAPES		
ODW CASSETTES		
HARD COPIES		
AXBT		
AXCP		
ODW		

PHOTOGRAPHY

	FWD	LS	RS	VERT	
ON					
OFF					
RATE					

REMARKS

NOAA • AOC• SED Flight Performance Log

Aircraft : N43RF Project: Hurricane '95 Mission : Balloon Fly By

SED Crew: Lynch, McMillan Flight ID : 95102AI

Pre-Flight: 9:30 Z Take-Off: _____ Landing: 17:11:48

	System			Pre-Flight	In-Flight	Post-Flight		
NAV	INE #1	Aligned to :	5	✓ TL				
	INE #2	Aligned to :	0	✓ TL				
	GPS			✓ TL		Lat	Long	GS
RADAR	Nose			✓ TL				
	L/F	R/T SN :		NU		Mod Switch Off ?		
	Tail	R&T SN :	/	NU		Mod Switch Off ?		
	ASAU's & RCU			NU				
	MARS Data System			NU		# DATs :		
PMS	2DG-C	Ch 1/64:	/	NI				
	2DG-P	Ch 1/64:	/	NI				
	FSSP	Ref VDC:		NI				
	SEA Data System			NU		# DATs :		
		Cal High	Cal Low			Cal High	Cal Low	
TEMP	Temp #1	30.2	-31.2	✓ TL				
	Temp #2			✓ TL				
	Temp #3 (Starboard)			NI				
	Dewpoint #1			✓ TL				
	Dewpoint #2			✓ TL				
PRESS	Attack Angle (AP/DAP)			✓ TL	(3)			
	Slip Angle (BP/DBP)			✓ TL				
	Differential (PQ1/PQ2/PQ3)			✓ TL				
	Absolute (PS1/PS2)			✓ TL				
	Radome Transducers			Plugs Out? TL				
	Cabin Transducer (Station 5)			✓ TL				
FLT LVL	Apn-159	SN:	606-024	✓ TL				
	Apn-232	SN:	1699	✓ TL				
	King Liquid Water			NI				
	J&W Liquid Water			✓ TL				
	Down PRT-5 (SST)			✓ TL				
	Side PRT-5 (CO^2)			✓ TL				
	RAMS Data System			✓ STM	(2)	# DATs :		
MISC	ASDL							
	Exterior Walk Around			✓ TL				
	Video	(N) (L) (R) (D)		✓ TL				
	AXBT		0	# on Board NU	# Dropped:	# Good		
	ODW		0	# on Board : NU	# Dropped :	# Good :		
	FCU	_A_B_C_		✓ STM				
USER	Charge Probe			NU		Accelerometers		
	~~Forward~~ Lyman Alpha					#1 (2 G) :		
	Field Mills	(L) (R) (U) (D)		✓ TL		#2 (2.5 G) :		
	Lawrence Water Collector			NU		#3 (3 G) :		
	HRD Workstation			NU		#4 (3.5 G) :		

Please Note any Discrepencies

Item #	Zulu Time	Problem Description	Initials	A-23A #
1	1326	Would be nice if you could enter a gain of a (-) negative number on graphics screen via gui.	STM	
2		Jul-Date Incorrect. 275 instead of 297		
3		DAPM was +3 mb offset befor take off after a while it seemed to work fine.	STM	

NOAA • AOC • SED

N43RF DATA STATION LOG

Project : Hurricane '95 Mission : 951024I Flight ID : Fly By x 30

Operators : Lynch, McMillan

Take Off : _____ Landing : 17:11:48

RAMS DAT 1 On [8 9] : 10:53	RAMS DAT 1 Off : 17:19:28	CPU Selected : (A) B
RAMS DAT 2 On [8 9] :	RAMS DAT 2 Off :	VCR's Used : (N) 1 (R) (D)
RAMS DAT 3 On [8 9] :	RAMS DAT 3 Off :	
Printer On : 10:53	Printer Off : 17:19:28	
VCR's On : 10:54	VCR's Off : 17:15	VCR Count : 2710
MARS DAT On :	MARS DAT Off:	
PMS DAT On :	PMS DAT Off :	

ASDL Messages

Message	Time	Message	Time	Message	Time	Message	Time
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	

R = Recco V = Vortex S = Sonde B = AXBT

Data Station Operator Notes

AFHB 29.50 83.275

11:57:35 Asdl Comm. Pgm : Unknown error

AFLTI * Runtime Error * 0601 @ 40215

15:57:35, 16:27:35, 17:00:30

DATE : 10/25/95

TO : Chief, AOC Flight Operations

FROM : Pilot/Flight Director, Aircraft N43RF ON 1719Z BLOCKTIME
OFF 1054Z 6:25

SUBJECT: Hazardous Duty

PURPOSE OF FLIGHT: INSTRUMENT CALIBRATION

Hazardous Duty Pay is required for flight made on 10/24/95 (DATE)

Request based on FLYING FORMATION WITH N42RF ; FLYING PAST BALLOON PACKAGE

Personnel on board authorized Hazard Pay:

MOORE	
DAMIANO	
LYNCH	
McMILLAN	

PILOT/FLIGHT DIRECTOR: A. Barry Damiano

APPROVED: _____ DISAPPROVED: _____

CHIEF, AOC FLIGHT OPERATIONS: _____

HORSESHOE BEACH, FL | 10,000 FT PASSES (700mb) | 10/24/95

	N42 (JOCK) 245/9	N43 (BARRY)	TEAL 19	SFC PRESSURE
180 KTS D	1156 09Z	1157 46Z	1200 13Z	
②	1203 31Z	1204 42Z	1206 32Z	
③	1211 09Z	1212 40Z	1214 50Z	
①	12 18 06Z	12 19 51Z	12 21 49Z	
②	12 25 16Z	12 26 38Z	12 28 42Z	
③	12 33 00Z	12 34 18Z	12 36 10Z	
	1240.18Z	12 41 52Z	12 43 52Z	1020.9
	12 47 37Z	12 49 17Z	12 51 20Z	
	12 55 31Z	12 57 06Z	12 59 17Z	

240 KTS – 210 KTS

2 Secs

HORSESHOE BEACH, FL | 5000 FT PASSES (850 mb) | 10/24/95 | 9.5 / 9.7 | DP 4

	N42 (JACK)	N43 (BARRY)	TEAL 19	SFC PRESSURE
①	135552 Z	133749 Z	133615 Z	
②	140340 Z	134526 Z	134352 Z	1021.9
	141051 Z	135319 Z	135154 Z	
		140018 Z	135905 Z	
		140804 Z	140635 Z	17.1 // 10.0 TE
	141759 Z	141521 Z	141350 Z	
	142548 Z	142226 Z	142105 Z	
210 KTS	143312 Z	142921 Z	142804 Z	
	144034 Z	143712 Z	143530 Z	
240 KTS	144751 Z	144411 Z	144244 Z	
	145608 Z	145241 Z	145101 Z	

-2 Secs

HORSESHOE BEACH, FL | 1,000 FT PASSES (980 m AGL) | 10/24/95

	N 42	N 43	TEAL 19 (210 KTS)	SFC PRESSURE
180 KTS	TEST →	15 34 09 Z	15 36 37 Z	
	15 41 28 Z	15 43 05 Z	15 44 41 Z	
	15 49 38 Z	15 48 38 Z	15 51 20 Z	
	15 54 37 Z	15 55 55 Z	15 57 52 Z	
210 KTS	16 00 58 Z	16 02 10 Z	16 04 04 Z	1021.8 mb
	16 07 12 Z	16 08 47 Z	16 10 21 Z	
	16 13 30 Z	16 14 57 Z	16 16 27 Z	
240 KTS	16 19 58 Z	16 21 39 Z	16 23 21 Z	
	16 26 31 Z	16 27 53 Z	16 29 40 Z	
	16 33 09 Z	16 34 30 Z	16 36 02 Z	

2 Sec's

OAA FORM 59-4 (-72)

I951024

90 minutes

ALT (FT)	TIME	SPD	
10000	115746	180	
	120442		
	121240	FURTHER AWAY HORIZ	
		210	
	121951	increasing airspeed at passing passage	
	122638	204 KTAS	
	123418	FURTHER AWAY COMPARED TO N42RF	
		240	
	124152	Good	
	124917	Good	
	125706	Good	
5000			
	133749	180	
	134526	Good	
	135319	Good	
	140018	Good	
	140804	Good	WS = 15 KTS
		210	
	141521		
	142226	Good	
	142921	Good	
		240	
	143712		
	144411		
	145241		
1000			
	153409	210 practice	
	154305	180	
	154938	Good	
	155555	Too much roll	
		210	
	160210		
	160847	changing speeds	
	161457		
		240	
	162139	Good	
	162753		
	163430		

Both Below package

114252	208
115000	210

U.S. GOVERNMENT PRINTING OFFICE: 1980—765-012 1119

I951024 Balloon FLY-BY

RENAV INE 1

121500, -1.1, .6
131500, -.7, 1.3
141500, -1.3, .9
151500, -1.8, +2
161500, -2.2, 3.1
171500, -3, 3.5

NO DATA CARDS

PC + RL
INE1 INE2
111300, 132600

MAJOR PQW problems
??

used RA232

BALLOON FLY-BY

FLIGHT #01 I951024

TYPE OF DATA	SENSOR OR OPTION
INE	1
Accelerometer	2
Temperature probe	1
Altitude change option (for vertical winds)	RA232
Static pressure	Rosemount fuselage
Dynamic pressure	Rosemount fuselage
Time source	Micro 99
Constants file	CO3960.CON

Notes:

There were no time/data gaps.

For the balloon passes, total temperature 2, TT2, was between .3° and .5° C cooler than TT1. TT1 was used to derive ambient temperature.

We do know that there was no dewpoint temperature output from the instrument package at 10000 feet, the highest altitude. Check your abstract Mike.

Downward spikes in radar altimeter output are a result of overflying land.

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.

Mike this is a pretty clean data set. I only have some concerns about aircraft dewpoint temperature, but I believe that it should be within .5° C of the instrument package. We shall see.

	Takeoff	Landing
Aircraft static pressure	1020.0mb	1019.4mb
Corrected tower pressure	1019.8mb	1020.0mb

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

OAA FORM 59-4
(-72)

I951024

TIME	LAT	LON	TRK	HD	WD	WS	PA	GA	TA	TD	SP	PS		PD
111200	2752	8228	63	84	92	15	373	449	21.3	18.5	1020.2	962	CLR	72.8
112000	2817	8226	327	328	353	2	2934	3109	10.6	-7.9	1014.1	700.2	CLR	74.8
113100	2855	8255	327	328	198	4.5	3141	3346	8.4	-12.4	1017.3	688.6	CLR	73.2
114700	2922	8320	157	157	204	5.2	~~3138~~ 1446	3138	10.2	-11.9	1016.2	705.7	CLR	69.2
W	150145 150645						006 25 KTS			150131				
S	150800 151300						BOX PATTEN IN							
E	151430 151930						FORMATION WITH N42RF							
N	152045 152545									152550				
164600	2903	8304	156	156	0	10	1000	1111	16.3	11.8	1022.4	898.7	N42RF Fwd	78.0

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, FL 33608

MEMORANDUM TO: Balloon Fly-By Participants

FROM: Barry Damiano / SPD, Richard McNamara / SED

SUBJECT: Horseshoe Beach Aerostat Fly-By 1995

DATE: October 10, 1995

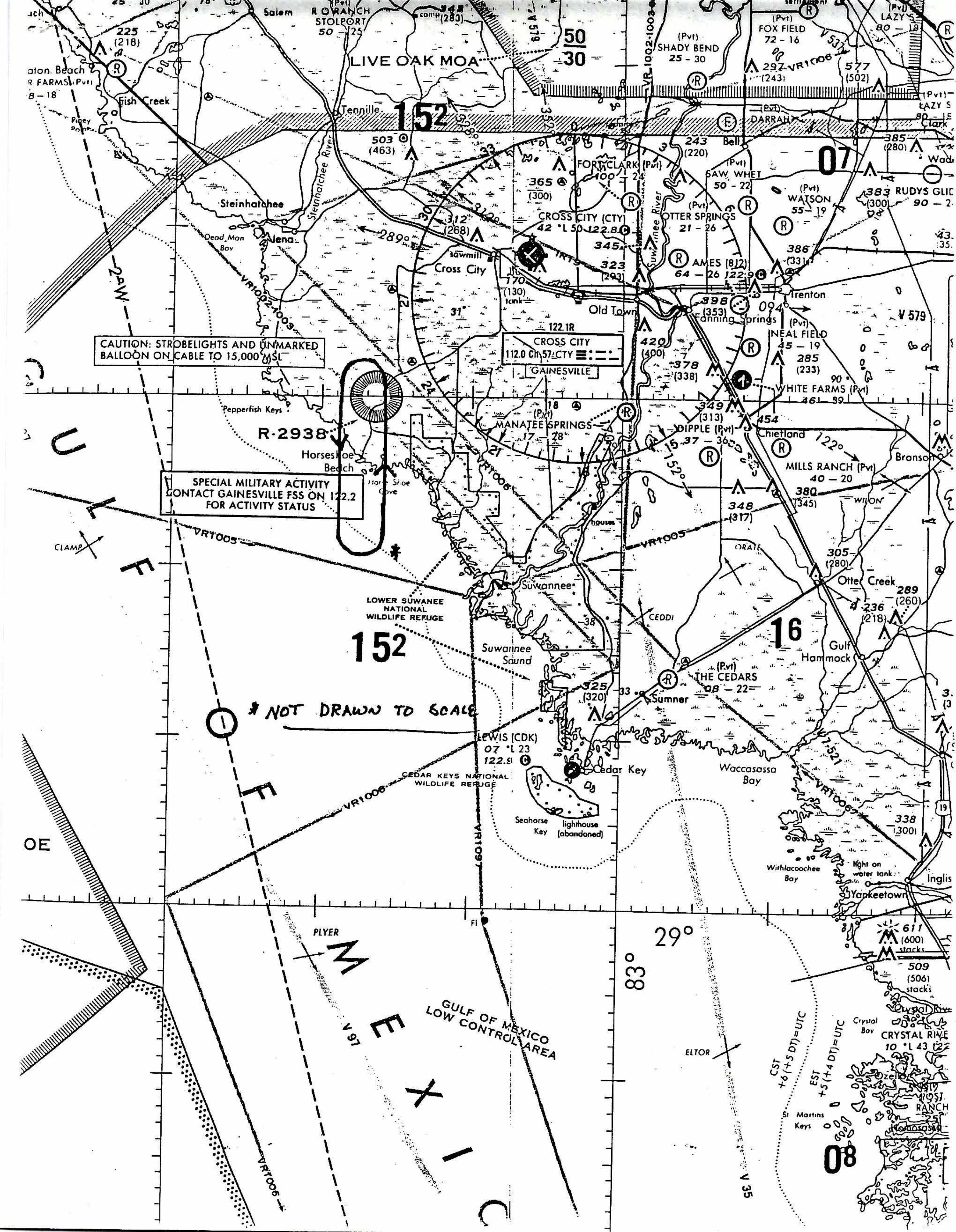
The aerostat fly-by has been scheduled for October 18, 1995, with October 19 and 20 as alternate dates. The fly-by will be held at the Air Force Horseshoe Beach aerostat site (29° 30' N, 83° 16.25' W), north of Cedar Key. Two NOAA P-3 s and an Air Force Reserve C-130 aircraft will take part in the flight.

Science and Programming Division (SPD) will hold a briefing for Air Force and NOAA aircrews at MacDill AFB the afternoon before the flight. A second briefing will be held the morning of the fly-by, providing a balloon site and weather update and the final go/no go decision. The times and place for the meetings will be provided by SPD.

Once the aircraft arrive on site they will fly a race track pattern level with the package suspended 150 feet below the aerostat. Racetracks will be flown in a counter-clockwise direction with the aerostat always to the left of the aircraft. Aircraft separation within the racetrack will be done visually and coordinated by aircraft commanders. Aircraft will fly a true heading of approximately due north on the approach leg, passing between 400 and 600 feet from the aerostat. Racetracks will be flown at 700 mb (10,000 feet), 850 mb (5000 feet), and 980 mb (approx. 1000 feet). At each altitude each plane will make 3 passes at indicated airspeeds of 180, 210 and 240 knots (a total of nine passes per plane per altitude). Each plane should be straight and level with no changes in airspeed for 60 to 90 seconds before passing the package and 15 seconds after. The flight director of each plane is responsible for marking the time and other pertinent information of each pass.

It takes approximately 30 minutes for the balloon to descend from one altitude to the next, allowing time for the aircraft to leave the site and perform intercomparison and calibration maneuvers. During the descent from 10,000 feet to 5000 feet N43RF and the C-130 will fly a formation maneuver that will consist of a box pattern with each leg 5 minutes in duration The box will be orientated so true cardinal headings will be flown. N42RF will separate from the other aircraft and perform calibration maneuvers discussed during the pre-flight briefing (yaw, pitch, wind-L's, etc). During the descent from 5000 feet to 1000 feet N42RF and the C-130 will perform the box maneuver while N43RF performs pre-arranged calibration maneuvers. Additional maneuvers may be performed during the ferry to and from the balloon site. Aircraft commanders and flight directors will discuss aircraft separation and airspace requirements for formation flying and calibration maneuvers during the pre-flight briefings.

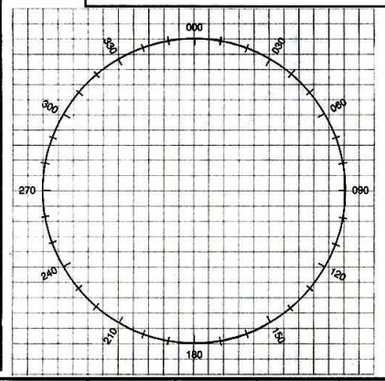
Communications between the balloon site ground crew and NOAA aircraft will be on VHF frequencies 122.925 and 123.05 Mhz

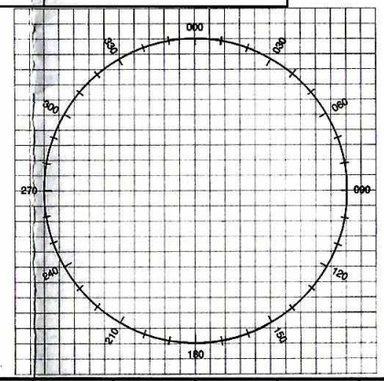

LIVE OAK MOA
50
30
Salem
R O RANCH STOLPORT 50 - 25
(Pvt) SHADY BEND 25 - 30
(Pvt) FOX FIELD 72 - 16
Tennille
Fish Creek
Steinhatchee
Steinhatchee River
Jena
Dead Man Bay
Cross City
sawmill
Old Town
Suwannee River
FORT CLARK (Pvt) 100 - 24
CROSS CITY (CTY) 42 L 50 122.8
(Pvt) OTTER SPRINGS 21 - 26
SAW WHET 50 - 22
(Pvt) WATSON 55 - 19
RUDYS GLID
AMES (8J2) 64 - 26 122.9
Trenton
Fanning Springs
Bell
DARRAH
(Pvt) NEAL FIELD 45 - 19
WHITE FARMS (Pvt)
CROSS CITY 112.0 Ch 57 CTY
GAINESVILLE
122.1R
CAUTION: STROBELIGHTS AND UNMARKED BALLOON ON CABLE TO 15,000 MSL
Pepperfish Keys
R-2938
Horseshoe Beach
(Pvt) MANATEE SPRINGS 17 - 28
DIPPLE (Pvt) 37 - 36
Chiefland
MILLS RANCH (Pvt) 40 - 20
Bronson
SPECIAL MILITARY ACTIVITY CONTACT GAINESVILLE FSS ON 122.2 FOR ACTIVITY STATUS
VR1005
VR1006
VR1097
V 579
V 35
V 97
LOWER SUWANEE NATIONAL WILDLIFE REFUGE
Suwannee
Suwannee Sound
Otter Creek
Gulf Hammock
(Pvt) THE CEDARS 08 - 22
Sumner
* NOT DRAWN TO SCALE
LEWIS (CDK) 07 L 23 122.9
Cedar Key
CEDAR KEYS NATIONAL WILDLIFE REFUGE
Seahorse Key
lighthouse (abandoned)
Waccasassa Bay
Withlacoochee Bay
light on water tank
Yankeetown
Inglis
GULF OF MEXICO
GULF OF MEXICO LOW CONTROL AREA
29°
83°
CST +6 (+5 DT)=UTC
EST +5 (+4 DT)=UTC
Crystal Bay
CRYSTAL RIVER 10 L 43
St Martins Keys
152
16
07
08
PLYER
ELTOR
CLAMP
CEDDI

CLEARANCES			
FREQ	ALT	HDG	OTHER
			119.9 0120

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
1050	VIS	2950.9N 8229.6W	✓ ✓		✓ ✓																End Chks
1055																					Taxiing 4
1123	GPS	2829.1N 8235.7W	2829.5N 8235.5W	-.4 +.2	2829.3N 8236.0W	-.2 -.3			328	2L	326	252	152	4	10.5	250					Lwr Off
1142 52	GPS	29 29.9N 8315.9W	2930.7N 8315.5W	-.8 +.4	29 29.9N 8316.6W	-.6 -.7									10K						1st Below Pass
1157 46	GPS	2936.3N 8315.9W	2931.1N 8315.4W	-1.8 +.5	29 29.8N 8316.8W	+.5 -.9									10K						1st Pass 180 Knots
1204	GPS	2929.9N 8315.8W	2931.3N 8315.5W	-1.4 +.3	29 29.7N 8317.2W	+.2 -1.4									✓						2nd Pass 180 1K
1212 40	GPS	2920.9N 8315.8W	2931.0N 8315.0W		2929.5N 8317.1W										10K						Last Pass 180 10K
1219 51	GPS	✓ ✓	2930.9N 8314.9W		2929.5N 8317.2W										✓						1st Pass 210 10K
1226 38	GPS	2929.8N 8315.6W	2930.6N 8314.7W	-.8 +.9	2929.4N 8317.1W	+.4 -1.5									✓						2nd Pass 210 10K
1234 18	GPS	✓ ✓	2930.3N 8314.8W		2929.8N 8317.1W										✓						3rd Pass 210 10K
1241 54	GPS	29 29.9N 8315.9W	2930.1N 8314.9W	-.2 +1.0	29 29.4N 8317.1W	+.5 -1.2									✓						1st Pass 240 10K
1249 17	GPS	2929.8N 8315.9W	2930.0N 8314.8W	-.2 +1.1	2929.3N 8317.0W	+.5 -1.1									✓						2nd Pass 240 10K
1257 06	GPS	2929.0N 8315.9W	2930.2N 8314.6W		2929.4N 8317.1W										✓						3rd Pass 240 10K
1357 49	GPS	2929.8N 8316.1W	2930.9N 8314.1W	-1.1 +1.5	2929.0N 8319.7W	+.8 -3.9									5K						1st Pass 180 5K
1345 26	GPS	✓ ✓	2930.9N 8314.1W		2928.7N 8318.6W										✓						2nd Pass 180 5K
1353 19	GPS	29 30.1S ✓	2930.8N 8314.6W		2928.2N 8318.3W																3rd Pass 180 1K

MISSION LOG | PAGE ___ OF ___

FIX TYPES
(G) - GPS (I) - INS (R) - RADIO (V) - VISUAL (C) - CELESTIAL (D) - DR

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
1400	GPS	2929.8N 8316.1W	2930.8N 8315.0W		2927.8N 8318.3W										5K						4th Pass 160 5K
1408	GPS	2929.8N 8316.1W	2930.0N 8315.3W	-.11 +.8	2927.4N 8318.1W	+2.4 -2.0									5K						5th Pass 160 5K
1415	GPS	✓	2931.2N 8315.2W		2927.2N 8317.0W										✓						1ST Pass 210 5K
1422	GPS	2929.8N 8316.1W	2931.5N 8315.1W	-1.7 +1.0	2927.1N 8318.2W	+2.7 -2.1									✓						2ND Pass 210 5K
1429	GPS	2929.8N 8316.2W	2931.7N 8314.9W	-1.9 +1.3	2927.1N 8318.6W	+2.7 -3.4									✓						3RD Pass 210 5K
1437	GPS	✓	2932.0 8314.3		2927.2 8319.0										✓						1ST Pass 240 5K
1444	GPS	2929.8N 8316.1W ✓	2932.1N 8314.1W	-2.3 +2.1	2927.4N 8319.6W	+2.5 -3.5									✓						2ND Pass 240 5K
1452	GPS	✓	2932.0N 8313.8W		2927.5N 8320.0W										✓						3RD Pass 240 5K
1531	GPS	✓	2931.8N 8314.2W		3925.8N 8319.8W										1K						1ST Pass 210 1K
1543	GPS	2929.9N 8316.2W	2933.1N 8313.0W		2925.5N 8320.1W										1K						1ST Pass 180 1K
1549	GPS	2929.9N 8316.1W													✓						2ND Pass 180 1K
1555	GPS	✓	2932.3N 8313.0W		2925.5N 8320.5W										✓						3RD Pass 180 1K
1602	GPS	✓	2932.4N 8313.0W		2925.7N 8320.8W										1K						1ST Pass 210 1K
1608	GPS	2929.9N 8316.0W	2932.4N 8312.8W		2925.8N 8320.0W										✓						2ND Pass 210 1K
1614	GPS	✓	2932.2N 8312.9W		2925.9N 8320.0W										1K						3RD Pass 210 1K
1621	GPS	2929.9N 8316.1W	2932.1N 8313.2W	-2.2 +2.9	2926.0N 8321.0W	+3.9 -5.5									1K						1ST Pass 240 1K
1627	GPS	✓	2931.8N 8313.5W		2925.9N 8321.0W										✓						END Pass 240 1K
1633	GPS	2929.9N 8316.1W	2931.7N 8313.8W	-1.8 1.95	2925.8N 8321.0W	+4.1 -4.9									✓						3RD Pass 240 1K
1712																					LAND MOP
	VIS	2750.9 8229.6W	2754.1N 8225.7W	-3.2 +3.9	2744.5N 8235.6W	+6.4 -6.0															CHULLS

NOAA FORM 56-49
(2-95)

MISSION PREFLIGHT LOG 98-3

DESTINATION	MISSION	NAVIGATOR	AIRCRAFT COMMANDER	FLIGHT DIRECTOR	SCHEDULED / ACTUAL TAKEOFF Z	DATE OF TAKEOFF
MIT > MCF	COL FLIGHT	Kozak	Player	Damiano	1100 / 1105	12 Dec 05

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	29 27.1 N 83 16.5 W						337				11,500		107 107	~~105~~ ~~125~~	1125			

INS PERFORMANCE

	INS 1	INS 2
BEGIN ALIGN TIME	0930	0930
ALIGN STATUS (0-5)	5	0
END NAV TIME	1720	1720
START NAV TIME	1050	1050
DELTA T	6+30	6+30

TERMINAL ERRORS

	INS 1	INS 2
DELTA LAT	-3.2	+6.4
DELTA LON	+39	-6.0
RGS	4	2
RADIAL ERROR	5	8.

REMARKS

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