

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

FLT ID: 951201I	FM: BFI	TO: BFI
FLT NO:	BLK IN: 1200Z	ATA: 1152
ETD: 0330Z	BLK OUT: 0331Z	ATD: 0339
EYE: 9	BLK TIME: 8:29 (8.5)	FLT TIME: 8.2
SPONSOR ORG: PMEL	PROGRAM: COAST II	PURPOSE: Dragon/Ca Front

OAO PERSONNEL

AC McKim ✓	SYS ENG Bar ✓
CP O'Mara	DATA SYS Goldstein ✓
NAV Zathun ✓	RADAR
FE Torrey ✓	BT/ODW Delgado ✓
RADIO	COPIES Bond Co I.I.
FD Parrish ✓	COPIES Small P.I.

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON R/C	AFFILIATION
Shapiro, Mel		
Yang, Ming Jen	Radar	
Brown, Scott	↓	
Colle, Brian ✓		
Tenerelli, Joe ✓	Prs	
Love, Frank ✓	Radar	
Quenz ✓		DOS
Steed ✓		DOS

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

49/47 155120 - Reset time to correct 2 time.

29.75 1650m 09C 5400 FLEW 2 BOXES OFF N. CALIFORNIA COAST AS

100/5 2000m -20C 6725

9/3/88 2400m -40C 7875 FOOTAL BANDS MADE LANDFALL

100/7 2750m -60C 9025 BOX 1 CENTERED BETWEEN CAPE BLANCO & CRESCENT

160/9 3200m -80C 10,500 CITY.

50 200.3 3525m -100C 11,500

3750m -120C 12,300 BOX 2 CENTERED BETWEEN CRESCENT CITY AND EQUATOR

10452 Auto Pilot PROBLEMS DURING BOX 1. RADOME A/B FLOZE SEVERAL PERIODS.

49/47 FLEW STOPPED DESCENT, ASCENTS FEEDING TO BOX AREAS.

160/6 2475

29.63

100/

200/5

FM 59

NOAA • AOC • SED Flight Performance Log

Aircraft : N43RF

COAST '95

Mission : COAST #2

SED Crew: _____

Flight ID : 95201EPre-Flight: 1300Z

Take-Off: _____

Landing: _____

System		Pre-Flight	In-Flight	Post-Flight		
NAV	INE #1 ^{1300Z} Aligned to : <u>0</u>	JMB		11.7	-4.2	3
	INE #2 ^{1300Z} Aligned to : <u>0</u>	JMB		-1.8	15.3	3
	GPS	JMB		Lat	Long	GS
RADAR	Nose	JMB				
	L/F R/T SN : <u>102</u>	JMB		Mod Switch Off ? JMB		
	Tail R&T SN : <u>201 / 202</u>	JMB		Mod Switch Off ? JMB		
	ASAU's & RCU	JMB				
	MARS Data System	JMB		# DATs : 1		
PMS	2DG-C Ch 1/64: <u>1</u>	JMB				
	2DG-P Ch 1/64: <u>1</u>	JMB				
	FSSP Ref VDC: <u>8.201E</u>	JMB				
	SEA Data System	JMB		# DATs : 3		
TEMP	Cal High	Cal Low		Cal High	Cal Low	
	Temp #1	<u>+30.6</u>	<u>-30.3</u>	<u>+10.3</u>		
	Temp #2			<u>+10.4</u>		
	Temp #3 (Starboard)			<u>+10.1</u>		
	Dewpoint #1			<u>+7.3</u>		
	Dewpoint #2 (AOC)			<u>-1</u>		
	Dewpoint #3 (EG&G)			<u>+7.3</u>		
PRES	Attack Angle (AP/DAP) <u>(1)</u>	<u>✓</u> <u>2.4</u>				
	Slip Angle (BP/DBP)	<u>✓</u> <u>2.4</u>				
	Differential (PQ1/PQ2/PQ3)	<u>✓</u> <u>2.4</u>				
	Absolute (PS1/PS2)	<u>✓</u> <u>2.4</u>				
	Radome Transducers	Plugs ? JMB				
	Cabin Transducer (Station 5)	JMB				
FLTLVL	Apn-159 SN: <u>71-01</u>	JMB		Off ?	JMB	
	Apn-232 SN: <u>1699</u>	JMB		Off ?	JMB	
	King Liquid Water	JMB				
	J&W Liquid Water	JMB				
	Down PRT-5 (SST)	JMB				
	Side PRT-5 (CO ²)	JMB				
	Up PRT-5	Open ? JMB		Closed ?		
MISC	RAMS Data System	JMB		# DATs : 1		
	ASDL	NIU		Off ?		
	Exterior Walk Around	SD				
	Video : N L R D	NIU				
	L ² D ² System	SD				
	LDW					
	Sondes : <u>9</u> : # On Board		# Dropped : <u>3</u>	# Good : <u>3</u>		
USER	FCU : <u>A B D -</u>	JMB ✓				
	Charge Probe	NIU		Accelerometers		
	AIR Lyman α	Plugs ? JMB		#1 (2 G) : <u>8152</u>		
	Field Mills : L R U D	NI		#2 (2.5 G) : <u>668A</u>		
				#3 (3 G) : <u>5907</u>		
			#4 (3.5 G) : <u>2892</u>			



NOAA • AOC • SED
N43RF DATA STATION LOG

Project : COAST '95

Mission : FLIGHT #2

Flight ID : 951201I

Operators : BARR, ASG, DELGADO

Take Off : 0337

Landing : _____

SIANDFA

RAMS DAT 1 On (8 9): <u>0335</u>	RAMS DAT 1 Off: <u>1200</u>	CPU Selected: (A) B
RAMS DAT 2 On [8 9]:	RAMS DAT 2 Off:	VCR's Used: N L R D
RAMS DAT 3 On [8 9]:	RAMS DAT 3 Off:	
Printer On: <u>1528</u>	Printer Off: <u>1200</u>	
VCR's On: <u>N.U.</u>	VCR's Off: <u>N/U</u>	VCR Count:
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 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

???? IAV SEQ status 020h Data overrun.

Data Station Operator Notes

LDW SONDES DROPPED (FLIGHT ID 951201I)

1st Drop: Sonde S# 1428

Sensor 0004; T 10367 Ω , H 17012 Ω

2nd Drop: Sonde S# 1830

Sensor 0005; T 9716 Ω , H 11980 Ω

3rd Drop: Sonde S# 1819

Sensor 0014; T 10096 Ω , H 28004 Ω

951201I N43RF COAST-II FLIGHT 2

<u>Sensor or System</u>	<u>Number or Name</u>
INE	2
Accelerometer	2
Temperature Sensor	1
Dew Point Sensor	1
Altimeter	APN-159
Altitude Change Option (For Vertical Wind Computation)	PA
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO3961.CON

Notes:

INE2 positions were corrected periodically using good GPS positions. No corrections were made to INE2 ground speeds.

Corrected the APN-159 Radar Altimeter near landing with adjusted APN-232 altitudes.

Corrected a frozen Total Temperature #1 sensor with adjusted Side Radiometer values between 0914Z and 0915Z.

Patched grossly negative values of J-W Liquid Water values between 1037Z and 1044Z.

Special note. Location 80, 81 and 82 of the Type 5 Record on the Standard Tape contain Vertical Ground Speed, Vertical Air Speed 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

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TITLE (MAX 21 CHARACTERS) -- EX HURRICANE PAINE
COAST II FLT 2
YYMMDDL FLT I.D.
951201I ! WRONG DATE SET ON A/C SYSTEM
HHMMSS START TIME -99999 DEFAULT TO START OF DATA FOR PRINTOUT ONLY
033601
HHMMSS END TIME 999999 DEFAULT TO END OF DATA FOR PRINTOUT ONLY
120000
HHMMSS TAKE OFF TIME
033900
* NUMBER OF TAPES (I2) ...FOR STANDARD TAPE OUTPUT ONLY
01
* -----LOGICAL UNIT OF INPUT DATA (I1) 5, 8 OR 9 FOR TAPE DRIVE
1
* -----LOGICAL UNIT OF OUTPUT TAPE DRIVE (I1) [FOR STANDARD TAPE ONLY]
9
* -----LOGICAL UNIT OF PRINTER (I1)
6
* -----DATE OF PROGRAM (MMDDY)
06094
* -----STATIC PRESSURE PROBE (I1)
* 1 = PSW (WINGTIP)
* 2 = PSF (CO-PILOT/FUSELAGE)
* 3 = FUTURE USE
2
* -----DYNAMIC PRESSURE PROBE (I1)
* 0 = PQW(WINGTIP)
* 1 = PQF1 (FUSELAGE 1281)
* 2 = PQF2 (FUSELAGE 1221)
* 3 =FUTURE US
1
* -----INE SELECTION (I1)
* 1 = INE 1
* 2 = INE 2
2
* -----ACCELEROMETER (I1) - USUALLY THE SAME AS YOUR INE SELECTION
2
* ----- TOTAL TEMPERATURE PROBE (I1) [1 OR 2]
1
* ----- DEWPONT TEMPERATURE PROBE (I1) [1 OR 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)
0
* -----PRINTOUT RATE SECONDS (I2)
10
* -----WINDSPEED/DIRECTION RUNNING AVERAGE TIME, SECONDS (I2)
10 ! FOR STANDARD TAPE OUTPUT ONLY
* -----TIME OPTION (I1)
* 1 = MICRO 29
* 2 = TIME BASED GENERATOR #1
* 3 = TIME BASED GENEATOR #2
1
* -----NAME OF CONSTANTS FILE EX CO3863.CON
CO3961.CON
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951201Z COAST-II, #2

Time	LAT	LOD	TK	WD	WS	PA	GA	TA	TD	SB	AS				
0331Z												BLK			
0342	47 09	122 109	150	240	18	1185	982	2.4	3.8	9924	861.0	T			
040135	46 55	123 14	208	238	64	5671	5389	-21.2	-23.9	989.5	490.8				
0415	46 16	123 45	211	235	83.5	5796	5714	-20.1	-21.3	995.7	485.1				
042805	45 40	124 15	185	229	92.1	5792	5729	79.3	79.6	995.8	485.3	Drop 1			
043345	45 23	124 17										↓ 10K			
0439	45 04	124 19	183	230	39.3	3119	3059	-5.6	-6.5	1005.9	693.1	-10K			
0450	44 26.5	124 23.9	185	222	48.8	3084	3038	-4.3	-4.7	1005.9	693.6				
050430	43 36	124 30	186	219	45.7	3082	3059	-3.0	-3.8	1007.2	693.9				
051231	43 10	124 33	184	215	45	3082	3073	-2.3	-2.7	1007.1	695.6	↓ to 3K			
051645	42 56	124 35	185	218	37	1547	1522	6.1	7.3	1008.9	840.7	-5K			
0525	42 29.6	124 36.4	175	222	40.5	1549	1536	6.7	8.0	1009.8	840.6				
053245	42 05.5	124 35	181	207	42.3	933	915								
0543	41 35	124 35	↑	to 6K											
0603	42 29	124 30	343	212	39	1865	1844	5.5	6.6	1008.3	807.4				
060739	42 48	124 40	~	226	33.2	1856	1837	3.6	5.3	1008.7	810.1	LEG 1			
0613	42 44	125 04	RUBEL NOW CORNER OF BOX								061745				
0619	42 43	124 59	161	253	46	1897	1885	3.4	3.9	1008.8	803.9	LEG 2			
0641	41 44	124 18	~	222	49.0	1842	1859	6.1	5.6	1010.7	808.7	LEG 4			
0652	42 31	124 32	348	209	28.2	1897	1874	4.2	5.8	1008.4	806.8				
0705	42 53	124 26	172	224	58.5	4328	4354	-8.1	-8.1	1004.7	590.3	LEG 5			
071730	42 08	123 58	51	228	57	4340	4328	-8.4	-8.3	960.8	592.8	LEG 6			
0727	42 50	123 21	230	229	64	4310	3967	-8.1	-8.4	962.1	590.0	LEG 7 START			
074730	41 47	124 32	226	233	54.5	4301	4345	-7.8	-8.3	1007.6	592.5				
075631	41 36	124 48	50	238	51	4299	4347	-8.3	-8.8	1008.6	592.8	DROP 2 ↓ to 11K			
080530	41 47	124 25	254	248	22.8	1235	1227	7.8	8.2	1009	592.4	LEG 1			
081045	41 43	124 46	345	247	24.2										
081745	41 54	124 55	181	245	24.2	1243	1231	6.8	7.7	1011.4	872.7	LEG 2			
082030	41 44	124 55	180		1260	LEG 2									
083600	40 50	124 54	90	232	33.1	1240	1247	9.2	9.9	1012.3	872.5	LEG 3			
084345	40 54	124 14	0	220	38	1237	1249	9.2	9.8	1012.4	872.8	LEG 4			
0856	41 46	124 14	~	245	30	↑	to 12.5								
0906	41 25	124 10.5	50	223	51.0	4280	4329	-8.3	-7.4	1009.2	594.6	LEG 6			
0920	41 50	123 30	231	235	55.6	4646	3177	-9.2	-9.9	882.9	566.0	LEG 7			
093415	41 17.5	124 21.3	230	223	50.2	4647	4708	-11.0	-10.3	1004	566.4				
094215	40 58	124 51	END OF LPA AND MICHIGAN LEG												
0946	41 01	124 46	50	223	47	4648	4710	-12.1	-10.8	1013.3	569.5	LEG 8 DROP 3			
0954	41 24	124 07	200	236	47.5	2700	2712	0.5	1.4	1022.0	741.2	↓ 4K LEG 9			
1008	40 41	124 27	~	229	23.6	1248	1255	9.6	9.5	1012.5	871.8	SE MI - END OF BOX 2			
101845	41 22	124 18	10	258	25	1251	1250	6.8	8.0	1012.4	865	↑ to 101K			
102400	41 42	124 20	350	236	50	3108	3127	-1.9	-1.8	1010.0	691.4				
1039	42 47	124 36	350	240	54.4	3106	3088	-3.1	-24.0	1007.7	691.7				
1055	44 00	124 19	9	242	53.3	3106	3045	-5.8	-24.9	1005.9	691.4				
1103	44 38	124 10	9	246	42			-8.7	-27.0			↑ to 20K			
1117	45 44	123 59.5	0	265	78	6102	5978	-24.8	-37.6	998.8	465.3	-20K			
113845	47 08	122 43	39	231	21	2906	2701	-8.4	-8.1	996	715	↓ to 10K			
1200	47 32	122 18.3				86		9.1	8.5	1002.9	BLK				

951201I

IDFZ RENAY Corrections

043000 0.0 $\oplus$ -0.1051430 -0.2 $\ominus$ +0.1060030 -0.4 $\oplus$ -0.5

064500 -1.0 -1.1

072900 -0.9 -1.2

083030 -1.1 $\oplus$ -2.3

091300 -1.7 -2.3

100000 -1.4 -3.0

104400 -1.7 $\oplus$ -3.5111930 -1.7 $\oplus$ -4.5
-5.5

11 120000 -1.8 -5.7

PATCHED A/N -159 AT LANDING,
W/ 232.PATCHED FROZEN T/I FROM
0914 & 0915Z, USING 29.PATCHED NEGATIVE TW
LIQUIDATED VALUES BETWEEN
1037Z & 1044Z.

I951201

NO DATA GAPS

Remain JNE2

060000, -.5, +.5

070000, -.6, 1.4

080000, -1.4, 1.9

090000, -1.4, +2

100000, -1.4, +3

110000, -1.5, 4.3

120000, -1.8, 5.7

DAP ~~iced~~ up

TT checks

46 09.7
123 52.8



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:

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

SUBJECT: Hazard Duty Flight

The mission flown on AOC aircraft # _____ on _____
has been declared hazardous. The following personnel from you
laboratory participated in this mission.

For purposes of computing allowable hazard duty time, the hazard
period during this mission was from _____ local time on
_____ until _____ on _____.

47 32.2
122 48.3



DATE : 1 DECEMBER 1995

TO : Chief, AOC Flight Operations

FROM : Pilot/Flight Director, Aircraft ON 1200 BLOCKTIME
043RF
OFF 0331Z 8.5

SUBJECT: Hazardous Duty

PURPOSE OF FLIGHT: COAST-II FOOTAL FLIGHT

Hazardous Duty Pay is required for flight made on 1 DEC 95
(DATE)

Request based on protection of winter storm
connective rainbands.

Personnel on board authorized Hazard Pay:

Togrey, A.

Parrish, J.

Barr, J.

Goldstein, A.

Delgado, J.

PILOT/FLIGHT DIRECTOR: John A. [Signature]

APPROVED: _____

DISAPPROVED: _____

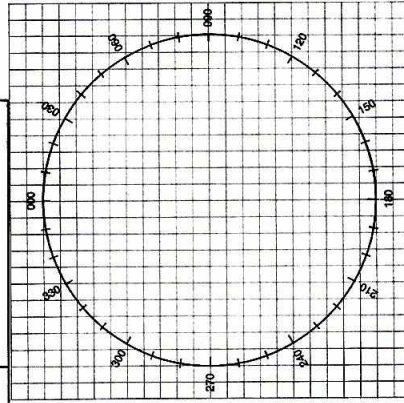
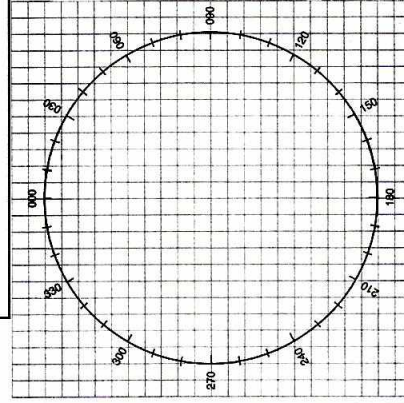
CHIEF, AOC FLIGHT OPERATIONS: _____

CLEARANCES

[illegible]

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

- 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
BY OT INTENTIONS

- 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
0325																					END START TAXI
0330																					TAKOFF
0339	FM	4633.6	4633.1	+1.5	4633.4	-1.2		21E	217	8L	209	212	242	74	190	274					
0409	4	12331.0	12331.2	-1.2	12330.8	+1.2															PROPSONDE
0428		4542.1	4541.5	+1.6	4542.0	+1.1			199	14L	183	201	232	90	190	208					
0428		12414.5	12415.1	-1.6	12414.4	+1.1															
0458		4358.2	4357.6	+1.6	4358.4	-1.2			194	9L	185	211	245	43	10K	233					
0458		12427.6	12428.3	-1.7	12428.0	-1.4															
0531		4209.3	4208.4	+1.9	4209.5	-1.0			186	8L	178	181	212	48	3K	218					
0531		12434.9	12435.4	-1.5	12434.4	+1.5															
0609		4248.1	4247.3	+1.8	4248.6	-1.5			253	2R	257	196	245	40	6K	230					
0609		12445.6	12447.0	-1.4	12445.3	+1.3															
0645		4203.6	4202.9	+1.7	4204.6	-1.0			338	9R	347	262	217	80	6K	233					
0645		12422.4	12423.3	-1.9	12421.3	+1.1															
0715		4201.3	4200.3	+1.0	4202.0	-1.7			054	1L	053	314	228	69	14K	245					
0715		12410.9	12412.6	-1.7	12409.4	+1.5															
0736		4134.6	4133.5	+1.1	4136.0	-1.4			050	1R	051	305	236	59	14K	248					PROPSONDE
0736		12449.6	12450.8	-1.2	12447.6	+2.0															
0822		4135.7	4134.3	+1.4	4136.7	-1.0			188	7L	181	218	258	28	4K	223					
0822		12455.0	12457.1	-2.1	12452.8	+2.2															
0852		4128.2	4126.8	+1.4	4129.6	-1.4			337	4R	001	243	224	24	4K	224					
0852		12413.4	12416.3	-2.9	12411.4	+2.0															
0945		4058.8	4057.0	+1.8	4100.2	-1.4			052	1L	051	303	223	53	15K	247					PROPSONDE
0945		12450.4	12453.2	-2.8	12447.1	+3.3															
1028		4159.7	4158.2	+1.5	4201.6	-1.9			341	9R	350	263	229	45	10K	240					
1028		12424.6	12428.6	-4.0	12421.8	+2.8															
1111		4517.9	4516.2	+1.7	4519.5	-1.6	+2		345	15R	000	302	251	75	20K	292					
1111		12359.8	12403.6	-3.8	12355.4	+4.4	-4														
1152		4731.7	4730.0	+1.7	4733.5	-1.8															
1152		12218.0	12228.2	-4.2	12233.7	+5.3															LAND

INS PERFORMANCE		INS 1	INS 2
BEGIN ALIGN TIME	0108 Z	0108 Z	0108 Z
ALIGN STATUS (0-5)	0	0	0
END NAV TIME	1155 Z	1155 Z	1155 Z
START NAV TIME	0325 Z	0325 Z	0325 Z
DELTA T	08130	08130	08130

TERMINAL ERRORS		
	INS 1	INS 2
DELTA LAT	+1.7	-1.8
DELTA LON	-4.2	+5.3
RGS	2	3
RADIAL ERROR	3	4.

[illegible]