

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

FLT ID: 951205 I	FM: BFI	TO: BFI
FLT NO: 96-12	BLK IN: 01242 ✓	ATA: 01172
ETD: 1630 Z	BLK OUT: 16262 162701	RTD: 16342
ETE: 9	BLK TIME: 8.58 (90)	FLT TIME: 8.7
SPONSOR ORG: PMEL	PROGRAM: COAST-11	PURPOSE: Flight 4

OAO PERSONNEL

AC McKim ✓	SYS ENG Burr
CP O'Mara ✓	DATA SYS Goldstein ✓
NAV Rathbun ✓	RADAR 48 51
FE Moore	BT/ODW 125 57
RADIO	CLD PHYS
FD Parrish ✓	REPAIR Brown ✓

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
31 Bond, D. ✓	P.I.	PMEL
Coleman, B. ✓		U W
Colle, B. ✓		U W
Cornelius, J. ✓		HAD
Young, Ming-Jen ✓		U W
Buelmer, Fred ✓		NOCS
Legorosa, Tim ✓		
47 Johnson, Jay ✓		

PROPOSED/ACTUAL MISSION/REMARKS (RECCO, FIXES, STORM, PENET, NHOP #) 4825 4819 12243 12445

~1950 - Got back O.B.

- Worked low thru straits, but R.R. & bad comms. made stops at Wendough.

First box along S half Van Is. got precip dissipated. while there

Second box offshore, on frontal band

Third box on shore as land made landfall S Van island

TIME GAP 162651-162720.

001552 - 001740

38/31 21010.2
245Z 1414
241 203/3
46 2013.7
59

NOAA • AOC • SED Flight Performance Log

Aircraft : N43RF

COAST '95

Mission : Coast FLT #4SED Crew: BARR, ASGFlight ID : 951209IPre-Flight: 1400Take-Off: 1634ZLanding: 0116Z

System		Pre-Flight	In-Flight	Post-Flight			
N A V	INE #1 1405: Aligned to : 0	Jmb		+5.4	-7.2	0	
	INE #2 1405: Aligned to : 0	Jmb		-2	+6.8	3	
	GPS	Jmb ③		Lat	Long	GS	
R A D A R	Nose	Jmb					
	L/F : R/T SN : 102	Jmb		Mod Switch Off? Jmb			
	Tail : R&T SN 2021 201	Jmb		Mod Switch Off? Jmb			
	ASAU's & RCU	Jmb					
	MARS Data System	Jmb ③		# DATs : 3			
P M S	2DG-C : Ch 1/64: 1	Jmb ②					
	2DG-P : Ch 1/64: 1	Jmb					
	FSSP : Ref VDC:	Jmb					
	SEA Data System	Jmb		# DATs : 2			
T E M P	Cal High	Cal Low		Cal High	Cal Low		
	Temp #1	30.8	-30.3	1.4	RED	+30.4	-30.4
	Temp #2			1.2	RED		
	Temp #3 (Starboard)			2.3	RED		
	Dewpoint #1			-4.1	RED		
	Dewpoint #2 (AOC)			-6.6	RED		
	Dewpoint #3 (EG&G)			-3.4	RED		
P R E S S	Attack Angle (AP/DAP)	ASG					
	Slip Angle (BP/DBP)	ASG					
	Differential (PQ1/PQ2/PQ3)	ASG					
	Absolute (PS1/PS2)	ASG					
	Radome Transducers	Plugs? Jmb					
F L T L V L	Cabin Transducer (Station 5)	Jmb					
	Apn-159 : SN: SW 71-01	ASG		OFF? Jmb			
	Apn-232 : SN: 1699	ASG		Off? Jmb			
	King Liquid Water						
	J&W Liquid Water						
	Down PRT-5 (SST)	Jmb					
	Side PRT-5 (CO ²)	Jmb					
	Up PRT-5	Open? ASG		Closed? ASG			
	RAMS Data System	ASG		# DATs : 1			
	ASDL	NU		Off? NU			
M I S C	Exterior Walk Around	Jmb					
	Video : (N) L R D	Jmb					
	L ² D ² System	ASG					
	LDW						
	Sondes : 30 : # On Board		# Dropped : 3	# Good : 3			
U S E R	FCU : A B C	①					
	Charge Probe			Accelerometers			
	AIR Lyman α	Plugs? ASG		#1 (2 G): 8152			
	Field Mills : L R U D			#2 (2.5 G): 61684			
	Sonde SN's 1821			#3 (3 G): 5967			
	1517		#4 (3.5 G): 2892				
	1069						

Please Note any Discrepancies

[illegible]

NOAA • AOC • SED
N43RF DATA STATION LOG

Project : COAST '95

Mission : Coast #4

Flight ID : 951209T

Operators : CREW-X ASG, BARR

Take Off : _____

Landing : 0116Z

RAMS DAT 1 On [8 9]: <u>1626Z</u>	RAMS DAT 1 Off: <u>0125Z</u>	CPU Selected: <u>A</u> B
RAMS DAT 2 On [8 9]:	RAMS DAT 2 Off:	VCR's Used: <u>N</u> L R D
RAMS DAT 3 On [8 9]:	RAMS DAT 3 Off:	
Printer On: <u>1626Z</u>	Printer Off: <u>0125Z</u>	
VCR's On: <u>1626Z</u>	VCR's Off: <u>0058Z</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 = Recco V = Vortex S = Sonde B = AXBT

Data Station Operator Notes

951209I IDE2 IZEDAV

~~763400 -0.3 -0.6~~

001552 - 001740

Time Gap

~~971100 -4.9 -2.3~~

200000 -0.6 + -2.7

Plots 2,4

203030 -0.9 -2.5

210100 -0.9 -2.5

213030 -0.6 + -4.1

220100 -0.9 -3.5

223000 -1.0 -3.9

230100 -0.6 + -4.6

233200 -1.0 -4.6

000130 -0.8 -5.8

003000 -0.2 + -6.2 ✓

005800 -0.3 -5.7 ✓

(12) 012400 -0.1 -7.3 ✓

124.2

49.10

126.33

110/10

951203I COAST II FLIGHT 4

Time	LAT	LONG	TK	WD	WS	PA	GA	TA	TD	SL	PS			
1626	4732	12218				-45		0.6	-0.3		1018.8	13.4		
1636	4733	12221	329	127	8.4	-4	-1.3	241	266	1017.7	477.0	K		
1640	4748	12222	17	226	12.6	1758	1658	2.0	1.7	1001.4	818.4	-6K		
165015	4823	12243	311	198	5.3	1760	1763	1.6	0.8	1014.7	818.9	15 15 A 10.3 4K		
1700	↑	to 2K												
1707	↑	to 2K												
1716	4827	12506	268	109	27.4	549	525	4.8	5.0	1011.7	948.0			
172130	4824	12526	75	144	35.5	851	828	4.7	5.5	1011.7	915.2	-31K		
1731	4818	12457	355	93	28	315	298	4.1	1.9	1012.1	976.3	W/S BLAD ADDRESS STRA		
1743	4849	12533	300	97	29	315	297	2.7	-0.6	1012.3	976.1	-1K ALONG VAND K		
175430	4911	12632	220	115	34.3	314	282	6.0	1.0	1010.2	976.1	TURD DSD FWD FRONT		
181330	4826	12750	229	120	44	314	254	6.0	6.8	1006.7	976.2	LOOKING FOR W FRT		
1818	4814	12806	↑	40	102									
1834	4835	12724	38	218	24.5	460	2577	2.5	1.2	1003.9	737.1			
184645	4909	12632	130	130	41	621	581	4.8	5.6	1009.3	941.2	266 1		
1902	4840	12540	131	120	34	618	586	4.7	—	1007	941.2			
1920	4909	12611	310	83	21	202	167	4.8	4.7	1009.7	989.4			
193815	4852	12539	22	165	22	4.7	4.7	5.8	1805	1002.1	803.4	↑ to micro log		
194510	4903	12545	36	226	27	-4.0	-4.2	3559	3552	982.5	649.2	1 st MICRO LEG		
195815	4926	12508	230	240	29.5	-7.9	-10.4	4203	3200	887	600.3			
200815	4945	12538	240	234	30.0	-8.1	-8.3	4204	3010	872.9	600.4			
2019	4846	12651	Drop space No Humidity											
2032	4818	12748	222	129	34	402	325	9.4	10.1	1003.6	966	-1K H610D6 COAST		
2049	4817	12752	122	150	24.3	408	321	10.9	11.5	1002.9	965.2	LEG 1 OFFSHORE LAND		
2107	4753	12638	35	180	25	406	338	11.8	12.7	1005	965.2	LEG 2		
2131	4915	12709	273	186	45	405	332	3.9	5.1	1005.5	965.3			
2202	4911	12633	220	220	51	4469	4457	-7.9	-8.8	998.7	572.7			
2228	4926	12705	309	119	40	212	139	7.0	7.5	1004.6	985.9	11 Coast in band		
223430	4941	12737	~	120	37	335	341	6.7	7.4	1003.1	984.2			
230515	4852	12627	220	105	48	245	175	4.6	5.4	1005.4	983.9	CROSS LEG		
2317.5	4911	12637	330	188	41	250	176	4.2	6.7	1004.9	983.8			
2321	4925	12653	↑	to micro work										
2329	4921	12652	39	213	52	3820	3788	-4.4	-4.6	999.0	631.9	-12.3K MICRO -4°C		
235930	4909	12708	215	226	47.7	4524	4508	-7.9	-8.8	996.9	575.5	-14.5K		
000100	4903	12712	40	225	43	4522	4507	-8.2	-9.0	997.9	575.6	DROP #3		
001415	4904	12415	140	121	43	509	433	5.5	6.2	1005	954	-1.5K to coast		
0029	4831	12532	142	120	38	508	446	5.9	7.1	1004.8	953.6			
0035	4824	12505	132	144	36	508	451	7.1	—	1006.9	953.9			
004230	4823	12456	139	204	39	7388	1342	6.9	7.8	1005.7	837.9	↑ - BACK		
0051	4815	12404	102	225	48	2120	2089	5.4	—	1004.6	783.1	—		
0104	4756	12254	124	216	255	1504	1412	8.4	7.7	998.5	845.0			
011245	4740	12225	147	180	11	668	542	4.4	—	997.9	933.8	↓ to land 500		
0124	4732	12218				4		3.4	—		1012.8	1312		

951209I N43RF COAST-II FLIGHT 4

<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.

Time gap in data for aircraft system restart between 001552Z and 001740Z.

Corrected APN-159 Radar Altimeter with adjusted values from the APN-232 RA source near landing.

When using raw GPS positions from the Type 4 record, be aware that there were numerous large GPS dropouts before 1955Z, and no raw GPS positions prior to this time should be trusted.

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

DATE : 12/9/95

TO : Chief, AOC Flight Operations

FROM : Pilot/Flight Director, Aircraft ON 0124 BLOCKTIME
243AF
OFF 1626Z 9.0

SUBJECT: Hazardous Duty

PURPOSE OF FLIGHT: COAST-II FLIGHT 4

Hazardous Duty Pay is required for flight made on 9 Dec 95
(DATE)

Request based on prediction of winter storm
rain/snow bands.

Personnel on board authorized Hazard Pay:

<u>Moore, H. (Last One)</u>	_____
<u>Parrish, J.</u>	_____
<u>Barry, J.</u>	_____
<u>Goldstein, A.</u>	_____
<u>Brown, E.</u>	_____
_____	_____
_____	_____
_____	_____
_____	_____

PILOT/FLIGHT DIRECTOR: John A. [Signature]

APPROVED: _____ DISAPPROVED: _____

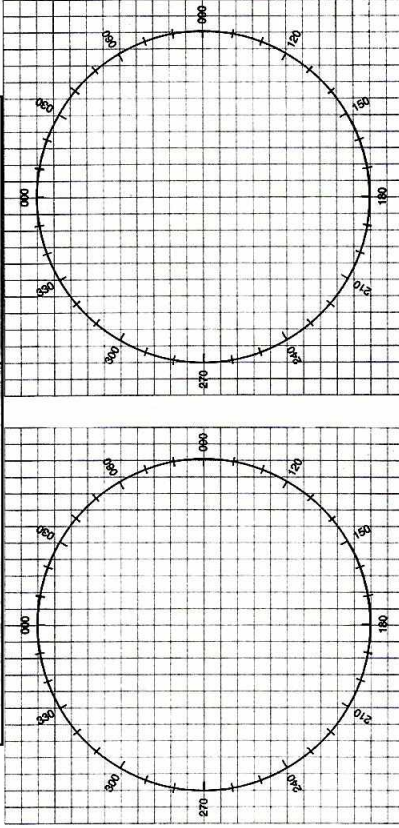
CHIEF, AOC FLIGHT OPERATIONS: _____

CLEARANCES

FREQ	ALT	HDG	OTHER
			KENT 3 DEP → PAC (CRANE),
			V 287 ESEMD, YJT 127135,
			TOU 058116, TOU 300116,
			YAE 200115, YAE 200115P,
			YAE 200115, TOU 200116P,
			TOU 300116P, TOU 058116,
			WATER, V4 JAWON, JAWON
			S ARRIVAL 89

MISSION LOG

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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:

UHFVOICE VHFVOICE MFVOICE 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	KERR	INS 2 POSITION	KERR	VAR +E==>	TH	DR +R==>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
1618																				
1626																				
1634																				
1721	GPS		48 24.0		48 24.9			085	9L	085	213	147	37	3K	225					ENGINE START
1755	INOP		125 25.9		125 25.1															
1818	GPS		49 10.4		49 11.3			219	8R	207	232	115	34	1K	220					THREAT
1818	INOP		126 33.1		126 32.4					SPINAL										
1846			48 12.8		48 13.9															
1915			128 07.1		128 05.7															
1949			49 09.7		49 11.4			131	1L	130	177	135	43	2K	220					
2000			126 35.4		126 33.5															
2032			48 54.6		48 56.7			314	3L	311	236	090	17	500	220					
2041			125 45.3		125 43.4			036	1R	037	279	225	33	12K	204					
2117	FM		49 22.9		49 23.6			240	1L	239	226	248	23	137K	247					
2149			125 18.7		125 16.0			215	5R	220	209	156	22	1K	219					
2246			48 15.6		48 14.1			046	6L	040	252	182	41	1K	228					
2350			128 23.1		128 21.9			321	5L	316	256	104	36	1K	229					
0047			126 22.4		126 21.7			040	1L	039	298	211	50	12.5K	248					FUEL 19.8
			48 55.7		48 54.5			127	1R	128	164	122	44	5K	226					
			126 38.5		126 34.4			218	3L	215	229	236	41	145K	265					
			49 22.5		49 23.5			112	10L	102	272	235	52	7K	138					
			127 05.5		127 04.4															
			49 18.2		49 18.6															
			126 59.0		126 58.4															
			48 12.1		48 10.4															
			124 27.5		124 21.7															

55/25
1 6307 0130Z
5K-18000
TOU 262
340
070

PAGE _____ **OF** _____

PAGE OF

(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
#116		4731.6 12218.0	4726.2 12225.2	+5.4 -7.2	4731.8 12211.2	-2.2 +6.8															LAMP

