

FLT ID: <u>I951212 #2</u>	FM: <u>KBFI</u>	TO: <u>KBFI</u>
FLT NO: <u>96-015</u>	BLK IN: <u>0242Z</u>	ATA: <u>0233Z</u>
ETD: <u>1730Z</u>	BLK OUT: <u>1744Z</u>	ATD: <u>1750Z</u>
ETE: <u>11</u>	BLK TIME: <u>8:58</u>	FLT TIME: <u>8:43</u>
SPONSOR ORG: <u>PMEL</u>	PROGRAM: <u>COAST II</u>	PURPOSE: <u>FLYING FRONT</u> <u>ALONG OREGON COAST</u>

DAO PERSONNEL

AC <u>KENNEDY</u>	SYS ENG <u>McNAMARA</u>
CP <u>KENCL</u>	DATA SYS <u>LYNCH</u>
NAV <u>KOZAK</u>	RADAR
FE <u>TORREY</u>	BT/ODW <u>McMILLAN</u>
RADIO	CLD PHYS
FD <u>D. AMIRAND</u>	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/DAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
<u>BOND</u>	<u>PI</u>	<u>UW</u>
<u>SMULL</u>	<u>ASST PI</u>	<u>PMEL</u>
<u>CELLE</u>		<u>UW</u>
<u>YANG</u>	<u>PMS</u>	<u>UW</u>
<u>WESTRICK</u>		<u>UW</u>
<u>PANDYA</u>		<u>UW</u>
<u>SAMRHE</u>	<u>RADAR</u>	<u>HRD</u>
<u>HENDERSON</u>	<u>OBS</u>	<u>MEDIA</u>

PROPOSED/ACTUAL MISSION/ <u>O'DONNELL MEDIA</u>	REMARKS (RECCO, FIXES, STORM, PENET, NHOP #) <u>NO KING LW AT ALL</u>
<u>TRAYLOR MEDIA</u>	<u>BOTH RADARS (CF+TA) not working from</u> <u>T/O til 1915Z. LF only</u>
<u>ICE ON JW LW</u> <u>1859Z (check in past month)</u> <u>2040Z</u> <u>0029Z</u>	<u>2030Z TA up</u>
<u>Low center</u> <u>46°44' 959mb</u> <u>125°10' 2151Z</u>	

02362

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

FLT ID: I951212 #2 TIME OFF: 1750Z TIME ON: 0233Z

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	973.5		973.0	

NO DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES

1

FAST FLT LVL TAPES

RADAR TAPES

2

DOPPLER TAPES

ODW CASSETTES

HARD COPIES

PMS

2

AXBT

AXCP

ODW

2

PHOTOGRAPHY

	FWD	LS	RS	VERT	
ON					
OFF					
RATE					

REMARKS

NOAA • AOC • SED
N43RF DATA STATION LOG

Project : COAST '95

Mission : COAST #7

Flight ID : 951212T/B

Operators : McNamara

Take Off : 17:49

Landing : 02:32

RAMS DAT 1 On [8 9]: 17:38	RAMS DAT 1 Off: 02:42Z	CPU Selected: (A) B
RAMS DAT 2 On [8 9]: 17:39	RAMS DAT 2 Off: 02:42Z	VCR's Used: (N) L R D
RAMS DAT 3 On [8 9]:	RAMS DAT 3 Off:	
Printer On: 17:40	Printer Off: 02:42Z	
VCR's On: 17:42	VCR's Off: 02:13	VCR Count: 4373
MARS DAT On: 18:31	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

19:39 CLOUD PHYSICS DAT ON

20:31:50 - 20:32:40 PRINTER ERROR, PRINTER BUMPED OFFLINE

NOAA • AOC • SED Flight Performance Log

Aircraft : N43RF

COAST '95

Mission : COAST #7SED Crew: LYNCH, McMILLAN, McNAMARAFlight ID : 951212I-BPre-Flight: 15:20 ZTake-Off: 17:49Landing: 02:32

System		Pre-Flight	In-Flight	Post-Flight		
N A V	INE #1 Aligned to: <u>0</u>	15:20 ✓ TL		+4.6	-3.7	6
	INE #2 Aligned to: <u>0</u>	15:20 ✓ TL		+4.1	+1.4	4
	GPS	✓ STM		Lat	Long	GS
R A D A R	Nose	✓ TL				
	L/F R/T SN: <u>102</u>	✓ TL		Mod Switch Off? ✓		
	Tail R&T SN: <u>200/201</u>	✓ TL		Mod Switch Off? ✓		
	ASAU's & RCU	✓ TL				
	MARS Data System	✓ TL	(2)	# DATs: <u>2</u>		
P M S	2DG-C Ch 1/64: <u>1</u>	✓ TL				
	2DG-P Ch 1/64: <u>1</u>	✓ TL				
	FSSP Ref VDC: <u>7.50</u>	✓ TL				
	SEA Data System	✓ TL		# DATs: <u>2</u>		
T E M P	Cal High	Cal Low		Cal High	Cal Low	
	Temp #1 <u>30.2</u>	<u>-31.2</u>	✓ TL	<u>30.7</u>	<u>-30.2</u>	
	Temp #2		✓ TL			
	Temp #3 (Starboard)		(1)			
	Dewpoint #1		✓ TL			
	Dewpoint #2 (AOC)		✓ TL			
	Dewpoint #3 (EG&G)		✓ TL			
P R E S S	Attack Angle (AP/DAP)	✓ STM	(2)			
	Slip Angle (BP/DBP)	✓ STM				
	Differential (PQ1/PQ2/PQ3)	✓ TL				
	Absolute (PS1/PS2)	✓ TL				
	Radome Transducers	Plugs? ✓ STM				
F L T L V L	Cabin Transducer (Station 5)	✓ STM				
	Apn-159 SN: <u>71-01</u>	✓ TL				
	Apn-232 SN: <u>1099</u>	✓ TL		Off?	✓	
	King Liquid Water	✓ TL	(4)			
	J&W Liquid Water	✓ STM				
	Down PRT-5 (SST)	✓ TL				
	Side PRT-5 (CO ²)	✓ TL				
M I S C	Up PRT-5	Open?		Closed?	✓	
	RAMS Data System	RDM		# DATs:	✓	
	ASDL	NU		Off?	✓	
	Exterior Walk Around	✓ STM				
	Video <u>N</u> L R D	✓ TL				
	L ² D ² System	✓ TL				
	LDW Sondes <u>24/19</u> # On Board	✓ TL	# Dropped: <u>2</u>	# Good: <u>1</u>		
U S E R	FCU <u>-A-B-C-</u>	✓ STM		Accelerometers		
	Charge Probe	NU		#1 (2 G):	<u>0153</u>	
	AIR Lyman α	Plugs? ✓ TL		#2 (2.5 G):	<u>0684</u>	
	Field Mills <u>(L) (R) U (D)</u>	✓ TL		#3 (3 G):	<u>5967</u>	
				#4 (3.5 G):	<u>2892</u>	

Please Note any Discrepancies

[illegible]

COAST II

FLIGHT #07 I951212 (Second flight that day)

TYPE OF DATA -----	SENSOR OR OPTION -----
INE	2
Accelerometer	1
Temperature probe	1
Altitude change option (for vertical winds)	RA159
Static pressure	Rosemount fuselage
Dynamic pressure	Rosemount fuselage
Time source	Micro 99
Constants file	CO3961.CON

Notes:

There were no time/data gaps.

Dewpoint temperature #1, DW1, exceeded ambient temperature several times throughout the flight when heavy precip was occurring.

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.

	Takeoff -----	Landing -----
Aircraft static pressure	973.5mb	973.0mb
Corrected tower pressure	973.5mb	973.5mb

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

I 951212 #2

TIME	LAT	20N	TRK	HD	WD	WS	PA	GA	TA	TD	SP	PS	HAZE	PA
175100	4727	12216	153	150	120	29	788	456	13.4	3.4	977.0	989.6	HAZE	69.0
175700	4713	12220	242	232	185	51	2853	2573	-1.0	-0.7	965.8	705.5	INCLD	75.1
180400	4702	12251	225	221	204	56	3336	2995	-3.3	-4.4	965.7	670.0	INCLD	76.3
181500	4634	12323	229	224	200	64	3378	2790	-2.8	-6.6	943.5	661.5	BTN CLD	75.0
182700	4605	12355	187	189	190	61	3423	3090	-3.3	-7.8	967.2	664.6	ABV CLD	69.1
185300	4447	12418	194	194	193	82	3421	3075	-4.7	-5.0	967.9	664.5	CLD TOPS	84.4
190500	4412	12427	189	197	211	75	3419	3071	-4.1	-3.6	967.3	664.7	ICING	76.0
191700	4336	12436	189	202	228	85	1823	1568	2.0	3.9	974.8	811.3	RW	79.7
192130	line of weather													
192400	start porpoise													
194600	turn #3 20 still porpoising													
195100			333	316	238	88					983.8	905.0		
195900	4700	12522	333	314	244	72					980.2	858		
200820	4332	12530	359	340	241	74			6.0	6.0	975.1	878.9	RW -	
205000	4438	12425			218	80			3.9	3.5	971.5	846.1	porpoise	
205640	4426	12427				85		1110	3.5	4.0		847.2		
211200	4403	12434	253	336	232	76	1547	12416	5.2	4.3	976.7	842.5	RW+	80.0
211700	4425	12438	351	336	223	81	1538	1196	2.5	4.5	972.9	841.9	RW -	81.8
212500	4504	12440	352	342	218	60	1583	1190	5.9	5.8	965.5	837.3	BTN CLD	75.9
213120	4530	12445	355	346	221	54	1620	1208	6.1	7.0	963.3	833.3	RW -	72.0
213700	4556	12447	1	353	219	59	1361	936	6.7	7.4	962.0	860.0	CLD	74.5
214400	4629	12448	0	358	186	58	1361	916	6.8	8.1	960.1	860.1	RW -	81.9
	4637	12448			181	54					959.0			
2203	4700	12613	280	278	187	12	1362	928	6.1	6.8	961.8	860.2	RW -	77.1
220900	4648	12625	100	103	236	8	1261	927	6.2	6.2	961.7	860.0	RW -	74.8
221400	4707	12601	49	53	174	13	1361	928	6.6	6.1	961.5	860.2	CLD	77.9
	4710	12516			152	20								
221800	4717	12543	49	60	143	41	1361	929	6.7	8.0	961.4	860.0	RW -	81.3
222300	4729	12522	50	64	127	50	1360	934	7.0	6.5	962.4	860.0	RW -	75.4
225500	4724	12400	341	338	179	62	3470	2994	-6.0	-6.8	954.1	660.8	ICE	74.9
230800	4804	12430	235	227	172	48	3464	2991	-5.7	-6.2	952.2	660.7	ICE	75.0
231835	4751	12501	155	157	171	16	3463	3062	-4.5	-5.8	961.3	660.8	ODW	72.2
232500	4729	12445	154	157	180	24	4078	3669	-6.4	-9.2	98.5	610.1	CLD	78.8
233700	4703	12416	69	72	225	46	4077	3694	-7.5	-8.3	960.8	610.1	ICE	75.9
234400	4716	12356	77	86	204	48	4078	3577	-8.4	-9.0	948.3	610.1	ICE	74.6
000800	4822	12424	171	171	167	38	4687	4308	-12.2	-14.3	966.5	563.2	ICE	72.4
001700	4747	12416	173	178	201	49	4687	4213	-11.9	-11.8	946.4	563.2	ICE	77.0
002500	4717	12410	173	182	229	42	4687	4276	-11.9	-12.7	959.9	563.3	ICE	74.3
003900	4721	12441	335	324	244	41	1309	894	8.8	4.8	963.4	863.4	BTN CLD	82.0
004620	4746	12500	333	331	234	11	1309	932	8.5	5.7	961.2	852.7	BTN CLD	65.2
005200	4739	12439	62	70	189	43	2560	1999	-1.6	1.4	948.6	742.0	RW -	78.8
005900	4744	12418	156	166	220	46	3463	2896	-4.6	-4.7	935.0	660.7	RW -	
011300	4717	12357	335	329	221	42	4085	3616	-9.8	-9.4	957.7	609.8		72.8
012900	4759	12420	160	169	217	42	4083	3587	-8.4	-8.7	958.3	609.8		73.6
013400	4753	12403	32	31	218	50	4085	2958	-8.4	-8.9	862.3	609.8		76.2
014600	4801	12407	221	222	224	47	4988	3956	-13.9	-16.7	880.6	541.0		73.4
015300	4741	12432	218	222	243	36	4988	4647	-85.0	-16.0	966.6	541.0		73.5
015726	4727	12443	136	143	244	36	4975	4642	-15.2	-16.5	969.1	542.3	ODW	67.7
021400	4711	12322	65	68	238	57	2472	2021	.2	1.2	960.0	749.3		74.7



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. HUGH WILLOUGHBY, DIRECTOR HRD

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

SUBJECT: Hazard Duty Flight

The mission flown on AOC aircraft # N43RF on 12/12/95 has been declared hazardous. The following personnel from your laboratory participated in this mission.

GAMACHE

For purposes of computing allowable hazard duty time, the hazard period during this mission was from 10300 AM local time on 12/12/95 until 7:00 pm on 12/12/95.



DATE : 12/12/95

TO : Chief, AOC Flight Operations

FROM : Pilot/Flight Director, Aircraft N43RF ON 0242Z BLOCKTIME
OFF 1744Z 8:58

SUBJECT: Hazardous Duty

PURPOSE OF FLIGHT: COAST II PROJECT

Hazardous Duty Pay is required for flight made on 12/12/95
(DATE)

Request based on FLYING IN AND AROUND
COLD FRONT

Personnel on board authorized Hazard Pay:

TORREY

DAMIANO

LYNCH

MCMANARA

McMILLAN

PILOT/FLIGHT DIRECTOR: A. Barry Damiano

APPROVED: _____

DISAPPROVED: _____

CHIEF, AOC FLIGHT OPERATIONS: _____

2501 295 532520 PM 2001 SAID 255091

FREQ	ALT	HDG	OTHER
			124.2
			7280
			0916 010915
			124021
			ADJ 0910 095
			80 V 120 E
			Hmw L64N

TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 POS
1736	VSS	4732.2N 12416.3W	✓		
1743			✓		
1749					
1805	GPS	4730.0N 12415.5W	4659.7N 12415.0W	+1.5 -1.2	4730.0N 12415.5W
1903	GPS	4731.7N 12415.3W	4717.5N 12416.5W	-1.2 -1.2	4717.5N 12416.5W
2033	GPS	4730.7N 12423.5W	4500.5N 12423.6W	+1.2 +1.2	4500.5N 12423.6W
2212	GPS	4702.1N 12609.5W	4730.4N 12608.5W	+1.7 +1.1	4701.0N 12608.5W
2316	GPS	4750.9N 12501.3W	4748.6N 12502.7W	+2.3 -1.4	4748.6N 12502.7W
0018	GPS	4740.5N 12414.8W	4738.7N 12418.7W	+2.1 -3.9	4733.0N 12418.7W
01530	GPS	4728.6N 12443.4W	4728.1N 12447.7W	+3.5 -4.2	4728.1N 12447.7W
0205					
02	VIC	4732.2N 12415.5W	4727.6N 12420.6W	+4.6 -5.7	4727.6N 12420.6W

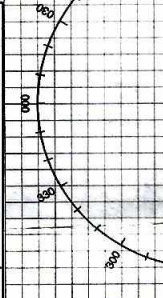
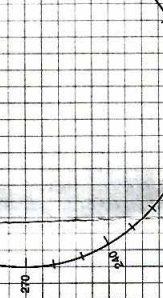
[illegible]

POSITION REPORT

- 1. POSITION**
- 2. TIME**
- 3. ALTITUDE**
- 4. NEXT POSITION**
- 5. ETA**
- 6. NEXT POSITION**

MISSION LOG

PAGE **OF**

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 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 _____