

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

FLT ID: 980226H	FM: KMR4	TO: KMR4
FLT NO: 98-034	BLK IN: 0217	ATA: 0215
ETD: 172	BLK OUT: 1642	RTD: 1653
ETE: 109.5/8.0/9.0	BLK TIME: 9.5	FLT TIME: 9.4
SPONSOR ORG: NOAA	PROGRAM: CACJET	PURPOSE: AXBT

OAO PERSONNEL

AC KENNEDY, P ✓	SYS ENG McMILLAN, S ✓
CP O'MARA, T ✓	DATA SYS BARR, J ✓
NAV STRONG, T ✓	RADAR
FE BAST, G ✓	BT/ODW JCPB ✓
RADIO	CLD PHYS
FD WILFETE, J	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
WILCZAK, J ✓	Scientist	ETC
PERSON, O	"	UoC
SHEPHERD, T ✓	"	NSC

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

30.16 "G" 38/10 VRS 270/11
1020.5

Climb 4h for IFR, aux IFR ✓

30.14 - 1020.0 mb

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

FLT ID: 9802264 TIME OFF: 1653 TIME ON: 0215

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	1021.9 1054	1020.5	1021.5	1020.0

NO DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES	1		
FAST FLT LVL TAPES	1		
RADAR TAPES	1		
DOPPLER TAPES			
ODW CASSETTES			
HARD COPIES			
PMJ	2		
AXBT			
AXCP			
ODW			

PHOTOGRAPHY

	FWD	LS	RS	VERT
ON	1642			
OFF				
RATE				

REMARKS

[illegible]

[illegible]

980226 H

NO RENAV

BAD BLOCK

1700:21,30

1803:21,40

1804:31,50

1806:21,40

1808:51

1809:10

DBP

~~1658:01-1702~~

1655-1659

1700:41-1702

INE-1

AU 1

TT 1

BW 1

START - 1650:01-1701

STOP - 0217:00

RA159

1650:11-1653:50/w=0

Spike

1701-1702

~~1659-1702~~

1707-1708

2238-2242

1713-1723

2318-2319

1732-1733

2338-2339

1740-1745

2248-2349

1755-1801

0007-0010

1804-1806

0148-0149

✓ 1821-1822

0153-0154

✓ 1843-1846

0200-0204

1845-1853

0206-0207

1854-1855

1900-1905

1921-1931

1946-1954

2002-2003

2010-2011

2022-2023

2042-2043

2050-2054

2056-2057

2108-2109

2112-2113

2122-2131

2133-2134

2140-2141

2154-2155

2212-2221

2223-2226

2232-2233

020731-021700/w 6PS-20

0214:40-021700/w=0

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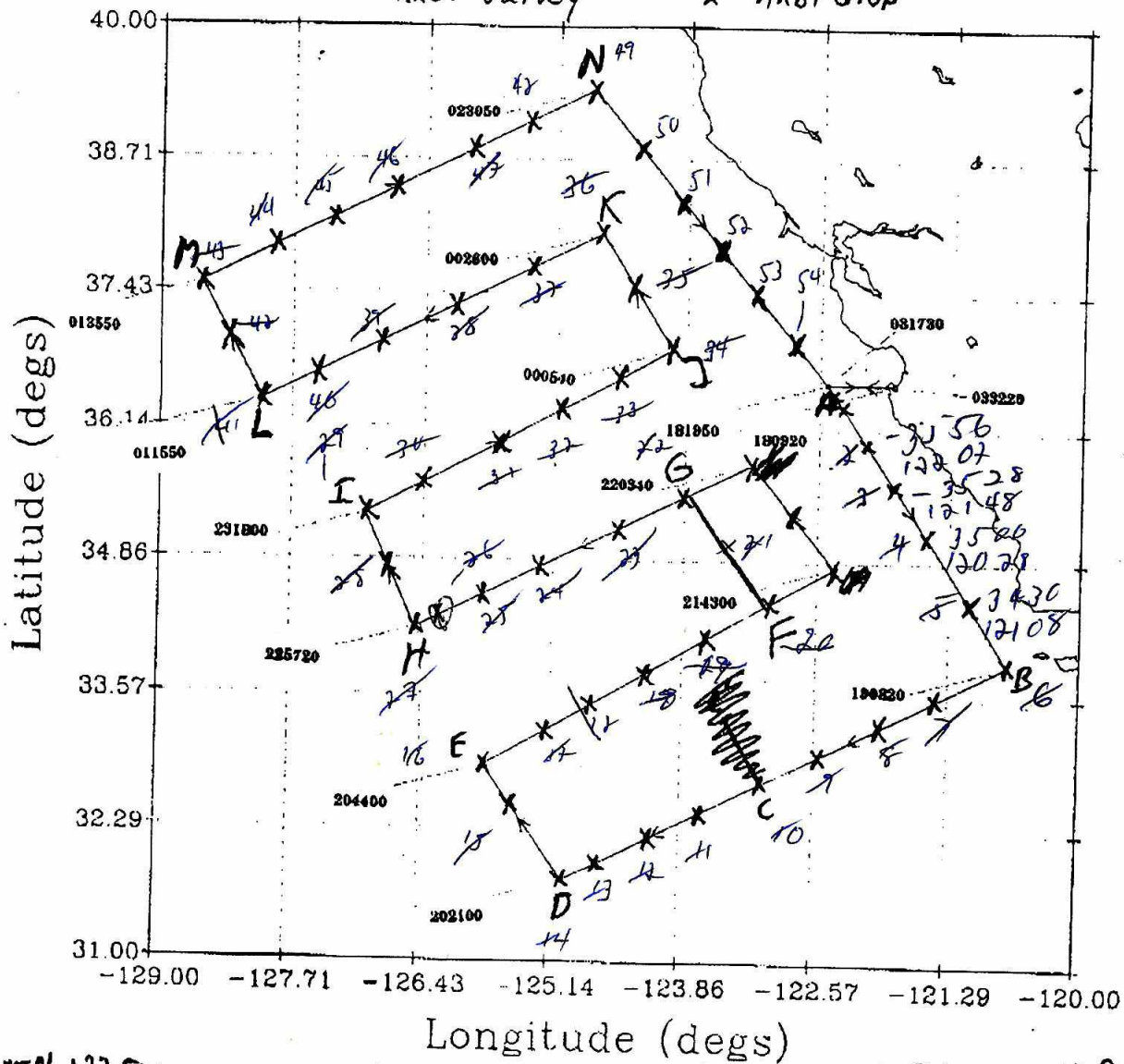
TITLE (MAX 21 CHARACTERS) -- EX HURRICANE PAINE
CALJET IOP 20
YYMMDDL FLT I.D.
980226H
HHMMSS START TIME -99999 DEFAULT TO START OF DATA FOR PRINTOUT ONLY
165001
HHMMSS END TIME 999999 DEFAULT TO END OF DATA FOR PRINTOUT ONLY
021700
HHMMSS TAKE OFF TIME
165300
* NUMBER OF TAPES (I2) ...FOR STANDARD TAPE OUTPUT ONLY
21
* -----LOGICAL UNIT OF INPUT DATA (I1) 5, 8 OR 9 FOR TAPE DRIVE
8
* -----LOGICAL UNIT OF OUTPUT TAPE DRIVE (I1) [FOR STANDARD TAPE ONLY]
8
* -----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
1
* -----ACCELEROMETER (I1) - USUALLY THE SAME AS YOUR INE SELECTION
1
* ----- 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)
1
* -----PRINTOUT RATE SECONDS (I2)
30
* -----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
CO2983.CON
*****

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Feb. 26, 1998

Take off: ~~18Z~~ 18Z Mission Duration: 9.0h~~980120H~~

~~Flight 00010011 ON 18Z 1998~~
~~Time Interval 00010011 ON 18Z 1998~~
 AXBT Survey X - AXBT drop



A: 36.45N, 122.5W

B: 33.9N, 120.2W

C: 32.25, 123.1W

D: 31.8, 125.0

E: 32.9, 125.8

Longitude (deg)

F: 34.4, 123.2

G: 35.3, 123.29

H: 34.2, 126.48

I: 35.3, 127.0

J: 36.95, 124.0

K: 38.00, 124.7

L: 36.5, 127.9

M: 37.54, 128.54

N: 39.27, 124.8

A: 36.45, 122.5

Flight level 2000' or below throughout
 - ~~some reports of 1500'~~

After (B)

33-40

~~124-25~~ 7

33-25

~~122-00~~ 8

33-08

~~122-33~~ 9

(C) 10

32-37

~~123-25~~ 11

32-20

~~124-03~~ 12

32-05

~~124-32~~ 13

(D) 14

32-20

~~125-23~~ 15

(E) 16

33-14

~~125-17~~ 17

33-32

~~124-45~~ 18

33-50

~~124-14~~ 19

(F) 20

(F) 20

34-56

~~123-33~~ 21

(G) 22

35-15

~~124-28~~ 23

35-00

~~125-00~~ 24

34-42

~~125-35~~ 25

34-25

~~126-06~~ 26

(H) 27

34-45

~~126-43~~ 28

(I) 29

35-42

~~126-25~~ 30

36-03

~~125-45~~ 31

36-23

~~125-07~~ 32

36-43

~~124-30~~ 33

(J) 34

(K) 34

37-30

~~124-20~~ 35

(L) 36

37-43

~~125-20~~ 37

37-25

~~126-00~~ 38

37-08

~~126-37~~ 39

36-48

~~127-15~~ 40

(M) 41

37-03

~~128-15~~ 42

(N) 43

37-52

~~127-55~~ 44

38-12

~~127-15~~ 45

38-33

~~126-40~~ 46

38-53

~~126-02~~ 47

39-12

~~125-25~~ 48

(O) 49

(P) 49

38-56

~~124-22~~ 50

38-28

~~124-00~~ 51

37-58

~~123-35~~ 52

37-30

~~123-12~~ 53

36-56

~~122-52~~ 54

(A)

FEB 26 '98

7:41 No.002 P.02

Feb. 26, 1948

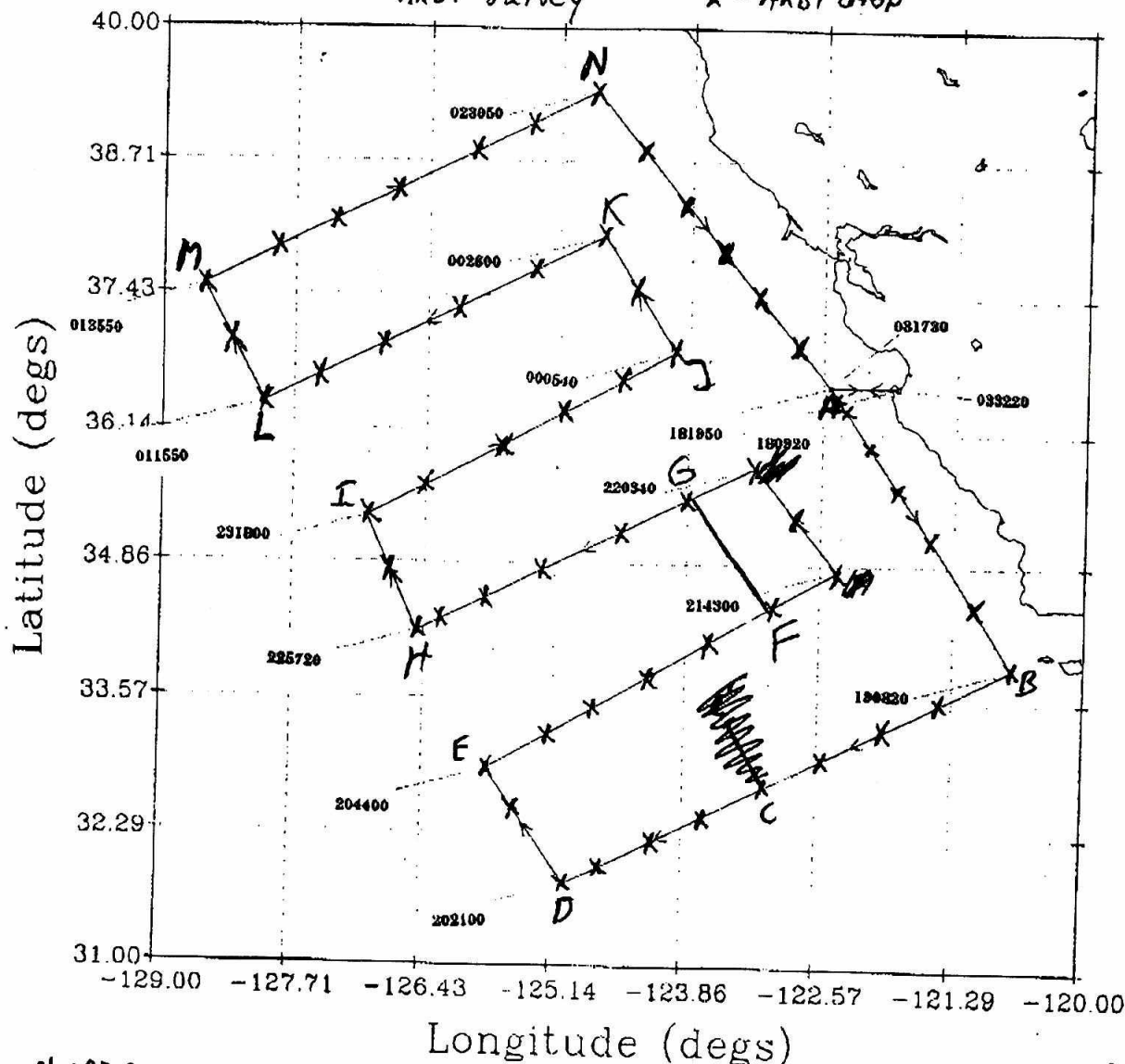
Take off: ~~14~~ 18Z Mission Duration: 9.0h

980120H

~~Flight 0001001255-1001001255~~

~~THE RECEIVED - 2003~~

AXBT Survey

$$X - AXB^T \text{ drop}$$


A: 3645N, 122.5W

B: 33.9 N, 120.7 W

C: 32.75, 123/14

D: 31.8, 125.0

E: 32.9, 125.8

F: 

6: 35.15, 123.19

$H: 34.2, 126.48$

$L: 35.3, 127.0$

J: 36.95, 124.0

K: 38.00, 124.7

L: 36.5, 127.9

M: 37.54, 128.54

N: 39.27, 124.8

A: 36.45, 122.5

- Flight level ~~2000~~^{2000!} or below throughout
- ~~5000 ft or above~~

CALJET

Flight #21 H980219 IOP # 20 (AXBT)

DATA TYPE

SENSOR or OPTION

INE	1
Accelerometer	1
Temperature Probe	1
Altitude (for vertical wind)	Radar Alt (RA159)
Static Pressure	Fuselage
Dynamic Pressure	Fuselage
Dewpoint Probe	1
Constants file:	CO2982.con

Notes:

There were ten data gaps: 1700:21, 1700:30, 1803:21, 1803:40, 1806:21, 1806:40, 1808:51, 1809:10.

There was fast data recorded.

The fast response total temperature probe was onboard and functional for this flight.

Sensors operated optimally. Although there were over 40 spikes in the radar altimeter (RA159) data. These spikes were corrected.

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

Aircraft inertial 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 wind speeds, respectively, derived from Dave Jorgensen's vertical wind algorithm. It is recommended that these values be used for vertical wind analysis.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	1021.9mb	1021.5mb
Corrected tower pressure	1020.5mb	1020.0mb

Flight Meteorologist: Sean R. White, (813) 828-3310 ext. 3072

