

CALJET

Flight #26 H980323 IOP #25

DATA TYPE

SENSOR or OPTION

INE	1
Accelerometer	1
Temperature Probe	1
Altitude (for vertical wind)	RA-159
Static Pressure	Fuselage
Dynamic Pressure	Fuselage
Dewpoint Probe	1
Constants file:	CO2984.con

Notes:

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

There were several upward spikes in the radar altimeter (RA-159) data. These spikes occurred during the following time periods:

2215:30-2216:00, 2234:00-2234:30, 2305:00-2305:30, 2309:30-2310:30, 2319:30-2320:00, 2325:00-2325:30, 2332:00-2332:30, 2352:00-2353:00, 0011:30-0012:00, 0008:00-0008:30, 0014:30-0015:00, 0024:00-0025:00, 0037:30-0038:00, 0039:00-0039:30, 0040:00-0040:30, 0042:30-0043:00, 0059:00-0100:00, 0120:30-0121:00, 0127:00-0127:30, 0128:00-0129:00, 0133:00-0134:00(2), 0332:00-0333:00(2), 0333:30-0334:30(2), 0346:30-0348:00 (2), 0349:00-0350:00, 0352:00-0353:00(2), 0355:00-0356:00, 0357:00-0358:00, 0358:00-0359:00 (2), 0402:00-0403:00 (2), 0412:00-0412:30, 0419:30-0420:00, 0426:30-0427:00, 0427:30-0428:00, 0429:00-0430:00, 0430:30-0431:00, 0431:30-0432:00, 0434:00-0435:00, 0435:30-0436:00, 0439:00-0439:30, 0451:30-0452:00, 0456:00-0456:30, 0503:30-0504:30(2), 0517:00-0517:30, 0533:30-0534:30, 0541:00-0542:00, 0547:00-0547:30, 0551:00-0551:30, 0552:30-0553:30, 0555:30-0556:00, 0613:00-0613:30, 0625:00-0625:30, 0627:30-0628:00, 0628:30-0629:00, 0630:30-0631:30, 0633:00-0633:30, 0635:00-0635:30, 0641:00-0641:30, 0647:30-0648:00, 0653:00-0654:00(2), 0656:00-0656:30, 0701:00-0701:30, 0703:00-0703:30, 0704:00-0705:00, and 0705:30-0706:00.

All spikes were removed and patched over.

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

Radar altimeter (RA-159) was not functioning properly and was replaced by RA-232 with an offset of 46.5 from 0315:00-0322:00. There was a spike in RA-159 at landing and was set to zero (0708:00-0712:00).

Total temperature (TT1) had a dropout due to heavy precipitation and was replaced by TT4 0156:02-0156:20.

Dewpoint exceeded ambient temperature on a few occasions due to heavy precipitation.

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	1004.1 mb	1003.8 mb
Corrected tower pressure	1013.2mb	1012.9mb

Flight Meteorologist: Stan Czyzyk, (813) 828-3310 ext. 3086

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

FLT ID: 980323H	FM: KMRY	TO: KMRY
FLT NO: 98-042	BLK IN: 0714Z	ATA: 0708Z
ETD: 2200Z	BLK OUT: 2200Z	ATD: 2213Z
ETE: 0800Z	BLK TIME: 9.12 9.2	FLT TIME: 8.55 8.9
SPONSOR ORG:	PROGRAM: CALJET	PURPOSE: IOP.25

OAO PERSONNEL

AC PHILIPPSBORN, R ✓	SYS ENG MCNAMARA, R ✓
CP KENVL, P	DATA SYS
NAV WHITE, S ✓	RADAR
FE BAST, G ✓	DT/ODW CARPENTER, D ✓
RADIO ROLES, J	CLD PHYS
FD CZYZK, S ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
RALPH, M ✓	PI	ETC
SHEPHERD, T ✓	SCIENTIST	NSSL
MILLER, D ✓	SCIENTIST	NPS
BOOTH, M ✓	SCIENTIST	NPS
NUSS, W ✓		
BLIER, W ✓	SCIENTIST	NWS Monterey

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

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

FLT ID: 980323H

TIME OFF: 2213Z

TIME ON:

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE		29.92	1003.8	29.91

NO DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES		
FAST FLT LVL TAPES		
RADAR TAPES		
DOPPLER TAPES		
ODW CASSETTES		
HARD COPIES		
AXBT	Ø	
AXCP		
ODW		
GPS	23	

PHOTOGRAPHY

	FWD	LS	RS	VERT
ON				
OFF				
RATE				

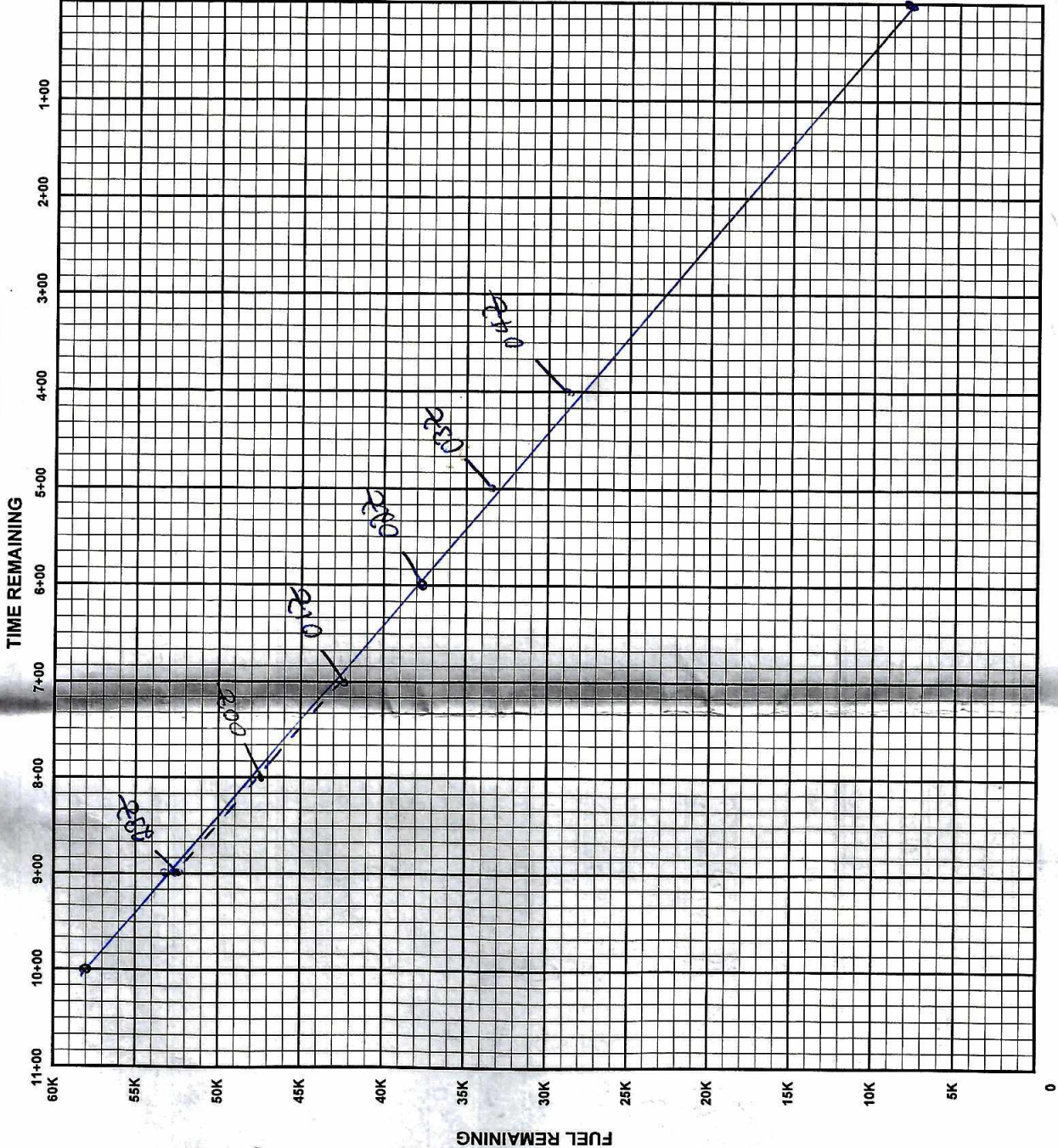
REMARKS

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

RANGE CONTROL GRAPH



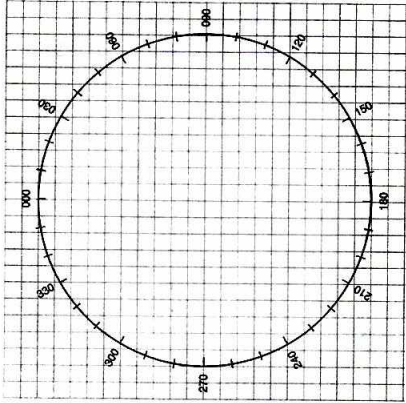
ENROUTE FUEL	
ENROUTE TIME	
ENROUTE FUEL (6K 5K 4.5K RULE)	
RESERVE AT DESTINATION	
REQUIRED RAMP	
ACTUAL RAMP FUEL	

TACTICAL (OFFSTA TO DESTINATION)	
DISTANCE (OFFSTA TO DEST)	
ENROUTE TIME (OFFSTA TO DEST)	
BURN RATE (LBS/HR)	4500 5500
ENROUTE FUEL REQUIRED	
RESERVE AT DESTINATION	
FUEL AT OFFSTA	

POINT OF SAFE RETURN	
ETP DISTANCE (TO DEPARTURE)	
ENROUTE TIME (TO DEPARTURE)	
BURN RATE (LBS/HR)	4500 5500
FUEL REQUIRED	
RESERVE AT DEPARTURE	
PSR FUEL	

CEX - TRUE BEARING METHOD				CEX SIGHT	
COMPASS TYPE	INS1	INS2	WET	GMT	
MCH (READING)				GHA	
- MTH (SEXTANT)				CORR	
CE				GHA	
- VAR				LONG +W -E	
DEV				EXACT LHA	
				LAT	
				BODY	
				DEC	
				HC/D	
				CORR	
				HC	
				Z	
				ZN	

CEX - ERB METHOD			
COMPASS TYPE	INS1	INS2	WET
MERB (DIAL 000)			
+ ZN			
= MTH			
MCH (READING)			
CE			
- VAR			
= DEV			



PRESS ALT		200	250	300	350
10,000	1.0	.99	.98	.97	.96
20,000	.99	.98	.97	.96	.95
30,000	.97	.96	.95	.94	.93
40,000	.96	.95	.94	.93	.92

WIND FACTOR		HEADWIND	TAILWIND
WINDSPEED			
10	1.03	.97	
20	1.06	.94	
30	1.10	.92	
40	1.14	.89	
50	1.18	.87	
60	1.22	.85	

TRUE AIRSPEED CROSS-CHECK					
TIME	IAS	PRESS ALT	"F" FACTOR	EAS	TAS

DISTANCE REMAINING

ETP = .5(TOTAL DISTANCE x OUTBOUND WIND FACTOR)

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
243.0	121.5	2182 KHZ	8364 KHZ
MAYDAY, MAYDAY, MAYDAY			
THIS IS 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

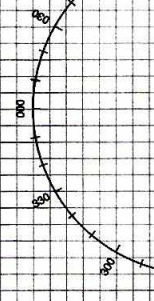
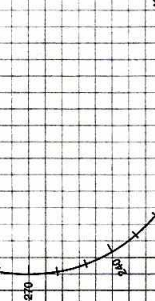
- NATURE OF EMERGENCY _____

- ASSISTANCE DESIRED _____

- PILOT INTENTIONS _____

- WE HAVE _____ ENDURANCE REMAINING _____

MISSION LOG	PAGE ____ OF ____
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