

CALJET

Flight #27 H980324 IOP #26

DATA TYPE

SENSOR or OPTION

INE	2
Accelerometer	2
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:

2301:30-2302:30, 2320:30-2321:30, 2356:30-2357:00, 2359:00-2359:30, 0023:00-0024:00(2), 0030:00-0030:30, 0031:30-0032:00, 0033:30-0034:00, 0042:00-0042:30, 0048:00-0049:00, 0050:30-0051:00, 0052:00-0052:30, 0053:30-0054:00, 0117:30-0118:00, 0121:00-0122:00(3), 0126:30-0127:00, 0129:30-0130:00, 0133:00-0133:30, 0138:00-0139:00, 0150:00-0151:30, 0152:00-0153:00, 0157:00-0157:30, 0159:30-0200:30, 0232:00-0232:30, 0301:00-0302:00, 0312:00-0312:30, 0318:30-0319:30, 0326:00-0326:30, 0335:00-0335:30, 0337:30-0338:00, 0342:00-0342:30, 0425:00-0425:30, 0433:30-0434:00, 0439:00-0439:30, 0441:30-0442:00, 0448:00-0449:00, 0521:30-0522:00, 0541:00-0541:30, 0625:30-0626:00, 0638:00-0638:30, 0703:00-0704:00, 0705:00-0705:30, 0707:00-0707:30, 0712:00-0713:00(2), 0714:00-0715:00(2), 0749:00-0749:30, and 0815:00-0815:30.

All spikes were removed and patched over.

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

Radar altimeter (RA-159) had spike prior to takeoff and was set to zero 2253:01-2257:48. There was a spike in RA-159 at landing and was set to zero (0820:00-0824:00).

Static pressure (PSF) had four (4) spikes removed and patched 0241:00-0242:00, 0251:00-0253:00(2), and 0255:00-0257:00.

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	999.2 mb	998.6 mb
Corrected tower pressure	1005.8mb	1008.1mb

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

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

FLT ID: 980324H	FM: KMRY	TO: KMRY
FLT NO: 98-043	BLK IN: 0828Z	ATA: 0820Z
ETD: 2300Z	BLK OUT: 2247Z	ATD: 2257Z
ETE: 0800Z	BLK TIME: 9.7	FLT TIME: 9.23 9.4
SPONSOR ORG:	PROGRAM: CALJET	PURPOSE:

OAO PERSONNEL

AC PHILIPSBORN, R ✓	SYS ENG MKNAMRA, R ✓
CP KENNL, P	DATA SYS
NAV WHITE, S ✓	RADAR
FE MOORE, H	BT/ODW CARPENTER, D ✓
RADIO ROLES, J ✓	CLD PHYS
FD CZY2YK, S ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
RALPH, M ✓		
SHEPHERD, T ✓		
MILLER, D ✓		
NUSS, W ✓		
COX, TRACY ✓	SCIENTIST	WFO Monterey Hydrologist

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

UP RADIOMETER 18 NO GOOD

Cool. Owl, 42 0256Z

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

FLT ID: 980324H

TIME OFF: 2257Z

TIME ON: 0820Z

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	999.2	29.70	998.6	~29.77

NO DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES		
FAST FLT LVL TAPES		
RADAR TAPES		
DOPPLER TAPES		
ODW CASSETTES		
HARD COPIES		
AXBT	27	
AXCP		
ODW		
GPS	19	

PHOTOGRAPHY

	FWD	LS	RS	VERT
ON				
OFF				
RATE				

REMARKS

9803244

TIME	LAT	lon	TK	HD	TA	TD	WD	WS	RA	GA	PS	SP	REMARKS
223509	37 15	122 55	252	247	-16.6	-24.1	209	51.2	5195		~16K		PROP 1
2234054	36 51	125 01	258	250	-22.1	-26.5	196	51.7	5496	5421	505.3	1007.7	PROP 2
2234230									PKW BELOW		IN UFAIR		CLIMB
2235000	36 42	125 48	255	248	-27.1	-32.0	206	55.4	6096	5991	465.7		LEVEL 20K
000200	36 29	126 49											LEVEL 21K
000425	36 27	127 00	268	263	-31.0	-51.9	219	41.9	6413	6283	445.7	1011.3	PROP 3
002100	36 26	128 29	269	267	-33.4	-37.8	232	28.9	6411	6257	445.8	1015.4	PROP 4
005015	36 20	131 05	277	281	-36.3	-50.7	314	31.3	6689	6527	428.3	1019.4	PROP 5 22K
011045	36 10	133 00	268	275	-36.9	-45.0	339	31.2	6739	6600	426.0	1023.5	PROP 6
013233	35 52	135 02	176	179	-34.5	-49.7	346	58.1	6735	6644	426.2	1024.2	PROP 7
014457	34 41	135 01	181	186	-34.0	-48.1	339	50.1	6739	6664	425.1	1024.6	PROP 8
015449	33 44	135 01	181	186	-35.4	-50.5	334	46.0	6714	6853	415.4	1024.7	PROP 9 CLIMBING
020607	32 40	135 01	180	184	-35.5	-58.2	333	42.5	7024	6970	409.2	1022.7	PROP 10 LEVEL 23K
021727	31 35	135 00	180	188	-32.4	-62.6	326	60.1	7022	6984	409.3	1014.4	PROP 11
022812	30 32	135 01	179	191	-28.1	-59.7	314	84.9	7018	7027	409.5	1005.4	PROP 12
024719	30 36	133 00	87	84	-31.7	-62.6	288	52.1	7022	6978	409.4	1012.3	PROP 13
030441	30 41	131 00	88	89	-32.5	-62.4	266	49.6	7022	6975	409.2	1014.4	PROP 14
032211	30 46	129 00	87	91	-32.1	-49.3	246	56.6	7022	6990	409.3	1014.2	PROP 15
033914	30 51	127 00	88	94	-29.6	-58.1	241	89.2	7019	7004	409.6	1017.3	PROP 16
035731	30 53	124 52	91	104	-26.4	-55.3	230	101.1	7019	7065	409.5	1003.8	PROP 17
040737	30 56	123 39	88	99	-26.0	-53.1	237	101.2	7017	7103	409.6	1007.2	PROP 18
041906	30 58	122 30	88	98	-25.0	-49.1	238	94.9	7019	7134	409.5	1007.5	PROP 19
	31 00	122 00									BT 3		SP1000 OBSO 4
043100	30 52	122 01	274	273	14.6	11.8	259	12.8	317	294	975.8	1010.0	LEVEL 1K
043608	30 52	122 05	272	272	14.7	12.7	262	11.6	315	293	976.0	1010.1	BT 1
043715	30 53	122 24	273	275	14.9	12.7	259	15.8	314	294	976.2	1010.5	BT 2
044233	30 55	122 47	274	274	13.7	13.1	266	15.4	316	295	975.9		BT 3
044755	30 56	123 08											BT 4
045324	30 58	123 29	274	276	14.5	6.3	282	15.6	311	293	975.6	1010.3	BT 5
045844	31 14	123 21	35	33	14.3	9.5	270	13.1	316	291	975.9	1009.9	BT 6
050345	31 30	123 09	32	30	13.8	12.7	252	16.7	317	293	975.7		BT 7
050901	31 47	122 56	34	33	13.8	12.2	256	16.0	317	292	975.8		BT 8
051430	32 04	122 42											BT 9
052020													BT 10
052510	32 40	122 21											BT 11
053022	32 54	122 03	49	50	13.4	11.0	230	21.8					BT 12
053537	33 08	121 45											BT 13
054104	33 27	121 29											BT 14
055212	33 44	121 18	28	28	12.8	12.1	221	13.7	338	299	973.5		BT 15
0545													CLIMB TO SK + CIRCLE
055728	34 02	121 06	29	28	12.1	11.2	228	13.5	456	432	957.7		BT 16 1.5K
060256	34 19	120 54	89	91	11.6	10.4	234	10.3	472	439	957.7		BT 17
060805	34 19	120 34	90	93	11.2	9.7	195	8.1					BT 18 CLIMBING
0611	34 19	120 22											DESCENDING 1.5K
061344	34 19	120 11	93	96	12.3	11.3	231	7.3	501	470	954.4		BT 19
061918	34 17	119 49	95	97	12.5	12.8	179	2.6					HEAVY RAIN BT 20
062722		119 27	316	333									CLIMB TO SK
063722	34 18	119 37	318	313									BT 21
064312	34 20	119 59	258	259	12.4	10.4	243	5.0	504	472	954.0		BT 22 1.5K
064842	34 22	120 18	256	256									BT 23 CLIMB
070450	34 17	120 31	296	294	3.4	0.7	246	13.6	1872	1852	807.6	1001.6	BT 24
071052	34 31	120 50	328	324	3.6	2.5	224	16.8	1821	1796	812.8		BT 25
071713	34 53	121 05	332	330			206	18.2					BT 26
072357	35 16	121 19	332	330			213	13.0					BT 27

MISSION PREFLIGHT LOG

10/1/2020

15-11

FLIGHT DIRECTOR

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DATE OF TAKEOFF	SCHEDULED / ACTUAL TAKEOFF Z
12-1-20	12-1-20

REMARKS	

POSITION REPORT

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 _____ E/W AT _____ Z _____

- HEADING _____ TRUE/MAG _____

-AT _____ KTS TRUE/INDICATED

- FLIGHT LEVEL OR ALTITUDE
- WE ARE A B-3 AIRCRAFT WITH

- NATURE OF EMERGENCY

- ASSISTANCE DESIRED

- PILOT INTENTIONS
WIF HAVE
ENDURANCE REMAINING

