

MEAPRS

Flight #06 H980609 IOP #06 (Thunderstorms in S Oklahoma)

<u>DATA TYPE</u>	<u>SENSOR or OPTION</u>
INE	1
Accelerometer	1
Temperature Probe	2
Altitude (for vertical wind)	Pressure Altitude
Static Pressure	Fuselage
Dynamic Pressure	Fuselage
Dewpoint Probe	2
Constants file:	CO2987.con

Notes:

There were no data/time gaps.

The RA232 radar altimeter was used in extrapolating surface pressure from flight level.

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

Sensors operated optimally most of the time.

The dynamic attack pressure sensor, DAP, had several spikes removed between 2327Z - 2329Z.

Dewpoint temperature was warmer than ambient temperature at various times throughout this short flight.

The King liquid water probe became inoperative at 230820Z and remained that way for the duration of the flight.

The Johnson-Williams liquid water probe was working but an offset of +3.2 must be applied to the data.

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	964.9mb	963.6mb
Corrected tower pressure	965.0mb	964.2mb

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

FLT ID: H980609	FM: KOKC	TO: KOKC
FLT NO: 98-059	BLK IN: 0103Z	ATA: 0052Z
ETD: 2200Z	BLK OUT: 2051Z	ATD: 2202Z
ETE:	BLK TIME: 3:12	FLT TIME: 12:50
SPONSOR ORG: NSF/NSSL	PROGRAM: MEAPRS	PURPOSE: THUNDERSTORMS OVER SW OKLAHOMA

OAD PERSONNEL

AC KENNEDY ✓	SYS ENG
CP TENNENSEN / KENUL	DATA SYS McMILLAN ✓
NAV RATHBUN ✓	RADAR DELGADO ✓
FE TORREY	BT/ODW CARPENTER ✓
RADIO ROGERS ✓	CLD PHYS
FD DAMIANO ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAD

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
ZIEGLER ✓	PI	NSSL
SHEPHERD ✓	ASST. PI	↓
SCHUUR ✓	PMS	
SEO ✓	OBS	
WANDISHIN ✓	OBS	TEXAS A&M
McALON ✓	OBS	
CASTO ✓	OBS	

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

ABORTED MISSION 0040Z due to down light on

King Probe broke at 2308Z

5225

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

FLT ID: 14980609 TIME OFF: 2202Z TIME ON: 0052Z

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	964.49	29.87	963.6	29.82

NO DATA DISPOSITION/DATE/QUALITY

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

PHOTOGRAPHY

	FWD	LS	RS	VERT
ON				
OFF				
RATE				

REMARKS

240/20
NOAA FORM 59-4
(2-72)

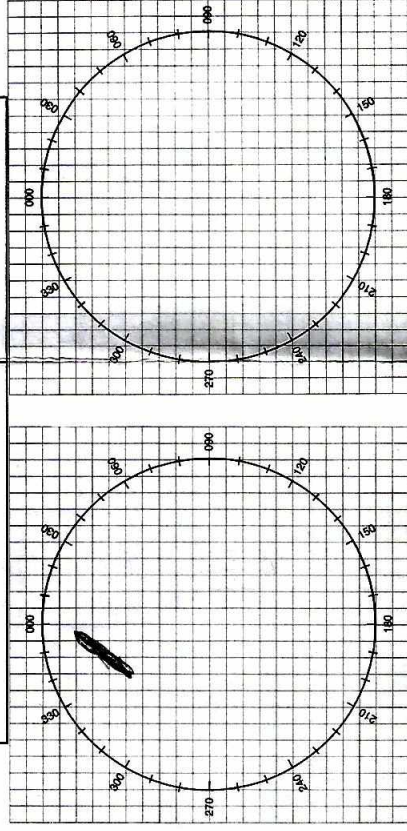
H980609

240 045 (25)

~~250 250~~ 225/045

TIME	LAT	LONG	TRK	WD	WS	TA	TD	PA	LA	SP	PS	PQ
220700	3507	9740	199	201	21	17.6	-4.0	2450	2207	966.8	748.0	64.5
221400												
221730	Under ANVIL											
222600	3407	9757	231	196	19	7.4	3.3	3325	3289	982.1	668.2	Line 73.8
223030	in cld											
223307	end leg @ 11K PA SW											
223600	start leg @ 11K PA NE											
223700	2351	9819	80	127	48	7.2	6.7	good lift				
224100	3402	9803	52	189	23	7.8	1.1	3395	3293	981.0	667.4	BTN CLD 74.9
224350	end leg @ 11K PA											
224600	start leg @ SW											
224700	3409	9749	223	193	19	7.4	2.5	3384	3305	981.3	667.4	BTN CLD (line) 76.6
225200	3355	9804	223	162	31	7.4	7.0	3389	3296	981.9	667.1	leg 76.6
230500	3337	9831	65	188	50	8.9	1.5	3395	3258	973.9	667.3	leg 75.6
231700	3400	9737	49	205	35	9.1	-4.6	3381	3328	984.8	667.3	leg 68.0
231745	end leg											
232120	start leg 11 K PA SW											
232200	3401	9736	223	201	33	9.8	-10.8	3378	3326	981.6	668.0	leg (CLD) 72.8
232700	3347	9751	219	168	31	10.4	11.4	3392	3294	972.1	664.5	leg
233000	tuned out											
234500	3334	9745	75	171	45	2.1	-2.9	4064	3898			
235300	3340	9724	303	113	42	4.5	-10.3	5995	3902	925.4	616.9	cycle 72.4
235800	3404	9722	9	191	35	3.2	-13.2	3987	3942	983.7	617.5	line 73.4
001600	3441	9610	358	234	12	2.0	1.0	3991	4028	996.2	617.6	RL - 72.1
003500	in turn out of turn											

PAGE OF

[illegible]

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 P-3 AIRCRAFT WITH _____ SOULS ON BOARD _____

- NATURE OF EMERGENCY

- ASSISTANCE DESIRÉE

- PILOT INTENTIONS
- WE HAVE

