

1415
 1014.1
 29 67
 27/21
 050/8
 28.5
 24.3
 1013.6
 50/10
 50.10068
 1015.514
 0PF
 090/10
 29.95
 1013.3
 36.1012
 1015.514
 95/17
 81/14
 28.6
 21.0
 87
 1010.5
 100/14

PARTICIPATING SCIENTIST/VISITORS/ORG

81/14
22.6
21.0

87
1010.5
100/14

12-13 local $\Rightarrow$ Delayed for oil door actuator
13-14 local $\Rightarrow$ Delayed - #1 engine start valve
A.D. Flight - Formation Work

HURRICANE BONNIE (FERRY TO ST. CROIX)

Flight 1 980819I N43RF

DATA TYPE SENSOR or OPTION

INE	1
Accelerometer	1
Temperature Probe	2
Altitude (for vertical wind)	RA APN-232
Static Pressure	Fuselage
Dynamic Pressure	Fuselage
Dewpoint Probe	2

Notes:

Aircraft INE #1 positions were renavigated with respect to GPS.

Both temperature probes displayed upward and downward spurious spikes in heavy precip near Puerto Rico.

Dewpointer #1 unusable during flight. Dewpoint temperature exceeded ambient temperature several times during the mission when heavy precip was encountered.

APN-159 radar altimeter very spiky during flight due to close proximity to N42RF. Downward spikes in radar altimeter APN-159 data are a result of overflying land.

Radome attack pressure (not used in wind calculations) froze late in flight due to radome icing.

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.

	Takeoff	Landing
Aircraft static pressure	1013.6 mb	1009.9 mb
Corrected tower pressure	1014.1 mb	1010.5 mb

Flight Director: Jack Parrish, (813) 828-3310 ext. 3077

980819I H. Bonnie Ferry

175501	0.6	-0.3	54.7	10.7	
180300	0.6	-0.2	54.8	15.7	10E1 RA 232
184500	1.1	-0.4	09.0	38.4	TT2 RW2
193000	1.8	-0.5	15.8	28.8	
201500	2.3	-1.0	38.9	01.3	
210000	3.8	-1.5	35.7	42.6	
214500	3.4	-1.9	26.2	08.0	
221000	3.7	-2.2	42.0	47.5	

(8)

12, 14, 16
14, 16, 12

980819I Ferry

Time	LAT	LONG	TK	WD	WS	PA	GA	TA	TD	SP	PS	AD			
1357	27 51	82 29.6				-5		29.5	2.5	1013.9					
141030	27 46	82 21	191	103	15	1960	2064	18.2	10.2	1011.9	↑			BLK	
141930	27 11.8	82 11.2	143	123	13	3348	3523	7.6	1.8	1011.9					
142845	26 43.5	81 41.8	138	107	17.2	3354	3546	7.6	0.7	1012.8					
1755	BLOCK OUT OF														
180545	25 55.9	80 05.2	86	92	12.5	1299	1377	19.5	11.5	1014.2					
1818	25 52	79 17	↑	to 10K	-1005	vis	CT SK	too many	clouds						
182525	25 37.5	78 57	104	94	15	9.3	5.8	3062	3232					304.8	
183330	↑													10K Form 183020	
184145	25 13.5	77 51.4	115	98	14	4577	4847	0.4	-8.3	1011.8	22.8	23.9	15K	Form 184145	
185030	↑	to 20K													
190645	24 16.7	76 08.6	130	72	12.5	6118	-	-9.5	-31.5	1009.7	464.0	23.4			
194845	22 30.3	72 63.3	121	130	8.8	6729	7103	72.1	-24.9	1002.4	426.6	23.0			
200630	21 47.9	71 42.3	119	112	22	6416	6818	-11.3	-17.1	1005.6	441.1	22.0			
202015	21 34	70 34	107	101	29.6	6410	6757	-11.0	-18.9	1006.2	444.3	22.4		BT CH 12	Good
	202420	CH 14	14	Came in											
202930	21 20.6	69 51.6	67	93	27.4	6485	6838	-11.4	-16.6	1005.3	441.3	22.4		BT CH 14	Good
			203330												
203900	21 23	69 05	95	104	23	6712	7080	-12.4	-22.4	1004.5	427.6	22.6		BT CH 16	
			204305	20	4318										
205030	21 10.7	68 12.6	141	103	19.8	6724	7101	-12.5	-20.6	1004.2	426.9	22.7			
210030	20 34.9	67 40.9	141	106	16	6732	7108	-12.5	-19.7	1004.3	426.3	22.2			
2110	↓	to 15K													
2120	19 26.3	66 34.4	123	80	11.6	4609	4833	0.5	-4.6	1005.4	569.1	24.0		-15K	
2131	19 00.1	65 54.8	126	118	9.1	3368	3522	7.2	-4.4	1009.9	668.2	24.5		-11K	
2205	LAND														
2210	17 42	64 47.5	191					30.6	22.8	1009.7				BLK	61'



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

August 31, 1998

MEMORANDUM FOR:

Same

FROM:

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

SUBJECT:

Hazard Duty Flight

The mission flown on AOC aircraft # W43AF on 19 Aug 98 has been declared hazardous. The following personnel from your laboratory participated in this mission.

Black, P.

Bracken, E.

Dodge, P.

For purposes of computing allowable hazard duty time, the hazard period during this mission was from 1355 local time on 19 Aug until 1810 on 19 Aug.



POSITION REPORT

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/INDICAT

- FLIGHT LEVEL OR ALTITUDE _____
WE ARE A B 2 AIRCRAFT WITH
SQUADRON BOARD

- WE ARE A F-3 AIRCRAFT
- NATURE OF EMERGENCY

- ASSISTANCE DESI

- PILOT INTENTIONS

POSITION REPORT

1. POSITION

2. TIME

3 ALTITUDE

4. NEXT POSITION

5. ETA

6 NEXT POSITION

[illegible]

23, 0 Ground STCloix 25 minutes out

23, 0 Ground STCloix 25 minutes out

123, 0 Ground STCloix 25 minutes out

REMARKS
050/7 27 210
2007
080 1,100
119.9 4705

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