

U.S. DEPT. COMM./NOAA/DAO - DATA SECTION WORK FORM NO.1 OROWF1 FILE

FLT ID: 960411H	FM: OQU	TO: MCF
FLT NO: 96-013	BLK IN: 2013	ATA: 200.4
ETD: 1500Z	BLK OUT: 1450	ATD: 145.6
EYE: 2030Z	BLK TIME: 5+23/5.4	FLT TIME: 5+08/5.1
SPONSOR ORG: NOAA/AC	PROGRAM: 02CNE96	PURPOSE: Chemistry

DAO PERSONNEL

AC KENNEDY ✓	SYS ENG ROLES ✓
CP PLAYER ✓	DATA SYS
NAV RATHBUN ✓	RADAR
FE TORREY	BT/ODW
RADIO	CLD PHYS
FD WHITE ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/DAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
KINNEY, B ✓		AOC
PARRISH/ROBERTS		CU-CIRE AC
GOLDAN/JOHNSON		AC
RYERSON/HOLLOWAY		CU-CIRE
SHERIDAN/WERT		11

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

330/25 27.95
1013

"T" MCF 1925Z 10 Dec 2008 7 73 30 110/2 13016

960411H

START 150130

END 201300

TAKEOFF AND CLIMB FLIGHT LEVEL
DATA UNAVAILABLE DUE TO PROBLEMS
WITH DAT TAPES AND DRIVES.

BAD BLOCK

1626:33

1626:40

1835:09

:10

PA used

INE1 w/GPS

160000 0.7 0.3

170000 1.0 0.9

180000 1.4 1.0

190000 1.6 1.1

~~200000~~ 1.5 1.8

201300

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TITLE (MAX 21 CHARACTERS) -- EX HURRICANE PAINE
OZONE FLIGHT 10
YYMMDDL FLT I.D.
960411H
HHMMSS START TIME -99999 DEFAULT TO START OF DATA FOR PRINTOUT ONLY
150130
HHMMSS END TIME 999999 DEFAULT TO END OF DATA FOR PRINTOUT ONLY
201300
HHMMSS TAKE OFF TIME
145601
* NUMBER OF TAPES (I2) ...FOR STANDARD TAPE OUTPUT ONLY
10
* -----LOGICAL UNIT OF INPUT DATA (I1) 5, 8 OR 9 FOR TAPE DRIVE
9
* -----LOGICAL UNIT OF OUTPUT TAPE DRIVE (I1) [FOR STANDARD TAPE ONLY]
9
* -----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)
0
* -----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
CO2962.CON
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Time	CAT	CONG	Ta	Td	WD	WS	RS	SP	RE	Remarks
1450	094		3.7	5.1	310	27.7	47	258		1/0
			mod	fast						here 5000' top 6300'
			Bad	TW						lower dead gone
			veca	(T. Rakes)				14582		upper set ~ 20k
1508			49.0	29.0	343	21.5	53			level 16k
1530:00	42	4.0	37.6	16.6	40.0	346	60.1			descend 2000' AGL
1548			1.0	8.6	313	23.1				level 2k
			mod	fast						2500' for mtns
1611:13	41	28.4	37.6	26.9	310	19.0				AT B JS C
1633:24	37	24.6	31.7	22.0	320	7				level 25k
1810:24	35	40.4	38.9	30.7	325	46.4				descend step 24k, 23k, 20k
1818:04	35	1.8	17.1	31.1	49.2	322	49.5			descend 1630.20 "
1842:52	34	82.0	47.2	41.6	307	37.6				descend 13k
1902:50	31	32.3	32.3	6.1	40.0	298	32.0			descend 13k
1911:20	30	55.1	32.1							g smoke plume
1933:10			0.1	31.0	289	22.3				descend 30.18" 500'
1948:20			15.8	2.9	135	3.2				level 2k 25 HCF
2004					240	9				CND

~~11 April~~
Flight on ~~25 March~~ 1995

Takeoff: 11:00 ~~EST~~ planned

Time 00:00 (hh:mm) is at the full hour or 15 min increments here from

From Pt. A, Quonset, head direction of Pt. B

Climb to 18000 ft MSL and for calibration

Pt. A to Pt. B 460 km, at 230 knts

70 min

O After calibration is finished (Observer calls), descend to 2000 ft AGL

O Low altitude leg in region with high power plant emissions

Head direction of Pt. C, at 2000 ft AGL

Pt. B to Pt. C 375 km, at 230 knts

55 min

O Instrument Test on way from Pt. C to Pt. D

125 min

Head direction of Pt. D, in route climb to 25 kft and then descend to 20 kft

Pt. C to Pt. D 900km

Constant altitude legs on way from C to D at 20 kft, ~~16 k~~ 17 kft, ~~14 k~~ 13 kft (observer calls)

Stay at each altitude for about 30 min and change altitudes according to HC sample and NOy zero (xx:03, xx:18, xx:33, xx:48)

O Head direction of Pt. E and descend to 500 ft AGL in route, continue at 2000 ft AGL

Pt. D to Pt. E 434 km, at 230 knts

65 min

Estimated flight duration: 5 hrs 15 min

Pt. A (41 37, -71 25)

Quonset

Pt. B (41 30, -77 00)

Pt. C (37 30, -82 00)

Pt. D (31 30, -82 30)

Pt. E (27 52, -82 31)

Tampa

Transit Flight from Quonset to Tampa. The flight will take us through western Pennsylvania and West Virginia at low altitude. At forecasted winds from the N to W we should see pollution from the Ohio river valley. The leg at high altitude provides another chance to evaluate the performance of the instruments at altitude. During the leg from Pt. D to Tampa we will be in the PBL with much higher photochemical activity than we have seen in the last couple of weeks.

PAGE OF

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 V

- NATURE OF EMERGENC

- ASSISTANCE DESIG

PILOT INTENTIONS

[illegible]