

FLT ID: 760423I	FM: ADC	TO: ADC
FLT NO: 96-31	BLK IN: 0232	ATA: 0228
ETD: 1730Z	BLK OUT: 1723	ATD: 1735
ETE: 9	BLK TIME: 9:09 (9.2)	FLT TIME: 8:53 (8.9)
SPONSOR ORG: NOAA	PROGRAM: FOCI	PURPOSE: Flight 1

DAO PERSONNEL

AC McKim ✓	SYS ENG Lynch ✓
CP Kenal ✓	DATA SYS Barr ✓
NAV Strong ✓	RADAR
FE Moore ✓	BT/ODW
RADIO Arnason ✓	CLD PHYS
FD Parrish ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/DAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
Bond, D. ✓	P.I.	PMEL
Crowland, T. ✓	Obs	"
Davis, R. ✓	Spectrometer	SatLantic/Dalhousie U.
McClain, S. ✓	"	"
Stewart, B. ✓	Radiometer	U.S.F. - St Kate

43/
090/4
29.37
994.1
64/08
990.3
220/3
SP9938
FM 5K
SP9938
FM 1K
SP9938
FM 2K
LAND
0151Z
845/36
270/17
29.27
991
SP989.4
FM 2K
SP989.3
FM 1K

PROPOSED/ACTUAL MISSION/REMARKS (RECCO, FIXES, STORM, PENET, NHOP #)
 Data system crash just before TD. Pot froze at altitude.
 AT. 1610, ↓ to 1K. Fly no colder than -40°C, for SatLantic inst.
 4.0/2.0 989 0.4 (SSD) FM FREEMAN @ 1920Z 036/13K FM FREEMAN ~2030Z
 Few small triangle W, S of ship. Then B at H stuck between ships
 #2 mooring. 2K, 15K, 1K in stack.
 Then DW of ship, 2 leg survey.
 Dropped 10 BTs, 9 worked. One by ship, one in stack,
 8 in survey between Pribilof Is & Nunivak Is.
 - Low chlorophyll levels in Bering Sea - bloom just getting started.

1852 - 0028

1PE1

960423T ~~02~~ FOCI #1

173500

0.0

0.0

✓

TT2

~~181500~~

~~+0.4~~

~~-2.1~~

190000

0.0

⊖ +0.4 ✓

A4500

+1.0

⊕ -1.5 ✓

Fixed AD-159 near landing
with AD-232.

203020

+0.5

- +1.1 ✓

211500

+1.9

- +0.3 ✓

220000

+0.7

- +2.1 ✓

Radome RW froze during ferry
to FL, but worked well after
descent.

224500

+2.2

- +2.1 ✓

233000

+1.5

- +3.0 ✓

001500

+2.1

- +3.5 ✓

004500

+1.0

- +4.3 ✓

(11) 023200

+1.9

- +8.2 ✓

960423I FOCI #1

Time	Lat	Long	TR	WD	WS	PA	GA	TA	TD	SP	PS	RD			
1723	61 10.3	149 58				187		6.7	-1.3		991.0		BLK		
173715	61 15	150 10	261	101	7.0	1069	884	0.8	-3.6	994.8	873.0	↑			
174215	61 00.5	150 35.5	215	76	19	3069	2858	-12.2	-13.8	994.1	685	↑			
175030	60 44	151 39	246	78	32	5017	4742	-25.5	-28.7	994.3	533.5	↑			
180930	60 03.5	154 46	244	76	51.7	6128	5700	-34.2	-40.4	6128	5644	-20K			
183815	58 57	158 50	237	76	54.5	6122	5739	-34.1	-43.2	993.8	463.8				
184445	58 26	160 11	237	73	42	5727	5325	-31.9	-43.1	996.8	508	↓			
185245	58 02	161 14	236	106	29.5	514	297	2.7	-11.4	988.6	553.2	1.4	-11K		
1905	57 35	162 26	231	92	27	512	289	4.0	-1.5	987.7	953.4	1.3			
192305	56 52	164 04.2	220	54	23.7	508	289	5.3	-2.1	988.0	953.6	0.4	OVER FREEMAN		
192915	56 51	164 47	2	43	19	510	295	7.3	-5.2	986.1	953.5		PT B		
193930	56 27	164 02.5	~	42	26	510	287	4.6	-1.4	987.4	953.4	2.8	PT C		
194730	56 52.3	164 03.3	21	41	27	630	434	4.5	-2.8	987.9	924.1		LPA DROP 12K (LH12)		
195745	56 30.8	164 45.9	227	52	21.7	807	582	4.2	-3.2	987.7	920.0	→	PT D SE DECK OVER		
201045	56 02	166 01	239	45	14.3	807	587	3.8	-3.0	988.8	920.0		10 TIRE CLEAR		
201610	56 01	166 13	56	346	11.7	354	146	4.5	-1.5	988.9	971.3		CLIE		
202530	56 18	165 26	55	20	20	355	143	5.0	-2.9	986.5	971.5		TT410 CS		
204310	56 52	164 03											↑ to 1K AT FREEMAN		
2053	56 39.2	164 42.5	236	42	23.5	511	294	5.5	-2.6	988.1	953.3	2.2	BRD SC		
210110	56 21	165 31	234	15	16.9	510	295	6.4	-3.4	988.4	953.6	2.7	DROP 2 (LH12)		
211020	56 01	166 19	163	13	10	510	298	6.0	-1.9	988.7	953.6	3.5	PT D		
212045	55 50	165 16.4	2	27	20.3	510	291	4.8	-2.3	988.0	953.7	3.6	PT E		
213715	56 41.7	165 44.9	343	97	18.2	510	302	5.0	-2.2	989.1	953.4	0.4	SCT CS 1/2		
214830	57 20	166 06	~	94	11.7	512	306	6.0	-6.0	989.3	953.5	-0.7	SCT OR PT F		
215800	56 52	166 54	218	20	21	511	307	6.0	-5.4	989.7	953.4	PT G			
2214	56 42	165 28.2	99	46	19.9	511	298	6.3	-2.6	988.5	953.3	1.7			
223115	56 40	164 00	345	75	23	511	290	2.8	0.3	988.1	953.4	1.7			
223435	56 52.1	164 05	320	90	26	512	295	3.0	0.2	988.6	953.3	-0.1	AT 3A LSHIP		
225950	58 06.7	165 42.4	252	115	17.7	515	313	5.2	-1.8	990.7	953.2	-0.6	H DROP 3 BRD		
230230	DROP 4	(OK)	(12)												
231105	57 51.9	166 56.7	247	66	20	512	316	3.2	-4.7	990.8	953.1	-0.9	DROP 5 (14)		
232130	57 34.8	168 05.3	243	26	23.9	511	319	4.9	-6.5	991.2	953.3	0.4	DROP 6 (12)		
233340	57 19.8	169 16	40	20	22.3	511	324	5.4	-6.6	991.9	953.4	2.4	DROP 7 (12)		
234942	57 58.7	168 15	040	30	24.5	510	319	5.4	-6.6	991.2	953.4	-0.9	DROP 8 (12)		
000020	58 24.5	167 35	038	49	18.1	510	319	3.6	-5.4	991.9	953.2	-0.9	DROP 9		
001055	58 50.2	166 51.9	076	136	13.5	510	319	4.7	-6.5	991.5	953.5	-0.9	DROP 10		
0026	59 01	165 16.6	81	124	14	508	318	6.1	-4.4	991.1	953.7	-0.7			
002830	59 02	164 55.5	79	119	11	777	575	2.9	-4.8	991.9	897	-0.3	↑ 2 out		
003830	59 13	163 49	68	78	32	5533	5216	-27.6	-35.5	993.8	506.1	1.1	-1813		
0053	59 32.9	162 04	71	74	35	5497	5190	-27.9	-40.6	994.7	505.8	1.4			
012745	60 18.9	157 38.2	78	84	26.9	5489	4805	-28.6	-36.9	992.0	505.5				
021745	61 03.5	151 02.2	74	85	7.9	873	659	2.1	-0.1	990.0	916.5	1.8	↓ to land		
0232	61 10.4	149 58.2				218		8.0	1.1		987.3		BLK		

MISSION LOG PAGE **OF**

PAGE _____ OF _____

PAGE _____ OF _____

The image shows two identical circular protractors, one above the other. Each protractor is marked with a grid of small squares. The outer edge of each circle has degree markings every 10 degrees, with labels at 0, 30, 60, 90, 120, 150, 180, 210, 240, 270, and 300. The 0-degree mark is at the top of each circle.

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, NOAA

- POSITION _____ N/S _____
E/W AT _____ Z _____

[illegible]

- AT _____ KTS TRUE/INDICATED

- FLIGHT LEVEL OR ALTITUDE

- WE ARE A P-3 AIRCRAFT WITH _____ SOULS ON BOARD _____

- NATURE OF EMERGENCY

- ASSISTANCE DESIR

- PILOT INTENTIONS

[illegible]

96-031

32/K

MISSION PREFLIGHT LOG										FLIGHT DIRECTOR			SCHEDULED / ACTUAL TAKEOFF Z			DATE OF TAKEOFF					
NOAA FORM 56-49 (2-95)		DESTINATION		MISSION		NAVIGATOR		AIRCRAFT COMMANDER		TAS		LEG / TOT DIST		LEG / TOT TIME		PROP ETA		ATA		REMARKS	
WP	LAT / LON	RTE	MH	VAR	TH	DR	TRK	GS	WD	WS	ALT	TAS	LEG / TOT DIST	LEG / TOT TIME	PROP ETA	ATA	REMARKS				
1	58-59.7	5511					247	280					288	1002	1837						
2	56-52.2	5511					243	280					216	1002	1923						
3	56-52.2	5511											50-4								
4	56-52.2	5511																			
5	56-52.2	5511																			
6	56-52.2	5511																			
7	56-52.2	5511																			
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98	56-52.2	5511																			
99	56-52.2	5511																			
100	56-52.2	5511																			

INS PERFORMANCE	
BEGIN ALIGN TIME	INS 1 INS 2
1552-1552	0 0
0238	0238 0238
1718	1718 1718
9420	9420 9420

TERMINAL ERRORS	
DELTA LAT	INS 1 INS 2
+1.9	+3.8
-8.6	-10.0
5	5
5	7

REMARKS	
P Echos to Ground	
Start of R	
17.0-19.0	