

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

FLT ID: 960709H	FM: BKF	TO: BKF
FLT NO: 96-	BLK IN: 0311	ATA: 0310
ETD: 2000	BLK OUT: 2118	ATD: 2130
ETE: 0200	BLK TIME: 5.9	FLT TIME:
SPONSOR ORG: NOAA	PROGRAM: STERAO	PURPOSE: Air Chemistry

OAO PERSONNEL

AC KENNEDY, P ✓	SYS ENG ROLES, J ✓
CP TAGGART, B	DATA SYS McMILLAN, S ✓
NAV STRONG, T ✓	RADAR
FE WADE, S ✓	BT/ODW
RADIO	CLD PHYS
FD WHITE, S ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
31 MCFADEN, J ✓	NOAA PM	NOAA
#PHUBLER, G	Air Chemistry	AL
KUSTER, RYERSON		AL
SHERIDAN, P		CMOC
WERT, B		NCAR
ROBERTS/JOHNSON		AL
HOLLOWAY, X		AL
47 MATEJKA/BARTES	RADAR	IVSCL

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

30.14 ~ 1029.5 310/08626
 NAV updating INE #2
 ARUUS9 inop } 212
 Radar's inop }
 1200 400VC

050/14

U.S. DEPT. COMM./NOAA/OAD - DATA SECTION WORK FORM NO.2 OADWF2 FIL

FLT ID: TIME OFF: TIME ON:

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE				

NO DATA DISPOSITION/DATE/QUALITY

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

PHOTOGRAPHY

	FWD	LS	RS	VERT	
ON					
OFF					
RATE					

REMARKS

STERA0 96

FLIGHT #10 H960709

TYPE OF DATA

SENSOR OR OPTION

INE	1
Accelerometer	1
Temperature probe	1
Altitude change option (for vertical winds)	PA
Static pressure	Rosemount fuselage
Dynamic pressure	Rosemount fuselage
Time source	Micro 99
Constants file	CO2963.CON

Notes:

There were seventeen time/data gaps: 2249:27 2249:28 2249:29
 2249:30 0057:36 0057:37 0057:38 0057:39 0057:40
 0141:11 0141:20 0207:55 0207:56 0207:57 0207:58
 0207:59 0208:00

DW1 (Dewpoint #1) replaced with DW2 (Dewpoint #2).

APN-159 radar altimeter inop at time 2137Z. APN-159 replaced
 with APN-232 from 2128:11 thru 2305:00.

SPECIAL NOTE!!! Locations 80, 81 and 82 of record five on the
 standard tape contain vertical ground, vertical air
 and vertical speeds, respectively, computed using
 Dave Jorgensen's vertical wind algorithm.
 It is recommended that these values be used for
 vertical wind analysis.

Flight Meteorologist: Sean White: (813) 828-3310 ext. 3072


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TITLE (MAX 21 CHARACTERS) -- EX HURRICANE PAINE
STERAO FLIGHT 10
YYMMDDL FLT I.D.
960709H
HHMMSS START TIME -99999 DEFAULT TO START OF DATA FOR PRINTOUT ONLY
212811
HHMMSS END TIME 999999 DEFAULT TO END OF DATA FOR PRINTOUT ONLY
031100
HHMMSS TAKE OFF TIME
213000
* 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]
2
* -----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)
10
* -----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
CO2963.CON
*****

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Concentrate on Western edge of squall line.

L-pattern on the southern (south-eastern) and the western side of the squall line.

I) Radar leg : parallel to the line of storm cells at 2000 ft AGL from Lsw to Lse.

II) Radar leg : return from Bse to Bsw at 500 ft AGL.

Max length of these legs 15 min (~90 km).

III) Radar leg : perpendicular to the line of storms at the western edge of the squall line, Bsw to Bnw at 500 ft AGL. Length of this leg is determined by radar requirement.

IV) Chemistry : Return to Bse; either directly under the storm in a direct line from Bnw to Bse or parallel to the radar legs, but in closer proximity to the active storm cells at 500 ft AGL.

Repeat this pattern II)-IV), if radar observations call for it. Adjust altitude if radio communication with CHILL require it.

V) Racetrack profile ahead of the squall line up to max altitude.

VI) If there is an anvil within the altitude range of the P3, descend to that altitude and attempt to approach the anvil by flying short legs (< 5 min) parallel to the line in progressively closer proximity to the storm (pilots disgression).

VII) Fly to the back side of the squall line around the storm at max altitude. Attempt again to approach the anvil region.

VIII) Racetrack profile behind the squall line.

IX) Radar and chemistry leg behind the squall line from Bne to Bnw.

If the radar indicates an anvil that is within the altitude range of the P3, attempt to transect part of the anvil if it is feasible and safe. Start these transect away from the cloud and attempt to move closer on subsequent transects.

Hydrocarbon Profile between Pt. F and Pt. G

At 15:35 head direction of Pt. G (41 00N, 104 25W)

Hydrocarbon profile between Pt. F and Pt. G at 21 kft, 17 kft, 13 kft MSL, and 1500 ft AGL

Start HC-leg at : 05, :20, :35, :50 so that the HC sample will be centered along this leg. Change altitude approximately 3 min after HC sample ends (**Observer calls**)

15:35-16:35

If at any point during this leg the **Observation Center** at the CHILL Radar site should indentify a target storm, switch to the **Active Storm Phase**.

During the Active Storm Phase

Characterize Airflow with Radar and Characterize In-Flow Region of Cloud

Cloud identification and flight coordinates will be given by CHILL Radar.

Radar Legs:

Straight lines parallel to and S to SW of the storm approximately 12 km away from the perimeter of the storm, orientation parallel to storm track at 7kft MSL (within the PBL, this should also be the inflow region of the storm)

until dissipation of storm.

Alternatives: I) Straight leg parallel to the storm track.
====> II) Fly L-pattern (south and west side of the storm).
====> II) Repeat radar flight pattern at different altitude.
 (7kft, 16 kft, and > 22 kft MSL).

16:35-18:35

After Dissipation of the Storm:

Characterization of PBL after Storm Dissipation:

Cross below location of the latest radar echo for 15 min (~100 km)

18:35-18:50

Characterization of Vertical Profile after Storm Dissipation

Race track Profile at location of the latest radar echo of the storm, descend to 500 ft AGL and then climb to max altitude at 1500 ft/min

==> Take second set of HC can samples at 1500 ft AGL, 13 kft, 17 kft, 21 kft MSL

18:50-19:20

960709H

START: 2128¹¹~~04~~

END: 031100

BAD BLOCKS

2249:27

:28

:29

:30

0057:36

:37-40

0141:11

:20

0207:55-59

0208:00

APN 159 INOP 2137Z

RA1 w RA2

212811 - 230500

DW1 w DW2

HC profile after the storm

North-South leg across the center of the last radar echo, the length of the HC-leg is approximately 100 km (not quite 1 deg latitude)

Hydrocarbon profile at 25 kft (or max altitude), 21 kft, 17 kft, 13 kft MSL, and 1500 ft AGL

Start HC-leg at :05, :20, :35, :50 so that the HC sample will be centered along this leg. Change altitude approximately 3 min after HC sample ends (**Observer calls**)

19:20-20:35

Climb to 12 kft MSL for calibration

(Start NOy calibration, and stay at altitude for calibration 20:35-20:50, Observer calls)

Head direction of Buckley (39 42N, 104 45W) **Pt. A**

~ 20 min

Return to Buckley at ~21:00

Pt. A (39 42N, 104 45W)

Pt. B (41 00N, 104 25W)

Pt. C (40 10N, 105 00W)

Pt. D (40 10N, 103 30W)

Pt. E (40 30N, 104 10W)

Pt. F (40 10N, 104 25W)

Pt. G (41 00N, 104 25W)

other points will be determined during the flight.....

Alternatives:

I) 16:35-17:50: If there is no appropriate storm identified in the study area, start HC profile between Pt. F (40 10N, 104 25W), and Pt. AH (40 10N, 103 25 W) at 1500 ft AGL, 13 kft MSL, 17 kft MSL, 21 kft MSL, 25 kft MSL.

II) 17:50-19:05: start HC profile between Pt. AH (40 10N, 103 25W) and AI (41 00N, 103 25W) at 25 kft MSL, 21 kft MSL, 17 kft MSL, 13 kft MSL, 1500 ft AGL

Climb to 12 kft MSL for calibration, 30 min

Return to Buckley

The detailed characterization of the 1 deg lat by 1 deg long box will hopefully help to pick the most appropriate orientation for the HC profiles for subsequent flights. It also allows to fall back into the thunderstorm mode at any time if appropriate storms should develop later on.

Alternative Orographic profile and Profile near Kremmling:

I) HC-Profile to the West of Ft. Collins.

Cross to Pt. BH (40 10N, 105 10 W) and adjust time for HC-Profile by flying N at 500 ft AGL and return to BH at start of HC profile

If there is no appropriate storm identified in the study area, start HC profile between Pt. BH (40 10N, 105 10W), and Pt. BI (41 00N, 105 10 W)

at 8 kft MSL, 13 kft MSL, 17 kft MSL, 21 kft MSL, 25 kft MSL.

Start HC-leg at : 05, :20, :35, :50 so that the HC sample will be centered along this leg. Change altitude approximately 3 min after HC sample ends (**Observer calls**)

16:35-18:05:

II) HC-Profile near Kremmling

Head direction of Pt. BJ (41 00N, 106 30W) at 25 kft MSL

(Pt. BI to Pt. BJ 110 km, ~ 15 min) 18:05-18:20

HC Profile between Pt. BJ (41 00N, 106 30 W) and Pt. BK (40 00 N, 106 30 W)

at 21 kft MSL, 17 kft MSL, 15 kft MSL, 11 kft MSL (> 500 ft AGL)

Start HC-leg at : 05, :20, :35, :50 so that the HC sample will be centered along this leg. Change altitude approximately 3 min after HC sample ends (**Observer calls**)

18:20-19:20

Climb to 15 kft MSL and return to Buckley, Calibration along the way.

(Pt. BJ to Buckley 210 km, ~ 30 min)

19:50

Flightplan Thunderstorm Study (with western variation)

Colorado

boundary-layer to free troposphere exchange

Doors closed: 13:50

Takeoff: 14:00

Point A, Buckley National Guard Field 39 42 N, 104 45W

Calibration at constant altitude, Observer calls
Head direction of Pt. B (41 00N, 104 25W) at 15 kft MSL

Pt. A to Pt. B 150 km, ~ 19 min, (Climb < 10 min)

Stay at constant altitude for calibration, observer calls
14:00-14:25

Before the Storm

After Calibration descend to 1500 ft AGL along the way to Pt. C

Horizontal Survey within the PBL

Pt. B to Pt. C (40 10N, 105 00W), to Pt. D (40 10N, 103 30W), to Pt. E (40 30N, 104 10W)
14:25-15:10

Racetrack Profile up to 21 kft near Pt. E

==> Take first set of HC can samples at 1500 ft AGL, 13 kft, 17 kft, 21 kft MSL
head east for 1 min 50 sec and climb at 1500 ft/min, reverse direction, head west for 1 min 50 sec, and
continue climb etc up to 21 kft MSL)
15:10-15:20

Head direction of Pt. F (40 10N, 104 25W)
Pt. E to Pt. F 60 km, 9 min
15:20-15:30

Super Cell

IF during any part of the flight Operation Center identifies an isolated storm, fly boxes
around the storm at max altitude, 21 kft MSL, 17 kft MSL, 13 kft MSL, and 1500 ft AGL.

The sides of the boxes have to be long enough for the radar characterization of the wind field and the
distance from the storm is determined by the requirements of the doppler radar. The exact location of
the boxes at a given altitude will depend on the movement of the storm cell.

Should the time that is required to fly this pattern be too long for the anticipated flight
duration, limit the number of constant altitude boxes.

This pattern should satisfy both the radar and chemistry objectives of STERAO.

Squall Line

Time	TA	TO	WD	WS	Remarks
2130					T/O an amazing day of vacar/w/o vacar work

DATE : 9 July 96

TO : Chief, AOC Flight Operations

FROM : Pilot/Flight Director, Aircraft

ON 0311 BLOCKTIME

OFF 2118 5.9

SUBJECT: Hazardous Duty

PURPOSE OF FLIGHT: STERAC

Hazardous Duty Pay is required for flight made on 9 July 96
(DATE)

Request based on POISONOUS GASES
ON BOARD

Personnel on board authorized Hazard Pay:

WADE, S

ROLES, J

McMILLAN, S

SW McFADDEN, JSW

McFADDEN, J

PILOT/FLIGHT DIRECTOR: LCDR SEAN R. WHITE

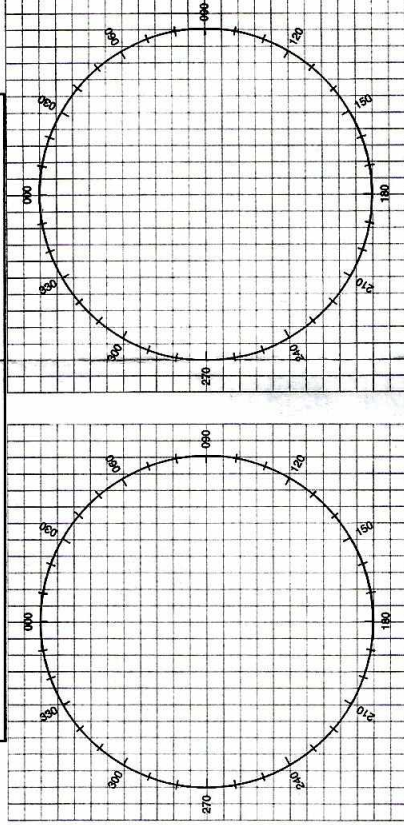
APPROVED: _____ DISAPPROVED: _____

CHIEF, AOC FLIGHT OPERATIONS: _____

[illegible]

PAGE OF

6. NEXT POSITION



- PILOT INTENTIONS
WE HAVE
ENDURANCE REMAINING

[illegible]