

FLT ID: 961021I	FM: KMCF	TO: KMCF
FLT NO: 97-003	BLK IN: 1821	ATA: 1813
ETD: 1530	BLK OUT: 1535	ATD: 1544
ETE: 1830	BLK TIME: 18 2:49 2.8	FLT TIME: 2:29 2.5
SPONSOR ORG: AOC	PROGRAM:	PURPOSE: INTERCOML

0A0 PERSONNEL

AC	MCKIM, G	SYS ENG	LYNCH, T ✓
CP	KENUL, P	DATA SYS	CARPENTER, D -
NAV	BATHUN, D ✓	RADAR	OFFUTT, D ✓
FE	MOORE, B ✓	BT/ODW	
RADIO		CLD PHYS	
FD	C2424K, S ✓	DOPPLER	

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
31		
47		
PROPOSED/ACTUAL MISSION/REMARKS		

PROPOSED/ACTUAL	MISSION/REMARKS (RECCO, FIXES, STORM, PENET, NHOP #)
2048	

304.8 UHF
27N 83W 20 min

163830 Close
170330 Close

COL RUSKIN 645 411P 230 PM
HMT on duty ACTUAL 240 PM

U.S. DEPT. COMM./NOAA/OAD - DATA SECTION WORK FORM NO.2 OROWF2 F

FLT ID:

TIME OFF:

TIME ON:

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	1017.8	30.08	1015.5	30.06

NO

DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES

FAST FLT LVL TAPES

RADAR TAPES

DOPPLER TAPES

DDW CASSETTES

HARD COPIES

AXBT

AXCP

ODW

PHOTOGRAPHY

	FWD	LS	RS	VERT	HANDHELD
ON		✓			✓
OFF					
RATE					

REMARKS

NOAA • AOC • SED Flight Performance Log

Aircraft : N43RF

Project: Hurricane '96

Mission : N49 IntercompSED Crew: Lynch, O'Hart, CarpenterFlight ID : 961021IPre-Flight: 14:00 ZTake-Off: 15:43 ZLanding: 1813 Z

System			Pre-Flight	In-Flight	Post-Flight		
NAV	INE #1	Aligned to: <u>B</u>	<u>✓ TL</u>		<u>4.9</u>	<u>4.8</u>	<u>2</u>
	INE #2	Aligned to: <u>B</u>	<u>✓ TL</u>		<u>4.6</u>	<u>4.2</u>	<u>0</u>
	GPS		<u>✓ TL</u>		Lat	Long	GS
RADAR	Nose		<u>✓ TL</u>				
	L/F	R/T SN :	<u>NU</u>				Mod Switch Off ? <u>✓ TL</u>
	Tail	R&T SN : /	<u>NU</u>				Mod Switch Off ? <u>✓ TL</u>
	ASAU's & RCU		<u>NU</u>				
	MARS Data System		<u>NU</u>				# DATs : <u>0</u>
PMS	2DG-C	Ch 1/64: /	<u>NU</u>				
	2DG-P	Ch 1/64: /	<u>NI</u>				
	FSSP	Ref VDC:	<u>NU</u>				
	SEA Data System		<u>NU</u>				# DATs : <u>0</u>
TEMP		Cal High	Cal Low			Cal High	Cal Low
	Temp #1	<u>+31.3</u>	<u>-29.9</u>	<u>DWC</u>		<u>30.7</u>	<u>-30.3</u>
	Temp #2			<u>✓ TL</u>			
	Temp #3 (Starboard)			<u>NI</u>			
	Dewpoint #1			<u>✓ TL</u>			
PRES	Dewpoint #2 (AOC)			<u>✓ TL</u>			
	Attack Angle (AP/DAP)			<u>✓ TL</u>			
	Slip Angle (BP/DBP)			<u>✓ TL</u>			
	Differential (PQ1/PQ2/PQ3)			<u>✓ TL</u>			
	Absolute (PS1/PS2)			<u>✓ TL</u>			
FILT	Radome Transducers		Plugs <u>✓ DW</u>				
	Cabin Transducer (Station 5)		<u>✓ TL</u>				
	Apn-159 SN: <u>SLO-3</u>		<u>✓ TL</u>				Off ? : <u>✓ TL</u>
	Apn-232 SN: <u>1699</u>		<u>✓ TL</u>				Off ? : <u>✓ TL</u>
	King Liquid Water		<u>✓ TL</u>				
LV	J&W Liquid Water		<u>✓ TL</u>				
	Down PRT-5 (SST)		<u>DWC</u>				
	Side PRT-5 (CO ₂)		<u>DWC</u>				
	RAMS Data System						# DATs : <u>1</u>
	ASDL		<u>DEO</u>				Off ? : <u>✓ TL</u>
MISC	Eppl Radiometers (PSP / PIR)		<u>NI</u>				
	Exterior Walk Around		<u>✓ TL</u>				
	Video : <u>(N) (L) (R) (D)</u>		<u>✓ DEO</u>				
	AXBT Receivers		<u>NI</u>				
	AXBT Sonobouys		#On Board : <u>0</u>	#Dropped : <u>0</u>	# Good : <u>—</u>		
	ODW System		<u>NU</u>		# Tapes : <u>—</u>		
	ODW Dropsondes		#On Board : <u>0</u>	#Dropped : <u>0</u>	# Good : <u>—</u>		
	FCU : <u>A B C</u>		<u>✓ TL</u>				UPS Off : ?
	Charge Probe		<u>NI</u>				
	HRD Workstation		<u>NU</u>				Accelerometers
USER	Field Mills : L R U D		<u>NU</u>				#1 (2 G) : <u>8157</u>
	Lawrence Water Collector		<u>NU</u>				#2 (2.5 G) : <u>10684</u>
	Formvar		<u>NI</u>				#3 (3 G) : <u>5967</u>
							#4 (3.5 G) : <u>2892</u>

1. *Phragmites* (Common Reed)

[illegible]

NOAA • AOC • SED
N43RF DATA STATION LOG

Project : Hurricanes '96

Mission : N49 Intcomp

Flight ID : 961021 I

Operators : Ottatt

Take Off : 15:43 Z

Landing : 18:13 Z

RAMS DAT 1 On <u>(8) 9</u> : <u>15:41 Z</u>	RAMS DAT 1 Off: <u>18:15 Z</u>	CPU Selected: <u>(A)</u> B
RAMS DAT 2 On [8 9]:	RAMS DAT 2 Off:	VCR's Used: N <u>(1)</u> R <u>(D)</u>
RAMS DAT 3 On [8 9]:	RAMS DAT 3 Off:	
Printer On: <u>15:40 Z</u>	Printer Off:	
VCR's On: <u>LEFT: 1630 Z</u> <u>DOWN: 1725 Z</u>	VCR's Off: <u>LEFT: 17:51 Z</u> <u>DOWN: 17:51 Z</u>	VCR Count:
MARS DAT On: <u>NA</u>	MARS DAT Off:	
PMS DAT On: <u>NA</u>	PMS DAT Off:	

ASDL Messages							
Message	Time	Message	Time	Message	Time	Message	Time
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	
R V S B		R V S B		R V S B		R V S B	

R = Recco V = Vortex S = Sonde B = AXBT

Data Station Operator Notes

Drop #1: 17:32

Drop #2: 17:33

961021I

[illegible]

Form CD-29 (7-84) TRAVEL ORDER		U.S. DEPARTMENT OF COMMERCE 1. TYPE OF AUTHORIZATION ☒ TEMPORARY DUTY ☐ RELOCATION-A signed CD-150, Request for Authorization of Travel and Moving Expenses, must be		2. TRAVEL ORDER NO. 7-APB-01900																					
3A. BUREAU NAME/ORGANIZATIONAL UNIT USDC/NOAA/AOC			3B. PRESENT OFFICIAL STATION MacDill AFB, FL																						
4A. TRAVELER'S NAME Stanley Czyzyk		4B. TRAVELER'S TITLE Meteorologist		4C. SOCIAL SECURITY NO.																					
5. PURPOSE AND JUSTIFICATION STATEMENT To participate in hurricane and tropical storm research and reconnaissance as assigned by the AOC. Contact: Evelyn Mercado (813) 828-3310 x-3074 **FOREIGN BLANKET TRAVEL ORDERS**				6A. TYPE OF TRAVEL CODE 2 6B. PURPOSE OF TRIP CODE 1 6C. BUREAU CODE NO. 14																					
7. ITINERARY FROM: MacDill AFB, FL (Tampa) to various cities in CONUS, Puerto Rico, Bermuda, Central and South America, Mexico, Barbados, Antigua, Canada and any other locations that may become necessary and return to MacDill AFB, FL.																									
8. PERIOD OF TRAVEL	8A. BEGIN ON OR ABOUT October 1 1996	8B. END ON OR ABOUT September 30 1997	9. ACCOUNTING CLASSIFICATION CODE AN6100 Trip Auth																						
10. MODE OF TRANSPORTATION ☒ COMMON CARRIER ☐ BUS ☐ RAIL ☐ EXTRA FARE (Justify in item 14) ☒ AIR-COACH ☐ AIR-EXTRA FARE (Attach CD-334) ☐ PRIVATELY-OWNED VEHICLE ☐ AUTO ☐ PLANE ☐ RATE PER MILE _____ CENTS (See FTR 1-4 or FTR 2-2.3) ☐ (1) DETERMINED MORE ADVANTAGEOUS TO THE GOVERNMENT ☐ (2) FOR CONVENIENCE OF TRAVELER (See FTR 1-4.3 and 1-4.4) ☐ RENTED MOTOR ☒ OTHER MEANS (Specify) (See FTR 1-2.2c(2) and 1-3.2)			11. ESTIMATED COST <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:80%;">A. TRANSPORTATION (Billed directly to Government)</td> <td style="width:20%; text-align: right;">\$</td> </tr> <tr> <td>B. OTHER TRANSPORTATION INCLUDING POV MILEAGE</td> <td style="text-align: right;">\$</td> </tr> <tr> <td>SUBSISTENCE EXPENSE (Per Diem/Actual)</td> <td style="text-align: right;">\$ 0.00</td> </tr> <tr> <td>OTHER EXPENSES (Item 13)</td> <td style="text-align: right;">\$</td> </tr> <tr> <td>TEMPORARY QUARTERS SUBSISTENCE EXPENSE</td> <td style="text-align: right;">\$</td> </tr> <tr> <td>RELOCATION EXPENSES (Other than listed above)</td> <td style="text-align: right;">\$</td> </tr> <tr> <td>SUB-TOTAL B</td> <td style="text-align: right;">\$ 0.00</td> </tr> <tr> <td>TOTAL (A & B)</td> <td style="text-align: right;">\$ 0.00</td> </tr> </table>			A. TRANSPORTATION (Billed directly to Government)	\$	B. OTHER TRANSPORTATION INCLUDING POV MILEAGE	\$	SUBSISTENCE EXPENSE (Per Diem/Actual)	\$ 0.00	OTHER EXPENSES (Item 13)	\$	TEMPORARY QUARTERS SUBSISTENCE EXPENSE	\$	RELOCATION EXPENSES (Other than listed above)	\$	SUB-TOTAL B	\$ 0.00	TOTAL (A & B)	\$ 0.00				
A. TRANSPORTATION (Billed directly to Government)	\$																								
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RELOCATION EXPENSES (Other than listed above)	\$																								
SUB-TOTAL B	\$ 0.00																								
TOTAL (A & B)	\$ 0.00																								
COMMON CARRIER REFUNDS When a ticket is exchanged for one of lesser value, the carrier should issue a receipt or a ticket refund application and is required to make refund directly to the appropriate		ACCOUNTING OFFICE CASC FINANCE 601 E 12TH ST KANSAS CITY, MO 64106																							
TRAVELER'S POTENTIAL LIABILITY NOTICE Travelers are accountable for all transportation tickets, Government Transportation Requests (GTR's), or other transportation procurement documents received by them in connection with their official travel. If trips are cancelled or itineraries changed after tickets (or GTR's) are issued to the traveler, the traveler is liable for the value of the tickets issued until all coupons have been used for official travel purposes or all unused tickets or coupons are properly accounted for on the travel voucher.																									
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th style="width:40%;">12. SUBSISTENCE EXPENSE</th> <th style="width:15%;">RATES AUTHORIZED:</th> <th style="width:10%;">No. of Days</th> <th style="width:15%;">Location</th> <th style="width:10%;">Lodging</th> <th style="width:10%;">M&IE</th> <th style="width:10%;">TOTAL NTE</th> </tr> <tr> <td rowspan="2" style="vertical-align: top;">In accordance with the DOC Travel Handbook or as specifically approved by an authorizing official under unusual circumstances. See FTR 1-7.3 and 1-8.1c.</td> <td></td> <td style="text-align: center;">364</td> <td></td> <td style="text-align: center;">+</td> <td></td> <td style="text-align: center;">=</td> </tr> <tr> <td></td> <td style="text-align: center;">0</td> <td></td> <td style="text-align: center;">+</td> <td></td> <td style="text-align: center;">=</td> </tr> </table>						12. SUBSISTENCE EXPENSE	RATES AUTHORIZED:	No. of Days	Location	Lodging	M&IE	TOTAL NTE	In accordance with the DOC Travel Handbook or as specifically approved by an authorizing official under unusual circumstances. See FTR 1-7.3 and 1-8.1c.		364		+		=		0		+		=
12. SUBSISTENCE EXPENSE	RATES AUTHORIZED:	No. of Days	Location	Lodging	M&IE	TOTAL NTE																			
In accordance with the DOC Travel Handbook or as specifically approved by an authorizing official under unusual circumstances. See FTR 1-7.3 and 1-8.1c.		364		+		=																			
		0		+		=																			
13. OTHER EXPENSES AUTHORIZED ☐ MEETING REGISTRATION FEES ☐ HIRE OF TAXIS BETWEEN LODGING AND/OR PLACE(S) OF BUSINESS ☐ EXCESS BAGGAGE (Justify in item 14) ☐ CASH ☐ GEBAT ☐ OTHER (Specify and Justify in item 14)		14. SPECIAL PROVISIONS/REMARKS If emergency flights or landings are made in locations other than the Caribbean area during the hurricane missions, proper justification will be provided on the travel voucher. (other locations: Central and South America) Official calls, POV, rental car, fax, taxi, tolls, ATM authorized. TRAVEL SUBJECT TO AVAILABILITY OF FY 97 FUNDS.																							
Travel voucher must be submitted within 5 days after completion of travel, and travel advance balance must be refunded at that time																									
15. SIGNATURE OF REQUESTING/PROVING OFFICIAL 		TITLE Chief, Science & Programs Div		DATE 06/01/96																					
16. SIGNATURE OF AUTHORIZING OFFICER 		TITLE Director, AOC		DATE 06/01/96																					
PRIVACY ACT NOTIFICATION The following information is provided in compliance with the Privacy Act of 1974 (5 USC 552a). Solicitation of the information on this form is authorized by 5 USC, Chapter 57 as implemented by the Federal Travel Regulations (FPMR 101-7), E.O. 11609 of July 22, 1971, and E.O. 11012 of March 27, 1962. The Social Security Number (SSN) on the CD-29 is mandatory and will be used as an employee identifier. The SSN serves as a primary validation for accountability and payment authorization in the Department of Commerce centralized travel system. Failure to provide the requested information will result in a delay in obtaining a valid Travel Order, Travel Advance and the procurement of common carrier transportation.				CERTIFICATE OF AUTHORIZATION BY DESIGNATED AUTHORIZING OFFICER You are hereby authorized to travel at Government expense under and in accordance with the Federal Travel Regulations. The number of this order must appear on each voucher, claiming reimbursement for expenses incurred consequent to this order.																					

DATE : 10/21/96

TO : Chief, AOC Flight Operations

FROM : Pilot/Flight Director, Aircraft N43RF ON 1801 BLOCKTIME
OFF 1535 2.8

SUBJECT: Hazardous Duty

PURPOSE OF FLIGHT: INTERCOMPARISON W/ N49RF

Hazardous Duty Pay is required for flight made on 10/21/96
(DATE)

Request based on INTERCOMPARISON WITH N43RF + N49RF

Personnel on board authorized Hazard Pay:

CZYZYK, S

LYNCH, T

DEFFUTI, D

CARPENTER, D

MOORE, R

PILOT/FLIGHT DIRECTOR: [Signature]

APPROVED: [Signature]

DISAPPROVED: [Signature]

CHIEF, AOC FLIGHT OPERATIONS: [Signature]

NOAA/AOC/SED Flight Performance log - N49RF

N49RF Project: TEST & EVALUATION Project No. 400 Flight No. 5 Flight ID: 961011N
 SED Crew: DUG, GoldSTEIN, JCPB, GOWALEZ, Hall, Hill Mission: Test flight #5
 Pre-Flight: 1400Z Take-Off: 1547Z Landing: 2127Z

SYSTEM			Pre-Flight	In-Flight	Post-Flight	
N A V	IRS #1	1430	✓ JC			
	IRS #2	1430	✓ JC			
	IRS #3	1430	✓ JC			
	GPS Honeywell #1	✓	JC			
	GPS Honeywell #2	✓	JC			
	GPS Collins	✓	JC	(7)		
	Nose Radar Collins					
T E M P	Time	Temp °C			Time	Temp °C
	Temp #1	1439 22.3°	✓ JC			
	Temp #2	1439 23.2°	✓ JC			
	Temp #3	1439 22.5°	✓ JC			
	Temp #4	1439 23.4°	✓ JC			
	Dewpoint #1	1441 10.81°	✓ JC	(6)		
	Dewpoint #2	1441 11.84	✓ JC			
P R E S S	Attack Angle (ADCAOA)	✓ JC				
	Slip Angle (BP/DBP)	✓ JC				
	Differential (PQ1/PQ2)	✓ JC				
	Absolute (PS1/PS2)	✓ JC				
	APN-232	✓ JCPB				
	DOWN PRT-5	N/A				
	MADS	✓ JC	(1)(2)(3)(5)	#DATs: 1		
	MADS Printer	Paper? ✓ JCPB				
	HAPS System	✓ JFranklin		# Messages: 6		
	AVAPS System	✓ JC	(4)(8)			
	AVAPS Printer	Paper? ✓ JC				
	Exterior Walk Around	✓ JCPB				
	Inspect DropSonde Chute Bolts	✓ JCPB				
M I S C	Satcom (Flight Phone)	✓ JD				
	FCU/UPS	✓ JCPB		UPS off?		
	AVAPS Sondes	#On Board: 10	#Dropped: 8	#Good: 7		
	AXBT	#On Board: 0	#Dropped: —	#Good: —		

1	DAT Tape #1		On: 1529Z	Off: 2135
2	DAT Tape #2		On: —	Off: —

Please Note any Discrepancies

[illegible]

NOAA/AOC/SED Flight Performance log - N49RF

N49RF Project: Test flight Project No. 400 Flight No. 6 Flight ID: 961021N
 SED Crew: DUG, JCPB, Hall, Hill, Gonzalez Mission: Test flight #6
 Pre-Flight: 1330Z Take-Off: 1600 Landing: 2104Z

SYSTEM		Pre-Flight		In-Flight	Post-Flight	
N A V	IRS #1	1500	✓ JCPB			
	IRS #2	1500	✓ JCPB			
	IRS #3	1500	✓ JCPB			
	GPS Honeywell #1	✓	✓ JCPB			
	GPS Honeywell #2		✓ JCPB	(3)		
	GPS Collins		✓ JCPB			
	Nose Radar Collins		✓ JCPB			
T E M P	Time	Temp °C			Time	Temp °C
	Temp #1	1455 19.050	✓ JK		2107	26.06°
	Temp #2	1455 20.020	✓ JK		"	26.2°
	Temp #3	1455 19.830	✓ JK		"	25.7°
	Temp #4	1455 20.030	✓ JK		"	26.06°
	Dewpoint #1	1522 8.4	✓ JK			
	Dewpoint #2	1522 6.8	✓ JK			
P R E S S	Attack Angle (ADCAOA)		✓ JH			
	Slip Angle (BP/DBP)		✓ JH			
	Differential (PQ1/PQ2)		✓ JH			
	Absolute (PS1/PS2)		✓ JH	(1)		
	APN-232		✓ JCPB	(2)		
	DOWN PRT-5		N/U			
	MADS		✓ JK			#DATs: 1
	MADS Printer		Paper? ✓			
	HAPS System		✓ JK			# Messages: 6
	AVAPS System		✓ JK			
	AVAPS Printer		Paper? ✓			
	Exterior Walk Around		✓ JCPB			
	Inspect DropSonde Chute Bolts		✓ JCPB			
M I S C	Satcom (Flight Phone)		✓ JCPB			
	FCU/UPS		✓ JCPB			UPS off?
	AVAPS Sondes		#On Board: 10+2	#Dropped: 8		#Good: 6
	AXBT		#On Board: 0	#Dropped: 0		#Good: 0

1	DAT Tape #1	✓	On: 15:55-55	Off: 21:11
2	DAT Tape #2		On:	Off:

2

3

NOAA/AOC/SED Flight Performance log - N49RF

N49RF Project: TEST flights Project No. 400 Flight No. 7 Flight ID: 961024N
 SED Crew: Pradas, Duganrut, Hill Mission: TEST flight #7
 Pre-Flight: 1200Z Take-Off: 14:04 Landing: 1512Z

SYSTEM			Pre-Flight	In-Flight	Post-Flight
N A V	IRS #1		✓ JC		
	IRS #2		✓ JC		
	IRS #3		✓ JC		
	GPS Honeywell #1		✓ JC		
	GPS Honeywell #2		✓ JC		
	GPS Collins		✓ JC		
Nose Radar Collins			✓ JC		
T E M P	Time	Temp °C			Time Temp °C
	Temp #1	12:31 25.58	✓		
	Temp #2	12:31 24.645	✓		
	Temp #3	12:31 24.954	✓		
	Temp #4	12:31 24.950	✓		
	Dewpoint #1	12:32 16.361	✓		
	Dewpoint #2	12:32 17.726	✓		
P R E S S	Attack Angle (ADCAOA)		✓ JC		
	Slip Angle (BP/DBP)		✓ JC		
	Differential (PQ1/PQ2)		✓ JC		
	Absolute (PS1/PS2)		✓ JC		
	APN-232		✓ JC		
	DOWN PRT-5		N/U		
	MADS		✓		#DATs: 1
	MADS Printer		Paper? ✓ JC		
	MADS Cal. Date: 10/24/96		QC time: 13:44		QC time: 1515Z
	HAPS System		N/U		# Messages:
	AVAPS System		N/U		
	AVAPS Printer		Paper? ✓ JC		
	Exterior Walk Around		✓ JC		
	Inspect DropSonde Chute Bolts		N/U		
M I S C	Satcom (Flight Phone)				
	FCU/UPS/CB		✓ JC		UPS off?
	AVAPS Sondes		#On Board: 0	#Dropped:	#Good:
	AXBT		#On Board: 0	#Dropped:	#Good:

1	DAT Tape #1		On: 1325Z	Off: 1520Z
2	DAT Tape #2		On:	Off:
	QC 1	1410Z		
	QC 2	143239Z		
	QC 3	144957Z		
	QC 4	151528Z		

NOAA/AOC/SED Flight Performance log - N49RF

N49RF Project: Test Flight #8 Project No. 400 Flight No. 8 Flight ID: 961117NSED Crew: McFadden, Godek, White, Czyzyk, Prados, McMillan, Hall Mission: Flight #8
McNamara, HillPre-Flight: 1400 Take-Off: 1700 Landing: 2147

SYSTEM		Pre-Flight		In-Flight		Post-Flight	
N A V	IRS #1	✓	JCPB				
	IRS #2	✓	JCPB				
	IRS #3	✓	JCPB				
	GPS Honeywell #1	✓	JCPB				
	GPS Honeywell #2	✓	JCPB				
	GPS Collins	✓	JCPB				
Nose Radar Collins		✓	JCPB				
T E M P	Time	Temp °C			Time	Temp °C	
	Temp #1	1546 20.22	✓				
	Temp #2	1546 21.43	✓				
	Temp #3	1546 20.09	✓				
	Temp #4	1546 22.5	✓				
	Dewpoint #1	1547 17.07	✓				
	Dewpoint #2	1547 16.00	✓				
P R E S S	Attack Angle (ADCAOA)	14.183					
	Slip Angle (BP/DBP)	10423 / 3702					
	Differential (PQ1/PQ2)	0.4003 / 0.3531					
	Absolute (PS1/PS2)	1021.5 / 1021.5					
	APN-232	JWH					
	DOWN PRT-5	N/U					
	MADS	OK JCPB				#DATs: JWH	
	MADS Printer	Paper? JCPB					
	MADS Cal. Date:	QC time: 1547				QC time: 2157	
	HAPS System	N/U				# Messages: 0	
	AVAPS System	JCPB					
	AVAPS Printer	Paper? JCPB					
	Exterior Walk Around	JCPB					
	Inspect DropSonde Chute Bolts	JCPB					
M I S C	Satcom (Flight Phone)	3 → 4					
	FCU/UPS/CB	JCPB				UPS off?	
	AVAPS Sondes	#On Board: 14	#Dropped: 7			#Good: 4	
	AXBT	#On Board: 0	#Dropped: 0			#Good: N/A	

1	DAT Tape #1	On: 1542	Off: 2200
2	DAT Tape #2	On:	Off:

Please Note any Discrepancies

[illegible]

NOAA/AOC/SED Flight Performance log - N49RF

N49RF Project: Test flight Project No. 400 Flight No. 9 Flight ID: 961216X

SED Crew: JCPB, Goldstein, Hall, Smith, Spayce Mission: Test flight #9

Pre-Flight: 1530 Take-Off: 1750 Landing: 1252

SYSTEM			Pre-Flight	In-Flight	Post-Flight	
NAV	IRS #1 ☒		✓ JC			
	IRS #2 ☒		✓ JC			
	IRS #3 ☒		✓ JC			
	GPS Honeywell #1		✓ JC			
	GPS Honeywell #2		✓ JC			
	GPS Collins		✓ JC			
Nose Radar Collins			✓ JC			
	Time	Temp °C			Time	Temp °C
TEMP	Temp #1	1655 26.91	✓ JC		23:59 18.0	
	Temp #2	1655 22.59	✓ JC		23:59 17.7	
	Temp #3	1655 20.07	✓ JC		23:59 17.8	
	Temp #4	1655 23.70	✓ JC		23:59 18.2	
	Dewpoint #1	1656 11.974	✓ JC Cal?	(2) (3) (5)	23:59 11.4	
	Dewpoint #2	1656 13.538	✓ JC Cal?		23:59 11.3	
PERFORMANCE	Attack Angle (ADCAOA)		✓ JCP			
	Slip Angle (BP/DBP)		✓ JCP			
	Differential (PQ1/PQ2)		✓ JCP			
	Absolute (PS1/PS2)		✓ JCP			
APN-232	APN-232		✓ JC7P	(6)		
	DOWN PRT-5		Open? ☒ JC			
	MADS		✓ JC8P	(1) (5)	# DATs: 1	
	MADS Printer ⇌ Paper? ☒		✓ JC8P			
	MADS Cal. Date: 12/16/96		QC time: 1701		QC time: 000020	
	HAPS System		✓ JF		# Messages: /#ATTENDS:	
	AVAPS System		✓ JC8P	(2) (10)		
	AVAPS Printer ⇌ Paper? ☒		✓ JC8P			
INSPECTION	Exterior Walk Around		✓ JC3P			
	Inspect DropSonde Chute Bolts		✓ JC3P			
MISSION	Satcom (Flight Phone)		☒ JC8P			
	FCU/UPS/CB		CB's Checked? ☒ JC		UPS off? ☒	
	AVAPS Sondes		#On Board: 9	#Dropped: 7	#Good: 3	
	AXBT N/V		#On Board: 0	#Dropped: 0	#Good: 0	
	NET BCAST ☐					

[illegible]

✈ 12/14/96

Item No.	Zulu Time	Problem Description	Initials	No. A-23A
1	1720	(DSM) POWER DOWN @ 1720 DSM DOWN (Change from GP → APV) 1820Z static difference between DRC & DPLC (DPLC shifting fast)	JCPB	
2	1822	1700Z test balance The Drumprinter ASG	JCPB	
3	1841	ICED NOISE (High freq. noise) Specially int #2 1820→1849Z winds follow track	DAMPB	
4	1850	ASV 232 DOGS? (1943) possible P3 intake	JCPB	
6	1928	NA AVADS DATA TO HADS for first few seconds on first drop 50 changes on Denominations at Turns larger for DPC or right turn (or Drops) R3 keyboard loose	JCPB	
8	1946	Awards Complete Time drifts severely from GPS Time reference.	JCPB	
9	2010		JCPB	
10			JPD	

NOAA/AOC/SED Flight Performance log - N49RF

N49RF Project: TEST GILSP Project No. 400 Flight No. 10 Flight ID: 961218NSED Crew: JCPB, ASG, JWH, J. Smith, Sten C., NORRIS Mission: full MISSION TEST #10Pre-Flight: 12:30Z Take-Off: 14:04 Landing: 23:30

SYSTEM		Pre-Flight		In-Flight	Post-Flight
N A V	IRS #1 ☒	<u>gwt</u>	☒		
	IRS #2 ☒	<u>gwt</u>	☒		
	IRS #3 ☒	<u>gwt</u>	☒		
	GPS Honeywell #1	<u>gwt</u>	☒		
	GPS Honeywell #2	<u>gwt</u>	☒		
	GPS Collins	<u>gwt</u>	☒		
	Nose Radar Collins	<u>gwt</u>	☒		
T E M P	Time	Temp °C		Time	Temp °C
	Temp #1	<u>1300</u>	<u>17.8</u>		
	Temp #2	<u>1300</u>	<u>17.4</u>		
	Temp #3	<u>1300</u>	<u>17.3</u>		
	Temp #4	<u>1300</u>	<u>18.0</u>		
	Dewpoint #1	<u>1300</u>	<u>14.6</u>	Cal. Time: <u>12/13/96</u>	
	Dewpoint #2	<u>1300</u>	<u>14.3</u>	Cal. Time: <u>12/12/96</u>	
P R E S S	Attack Angle (ADCAOA)	<u>gwt</u>			
	Slip Angle (BP/DBP)	<u>gwt</u>			
	Differential (PQ1/PQ2)	<u>gwt</u>			
	Absolute (PS1/PS2)	<u>gwt</u>			
S T E M	DOWN PRT-5 ☒ Open? ☒	<u>gwt</u>		Close? ☐	
	MADS	<u>gwt</u>	<u>(2)</u>	# DATs:	
	MADS Printer ☒ Paper? ☒	<u>gwt</u>			
	MADS Cal. Date: <u>12/18/96</u>	QC time: <u>13:36:49</u>		QC time: <u>23:57</u>	
	WINDS ☒ NET BCAST ☒	<u>gwt</u>			
S T E M	HAPS System	<u>gwt</u>		# Msg.:	# Attempts:
	AVAPS System	<u>gwt</u>	<u>(1)(4)</u>		
	AVAPS Printer ☒ Paper? ☒	<u>gwt</u>			
	Exterior Walk Around	<u>gwt</u>			
	Inspect DropSonde Chute Bolts	<u>gwt</u>			
M I S C	Satcom (Flight Phone)	☒ <u>gwt</u>			
	FCU/UPS/CB	CB's Checked? ☒ <u>gwt</u>		UPS off? ☐	
	AVAPS Sondes	#On Board: <u>22</u>	#Dropped: <u>10</u>	#Good: <u>10</u>	
	AXBT	#On Board: <u>0</u> <u>gwt</u>	#Dropped: <u>N/A</u>	#Good: <u>N/A</u>	
	APN-232	<u>gwt</u>	<u>(3)</u>		

1	DAT Tape #1	On: <u>13:35</u>	Off: <u>23:38</u>
2	DAT Tape #2	On: <u>13:35</u>	Off:

Please Note Any Discrepancies

[illegible]

NOAA AOC SED Flight Performance log - N49RF

N49RF Project: Inst. flight #4 (flight #) Flight ID: 960310N

SED Crew: DUG, JCPB, JH11

Mission: INTERCOMPARISON 73/64

Pre-Flight: 1400 Take-Off: 1644 Landing: 2217

SYSTEM		Pre-Flight	In-Flight	Post-Flight		
N A V	IRS #1	<u>01522</u>	<u>JCPB</u>			
	IRS #2	<u>01522</u>	<u>JCPB</u>			
	IRS #3	<u>01522</u>	<u>JCPB</u>			
	3 GPS	<u>JCPB</u>	<u>✓ JCPB</u>			
	Nose Radar		<u>✓</u>			

<u>GPS 2 Waypoint</u>		Cal High	Cal Low		Cal High	Cal Low
T E M P	Temp #1	<u>Ambient Value</u>	<u>✓</u>			
	Temp #2	<u>Time</u>	<u>✓</u>			
	Temp #3		<u>✓</u>			
	Temp #4		<u>✓</u>			
	Dewpoint #1		<u>✓</u>			
	Dewpoint #2		<u>✓</u>			

P	Attack Angle (AP/DAP)	<u>✓</u>		
R	Slip Angle (BP/DBP)	<u>✓</u>		
E	Differential (PQ1/PQ2)	<u>✓</u>		
S	Absolute (PS1/PS2)	<u>✓</u>		
S				

APN-232	<u>JCPB</u>		
DOWN PRT-5	<u>N/U</u>		
MADS	<u>✓ JCPB</u>	<u>(2)</u>	#DATs:
MADS Printer	<u>JCPB</u>		
HAPS	<u>JCPB</u>		
AVAPS (Printer) <u>✓</u>	<u>JCPB</u>		

AVAPS INSD. OF MOUNTING BOLTS on chote.

M I S C	Exterior Walk Around	<u>JCPB</u>		
	Satcom (<u>Flight Phones</u>)	<u>JCPB</u>	<u>(1)</u>	<u>01</u>
	AVAPS Sondes	<u>8 JCPB</u>	<u>5 Drops</u>	# Good: <u>1</u>
	AXBT	<u>N/U</u>		# Good:
	FCU/UPS	<u>✓ JCPB</u>		UPS off?

1	TAPE ON 1621			
1	TAPE OFF 2212			
2	TAPE ON 2221			
2	TAPE OFF 2225			

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

Please Note any Discrepancies

[illegible]

NOAA AOC SED Flight Performance Log

Aircraft: N49RF
N42RFProject: Hurricane '96Mission: Mission Subsys Test #1SED Crew: ASG, Dug, JCPBFlight ID: 960928NPre-Flight: 1600Take-Off: 1638 ZProject: 400 FLT # 3Landing: 2132 Z

System			Pre-Flight	In-Flight	Post-Flight		
NAV	INE #1	Aligned to:	✓				
	INE #2	Aligned to:	✓ #3 ✓				
	GPS		✓ ✓ ✓			Lat	Long GS
RADAR	Nose						
	L/F	R/T SN:				Mod Switch Off ?	
	Tail	R&T SN: /				Mod Switch Off ?	
	ASAU's & RCU						
PMS	MARS Data System					# DATs:	
	FSSP-100	Ref VDC:					
	2DG-C	Ch 1/64 /					
	2DG-P	Ch 1/64: /					
TEMP	SEA Data System					# DATs / Disks:	
		Cal High	Cal Low			Cal High	Cal Low
	Temp #1		H3				
	Temp #2		H4				
PRES	Dewpoint #1	(Gen East)					
	Dewpoint #2	(AOC)					
	Dewpoint #3	(EG&G)					
	Attack Angle	(AP/DAP)					
PRES	Slip Angle	(BP/DBP)					
	Differential	(PQ1/PQ2/PG3)					
	Absolute	(PS1/PS2)					
	Radome Transducers		Plugs Out ?				
MISC	Cabin Transducer	(Station 5)					
	Apn-159	SN:				Off?	
	Apn-232	SN:				Off?	
	J&W Liquid Water						
	King Liquid Water						
	Down PRT-5	(SST)					
	Side PRT-5	(CO ²)					
	F/D Laptop					Off ?	
	C.I. Printer					Off ?	
	RAMS Data System	MADS	TAPCON 1625	1		# DATs:	
ASDL	SAP Com		3		Off ?		
MISC	Exterior Radiometers	(PSP/PIR)				Off ?	
	Exterior Walk Around		✓ QSS				
	Video	N L R D	Covers ?			Covers ?	
	VAPS System			2		# Tapes:	
MISC	VAPS Sondas		#On Board 7	#Dropped		#Good:	
	AXBT		#On Board 0	#Dropped		#Good:	
	FCU / UPS:					UPS Off ?	
	SEMR		On ?			Off ?	
USER	Lyman Hygrometer		Plugs?			Plugs?	
	"C" Scatterometer					Accelerometers	
	Lawrence Water Collector					#1 (2 G):	
						#2 (2.5 G):	
					#3 (3 G):		
					#4 (3.5 G):		

Please Note any Discrepancies

[illegible]

N49RF AVAPS DropSonde Log

N49RF Project:_____

Flight ID: 9G1011 N

Mission/Flight: _____

System Status:_____

[illegible]

N49RF AVAPS DropSonde Log

N49RF Project: TEST flight #6

Flight ID: 961021N

Mission/Flight: 400/G/TEST FLIGHT

System Status: *OK*

[illegible]

OK

* WITH RIBBONS

 10/10/96

N49RF AVAPS DropSonde Log

N49RF Project: Test

Flight ID: 961118

Mission/Flight: Flight #8

System Status: Operational

[illegible]

Record form rev number

✈ 10/28/96

chl

ch 2

ch 3

ch 4

N49RF Winter Storms 99 / AVAPS DropSonde Log

N49RF Project: NORPEX Flight ID: 990115N

Mission: Ferry → Hawaii Flight #: 1 (Test drops) System Status: O/K

Drop #	Sonde Serial Number	Chn. #	Time (Zulu)	Press. offset	Winds time	Operator Initials	Comments / Drop Status / Failure Reason	GOOD ☒
1	983-620-698	1	1953	0	22	DWC	Slow Fall - Good Data	✓
2	984-325-364	2	1953	.3	35	DWC	Good Drop	✓
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
32								
33								

N49RF AVAPS DropSonde Log

N49RF Project: TEST FLIGHT

Flight ID: 961216N

Mission/Flight: #9

System Status: OK

PREFLIGHT

[illegible]

N49RF AVAPS DropSonde Log

N49RF Project: TEST #10

Flight ID: 961218N

Mission/Flight: TEST #10 Max Duration

System Status:

PreLaunch

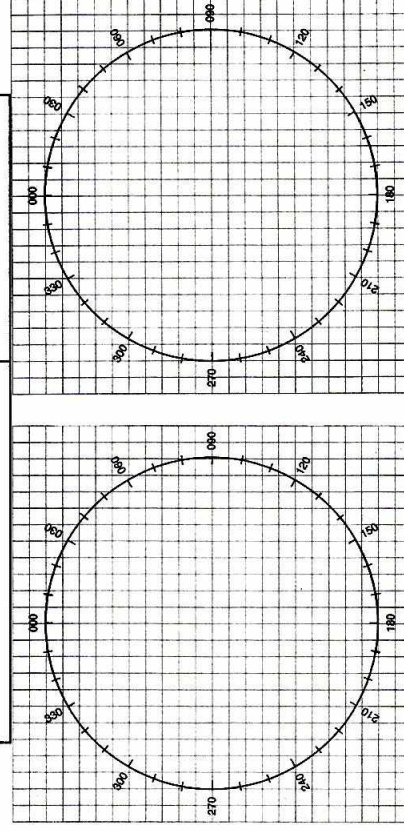
Drop #	Sonde SN	Time (Z)	Chn #	Sonde Status	Operator	Comments
1	625432901	143758	1	Precheck O.K.	J. Smith	400.4 MHz - Good
2	612131501	153256	2	Precheck O.K.	J. Smith	402.5 MHz RH BAD - Good
3	621531301	160714	1	Precheck OK	J. Hill	405.0 MHz - Good (RH appeared after 1 min)
4	626531403	161903	2	Precheck OK	J. Hill	401.38 MHz - Good
5	626436206	173015	1	O.K.	J. Smith	405.0 MHz - RH? Under 1 min. ^{Good}
6	601530803	183218	2	O.K.	J. Smith	405.98 MHz Many CRC ERRS then O.K. ^{Bad RH}
7	623232901	185800	1	O.K.	J. Smith	400.2 MHz Good!
8	613430905	200825	1	O.K.	A. J. Holston	Good DROP
9	623530804	212630	2	O.K.	JCPB	400.34 MHz Good 5.7 turns @ 1-500
10	623531104	215329	1	1 MB low CAOC O.K.	J. Hill	405 MHz Good drop - drop outs occurred during turn

CLEARANCES

FREQ	ALT	HDG	OTHER
			SRO W 168 N 14K
			RELAT 3700
			27 43 82 27
			NWS OF MUSKIE

MISSION LOG

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 _____

- 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 DESIN

-PILOT INTENTIONS

[illegible]

INS PERFORMANCE		INS 1	INS 2
BEGIN ALIGN TIME		1345Z	1345Z
ALIGN STATUS (0-5)		φ	φ
END NAV TIME		1815Z	1815Z
START NAV TIME		1530Z	1530Z
DELTA T		2745	2745

TERMINAL ERRORS		INS 1	INS 2
DELTA LAT	t. 9	t. 6	
DELTA LON	t. 8	t. 2	
RGS	2	ϕ	
RADIAL ERROR	1	ϕ .	

[illegible]