

FLT ID: I990213	FM: CYT	TO: CYT
FLT NO: 99-14	BLK IN: 23:44	ATA: 2326Z
ETD: 1930Z	BLK OUT: 1926Z	ATD: 1941Z
ETE:	BLK TIME: 4:18	FLT TIME: 3:45
SPONSOR ORG: NESDIS	PROGRAM: S. Hows	PURPOSE: TOP #2

DAO PERSONNEL

AC TENNESEN ✓	SYS ENG McNAMARA ✓
CP KENUL ✓	DATA SYS BARR ✓
NAV KOZAK ✓ NEWMAN ✓	RADAR
FE MOORE ✓ WADE ✓	BT/ODW
RADIO SANS SOULT ✓	CLD PHYS
FD DAMIANO ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/DAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
CHANG	PI	NESDIS
CARSWELL	SERASCAT KU-SCAT	U-MMSI
BOND ✓	ASST PI	PMEL
PARRISH ✓	ADR CHEM	ERL
CZYZYK ✓	PM	AOC
BROWN ✓	OBS	AOC

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

RA159 Failed at T/O.

~~replaced~~ replaced @ 1948Z.

1953Z Bal DWI

202620Z

LW on

U.S. DEPT. COMM./NOAA/ORA - DATA SECTION WORK FORM NO.2 OROWF2 FILE

FLT ID: F990213

TIME OFF: 1941Z

TIME ON: 2326Z

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	1002.45	30.10	1001.7	30.08

NO

DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES

2

FAST FLT LVL TAPES

RADAR TAPES

DOPPLER TAPES

ODW CASSETTES

HARD COPIES

RXBT

RXCP

ONE LPS

5

PHOTOGRAPHY

	FWD	LS	RS	VERT
ON				
OFF				
RATE				

REMARKS

I990213

TIME	LAT	LONG	TRK	HD	WD	WS	TA	TD	PA	GA	SP	PS			PO
195000	4802	5243	25	23	236	32	1.5	-1.4	2967	3032	1012.6	704.2	BTN	CLD	71.3
195800	4835	5222	23	19	240	36	1.3	-5.3	2982	3044	1012.3	702.7	BTN	CLD	72.4
201000	4926	5150	17	13	233	34	-0.5	-14.6	2997	3046	1013.6	700.9	BTN	CLD	73.8
202940	5044	5132	293	284	232	45	7.2	2.7	1523	1528	1011.7	843.2	BTN	CLD	76.1
204759	5101	5300	280	271	233	58	9.7	-2.3	1517	1486	1006.5	843.9	NO W	DEOP	70.5
205002	5102	5310	282	271	233	62	6.5	3.1	1549	1519	1008.0	840.5		DEOP	73.4
205223	sonde splash				2:20										
210400	5058	5300	117	132	233	59	8.6	-1.2	1546	1525	1007.1	840.7	BTN	CLD	69.5
211620	5035	5150	117	126	242	44	9.5	2.7	1513	1517	1010.6	844.2	BTN	CLD	74.0
212004	5028	5128	116	127	237	44	7.9	2.3	1515	1529	1012.1	844.1		DEOP	75.4
212214	sonde splash				2:10										
212700	TURN														
213812	5034	5143	297	290	237	40	9.8	-2.7	1490	1495	1010.6	846.6		DEOP	71.1
214750	start turn				32 miles from splash										
214900	end turn														
215826	5031	5130	118	130	238	47	8.3	2.1	1508	1519	1012.0	844.6		DEOP	72.8
220028	splash of sonde														
222253	start south toward last splash point														
223000	start descent for air chain														
223540	started climb														
224740	4926	5153	195	202	228	42	-7.8	-32.7	4845	4956	1007.2	551.4	LE TURB @ 1500 ft	2233507	66.5

DATE

: 2/13/99

TO

: Chief, AOC Flight Operations

FROM

: Pilot/Flight Director, Aircraft

ON 2344Z BLOCKTIME

N43RF

OFF 1926Z 4:18

SUBJECT: Hazardous Duty

PURPOSE OF FLIGHT: SHOWS ~~EXPER~~ PROJECT

Hazardous Duty Pay is required for flight made on 2/13/99
(DATE)

Request based on FLYING THROUGH SHEAR ZONE
BELOW 1000 FT AT NIGHT

Personnel on board authorized Hazard Pay:

WADE

MOORE

DAMIANO

CZYZYK

BARR

MCMANARA

SANS SOUET

BROWN

PILOT/FLIGHT DIRECTOR:

A. Barry Damiano

APPROVED: _____

DISAPPROVED: _____

CHIEF, AOC FLIGHT OPERATIONS: _____

Flight #3: Feb. 13, 1999

4 ~~3~~ PM Takeoff (1830Z)

Entry/Exit Point: 49 06N 52W

120 nm radius blocked FL100 to surface at points: 51N 51W
3 Hour delay

Fuel for 5 hr flight flown at FL050.

~7 dropsonde deployments all backed up (15 onboard)

A racetrack pattern will be flown while in the radius
(6 legs, 20 min each)

Satellite overpass at 2126Z at a point in the 120 nm radius
Exact point and track will be at a point along the 2-hour pattern

Flight duration NLT 5 Hours

Briefing at 1 PM at ESSO.

Radar altitude

~7 dropsonde deployments all backed up (15 onboard)

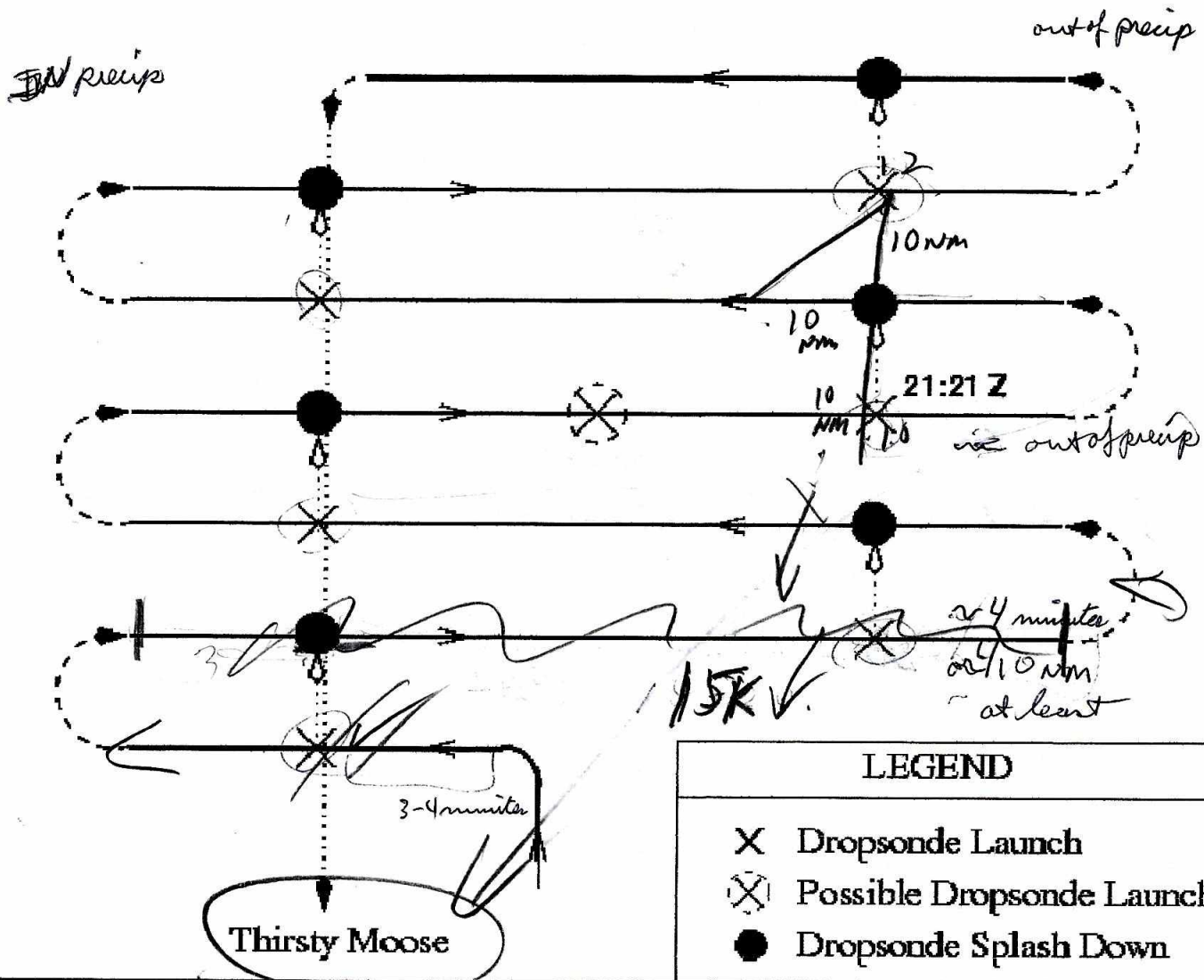
There will be a profile toward the end of the flight. We will climb to max alt.
enroute and descend enroute.

Belly radar will be used intermittently to identify specific areas of weather.

The tail radar should be operated in normal mode with a sector scan, scanning from
the horizontal plane and below.

Temp Drop header: WXWXA SHOWS

The Lawnmower



10km SK RA

legs are ~ 15 minutes

(57)

50.49

51.44 W

60
54.49
2400
240

01
60
0.60

15
60
09.00

60
49
540
240
29.40

~~51.01~~
~~53.18~~ W

53° 09'

50 26.46

50 29.4'

44
60
26.40

50 29.4 N
51 26.4 W

50.59 N
51.69 W

(115)

50° 35.4'
51° 41.40'

.59
60
35.40

.69
60
41.40

50.55

51.47

60
.55
300
300
33

50° 33.0

51° 28.2'

47
60
28.20

UHF/VOICE 243.0
VHF/VOICE 121.5
HF/VOICE 2182 KHZ
MF/CW 8364 KHZ
500 KHZ

MAYDAY, MAYDAY, MAYDAY
THIS IS NOAA, NOAA, NOAA

POSITION
HEADING
AT
FLIGHT LEVEL OR ALTITUDE
WE ARE A P-3 AIRCRAFT WITH
NATURE OF EMERGENCY
ASSISTANCE DESIRED
PILOT INTENTIONS

N/S
E/W
AT
Z

ENDURANCE REMAINING

1. POSITION

2. TIME

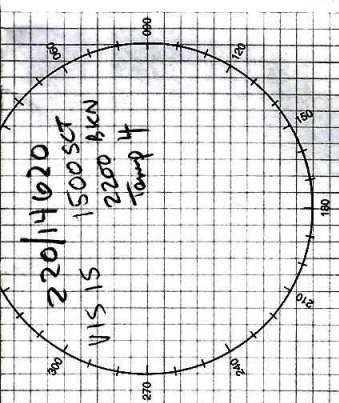
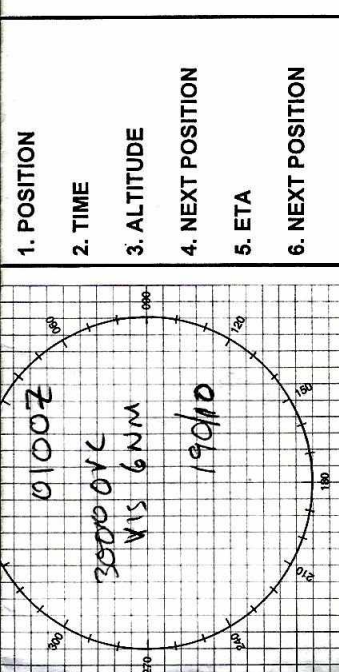
3. ALTITUDE

4. NEXT POSITION

5. ETA

6. NEXT POSITION

133,15



TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	VAR	TH	DR	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
1918	NOT	47 37.3N 52 44.2W																		
1926																				
1940	C	47 37.4N 52 44.3W																		ENG START
1950	C	48 04.6N 52 41.6W	48 04.7N 52 41.6W	-1	48 04.7N 52 41.7W	-1														TAXI 29
2054	C	51 04.9 53 32.5	51 04.9N 53 32.7W	-2	51 05.1N 53 32.8W	-3														TOFF 29
2120	C	50 27.5N 51 26.2	50 27.6N 51 26W	-1	50 28.1N 51 25.7W	-1														
2137	C	50 33.1 51 38.8	50 33.2 51 39.6	-1	50 33.8N 51 39.2W	-4														
2158	C	50 31.4N 51 30.0	50 31.3N 51 31.3W	-1	50 32.2N 51 30.7W	-7														
2245	C	49 32.4 51 50.1W	49 32.7N 51 51W	-1	49 33.8N 51 49.4W	-7														Fm 1
2326		2900 29																		LAND
2344		47 37.3 52 44.2	47 37.3 52 44.1	0	47 39.2 52 44.0	-1														CHECK

12/19

①

EMERGENCY MESSAGE

TRANSMIT THE FOLLOWING MESSAGE TO ANY AGENCY ON THE AIR-GROUND FREQUENCY IN USE. IF UNABLE TO ESTABLISH COMM, ATTEMPT CONTACT ON ANY OF THE FOLLOWING EMERGENCY FREQUENCIES: