

FLT ID: <i>N991018</i>	FM: <i>KMCF</i>	TO: <i>KMFA/TISX</i>
FLT NO: <i>00-06</i>	BLK IN: <i>1851Z/2243Z</i>	ATA: <i>1847Z/2238Z</i>
ETD: <i>1800Z</i>	BLK OUT: <i>1754Z/1958Z</i>	ATD: <i>1805Z/2007Z</i>
ETE:	BLK TIME: <i>57/2:45</i>	FLT TIME: <i>42/2:21</i>
SPONSOR ORG: <i>NHC</i>	PROGRAM: <i>HURR. SURV.</i>	PURPOSE: <i>FERRY TO ST. CROIX FOR TS JOSE</i>

0AO PERSONNEL

AC <i>MAXSON</i>	SYS ENG <i>GOLDSTEIN</i>
CP <i>MCCANN/YATES</i>	DATA SYS <i>LINO</i>
NAV	RADAR
FE <i>KITSON</i>	BT/ODW <i>HALL</i>
RADIO	CLD PHYS
FD <i>DAMIANO</i>	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
<i>McNERNEY</i>	<i>OBS</i>	<i>AOC</i>
<i>KAPLAN</i>	<i>HAPS</i>	<i>NRD</i>
<i>DORST</i>	<i>HAPS</i>	<i>NRD</i>

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

Picked up NRD folks in Miami then on to St. Croix

1956Z KMFA

29

21.

17562

FLT ID: N991018 TIME OFF: 1805z / 2007z TIME ON: 1847z / 2238z

NO	DATA DISPOSITION/DATE/QUALITY
1	10/1/68
2	10/1/68
3	10/1/68
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95	10/1/68
96	10/1/68
97	10/1/68
98	10/1/68
99	10/1/68
100	10/1/68

AXBT		
AXCP		
ODW		

	FWD	LS	RS	VERT
ON				
OFF				
RATE				

REMARKS	28 14	16537 MCF	28 21	21487	CLR AIR TURB
KNBA 1856Z 28 21		TBX 21477 29 2991 25		2230Z DPLC fenny	

N991018

m/s

TIME	LAT	LOX	TRK	HD	WD	WS	TA	TD	PA GA	GA	PS		PG
202830	2505	7816	118	117	198	26	-42.3	-46.0			240	DN CLD	
203300	ABEAM	CB											
203520	2442	7731	118	114	65	22	-59.	-67.0	12559	13121	175.8	ABV CLD	96.5
211300	2228	7317	121	116	77	25	-61.2	-72.3	12550	13084	176.0	CLD TOPS	96.2
214600	2025	6939	122	119	75	15	-62.3	-71.7	12545	13069	176.2	ABV CLD	96.7

G4 Hurricane Surveillance

N991018 Ferry Flight to St. Croix

<u>DATA TYPE</u>	<u>SENSOR or OPTION</u>
INE	VEW_PITR, VNS_PITR
Accelerometer	ACINS_PITR
Temperature Probe	AT2
Altitude (for vertical wind)	PALT
Static Pressure	PS1M
Dynamic Pressure	QC1M
Dewpoint Probe	DPLC

Notes:

There were no time gaps.

The G4 stopped in Miami to pick up HRD scientists before continuing on to St. Croix.

No dynamic corrections were applied to the measured static and dynamic pressures. Thus wind direction and wind speed may not be representative of actual flight level conditions.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	1013.7mb	1011.3mb
Corrected tower pressure	1013.8mb	1012.7mb

Flight Meteorologist: A. Barry Damiano, (813) 828-3310 ext. 3073

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WTNT44 KNHC 181443

TCDAT4

TROPICAL STORM JOSE DISCUSSION NUMBER 4

NATIONAL WEATHER SERVICE MIAMI FL

11 AM EDT MON OCT 18 1999

THE STRUCTURE OF JOSE IS IMPROVING ON VISIBLE SATELLITE ANIMATION THIS MORNING...ALTHOUGH THE COLDEST CLOUD TOPS IN THE IR ARE NOT WELL ORGANIZED YET. SATELLITE CLASSIFICATIONS AT 12Z FROM TAFB AND SAB WERE BOTH 35 KT. THE UPPER LEVEL OUTFLOW CONTINUES TO LOOK VERY FAVORABLE. BASED ON THE VISIBLE ANIMATION AND THE FORECAST FOR STRENGTHENING TODAY...THE INITIAL INTENSITY IS INCREASED TO 40 KT. THE INTENSITY FORECAST FOLLOWS THE SHIPS MODEL CLOSELY...AND BRINGS JOSE TO HURRICANE STRENGTH WITHIN 36 HOURS.

THE INITIAL MOTION IS ESTIMATED TO BE 285/9. THE OFFICIAL FORECAST IS BASICALLY AN UPDATE OF THE PREVIOUS PACKAGE...AND IS ROUGHLY HALFWAY BETWEEN THE MEDIUM BAM AND CLIPER. SOME OF THE GUIDANCE MODELS SHOW JOSE IN THE NORTHERN HALF OF A BROADER CYCLONIC CIRCULATION... WHICH RESULTS IN A MORE NORTHWESTERLY TRACK THAN INDICATED BY THE OFFICIAL FORECAST. LONGER TERM...THERE IS A SPLIT BETWEEN THE UKMET AND NOGAPS...WHICH TURN JOSE BACK TOWARD THE WEST...AND THE GFDL RUN OFF THE NAVY NOGAPS FIELDS...WHICH SUGGESTS THE BEGINNING OF A RECURVATURE TRACK. IT IS TOO SOON TO TELL WHETHER JOSE POSES A THREAT TO THE CONTINENTAL U.S.

AN AIR FORCE RESERVE HURRICANE HUNTER AIRCRAFT IS SCHEDULED TO INVESTIGATE JOSE THIS AFTERNOON. A HURRICANE WATCH IS IN EFFECT FOR BARBADOS...AND ADDITIONAL WATCHES IN THE LESSER ANTILLES WILL LIKELY BE REQUIRED LATER TODAY.

FRANKLIN

FORECAST POSITIONS AND MAX WINDS

INITIAL	18/1500Z	10.7N	54.3W	40 KTS
12HR VT	19/0000Z	11.0N	55.5W	45 KTS
24HR VT	19/1200Z	11.8N	57.5W	55 KTS
36HR VT	20/0000Z	12.6N	59.4W	65 KTS
48HR VT	20/1200Z	14.0N	61.5W	70 KTS
72HR VT	21/1200Z	16.5N	65.5W	80 KTS

NOAA/AOC/SED N49RF Flight Performance log

N49RF Project: Hurr 99 Project No. 430 Flight No. 23 Flight ID: 991015N
 SED Crew: Goldstein, Hall, Lino Mission: Ferry
 Pre-Flight: 1730 Z Take-Off: 1806/2006 Z Landing: 1846/2238 Z

SYSTEM			Pre-Flight Check	In-Flight	Post-Flight Check		
N A V	IRS #1		✓ <u>P</u>				
	IRS #2		✓ <u>P</u>				
	IRS #3		✓ <u>P</u>				
	GPS Honeywell #1		✓ <u>P</u>				
	GPS Honeywell #2		✓ <u>P</u>				
	GPS Collins		✓ <u>P</u>		Off? ☐		
	Nose Radar -Collins		✓ <u>P</u>		Off? ☐		
T E M P	Time	Temp °C			Time	Temp °C	
	Temp #1	1745	34.1	<u>P</u> ✓		2241	30.7
	Temp #2		40.4	<u>P</u> ✓			32.4
	Temp #3		33.5	<u>P</u> ✓			29.2
	Temp #4		44.3	<u>P</u> ✓			31.5
	DP Left		17.9	<u>P</u> ✓	Cal. Time:		23.1
	DP Right	✓	18.6	<u>P</u> ✓	Cal. Time:	↓	23.0
P R E S S	Attack Angle (ADCAOA)		<u>P</u> ✓				
	Slip Angle (BPx/DxPx)		<u>P</u> ✓				
	Differential (PQ1/PQ2)		<u>P</u> ✓				
	Absolute (PS1/PS2)		<u>P</u> ✓				
	Check Radome Press. Lines ☐	Date: 9/8/99					
S Y S T E M S	DOWN PRT-5 ⇒ Open? ☐	Not USED			Closed? ☐		
	MADS (WINDS/DISCWIN)		<u>P</u> ✓		# DATs: 1		
	MADS Printer ⇒ Paper? ☒		<u>P</u> ✓		Printer Power off? ☒ <u>P</u>		
	MADS Cal. Date:	QC time: 1955 <u>P</u>			QC time: 2239		
	WINDS ⇒ NET BCAST ☒		<u>P</u> ✓				
	HAPS System / Time set? ☒		<u>P</u> ✓		# Msg: — # Fail: —		
	AVAPS System		<u>N/A</u>				
	K2 Printer ⇒ Paper? ☒		<u>P</u> ✓		Printer Power off? ☒ <u>P</u>		
	Exterior Walk Around ☒		✓ <u>P</u>				
M I S C	Inspect DropSonde Chute Bolts		✓ <u>P</u>				
	Satcom (Flight Phone) ☒		<u>N/A</u>		Off CB? ☒		
	Call COMSAT? ☐ (*292#)		—				
	FCU/UPS/CB	CB's Checked? ☒ <u>P</u>			UPS off? ☒		
	AVAPS Sondes	# On Board: 120	# Dropped: —	# Good: —			
	AXBT	# On Board: —	# Dropped: —	# Good: —			
	APN-232 Altimeter	✓ <u>P</u>					
Modem Power On? ☒	✓ <u>P</u>						

1	DAT Tape #1	On: 1954 <u>P</u>	Type: 4mm <u>DL60M</u>	Off: 2243 <u>P</u>
2	DAT Tape #2	On:	Type:	Off:
Comments:				