

MAP 991030H1

MAP Gap Flow (morning)

991030H1 NOAA-42

<u>Sensor or system</u>	<u>Number or Name</u>
INE	2
Accelerometer	2
Temperature Probe	1
Dew Point Probe	1
Altitude (for vertical wind)	Pressure Altitude
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO2992.CON

Notes:

Inertial Navigation System #2 was corrected using good GPS fixes during the flight.

Wind data may be highly degraded when the pitch is ± 10 degrees and/or when the roll is ± 30 degrees. Wind speed has an estimated error of ± 2.5 m/s in turns and wind direction can exceed 10 degrees in turns.

The APN-232 Radar Altimeter was selected for this flight. The APN-159 radar altimeter failed completely for the first half hour of the flight, and performed sporadically throughout the flight.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	954.0	953.0
Corrected tower pressure	1005.0	1000.0

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: Jack Parrish, (813) 828-3310 ext. 3077.

MAP 991030H2

MAP Gap Flow (Afternoon)

991030H2 NOAA-42

<u>Sensor or system</u>	<u>Number or Name</u>
INE	2
Accelerometer	2
Temperature Probe	1
Dew Point Probe	1
Altitude (for vertical wind)	Pressure Altitude
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO2992.CON

Notes:

Inertial Navigation System #2 was corrected using good GPS fixes during the flight.

Wind data may be highly degraded when the pitch is ± 10 degrees and/or when then roll is ± 30 degrees. Wind speed has an estimated error of ± 2.5 m/s in turns and wind direction can exceed 10 degrees in turns.

RA-159 had a spike at takeoff and landing and was replaced by RA-232.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	950.0	951.0
Corrected tower pressure		

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.

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

FLT ID: 01030H1 & H2	FM: LOOI	TO: LOOI
FLT NO: 00-11	BLK IN: 1138/1606	ATA: 1133/1602
ETD: 9Z	DLK OUT: 0922/1305	RTD: 0928/1310
ETE: 2	DLK TIME: 2:16(2.3)/3:01(3.0)	FLT TIME: 2:05(2.1)/2:52(2.9)
SPONSOR ORG: MAF	PROGRAM: Dry-Mop	PURPOSE: GAF Flow #3

OAO PERSONNEL

AC Tennesen ✓	SYS ENG Lynch ✓
CP Kenul	DATA SYS Mc Namara
NAV Newman ✓	RADAR Capen ✓
FE Bast/Moore *	BT/ODW Hornbrook *
RADIO McFadden *	CLB PHYS Brady H2
FD Parrish	AMPLER Floyd H2

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
31 Ami, L. ✓		
Dance, L. *		
Pampel, J. *		
Shepherd, T. ✓		
Caberses, S. ✓		
Coppmaier, C. ✓	Visitor	Austrian TV
Bauer, E. *	"	
47		

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

Fly numerous legs thru Brenner Pass
 PSBL 159 problem before T.O. - dead after T.O. - Fixed ~ 20 min later.
 2 flights today - different groups.
 * Only on H1 flight

H2 Flight

Marty Ralph
 Eugen Muller
 Luca Lombroso
 Alfred Ortner

105520 Green

Time	LAT	LONG	TK	WD	WS	PA	GA	TA	TD	SP	PS			
0922	47 15.6	11 21.2				503		13.6	9.8		954	BIK		
0928				280	7			12.2	9.4		954.5	OFF		
093830	47 17	11 24	169	220	14.3	3060	2584	2.5	-8.3	923	702	10K	Pass 1	0945
094830	47 04	11 28	348	167	21	2069	2073	9.4	-1.8	896	786	7K	Pass 2	0952
095530	47 13	11 25	167	186	21.1	2399	1374	4.4	-6.9	865	739	8K	Pass 3	1001
100230	46 54	11 26	155	170	6.5	1921	900	7.5	0.5	888	807	6.5	4.5K	100825
101240	47 15	11 24	173	204	7.5	1909	1157	11.8	-2.4	913	804	4.5	6.5-5K	101915
102030	46 55	11 27	353	180	7.5	2073	975	7.0	-0.6	865.9	789	7.5	5.5K	102630
103045	47 14	11 24	173	160	16	1790	960	13.5	-2.5	911	817	2.7	6K	103730
103854	46 55	11 27	7	154	21	1694	329	14.8	1.6	905	867	2.8	5K	104435
105120	47 14	11 24	224	215	19	2699	1830	5.1	-6.1	887	729	2.9	9K	105720
105945	46 53	11 25	222	220	13.4	1629	635	10.0	1.3	901	833	4.0	11K	110605
110030	47 14	11 23	164	148	31.6	1819	519	15.7	0.8	908	862	4.1	4.5K	111750
111940	46 54	11 26	20	230	14	1768	558	9.7	0.5	900	818	4.2	1.5-4K	112530
1133											953	On		
1138	47 15	11 21										In		
1305	47 15.5	11 21.2				540		18.1	10.3		950	Out		
1310				270	10			18.1	9.6		950.4	OFF		
1313	47 17.5	11 07.7	288	230	6.5	2330	1814	8.8	-5.4	945	748	1.0	12K	
131915	47 17	11 22	158	250	18	3007	3004	3.0	-10.0	925	649	2.1	12K	132530
132145	46 54	11 26	18	190	9	2082	1010	9.3	0.7	896	787	2.2	7K	133540
134330	47 26	11 23	164	255	28	4223	2450	-8.0	-14.4	934	599	2.3	14K	1350
1353	46 53	11 25	26	175	14	2394	1493	4.8	-0.1	899	757	2.4	8K	135830
140235	47 13	11 24	152	170	29	1848	992	12.9	-3.7	899	812	2.5	6K	141000
141130	46 54	11 26	11	201	9	1672	569	10.4	1.8	886	823	2.6	5.5K	141735
142225	47 15	11 23	151	237	16	2715	2001	5.9	-7.6	913	725	2.7	9K	14285
143100	46 54	11 26	12	196	15	1715	463	10.6	1.5	854	826	2.8	5.7-4.5K	1437
144246	47 14	11 23	145	235	21	3035	2237	2.7	-8.7	925	698	2.9	10K	144830
145200	46 53	11 25	25	200	14.6	2088	2189	7.1	0.3	905	786	3.0	7K	145805
150325	47 14	11 23	155	243	23.7	3326	2520	0.6	-8.7	910.9	672	3.1	11K	150855
151210	46 55	11 26	14	209	11	1717	612	9.0	2.2	881	822	3.2	5.7-4.5K	151580

[illegible]

INS PERFORMANCE	
INS 1	INS 2
BEGIN ALIGN TIME	0939 0939
ALIGN STATUS (0-5)	1 1
END NAV TIME	1600 / 1600
START NAV TIME	1300 / 1300
DELTA T	1300 1300

TERMINAL ERRORS	
INS 1	INS 2
DELTA LAT	-2.0
DELTA LON	-7.5
RGS	1
RADIAL ERROR	5

[illegible]

POSITION REPORT

[illegible]