

MAP 991104H

Wet-MAP

991104H NOAA-42

<u>Sensor or system</u>	<u>Number or Name</u>
INE	2
Accelerometer	2
Temperature Probe	2
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. Patched the RA-159 instrument with RA-232 from 1245-1315Z, and 1434-1500z.

JW Liquid Water instrument baselined between -0.6 and -0.8 gm/m**3 on this flight.

Wingtip dynamic pressure failed from 1200-1250z, and 1315-1420z.

Early calibration spike in Wetbulb Temperature Sensor 2 was corrected using DW1.

The TA radar failed after 1320z.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	954.7	952.0
Corrected tower pressure	1022.8	1020.5

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.

FLT ID: 991104N	FM: LOWI	TO: LOWI
FLT NO: 00-13	BLK IN: 1532	ATA: 1528
ETD:	BLK OUT: 0952	RTD: 095940 (1006)
ETE:	BLK TIME: 5:40 (5.7)	FLT TIME: 5:28 (5.5)
SPONSOR ORG: MAP	PROGRAM: Wet-MAP	PURPOSE:

OAO PERSONNEL

AC TEODESEN ✓	SYS ENG LYNN ✓
CP KENDU	DATA SYS McNAMARA ✓
NAV DENMAN ✓	RADAR CARPENTER ✓
FE BASO ✓	DT/ODW HOBBS ✓
RADIO	CLD PHYS
FD PARRISH ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
SMULL, B. ✓	P.T.	
JOHNSON, D. ✓	RADAR	
SHEPARD, J. ✓	RADAR	
GOCKE, S. ✓	PMS	
BLAHAK, U. ✓	VIS.	
SAUERBRID, W. ✓	↓	
CHIMADI, B. ✓		

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

1022.8
 270.18
 9.1/5.8 30.11
 954.8 1020.5
 266/7.8 200/4
 SP 952.6 SP 950
 W 265/4
 12.1/6.8
 951.7

Flew 4 boxes W SW of Milan. Mission delayed due to
 TA Rad pass after 1320Z. ceiling, thru ATC.

991104N Wet-MNP

Time	LAT	LONG	TK	WD	WS	PA	GA	TA	TD	SP	PS			
0952						499		9.8	6.2		9547			
1002	47 45	112.4	301	105	14.8	1664	1063	4.5	1.1	927.5	8123	1		Block out
101330	46 57	112.7	188	164	13.8	5209	4016	-16.4	-20.3	881	526	-		
102200	46 29	10 58	237	153	20	5621	3339	-19.4	-31.6	761	493			1013 Box #2
104030	45 45	9 32	255	126	23.3	5796	5426	-21.2	-25	990	485	P7		Start Box 1
105130	45 33	8 20	295	111	23	5498	5361	-19.5	-23.1	993	505	P8		
105645	45 54	8.8	~	133	24	5500	3541	-19.2	-20.7	902	505	P9		
1109	46 07	9 21	~	162	25	5500	4369	-19.9	-25.5	856	505	P10		
111430	45 45	9 28	~											
1123	CAL	102600	TO	Box	2									
112640	45 22	8 47	~	104	27	5192	5101	-16.9	-18.0	999	538	P12		↓ to 15K
112930	45 30	8 05	~	113	18	4591	4354	-13.3	-13.5	978	520	P13		
1139	46	8 43	~	152	20.5	4365	4224	-11.1	-19.3	985	596	P14		↓ to 11K
114415	45 46	9 01	~	147	17	3371	3138	-4.6	-8.3	980.5	668	P14		
115315	45 21	8 24	~	122	27	3371	3306	-5.4	-4.9	1002.2	668.9	P12		
115700	45 30	8 06	~	109	19	3370	3167	-5.6	-5.4	986	669	P13		
120630	45 59	8 45	~	152	20.8	3370	2897	-5.0	-5.1	936	669	P14		
121115	45 47	9 00	~	134	21	3369	3124	-5.3	-4.2	976	669	P11		
122005	45 21	8 24	~	112	20.7	3372	3204	-5.4	-5.5	1001.8	668	P12		
122330	45 30	8 08	~	120	22.2	3372	3168	-5.6	-5.7	985.9	669	P13		
1233	45 56	8 46	4 wind	to	new	Box	#3							
12440	45 22	9 9	143	130	21.7	3370	3346	-5.4	-6.0	1006.7	668.7	P17		
124745	45 10	9 18	237	135	24	3367	3375	-4.6	-7.0	1011.0	668.7	P16		
12580	44 46	8 26	322	148	19	3368	3310	-5.5	-5.1	995.7	668.9	P15		
130140	44 58	8 16	~	153	17.2	3370	3175	-5.2	-4.6	991.7	668.5	P18		
131155	45 20	9 05	~	139	21.7	3371	3340	-5.4	-7.3	1000.6	669	P17		
131540	45 34	8 54	~	133	22.3	3368	3250	-5.4	-6.2	987	669	P20		
1324	P19	10400	PROBLEMS	↑	to 18K	to	get done							
132930	45 30	8 08	P8	5712	NO RADAR									
133415	45 54	8 06	72	117	72	5482	3553	-19.6	-20.4	802	505.9	P9		
134725	46 08	9 24	~	172	25.6	5487	4466	-18.7	-20.7	818	506	P10		
135340	P7	→ 60	to	to do	a d-o-r			135	8 4					
140915	44 51	8 53	193	164	45	7381	7192	-33.5	-60.0					
142454	43 45	8 30	193	185	45.8	7378	7470	-34.4	-44.3	1030	389	Drop 1		
143130	↓													
1436	C/M	cell												
144030	44 28	9 32	22	179	34.9	4581	3364	-11.9	-28.6	876	571	Over Hwy E of line		
1459	45 52	10 29	38	182	18.2	4897	3990	-13.5	-26.8	816.9	542.9			
151730	47 11	11 53	52	234	6.2	4145	2715	-9.1	-9.9	894	620	↓ to fuel		
1532						523		13.3	6.3		952			

DESTINATION

MISSION

Newman

Tennessee

PARISH

φ800

56 NOV 7

RESET #2
DURING
APPROACH

PAGE OF

FIX TYPES
(G) - GPS (I) - INS (R) - RADIO (V) - VISUAL (C) - CELESTIAL (D) - DR

(G) - GPS (I) - INS (R) - RADIO (V) - VISUAL (C) - CELESTIAL (D) - DR

[illegible]

