

U.S. Dep't. of Commerce / NMAO / NOAA / Aircraft Operations Center

FLT ID: 080204H	From: KPDX	To: KPDX
Flt No: 08 - 011	In: 0325 Z	On: 0319 Z
ETD: 1800 Z	Out: 1808 Z (9.3)	Off: 1817 Z (9.0)
ETE: 10 + hrs	Blk Time: 9hr + 17min Hrs	Flt Time: 9hr + 2min Hrs
Sponsoring Org: NCEP	Program: WINTER STORMS	Purpose: TRACK 60

AOC Flight Crew

Aircraft Commander: GIRIMONTE	Data System: PEEK
Co-Pilot: NEWMAN /	AVAPS: SMITH
Navigator: GALLAGHER /	System Engineer:
Flight Eng: BAST /	AA: ROGERS
Flight Director: DAMIANO / ALMEIDA	AA:
Avionics: NAEHER	Crew Chief:

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation

Remarks (Storm Name, Mission ID, Recco Times, Fix Times)

Storm Name:

Mission ID: 09 WSE TRACK 60

20 drops

Recco Times

4535

12235

TT2 out at

2028Z

Fix #

Fix Time

NO LF

NO J-W

U.S. DEPT OF COMMERCE / NMAO / NOAA / AIRCRAFT OPERATIONS CENTER

FLT ID: 080204 H	TIME OFF: 1817 Z	TIME ON: 0319 Z
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	A/C - Takeoff	WX Station - Takeoff	A/C - Land	WX Station - Land
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Pressure	1025.0	30.29 = 1024.6	1026.5	30.34 = 1026.3
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ATIS - Takeoff	1753 Z 190.05 10SM 04/02 30.29			
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ATIS - Land	0253 Z calm 10SM 05/03 30.34			
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Data Source	Number	Data Disposition / Date / Quality
Flight Level Tapes		
Radar Tapes		
Cloud Physics Tapes / Cds		
Video Tapes/DVDs		
Dropsondes	22	Good: 20 Bad: 2
AXBT		
AXCP		
AXCTD		
SONOBUOY		

REMARKS:

4
2

N42RF
Variable Checkoff List

Flight: 080204H

1817
2719

Latitude

☒ latash (deg)
Ashtech GPS Latitude
☒ lati1 (deg)
Inertial 1 Latitude
☒ lati2 (deg)
Inertial 2 Latitude

Longitude

☒ lonash (deg)
Ashtech GPS Long.
☒ loni1 (deg)
Inertial 1 Longitude
☒ loni2 (deg)
Inertial 2 Longitude

Track/Heading

☒ tk (deg)
Track
☒ hdgi1 (deg)
Inertial1 heading
☒ hdgi2 (deg)
Inertial2 heading

Altitude

☒ altash (meters)
Ashtech GPS Altitude
☒ alti1 (meters)
Inertial 1 Altitude (GPS
aided)
☒ alti2 (meters)
HG9550 Radar Altitude
(rounded)
☒ pa1 (meters)
Pressure Altitude
(Not QC'd)
☒ ra159 (meters)
ra159 Radar Altitude

☒ pa (meters)
QC'd pressure altitude
☒ ga (meters)
geopotential altitude
☒ ht (meters)
Height of Standard
Pressure Surface
☒ dv (meters)
D-Value
☒ ra232 (meters)
HG9550 Radar
Altitude

Create Track Map

psw psf	pgw pqf1* pqf2	ine1 ine2
tt1 tt2	tdm1 tdm2* tdm3	acci1 acci2
pa1 *ra159 ra232	Notes: ra232 = HG9550	

* denotes default/typical selection

based on
gsu/vi2
more stable

Roll

☒ rolli1 (deg)
Inertial 1 roll
☒ rolli2 (deg)
Inertial 2 roll

Pitch

☒ ptchi1 (deg)
Inertial 1 pitch
☒ ptchi2 (deg)
Inertial 2 pitch

Accelerometer

☒ acci1 (m/s2)
Inertial 1 Vertical
Acceleration
☒ acci2 (m/s2)
Inertial 2 Vertical
Acceleration

Air Temperature

☒ ta (°C)
Ambient Air Temperature
☒ ta1 (°C)
Ambient Air Temp. #1
(not QC'd)
☒ ta2 (°C)
Ambient Air Temp. #2
(not QC'd)

☒ tn (°K)
Total Ambient Temp.
☒ tt1 (°C)
Rosemount Total
Temp1 FWD
☒ tt2 (°C)
Rosemount Total
Temp2 AFT

Sea Surface Temperature

☒ prt5_down (°C)
Heitronics KT-19.85II
Down SST Radiom.
(under 1,500')
☒ axbt1 (°C)
AXBT1 Temperature
☒ axbt2 (°C)
AXBT2 Temperature
☒ axbt3 (°C)
AXBT3 Temperature

182339 - 182626 - All 3 Td's seem to cold balance
or something. Corrid Tdm 1

204701 - 224701 - Tdm 2 balancing

231701 - 003201 All 3 Td's deviate, - Tdm 1 matches drops
dropped in that time frame

Tdm 2 seems to fluctuate $\rightarrow$ Tdm 1

uw3 centered ≈ 0.5 %

N42RF
Variable Checkoff List

Flight: 080204H

Dewpoint Temperature

☒ td (°C) vs ee
Dewpoint Temperature
☒ td1 (°C)
derived dew point #1
(not QC'd)
☒ td2 (°C)
derived dew point #2
(not QC'd)
☒ td3 (°C)
derived dew point #3
(not QC'd)

☒ tdm1 (°C)
General Eastern
Dewpt Measurement
☒ tdm2 (°C)
Edgetech Vigilant
Dewpt Measurement
☒ tdm3 (°C)
Edgetech/Maycomm
Dewpt Measurement

Potential/Virtual Temperature

thetaE1 (°K)
Equivalent Potential
Temp (not QC'd)
☒ pt (°K)
Calc'd Potential
Temperature
☒ et (°K)
Calc'd Equivalent
Potential Temp
tv (°K)
Calc'd Virtual
Temperature

Liquid Water Content

lwciw (g/m³)
Johnson-Williams-
Liquid H2O content
wvssii (x)
Maycomm Inst. WVSS-
II
klwc (volts)
King Liquid Water
Content

Humidity

☒ rh (%)
Calc'd Relative
Humidity
rh1 (%)
Relative Humidity
(not QC'd)

Mixing Ratio

☒ amr (grams)
Calc'd Mixing Ratio
☒ gm ()
Calc'd Ratio of
Specific Heat

Wind Direction

☒ wd (deg)
Wind Direction
☒ wdi1 (deg)
Inertial 1 Wind
Direction (not QC'd)
☒ wdi2 (deg)
Inertial 2 Wind
Direction (not QC'd)

Wind Speed

☒ ws (m/s)
Wind Speed
☒ ws1 (m/s)
Inertial 1 Wind Speed
(not QC'd)
☒ ws2 (m/s)
Inertial 2 Wind Speed
(not QC'd)

Tangential/Radial/Diff'l Wind

☒ utan (m/s)
Calc'd Tangential
Wind
☒ urad (m/s)
Calc'd Radial Wind
dwing (m/s)
Differential Wind
Velocity

Horizontal Wind Speed

uw1 (m/s)
X-Component
Horizontal Wind
uw2 (m/s)
Y-Component
Horizontal Wind

Vertical Wind Speed

☒ uw3 (m/s)
Calc'd Vertical Wind
dpj_wz (m/s)
David P Jorgensen
Calc'd Vertical Wind

Relative Wind Speed

ur1 (m/s)
X-Component
Relative Wind
ur2 (m/s)
Y-Component
Relative Wind

sp: red - w/psf corr. as usual
blue - no corrections at all
yell - psf offset of 2.5
orange - psf selected

sp: psf corr. vs no psf corr

where psf has no fluxes in it

+ sub'd into psf $\Rightarrow$ get smoother ans.

where psf has fluxes + best line

was used $\Rightarrow$ still fluxes sp but to less degree.

N42RF
Variable Checkoff List

Flight: 080204H

Sea Level Pressure

☒ sp (mb)
Extrapolated Sea Level
Pressure

Vapor Pressure

☒ ee (mb) vs Td
Calc'd Vapor Pressure

Saturation Vapor Pressure

☒ ew (mb)
Calc'd Saturation
Vapor Pressure

Dynamic Pressure

☒ pqf1 (mb)
Rosemount Fuselage
Dynamic Pressure 1
☒ pqf2 (mb)
Rosemount Fuselage
Dynamic Pressure 2
☒ pqr (mb)
Rosemount Radome
Dynamic Pressure

☒ pq (mb)
Corrected Dynamic
Pressure
☒ pqaf (mb)
Rosemount Fuselage
Dynamic Attack Pressure
☒ ptr (mb)
Rosemount Total
Radome Pressure

Dynamic Sideslip Pressure

☒ pqs (mb)
Rosemount Fuselage
Dynamic Sideslip
☒ pqw (mb)
Rosemount Wingtip
Dynamic Pressure

Static Pressure

☒ ps (mb)
Corrected Static
Pressure
☒ psf (mb)
Rosemount Fuselage
Static Pressure
☒ psw (mb)
Rosemount Wingtip
Static Pressure

Differential Attack Pressure

☒ pda (mb)
Rosemount Fuselage
Diff'l Attack Pressure
☒ pdar (mb)
Rosemount Radome
Diff'l Attack Pressure

Differential Sideslip Pressure

☒ pds (mb)
Rosemount Fuselage
Diff'l Sideslip Press.
☒ pdsr (mb)
Rosemount Radome
Diff'l Sideslip Press.

Drift Angle

☒ da (deg)
Calculated Drift Angle
☐ dai1 (deg)
Inertial 1 Drift Angle
☐ dai2 (deg)
Inertial 2 Drift Angle

Slip Angle

☒ sa (deg)
Calculated Slip Angle
☒ sai (deg)
Calculated Inertial Slip
Angle

Attack Angle

☒ aa (deg)
Attack Angle
☒ aai (deg)
Calculated Inertial
Attack Angle

N42RF
Variable Checkoff List

Flight: 080204H

Ground Speed

☒ gs (m/s)
Calc'd Ground Speed

☒ gsi1 (m/s)
Inertial 1 Ground Speed

☒ gsi2 (m/s)
Inertial 2 Ground Speed

☐ ui1 (m/s)
Calc'd X-Direction
Horiz. Ground Spd

☒ gsui1 (m/s)
Inertial 1 East/West
Ground Speed

☒ gsui2 (m/s)
Inertial 2 East/West
Ground Speed

☐ ui2 (m/s)
Calc'd Y-Direction
Horiz. Ground Spd

☒ gsvi1 (m/s)
Inertial 1 North/South
Ground Speed

☒ gsvi2 (m/s)
Inertial 2 North/South
Ground Speed

Vertical Ground Speed

☐ ui3 (m/s)
Calc'd Vertical Ground
Speed

☐ dpj_wgs (m/s)
David P Jorgensen
Calc'd Vert Grnd Spd

Vertical Air Speed

☐ ur3 (m/s)
Calc'd Vertical Air
Speed

☐ dpj_was (m/s)
David P Jorgensen
Calc'd Vert Air Spd

Vertical Speed

☒ vsi1 (m/s)
Inertial 1 Vertical
Speed

☒ vsi2 (m/s)
Inertial 2 Vertical
Speed

Horizontal Air Speed

☐ ias (kts)
Indicated Air Speed
(not QC'd)

☒ tasc (m/s)
Calc'd Wingtip True Air
Speed

☐ tas1 (m/s)
True Air Speed
(not QC'd)

☒ tasm (m/s)
Calc'd Fuselage True
Air Speed

Mach Number

☒ ama ()
Calc'd Mach Number

Data Gaps: 185210 - 185221
 192130 192141
 204550 204601
 205810 205821
 210250 210301
 211240 211251
 213000 213011
 221200 221211
 233230 233241
 021230 021241
 030630 030641

Lonash spikes @ 000641 - 000643
 002931 - 002933
 220738 - 220740
 023041 - 023043
 Gal59 on @ 181909

~~off @ 031828?~~

Sub 232 - 7159 181701 -
 ✓ 181909

acci spike 001854 - 001857 corr'd #2

gsu/vi2 seems more stable than #1

pal spikes
 related to
 psf spikes

~~190931~~ ✓ 191011
~~192454~~ ✓ 192541
~~192649~~ ✓ 192705
~~194110~~ ✓ 194208

192022 ✓ 192026
~~201734~~ ✓ 201831
~~204632~~ ✓ 204814
~~211307~~ ✓ 211348

201728 - 201832
 diff. 2.04

Similarly pda1 is
 noisier than pda2

195832 ✓ 195902
~~201732~~ ✓ 201832

214011 ✓ 214056
~~220647~~ ✓ 220817

222649 ✓ 222827

223144 ✓ 223243

225810 ✓ 225926

~~232005~~ ✓ 232209

232705 ✓ 232749

~~233447~~ ✓ 233849

~~234823~~ - 234949?

235156 ✓ 235244

001323 ✓ 001417

~~001913~~ - 002157

002807 ✓ 002847

004531 ✓ 004613

010208 ✓ 010345

010533 ✓ 010622

011923 ✓ 012003

~~013458~~ - 013553

013822 ✓ 013902

021122 ✓ 021335

021612 ✓ 021625

~~022609~~ - 022722

~~024232~~ - 024302

015805 ✓ 015855

HF 6673
10057

566-

N49RF AOC GPS Dropwindsonde Log

Flight ID 080204 H Flight Director DAVIDIAN / ALMEIDA Page 1 of 1

Mission ID 09WSE Storm TRACK60

Drop#	Sonde ID#	Time (UTC)	Lat (°N)	Lon (°W)	Sfc Pres mb	WX Cond.	Comments	OB #	SatComm Failure	Send Time (UTC)
1	061229105	190921	45.30	126.43	1027.5	OVC 6W	KWGC 112454	1		1926
2	061229094	194237	46.07	129.30	1025.1	FF	KWGC 112454			
3	061229036	194415	46.11	129.35	1024.7	OVC 8W	KWGC 115849	2		2000
4	053716329	201644	47.39	131.35	1021.3	OVC 8W	KWGC 122921	3		2030
5	061229017	204450	48.15	134.06	1019.6	OVC 8W	KWGC 122921			
6	061229056	204646	48.18	134.15	1020.0	OVC 8W	KWGC 122921	4		2100
7	054626124	211138	48.48	136.36	1017.0	OVC	KWGC 132620	5		2128
8	061229104	213754	49.18	139.06	1013.2	OVC 8W	KWGC 140650	6		2201
9	061229088	220532	49.42	141.45	1007.6	OVC 8W	KWGC 141832	7		2219
10	054626085	223117	50.03	144.24	1000.4	OVC	KWGC 144354	8		2244
11	054626205	225652	50.06	147.06	1002.2	OVC	KWGC 160248	9		
12	054626235	232515	48.51	149.00	1006.1	OVC 8W	KWGC 161229	10		
13	054626081	234912	47.10	147.59			KWGC 161707	11		0017
14	061229058	000747	47.00	145.29	1001.6	OVC 8W	KWGC 164639	12		0047
15	061229001	002635	46.42	142.59	1007.1	OVC 8W	KWGC 164639	23		0047
16	060416064	004429	46.24	140.30	1012.6	OVC	KWGC 170215	14		0102
17	061229100	010056	46.18	138.00	1017.7	OVC 8W	KWGC 171933	15		0119
18	061229006	011753	46.03	135.30	1021.2	OVC 8W	KWGC 173610	16		0136
19	061229055	013458	45.48	133.00	1023.1	OVC 8W	KWGC 175518	17		0155
20	061229082	015241	44.54	130.52	1025.3	OVC	KWGC 180500	18		0205
21	060416063	021051	44.08	128.39	1027.4	OVC	KWGC 182154	19		0222
22	054626090	022545	43.29	126.46	1028.5	OVC 8W	KWGC 183824	20		0236

re-cent w/
last obs
0145

N42RF AOC GPS Dropwindsonde Log

Flight ID: 080204#

Flight Director: Damiana / Alondra

Mission ID: 09WSE

Track #: P 60

Pg 1 of [illegible]

N42RF AVAPS DROP LOG

Project: Winter Storms

Mission : #2

Flight ID: 080204H

Launcher S/N:

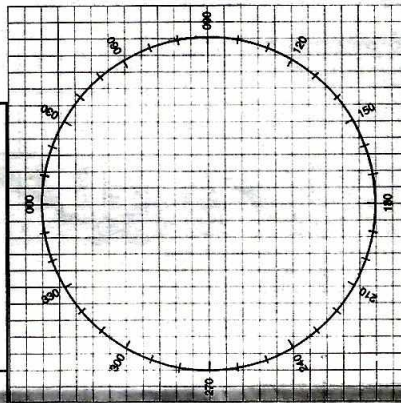
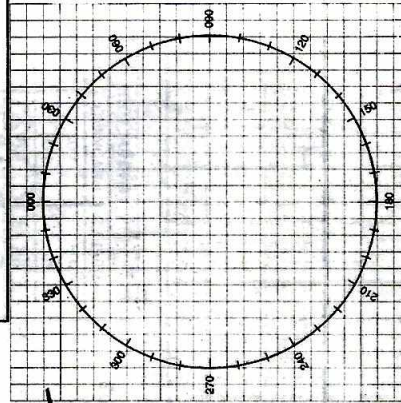
Take Off:

Landing :

Flt Dir :

Project : WINTER		Mission : STC-1		Filt Dir :		Launcher Chn.			
Take Off :		Landing :							
Drop #	Sonde Serial #	Rcvr #	Press Offset	Launch Time	Wind s Time	\$\$	DropT ech	Comments	Good ✓
1	061 229 105	1	-5	1909	φ	NWS	DAN		✓
2	061 229 094	1	-5	1942	φ			fast fall	
3	061 229 036	2	-8	1944	φ				✓
4	053 716 329	1	φ	2016	φ			fast fall	✓
5	061 229 017	1	φ	2044	φ				✓
6	061 229 056	2	φ	2046	φ				✓
7	054 626 124	1	-9	2111	φ				✓
8	061 229 104	1	φ	2137	φ				✓
9	061 229 088	1	φ	2205	φ				✓
10	054 626 083	1	φ	2231	φ				✓
11	054 626 205	1	φ	2256	φ			No L/D	✓
12	054 626 235	1	φ	2325	φ				✓
13	054 626 081	1	φ	2349	φ				✓
14	061 229 058	1	φ	0007	2080				✓
15	061 229 001	1	φ	0026	φ				✓
16	060 416 064	1	φ	0044	φ				✓
17	061 229 100	1	-6	0100	φ				✓
18	061 229 006	1	φ	0117	φ				✓
19	061 229 055	1	φ	0134	φ				✓
20	061 229 082	1	φ	0152	φ				✓
21	060 416 063	1	φ	0210	φ				✓
22	054 626 090	1	φ	0225	φ				✓
							</		

120

[illegible]

TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	MH	VAR +E=>	TH	DR +R=>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
1801	1308	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1802	1309	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1803	1310	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1804	1311	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1805	1312	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1806	1313	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1807	1314	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1808	1315	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1809	1316	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1810	1317	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1811	1318	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1812	1319	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1813	1320	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1814	1321	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1815	1322	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1816	1323	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1817	1324	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1818	1325	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1819	1326	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1820	1327	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1821	1328	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1822	1329	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1823	1330	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1824	1331	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1825	1332	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1826	1333	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1827	1334	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1828	1335	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1829	1336	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1830	1337	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1831	1338	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1832	1339	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1833	1340	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1834	1341	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1835	1342	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1836	1343	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1837	1344	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1838	1345	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1839	1346	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1840	1347	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1841	1348	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002	127	+30	1855	
1842	1349	45-42.6 123-21.2	45-42.6 123-21.2	-	45-42.6 123-21.2	-	264	176	28	14	267	244	335	65	F180	274	5002				

POSITION REPORT

6. NEXT POSITION

EMERGENCY MESSAGE

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