

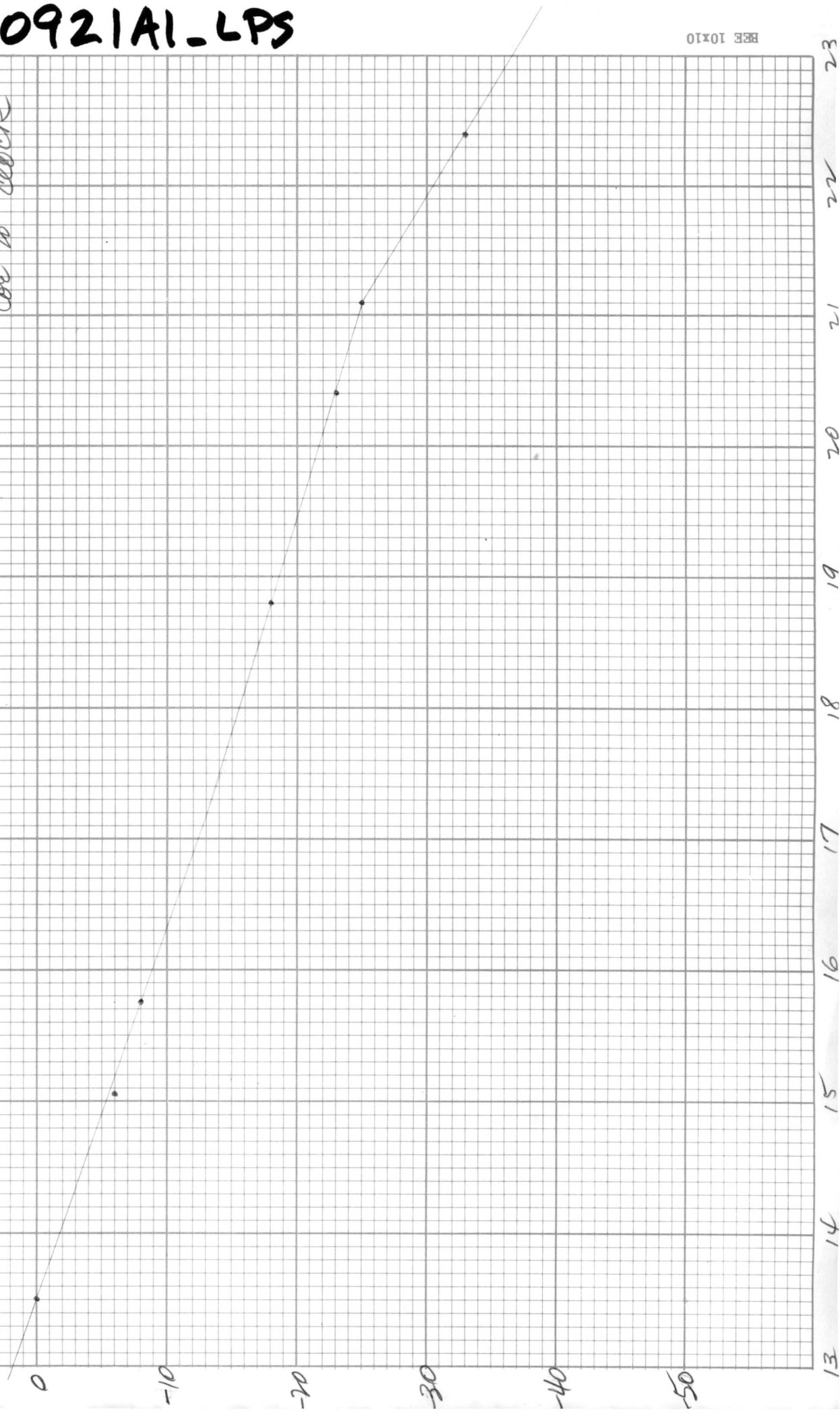
19730921A1-LPS

BEE 10x10

130921A1

AVG -30

Cor to clock



730921A1

HURC ELLEN
w/ Lewis, Pearce,
H. Senn, Dammann

1337 Bermuda Wx: ovc ASAC,
scld cu w/ a few shwrs.
cu base 18hnd

1340 T. O.

V.S. Altimeter zeroed on gnd
Sea Sfc 27° at 1K off BDA

134830 on tp small cu clog at 25hnd;
Brks in AS abd; sfc wind < 12

AVQ 30 operating perfectly;
No vortex tmps, rose mount
only. Lvlg

1402 ~~still clog~~ at 6K, bright
sunshine thru hole in vr
ovc ASAC, scld cu

1407 3244 6315

267/5

1050

lvl at 62 hnd.

^{0 +3}
1421 3253 6218 3253 6221 302/2 6250 090°

1422 thru a cld vrfly; wx contg to
cls; brkn ASAC, sctd cu only
to our lvl

1423 thru another cld

1434 3305 6129 3305 6132 310/8 6250 089°
-4 +2

1454 3331 6014 3327 6016 313/9 6250 084°
Few ci, sctd cu tps 6K

[41C Dptd 211437Z fm BDA]
-4 +8

1508 3349 5922 3345 5930 324/8 6250 084°
Few ci, sctd cu, few tps 10K.

[Fuel til 2240Z]

1519 3404 5842 3400 5850 304/9 6250 084°

-4 +8

1536 34255735 34215743 290/9 6250 087°

Incrg cldns, multi lyrs ahd;
but still setd ci, ~~OV~~ cu blo.

1545 34375658 3433 5706 316/12 6250 088°

-~~ci~~ abv, ~~OV~~ se blo

1555 34485618 3444 5626 315/20 6250 087°

Stm vsbl abt 200 mis on

AVQ 30

1556 turned to 094° based on
radar position

1605 34555535 3451 5543 315/34 6250 094°

1609 In cld, lgt, ^{to very lgt} turbc, rain

1610 Bgnq lit down in ^{+ out of} cld + rain
but mostly in cld.

1618 35045439 3500 5447 308/43 4000 082°

Still in + out of cld + rain

[BTN lyrs 26 hnd 1624Z]

1625 80 mis fm cntr

[1600Z 36.5 52.9 cntr fm
satellite]

-4+8
1627 Jul at 15 hnd in cld
only out

1629 3516 5350 3512 5358 300/55 1900 080°

[CLD base 800 ragged, 1500 ovc

1636 3524 5324 3520 5332 291/61 2300 065°

[CLD base mostly bto 1500 1640Z]

1642 1st picture of sea spc 70KT

1645 → In eye

→ 3542 5256 3538 5248 300/24

1649 3547 5254 3543 5246 170/16

1653 In heavy rain, midt + nrb
MAX wind mc 120 KT

Solid ovc.

1658 2nd picture 80KT

1700 Only out of solid
ovc

CNTR 3550 5300
WAS -4 +8

3546 5308

964
mB

1707 Turning at pt 2

1710 on outer leg winds
still 70 KTS, lgt to
mkt turb

[Endurance to 2335Z]

41C Cntr

1721Z 3540 5235W

1727 Hdq fm Pt 3 to Cntr
winds only 40KT

1730 Clb bases still mostly
blo A/C (15 hnd)

abt 40 mis fm cntr

1737 clb base 1500

1738 3rd picture 35KT

1739 send 15 hnd; 5K over

~~1740 4th picture 40KT~~ NG

1741 clb base blo A/C

1742 2 mins to breaks
out in eye; in wall

1744 5th picture 4OKT

1746 → In eye

↳ 3605 5235 plus??

174730 Lowest pres

1755 In solid old since
log eye; old bases Ro A/c
41c culer

17562 3540 5228

1807 OLD base only 1500
but still mostly blo A/c

1820 Hazy old base 18 hnd
only sand blo 15 hnd

1842 old base 5K sand 2K
only 15 hnd.

1849 OLD base 7K

1855 3/16 5139

233/41 1700 185°

1907 at 5 hnd for sea spc

1928 " " " ; hazy ; hi ovc
w/ thin spots.

1942 3318 3308

222/25 500 256°

hi - ⊕ + hazy

~~2119Z~~ 41C Cntr
3616 5210

2044 3252 5642

234/10 6250 285°

Add cu tps to 20K ; add ci

2154 Foil off

Landed 2254 Z

730921A

162540 - 190220 1770'

Wind max: 164100 292/79

min: 164850 098/7

max: 165350 176/119

max: 174240 044/48

min: 174730 091/0

max: 175150 223/98

190510 - 195640 360'

730921A1

REFLVL's

(Chgs from Mean)

134000 360. +14.3 Auto

13440⁷~~3~~ 1770. +11.513481⁹~~7~~ 3240. +8.613531⁶~~3~~ 4780. +5.51358³¹~~29~~ 6400. +2.31612³⁹~~45~~ 4780. +5.516180⁵~~7~~ 3240. +8.6 ✓16235⁶~~5~~ 1770. +11.5 Card (maybe S.B. a ltl later)20080⁰⁰~~58~~ 3240. +8.6 Auto20025⁰~~0~~ 4780. +5.520053⁸~~8~~ 6400. +2.3

223453 4780. +5.5

223635 3240. +8.6

223756 1770. +11.5

225243 360. +14.3

730921A1

TAS fm Mean ^{CVAR}_{CTAS fm NHRL-OTL}

730921A1

of cases

(124)
005(use 1/2 due to
prgm error)card
#

TH

DF

GS

TS

of obs.

Angle

01 Δ 073.5 Δ -28.1 Δ 163.6

(38) 174.9 Δ 41

(170330)

02 277.2 +8.9 239.8

178.0 41 +22.0 (171220)

03 296.5 -7.5 228.4

192.8 51 (172150)

04 130.9 +10.6 168.8

185.4 51 +14.6 (172940)

05 197.7 -11.4 119.2

167.1 61 (182950)

06 019.0 +5.8 214.1

167.5 31 +3.0 (183250)

07 019.5 +4.2 236.0

186.0 31 (183400)

08 174.8 -14.9 135.1

171.7 61 +1.0 (183830)

09 164.2 -13.3 155.0

175.1 61 (185950)

10 252.1 +9.4 155.7

190.7 51 -1.9 (190340)

730921A1

TAS

Dist 2 = E6147

FLIGHT 730921A1

	(16)	(26)	(30)	(40)	(49)
730921A1	1703301	20	1712201	20	NO
{	1721501	25	1729401	25	}
	1829501		1832501	15	
	1834001	15	1838301		
	1859501		1903401	25	

END

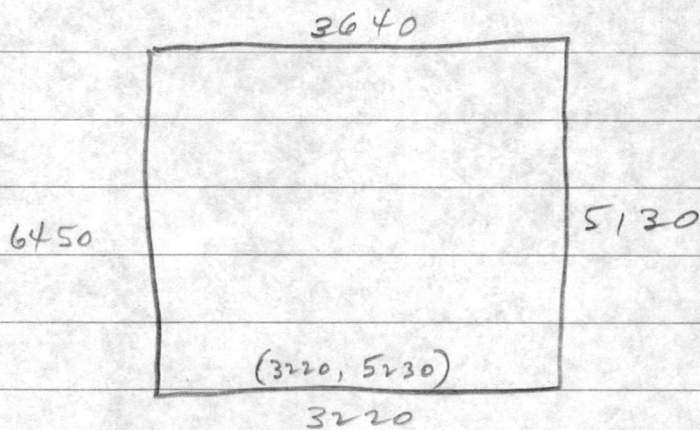
730921A1

HRZ-LA

Disk 2 = E6147

1340³⁰~~22~~1 - 2254⁰⁰~~25~~1

10/inch



$$\begin{array}{r} 4120 \\ 60 \\ \hline 240 \\ 20 \\ \hline 260 \end{array}$$

730921A1

RFN

Disk 2 = E6147

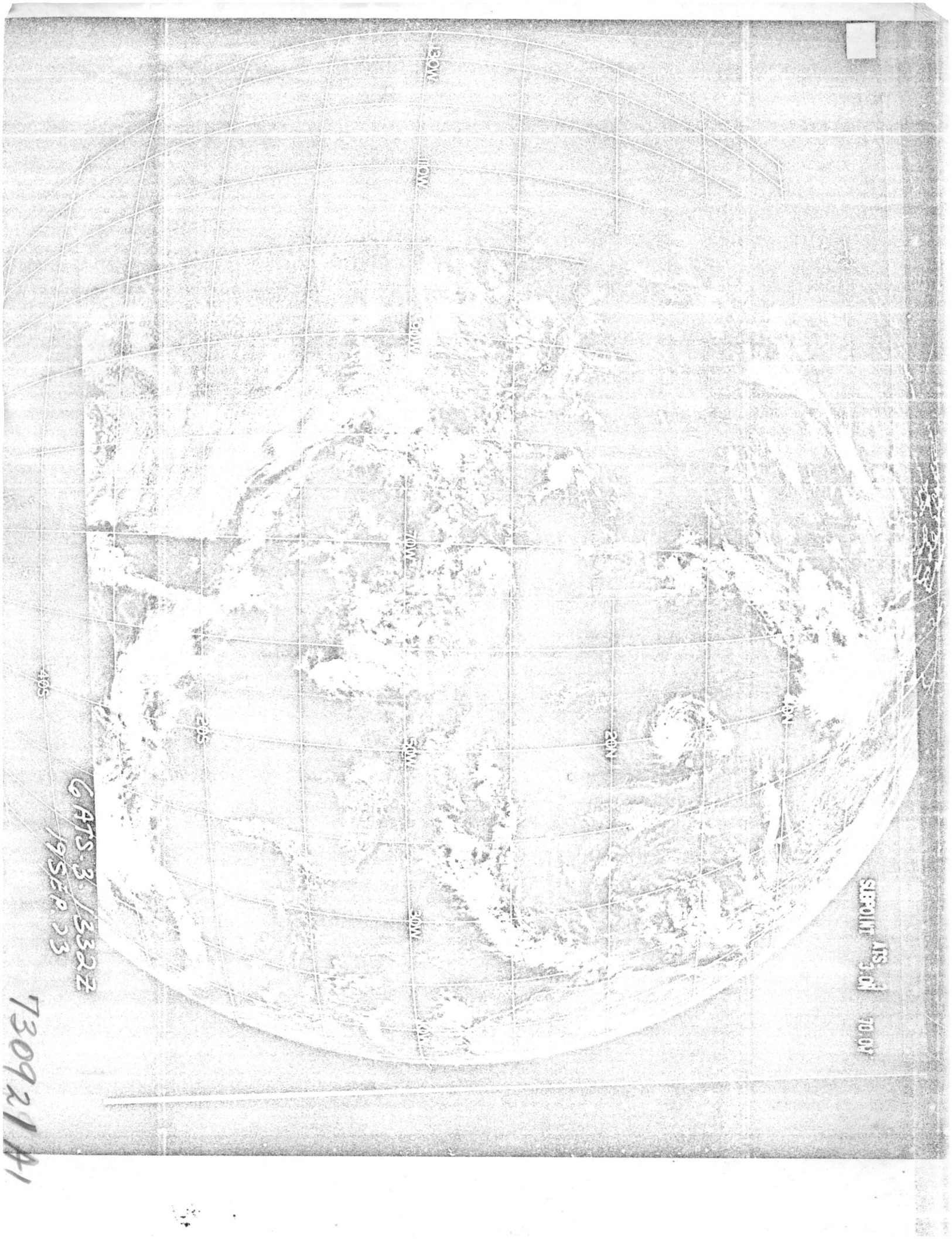
Deck ready Dec 5/73

730921A1 contd

TIME	1757531	MCQN	+ 00 00 340
	1757551		+ 350
	1805521		+ 360
	1813391		+ 390
	1822441		+ 400
	1847141		+ 410
	1847561		+ 420
	1849431		+ 430
	2001261		+ 440
	2011231		+ 450
	2011241		+ 470
	2011251		+ 480
	2018561		+ 1150
	2019051		+ 1240
	2028511		+ 6060
	2043131		+ 6160
	2043301		+ 6230
	2044001		+ 7382
	2044011		+ 7374
	2044021		+ 7366
	2044031		+ 17510
	2059301		+ 17580
	2208181		+ 17590
	2208451		+ 18000
	2218011		+ 18010

730921A1 contd

TIME	2218091	MCQN	+	00 18020
	2224481		+	18030
	2225121		+	18040



SUPPLT ATIS 3.01 70.01

6 ATIS-3.1332Z
19 SEP 73

730921A1

NHRL 6 ELLEN

PAGE 1 OF 1

DATA TIME CORR'N SHEET NOAA/RFF

730921APP

FLT ID

21 Sep '73

DATE

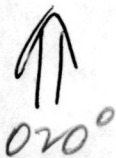
ORIGINAL DIGITAL TIME (Z)	CLOCK TIME	TIME CORR'N	CORRECT DIGITAL TIME (Z)	ORIGINAL COUNT	COUNTER CORR'N	CORRECT COUNT
134000Z	134001.8	± 0	134000Z	0000	± 0	0000
140000Z	140002	± 0	140000Z	1200	± 0	1200
143000Z	143002.8	± 0	143000Z	3000	± 0	3000
150000Z	150003.2	± 0	150000Z	4800	± 0	4800
153000Z	153004	± 0	153000Z	6600	± 0	6600
160000Z	160004.8	± 0	160000Z	8400	± 0	8400
163000Z	163005	± 0	163000Z	10200	± 0	10200
170000Z	170005.5	± 0	170000Z	12000	± 0	12000
173000Z	173005	± 0	173000Z	13800	± 0	13800
180000Z	175825	± 0	180000Z	15600	± 0	15600
183000Z	182825	± 0	183000Z	17400	± 0	17400
190000Z	185825	± 0	190000Z	19200	± 0	19200
193000Z	192825.8	± 0	193000Z	21000	± 0	21000
200000Z	195826	± 0	200000Z	22800	± 0	22800
203000Z	202826.5	± 0	203000Z	24600	± 0	24600
210000Z	205826.8	± 0	210000Z	26400	± 0	26400
213000Z	212827.2	± 0	213000Z	28200	± 0	28200
220000Z	215828	± 0	220000Z	30000	± 0	30000
223000Z	222828	± 0	223000Z	31800	± 0	31800
224000Z	223828.8	± 0	224000Z	32400	± 0	32400
Note * SEE REVERSE SIDE						

730921A1

1340 - 2254

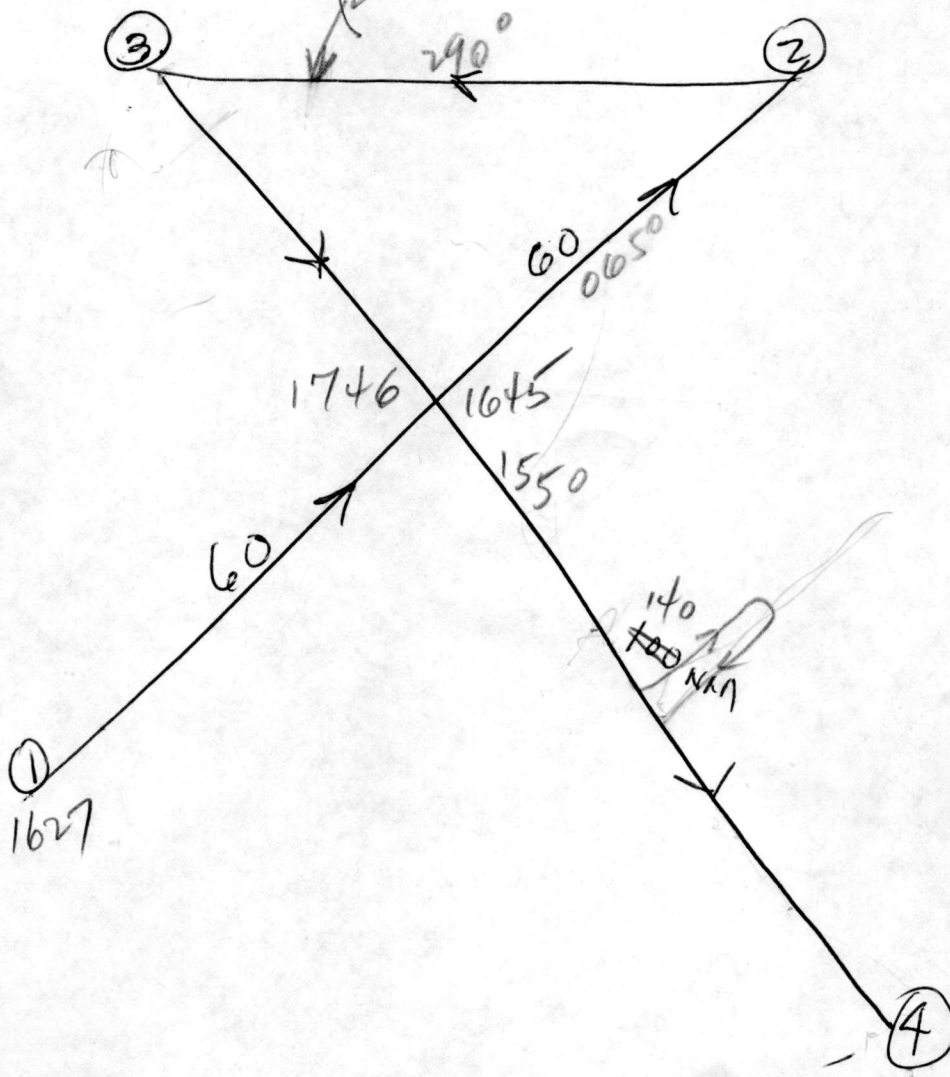
730921A1

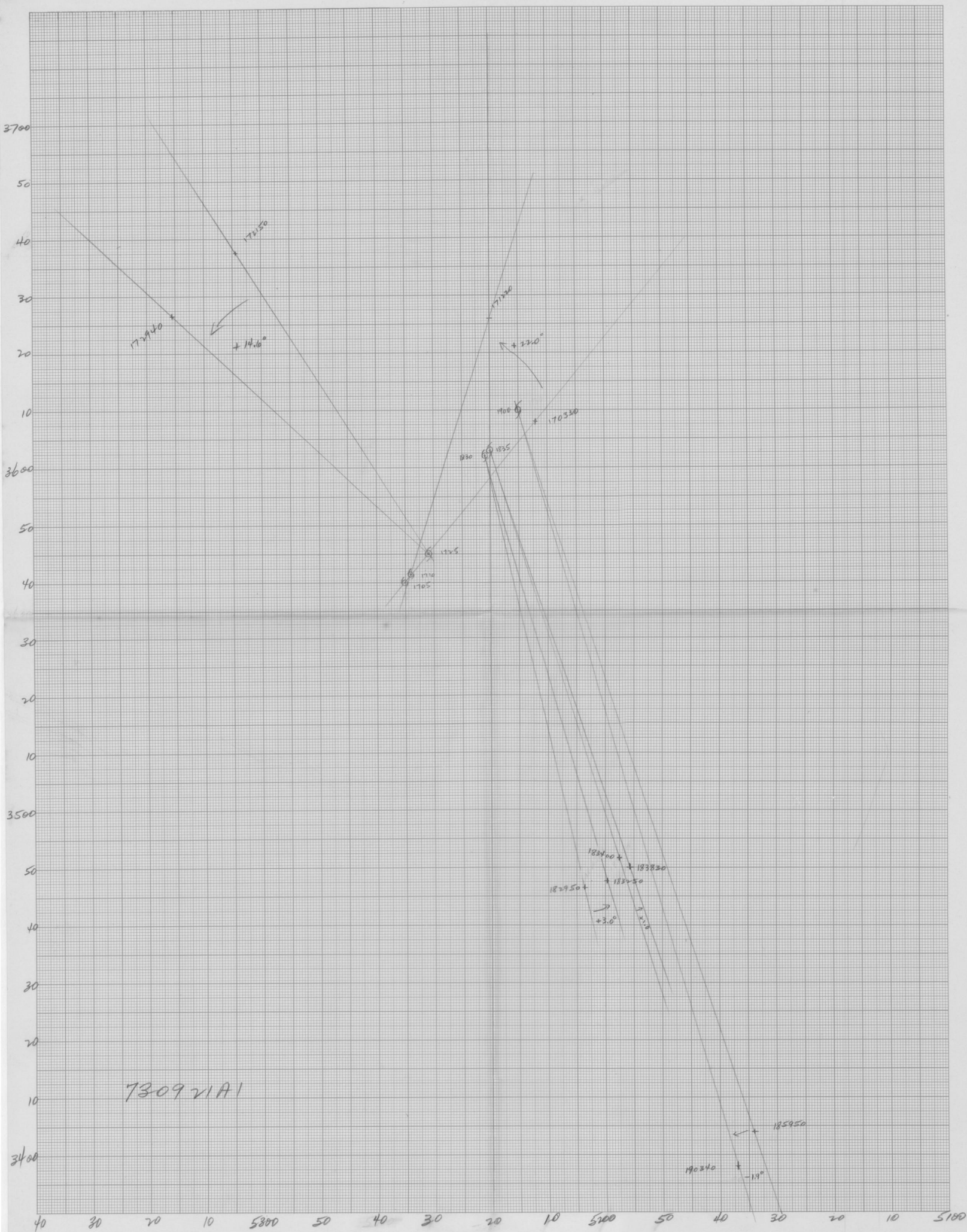
STM MVMT



DC-6

(END of foil)
290°





730921A1

TAS AND DRIFT ANGLE CON DETERMINATION *for Mean*

Run: Dec 10/73

FLIGHT IDENTIFICATION 730921A1

NUMBER OF CASES 5

01 073.5 -28.1 163.6 174.9 41
02 277.2 +08.9 239.8 178.0 41 +11.0
GS1= 163.60 GS2= 239.80
TAS1= 174.90 TAS2= 178.00

WIND 1 WIND 2
MEASURED 141.9 82.9 151.4 69.6
CORRECTED 148.4 78.1 148.4 78.1
TURN NUMBER 1 TAS CON = -9.322 DRIFT ANGLE CON = .663

03 296.5 -07.5 228.4 192.8 51
04 130.9 +10.6 168.8 185.4 51 +7.3
GS1= 228.40 GS2= 168.80
TAS1= 192.80 TAS2= 185.40

WIND 1 WIND 2
MEASURED 74.9 45.0 87.6 36.7
CORRECTED 83.7 41.4 83.7 41.4
TURN NUMBER 2 TAS CON = -216 DRIFT ANGLE CON = 1.867

05 197.7 -11.4 119.2 167.1 61
06 019.0 +05.8 214.1 167.5 31 +1.5
GS1= 119.20 GS2= 214.10
TAS1= 167.10 TAS2= 167.50

WIND 1 WIND 2
MEASURED 222.8 55.5 227.4 50.4
CORRECTED 224.8 52.9 224.8 52.9
TURN NUMBER 3 TAS CON = -3.232 DRIFT ANGLE CON = -.279

07 019.5 +04.2 236.0 186.0 31
08 174.8 -14.9 135.1 171.7 61 +0.5
GS1= 236.00 GS2= 135.10
TAS1= 186.00 TAS2= 171.70

WIND 1 WIND 2
MEASURED 218.8 52.3 216.0 53.8
CORRECTED 217.2 53.3 217.2 53.3
TURN NUMBER 4 TAS CON = -1.341 DRIFT ANGLE CON = -.248

09 164.2 -13.3 155.0 175.1 61
10 252.1 +09.4 155.7 190.7 51 -1.0
GS1= 155.00 GS2= 155.70
TAS1= 175.10 TAS2= 190.70

WIND 1 WIND 2
MEASURED 219.9 43.1 215.6 45.0
CORRECTED 218.4 45.7 218.4 45.7
TURN NUMBER 5 TAS CON = 2.073 DRIFT ANGLE CON = -.542

AVG. TAS. COR. = -2.407 AVG. DFT. COR. = .292

$$\begin{array}{r} 3 \overline{) -2.5} \\ -0.833 \end{array}$$

$$\begin{array}{r} 3 \overline{) -1.069} \\ -0.356 \end{array}$$

