

19810817I1-FDIR

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RFC-1 WORK FORM
(7-76)U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
RESEARCH FACILITIES CENTER
MIAMI, FLORIDA

AIRCRAFT

N43RF

FLIGHT NO.

33-81

FLIGHT ID

810817I

DATE

AUG 17 1981

FLIGHT LOG

TAKE OFF (City or airport)

MIA

LAND (City or airport)

MIA

ALTITUDE

1500

PURPOSE

RECON T.S. DENNIS

PROPOSED TAKEOFF TIME:

102

PROPOSED FLIGHT DURATION:

9 HRS

TIME IN:

1915

TIME ON:

1905

TIME OUT:

1015

TIME OFF:

1024

BLK. TIME:

9.0

FLIGHT TIME:

8:41

FLIGHT PERSONNEL

OPERATIONS CREW

SCIENTIFIC CREW

VISITORS

TURNER

HAYDU

JARVI

FENNELL

NOBLE

DARBY

WILLOUGHBY

SOUKUP

NELSON

PARADIS

GRIFFIN

TOM CHAY

CICIRELLI

GOLDSTEIN R, BLACK

PROPOSED MISSION

RECON AT 1500'

ACTUAL MISSION AND REMARKS

CENTER OVER LAND, THUS
NO FIX MADE.

DATA COLLECTED AND REMARKS

1 slow (RFC)
2 fast (SAIL)2 PSM (NHRL)
8 radar (NHRL)

1

1206

#1
CH5

152 810817 I

TIME	TK	LA	LO	RA	PA	TA	TD	WD	WS	SP	INF	SST
101330		OUT										
102403		OFF										
1035	137	25.4	29.7	440	526	24.5	21.9	182	26.2	1000	PA 1012.5	
1040	135	25.1	29.6	445	527	24.9	19.9	190	21	000	SFC 35	
1047	271	25.0	29.8	440	526	24.5	22.5	190	20	000		
1051	271	25.0	30.1	437	526	24.4	21.1	190	21	999	27.9	
1054												
1100	271	25.0	30.7	439	538	25	22	220	13	998		
1105	271	25.0	31.0	432	537	25	23	220	11	998		
1109	271	25.0	31.3	443	546	25	22	250	12	998		
1110	271	25.00	31.4	441	545	25	22	255	11	997		
1112	271	25.0	31.5	439	546	25	23	270	10	997	DUE W	
1116	270	25.0	31.8	444	544	25	22	270	9	998		
1122	270	25.00	32.1	444	542	25	21	286	9	998	#2	
1124	270	25.00	32.3	445	543	25	23	288	10	998	28.4	
1129	360	25.1	32.5	443	541	25	22	300	9	998	28.0	
1134	360	25.45	32.5	442	541	24.5	23	300	8	998	28.3	
1139	360	25.7	32.5	438	539	25	20	310	9	998	28.5	
114	090	26.0	32.45	432	534	24.5	22.3	330	8	998		
HC		26.0	32.3	429	537	24	22	330	7	997		
1151		26.0	31.48	429	536	24	22	318	8	997		
GAP 158	011	26.3	31.9	445	554	23	22	350	8	997		
1223	151	25.1	31.2	449	519	25	23	260	8	001		
1230	090	25.0	30.8	451	517	25	22	280	11	002		
1235	090											
1245												
GAP												
UP WIND - 5030 - 5300 4-6'												
DOWN WIND - 5500 - 5730												
1313	359	26.2	29.5	154	216	26	23.6	160	18	004		
1319	359	26.6	29.5	152	215	26	23	180	13	004		
1324	186	26.6	29.5	152	212	25.3	24	170	17	004	- short	
1330	180	26.3	29.5	152	214	25	24	180	14	004	scat	
34	190	26.1	29.6	148	211	26	23	200	14	004		
38	190	25.8	29.6	145	212	26	23	200	17	004	28.1	
✓ with data on 1343 on 32 AR 12-16												
1343	190	25.6	29.7	143	213	25	24	190	15	004		
1350	195	25.2	29.7	145	210	25	24	200	12	004		
1355	257	25.0	29.8	449	494	24	23	180	15	004	#1 GS DA WINDS	
1358	257	25.0	30.1	444	493	24	22	200	18	004	#2 best	
max 1401	270	25.0	30.3	435	493	23	22	190	24	004	#2 best	
04	270	25.0	30.3	435	492	24	22	190	17	003	#2 best	
10	270	25.00	30.9	441	503	25	22	230	9	002	36.5	
14	274	25.00	31.2	443	504	25	22	240	9	002	27.3	
20	309	25.15	31.43	440	503	25	22	240	11	002		
23	326	25.35	31.5	436	502	25	23	260	11	002	28.4	
24	320	25.44	31.6	433	502	25	21	270	13	002	28.5	
27	325	25.5	31.6	433	502	25	22	280	12	002	28.3	
30	330	25.7	31.7	444	516	24	23	290	9	001		
33	330	25.85	31.8	442	516	24	23	300	9	001	28.6	46.5
35	329	26.0	31.9	444	515	24	22	310	11	001	west	
38	328	26.1	31.96	443	514	24	22	320	11	001	etc.	
40	330	26.2	32.0	443	514	24	22	320	12	001		
42	330	26.3	32.1	442	514	24	22	325	12	001		

1206

H2

TIME	TK	LA	LO	RA	PA	TA	TD	WD	WS	SP	INE	SSI
1443	329	26.4	82.1	444	515	24	21	330	12	002		28.2
144530	330	26.5	82.2	446	515	24	22	330	11	002		28.2
144730	329	26.6	82.3	448	515	24	21	335	11	002		28.2
144950												
1451		26.45	82.22					350	9		28	
1452	330	26.8	82.4	452	514	24	22	330	12	003		
1454	330	26.9	82.5	454	511	24	22	330	12	003		
1457	326	27.1	82.6	459	514	24	21	340	13	003		
1500	325	27.2	82.7	459	513	24	21	340	14	003		
02	325	27.3	82.8	459	513	24	21	350	14	003		
06	360	27.5	82.9	463	513	25	20	355	14	004		
10	360	27.75	82.9	463	511	24	22	360	15	004		
17	011	28.1	82.8	465	511	25	20	010	13	004	28.7	
19	003	28.3	82.9	467	511	24	21	020	13	005		
24	004	28.5	82.85	470	510	25	20	015	12	005	28.9	
30	359	28.9	82.85	474	511	24	22	030	9	005		
34	320	29.1	82.95	478	508	25	21	045	9	006		
3730	140	29.1	83.00	476	512	25	21	045	8	006	28.7	
3820												
155000	180	28.3	82.9	462	508	24	22	015	12	004	28.7	
		OMEGA in 52										
1555	180	27.9	82.9	460	508	25	22	008	13	004	28.9	
		OMEGA OFF 58										
1600	178	27.55	82.9	460	509	24	22	360	12	004		
03	150	27.4	82.8	459	507	24	22	360	10	004	29.0	
07	150	27.15	82.6	452	509	25	21	350	12	004	29.0	
13	150	26.8	82.4	450	508	25	22	340	13	003	28.9	
16	151	26.6	82.3	454	510	24	23	350	10	003		
20	150	26.4	82.2	443	508	25	21	340	13	002	28.6	
24	147	26.1	82.0	440	507	24	22	330	15	002	28.6	
27	151	25.9	81.9	439	507	25	21	325	15	002	28.8	
31	150	25.7	81.75	440	506	25	23	320	13	002		
35	150	25.45	81.6	440	506	23	23	300	14	002		
38	151	25.3	81.5	449	507	24	22	290	13	003		
41	151	25.1	81.35	450	508	25	22	275	9	003		
46	151	25.0	81.0	455	507	25	23	230	10	004		
53	090	25.1	80.5	460	508	23	22	205	20	004		
1706	010	25.5	79.8	148	206	27	23	200	18	005		
		170 6 start last										
11	010	25.9	79.7	147	207	26	23	190	20	005		
15	010	26.2	79.6	442	487	23	21	185	23	005		
19	352	26.5	79.5	438	488	23	20	185	26	004		
23	001	26.8	79.7	432	489	23	22	185	26	004		
		27.0	79.7					180	28	004		
33	341	27.5	79.8	432	487	25	20	170	16	004	track	
37	343	27.8	79.9	440	486	24	22	160	13	004	4 mile	
42	344	28.1	80.3	440	488	25	20	160	13	004		
46	344	28.4	80.1	445	489	23	22	153	13	005	west	
49	344	28.6	80.2	447	488	23	22	160	9	005		
52	341	28.8	80.3	450	499	23	22	155	8	005		
1800	165	28.44	80.15	446	489	24	22	160	11	005		
1818	155	27.5	79.7	432	488	23	22	160	11	004		
1827	178	27.0	79.5	433	490	23	21.5	170	20	004		
1832	177	26.8	79.5	435	491	24	21	180	21.5	003		
1835	176	26.6	79.5									

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A/C COMMANDER		NAVIGATOR		A/C NO.		MISSION NO.		TIME AIRBORNE		LOCATION		DATE		PROJ. NAME	
TURNER.		NELSON		N68A 43		810817				N25 48.3 W080 17.6		17 Aug 81		TS Dennis	
TIME OF ENTRY	POSITION	TYPE	INERTIAL POSITION		LAT LON COR'S	POSITION	LAT LON COR'S	REMARKS							
1013	N25 48.3 W080 17.6	4	N 25 46.8 W 080 19.9			N 25 46.8 W 080 19.9		BIR. Omega Star PF 278/276							
1023	N 25 48.0 W 080 18.0	4	N 25 47.8 W 080 18.3			N 25 47. W 080 18.3		T/O. Omega. cft.							
1057	N 25 00.5 W 080 32.3	2/7 4/9	N 25 01.1 W 080 30.6			N 25 00.7 W 080 31.9									
1234	N 25 00.5 W 080 32.0	2/7 4/9	N 25 00.8 W 080 32.1			N 25 00.7 W 080 33.3		TAVENIER OVER							
1312		10	N 26 08.4 W 079 29.4			N 26 08.6 W 079 29.4		PF 1 149 2 149							
1405	N 24 58.5 W 080 33.0	2/10	N 25 00.8 W 080 33.9			N 25 00.4 W 080 34.9		TAVENIER OVER PF HI 155 #2 155							
		11						NOTE Numerous Jumps (1-2nm) IN I-22. Unchecked							
1441	N 26 12.0 W 082 08.0	11	N 26 15.9 W 082 04.4			N 26 16.8 W 082 03.9		FMY 030/27 B8							
1505	N 27 24.0 W 083 04.5	11	N 27 26.7 W 082 54.8			N 27 27.6 W 082 52.2		SARASOTA. 270/24. PF 163 263							
1534.1/2	N 29 05.5 W 083 05.2	4	N 29 08.4 W 083 00.0			N 29 07.4 W 082 58.6		SEAHORSE. KEY LHE 1/2 nm ABEAM SBD Side 0.0 OF							
1617.3/4	N 26 26.0 W 082 18.5		N 26 30.5 W 082 17.0			N 26 30.0 W 082 16.8		1555 ON B070 / 25 1/2 FMY							
1622	N 26 10.0 W 082 08.5		N 26 13.7 W 082 06.6			N 26 13.1 W 082 06.5		B030 / 29 FMY PF 1/2 194 BOTH.							
SYS	BEGIN ALIGN TIME	NCS CONN	Ω AID	TIME OUT OF COARSE ELAPSE ALIGN POST TIME	ALIGN STS 0-5	(1) TIME INTO NAV.	(2) TIME OUT NAV.	Δ T (2)(1)	TERMINAL ERRORS						
									LAT	LONG	G S				
INS 1	0909	Y	?	-		1006	1915	9.1							
INS 2 or IMU	0909	Y	?	-		1006	1915	9.1							
ALIGN REMARKS :															
OTHER REMARKS :															
TYPE OF FIX : (1) DR (2) RADIO (3) CELESTIAL (4) VISUAL (5) LORAN (6) RADAR (7) DOPPLER (8) OMEGA (9) INERTIAL (10) OMEGA - INERTIAL															

[illegible]