

19820714I-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. 47-82	
				FLIGHT ID 820714I	
				DATE JULY 14, 1982	
TAKE OFF (City or airport) MIA		LAND (City or airport) MIA		ALTITUDE 500 7500 1000 2500	
PURPOSE SEA BREEZE FLT #1					
PROPOSED TAKEOFF TIME: 13Z			PROPOSED FLIGHT DURATION: 10HRS		
TIME IN: 2215			TIME ON: 220804		
TIME OUT: 1300			TIME OFF: 131547		
BLK. TIME: 9.3			FLIGHT TIME:		
FLIGHT PERSONNEL					
OPERATIONS CREW		SCIENTIFIC CREW		NHRL (6) VISITORS	
GUNNOE	RICCI	HAYDU	SCHRICKER	BURPEE	MARKS
NOBLE	FLEURY	PARADIS		BELLE	PARRISH
MANDELKERN		GOLDSTEIN		R. BLACK	
COX		STONE		JORGENSEN	
PROPOSED MISSION see enclosed plans					
ACTUAL MISSION AND REMARKS as planned					
DATA COLLECTED AND REMARKS 1 SLOW					
2 P/O					
10 RADAR					
3 DOPPLER					
2 PMS					
N-2					
T-1					
AV-2					

A/C COMMANDER	NAVIGATOR	A/C NO.	MISSION NO.	TIME AIRBORNE	LOCATION	DATE	PROJ. NAME
Gunnar	Cox	43	#1	13 15 47	ma	820714	Sea Breeze

TIME OF ENTRY	POSITION	TYPE	INERTIAL #/ POSITION	LAT LON COR'S	#2 POSITION	LAT LON COR'S	REMARKS
1249	25-48.3 080-17.6		25-48.3 080-17.5	0 +0.1	25-48.3 080-17.6	0	Ramp.
1325			26-1				Switch to #2 #1 Status 075 #2 " 036
1342			26-15.3 081-48.7		26-15.4 081-48.8		ov coast.
1359			26-15.4 081-48.0		26-15.5 081-48.1		ov coast
1400							Switch to INE #1 #1 status 072 #2 045
1416			26-15.2 081-48.1		26-15.2 081-48.2		ov Coast
1446			26-15.6 081-48.1		26-15.6 081-48.1		ov Coast
1510			26-14.5 081-47.8		26-15.2 081-48.1		ov Coast (2)
							174 / 22 6
							308 / 32 28

SYS	BEGIN ALIGN TIME	NCS CONN	Ω AID	TIME OUT OF COARSE	ALIGN STS 0-5	(1) TIME INTO NAV.	(2) TIME OUT NAV.	Δ T (2)(1)	TERMINAL ERRORS		
				ELAPSE ALIGN POST TIME					LAT	LONG	G S
INS 1					5	1234					
INS 2 or IMU					✓	✓					

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

8962

TIME OF ENTRY	POSITION	TYPE	INERTIAL POSITION	LAT LON COR'S	POSITION	LAT LON COR'S	REMARKS
							170 24 325 10
	26-15.0 081-25.0		up dated		position		IP update
	26-13.0 081-24.5		26-16.6 081-24.4		26-12.2 081-23.7		314/33
1651	26-15 081-25		26-15.2 081-25.3	-0.2 -0.3	26-15.0 081-25.0	0	IP update
							wing #1 #2 decoupled!
1700			26-14.7 081-48.4		26-14.4 081-48.0		on Coast
1734			26-16.6 081-49.8		26-14.6 081-46.9		on Coast
1750	26-15.0 081-25.0		26-09.0 081-23.9		26-14.9 081-23.8		IP update (INE# 2Bitter)
1743	26-14.0 081-45.0		26-12.4 081-46.0		26-14.7 081-41.6		340/22 switch
1755							1755 to Syst 2
1756			26-15.5 081-49.2		26-14.5 081-47.3		coast
	26-11.8 082-00.5		26-13.2 082-05.7		26-12.3 082-00.7		020/25 Fmy
1810	26-15.0 081-25.0		wing #2				IP update
1814	11		26-15.3 081-23.5		26-14.5 081-24.5		IP ✓
1833			26-14.8 081-24.2		26-14.3 081-24.7		IP update
1902	26-15 081-25		26-15.3 081-24.2		26-14.8 081-24.0		IP
1921	11		26-15.2 081-24.4		26-14.6 081-24.6		IP
	26-15.2 081-41.2		26-15.3 081-40.1		26-13.9 081-41.0		335/22 Fmy

A/C COMMANDER		NAVIGATOR		A/C NO.		MISSION NO.		TIME AIRBORNE		LOCATION		DATE		PROJ. NAME	
Gunnle		Cot		43		1						820714		Seabee	
TIME OF ENTRY	POSITION	TYPE	INERTIAL POSITION		LAT LON COR'S		POSITION	LAT LON COR'S		REMARKS					
	220804									Land					
	N25-48.3 W080-17.6		N25-50.6 - 2.3 W080-13.3 + 4.3		N25-46.2 + 2.1 W080-16.1 + 1.5					Ramp					
	13.3		0				1								
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					5	1234	22 14	9.7	+2.3	+4.3	0				
INS 2 or IMU					✓	✓	✓	✓	+2.1	+1.5	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															

Revised Sea-breeze Experiment - July 1982

Initial alert: Noon EDT one day before experiment

Updated alert: 7:30 a.m. day of experiment

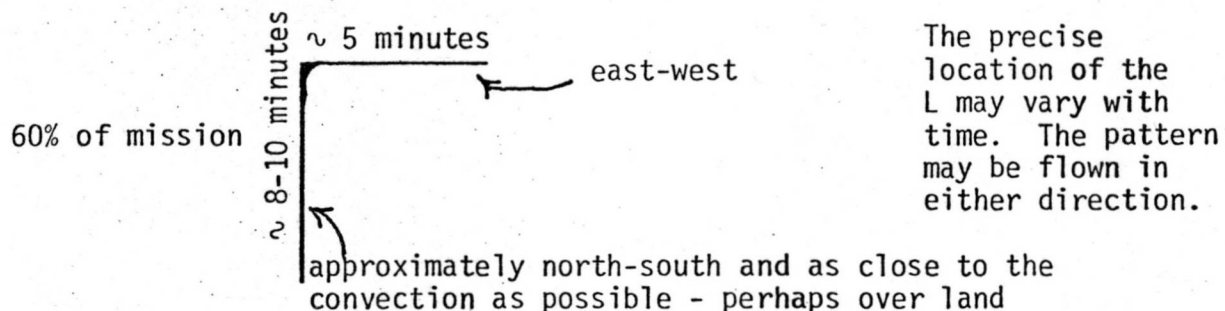
Final go decision: 11:00 a.m.-1:30 p.m. day of experiment

Location of experiment: Naples area

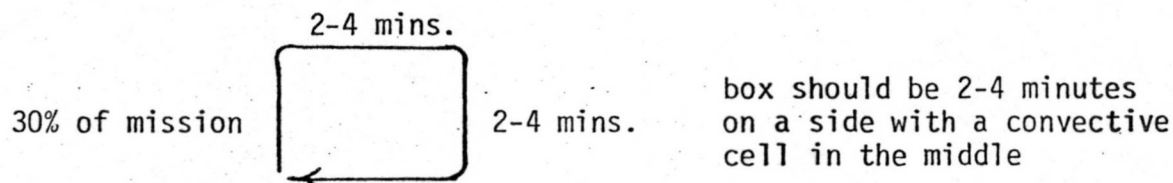
Maximum duration of flight: about five hours

There will be three basic patterns. The lead project scientist (Jorgensen) will decide the sequence of the patterns in consultation with the flight director.

1. L-shaped pattern (VFR at 1,000 ft.)



2. Box pattern (VFR at 1,000 ft. or IFR at 3,000 ft.)



3. Line pattern down convection (penetration - IFR maximum possible altitude)

10% of mission

will be flown near the end of the mission with the Doppler pointing downward, repeat if time permits.

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160° track

TIME	LAT	LONG	TK	WD	WS	RA	PA	TA	TD	SST	PS	FWZ
④												
162300	26 25	81 48	270	42	5.0	146	136	28.4	21.2	40.8	996	2.1
162713	197-203											
		163000	-163555	run down coast for Doppler								
		163700	-164205	run up the coast " "								
		202-208										
		2nd leg at 1000'	TK 090									
164530	26 24	81 72	87.4	78	4.8	304	290	27.4	18.7	33.7	999.0	-1.2
16 4910	207-212											
		3rd leg at 2500'	TK 270									
165430	26 25	81 45	270	36	5.1	769	731	23	17.3	35.1	998.5	-0.5
		PS flick										
		216-218										
		climb to 7K	level at 7K	170555								
		heading down coast for Doppler done										
		with down coast run at 170850										
		Doppler run up coast	171020	-171520								
		4th leg at 7000'	TK 090									
171700	26 25	81 84	89.5	99	4.6	2232	2124	13.2	5.8	26.6	78260.5	
		descend to 500'										
		172730	level at 500'									
⑤												
		1st leg 500'	TK 270									
172830	26 24	81 48	270	31	5.1	136	138	29.0	19.5	33.0	997.0	-0.6
		207-213										
		2nd leg 1000'	TK 090									
174030	26 21	81 85	95	70	5.5	300	286	28.1	18.1	37.6	998.8	-0.8
		205-208										
		3rd leg 2500'	TK 270									
175130	26 14	81 45	268.6	35	4.5	779	744	23.2	18.4	32.3	996.9	-0.3
		207-212										
		4th leg 7000'	TK 090									
		180200	-181000									
		225-229										
180450	26 23	81 75	88.5	82	5.6	2204	2107	13.8	5.6	34.5	784.5	0.1
		descend to 500'										
		181410	level at 500'									
⑥												
		1st leg 500'	TK 270									
181530	26 24	81 49	269	15	5.4	140	141	30.0	19.4	39.5	996.0	1.5
		right camera malif										
		right camera with downwind										
		working camera										
		203-208										
		2nd leg 1000'	TK 090									
		182450	-183320									
		208-213										
182740	26 23	81 76	89	65	4.6	301	291	28.4	18.0	38.9	998.3	-1.6
		3rd leg 2500'	TK 270									
183800	26 24	81 43	270.6	008	2.8	800	763	23.4	18.5	34.9	925.2	-0.5
		208-212										
		4th leg 7000'	TK 090									
		184930	-185730									
		220-224										
185050	26 24	81 83	89	90	5.6	2260	2153	14.3	3.7	27.0	799.0	0.5
		descend to 500'										
		190140	level at 500'									

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(0)

TIME	LAT	LONG	TK	WD	WS	RA	PA	TA	TD	SST	PS	FWE
(7)												
190250	26 24	81 48	TK 270	270	3.0	190140	140	29.9	18.8	40.9	9860	-1.2
	204-207		TK 090	1000'		191320						
191530	26 24	81 79	TK 270	2500'	5.0	192510	140	29.0	18.2	34.4	9776	-1.2
192730	26 24	81 57	TK 270	11.3	5.3	193715	140	24.0	17.7	32.8	9237	-0.3
	203-206		TK 090	7000'		193715						
193840	26 24	81 85	TK 270	78	6.4	200130	140	29.1	17.7	40.5	9780	2.6
	descend to 500' level at 500'											
(8)												
195030	26 23	81 46	TK 270	25	3.6	194945	140	29.3	19.3	39.5	9757	1.2
	202-205		TK 270	1000'		200130						
200530	26 23	81 68	TK 270	88.5	5.6	200290	140	29.1	17.7	40.5	9780	2.6
	205-208		TK 090	2500'		201400						
201640	26 23	81 60	TK 270	25	5.5	202555	140	24.4	17.4	35.8	9244	-0.5
	209-213		TK 270	7000'		202555						
202950	26 23	81 67	TK 270	91	3.7	203820	140	29.2	17.4	34.2	9944	0.3
	224-227											
	descend to 500' level at 500'											
	at J.P. 203820											
(9)												
203900	26 23	81 45	TK 270	87	5.0	204605	140	29.2	17.4	34.2	9944	0.3
	211-216											
	Mend L											
	204700-204900		TK 270	330/5	205	325/5	204					
	205000-205200		TK 180	300/5	204	310/5	205					
	205340-205540		TK 360	360/5	203	350/3	205					
	205640-205840		TK 090	320/2.5	203	330/2.4	201					
210140	26 23	81 84	TK 090	070	3.0	210000	140	29.6	19.0	36.7	9726	-1.2
	205-207		TK 270	2500'		211300						
211750	26 23	81 73	TK 270	17	6.0	211753	140	25	18	36.6	9248	-1.0
	205-207											
	Climb to 7000 and take 180 for down coast Dappler level at 212320 - 212900											
	run up the coast for Dappler											
	213130-213710											
	4th run TK 090 7000 214030-214600											
214230	26 22	81 66	TK 090	86	110	2209	2130	13.6	9.8	28.7	7829	0.5