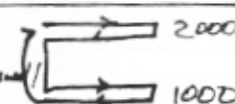


13.4  
103.1

<b>RFF-10 WORK FORM</b> (8-72) U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION RESEARCH FLIGHT FACILITY MIAMI, FLORIDA		<b>AIRCRAFT</b> N42RF		
		<b>FLIGHT NO.</b> 4-84		
		<b>FLIGHT ID</b> 831013H		
		<b>DATE</b> 13 October 1983		
<b>FLIGHT LOG</b>				
<b>TAKE OFF (City or airport)</b> Acapulco, Mexico		<b>LAND (City or airport)</b> Acapulco, Mexico		
		<b>ALTITUDE</b> 2000 - 300'		
<b>PURPOSE</b> HRD research Flight				
<b>PROPOSED TAKEOFF TIME:</b> 1500		<b>PROPOSED FLIGHT DURATION:</b> 10+		
<b>TIME IN:</b> 0051		<b>TIME ON:</b> 0045		
<b>TIME OUT:</b> 1504		<b>TIME OFF:</b> 1515		
<b>BLK. TIME:</b> 9+47		<b>FLIGHT TIME:</b> 9+30		
<b>FLIGHT PERSONNEL</b>				
<b>OPERATIONS CREW</b>		<b>WEATHER CREW</b>		<b>VISITORS</b>
Ticknor	Nunn	Parrish	Marks	<del>Wood</del>
Gunnoe		Berles	Black	Burpee
Adams		Jarvi	Willis	Barnes
Rosoff			Willoughby	
<b>PROPOSED MISSION</b> Fly to T.S. Tico For HRD rainband experiment. 50-80 mi legs <div style="margin-left: 200px;">           2123 43 chip bits            2120 <u>no problems</u> </div>				
<b>ACTUAL MISSION AND REMARKS</b> As planned, 10 penetrations, 2 stairstep patterns.  Did eyewall experiment at 25 K. Did not do 300' legs. Developed flap light problem late in flight.				
<b>DATA COLLECTED AND REMARKS</b> 1 slow tape. 16 radar tapes. 26 C.P. tapes.				

OAO/ERSG FLIGHT PERFORMANCE LOG

TECH CREW: JARVI/BARLES FLIGHT ID: 831013H  
 AIRCRAFT: N42RF MISSION: TS TICO  
 TIME: (PRE-FLIGHT) 1343Z (TAKE-OFF) 155Z (LAND) 0045Z

SYSTEM			PRE-FLIGHT	IN-FLIGHT	POST-FLIGHT			
	ALIGN	PI	AID			LAT	LON	GS
N	INE1	1	2	✓		+0.3	+1.8	3
A	INE2	1	2	✓		+2.1	φ	4
V	ONE			✓				
	DOPLR			✓				
R	INTEGRATION (PRI'S)			✓				
A	NOSE	N/A		✓				
D	L/F	15		✓	(3)			
A	TAIL	63		✓				
R	DATA SYSTEM			✓	(4) (5)			# TAPES: 16
TEMP	CAL HI	CAL LO	AMBIENT			CAL HI	CAL LO	
TEMP #1	+31.2	-29.2	+28.0			+29.1	-31.0	
TEMP #2	+30.8	-28.7	+27.6			+28.4	-30.7	
DEW POINT (CLEANED) (Y/N)				✓				
ATTACK ANGLE				✓				
SLIP ANGLE				✓				
ABSOLUTE PRESSURE				✓				
DIFFERENTIAL PRESSURE				✓				
RADAR ALTIMETER S/N: <u>5W71-02</u>				✓				
J&W				✓				
SURFACE RADIOMETER				✓				
CO2 RADIOMETER				(1) ✓				
P	OAP2D-C			✓				
M	OAP2D-P			✓				
S	FSSP-100			✓				# TAPES: 26
	DATA SYSTEM			✓				
MICROWAVE RADIOMETER				NI				
ICE RATE DETECTOR				✓				
NIMBIOMETER				✓				# TAPES(SLO): 1
RAMS DATA SYSTEM				✓				# TAPES(FAST): 1
CLEAN MAG TAPE HEADS				✓				
EXTERIOR WALK-AROUND				✓				# MESSAGES: 22
ASDL				✓				OFF (Y/N)
HARDCOPY				✓	(2)			
P		RATE	(COUNTS)		ON	TIME	OFF	(COUNTS)
H	1) FORWARD	1/5	✓	φ	1516Z	0046		6832
O	2) VERTICAL	N/A	NI	φ				
T	3) LEFT SIDE	1/5	✓	φ	1516Z	0046		6833
O	4) RIGHT SIDE	1/5	✓	φ	1516Z	0046		6721
AXBT SYSTEM				NU				
ODW SYSTEM				NU				
AXBT EXPENDABLES:				# ON BOARD: φ	# DROPPED:			# GOOD:
DROPSONDES:				# ON BOARD: φ	# DROPPED:			# GOOD:
CUMMULATIVE ACCEL. (MELC)				#1 (2G)	#2 (2.5G)	#3 (3G)	#4 (3.5G)	
(LOG AT END OF FLIGHT)				8988	5503	3203	2733	

CODE: - OPERATIONAL; X(#)(TIME) - FAILURE (NOTE);  
 NI - NOT INSTALLED; NU - NOT USED  
 USE REVERSE SIDE FOR NOTES.  
 REPORT COMPLETION OF PRE-FLIGHT AND INSTRUMENT STATUS TO FLIGHT DIRECTOR.

NULL METER SWINGS MILDLY. -OK

100Z, H/C INOP, CKD, ALL FUSES, OK. TURNED ON - OK!

15Z, F.M. SAID 4F RETURN STRENGTH VARIES ~ EVERY 9 SWEEPS, (?) FOUND AFC NOT WORKING, CHANGED

RT'S, SPARE IS WORSE (~1900Z). SEE NOTE BELOW.

~1930Z. COMP. HALT, RELOADED OK (VERY WARM IN TAIL)

NOTE! AFTER REINSTALLING 4F RT #1, IT NOW WORKS PERFECTLY!

(5) ~2040Z, COMP. HALT, DSCI & 2 T/O, RECYCLED SYS, RELOADED PAGE 01  
NOW VERY HOT IN TAIL.

ALSO, DMTR1 SENSING BOT ON TAPE, MANUALLY WOUND TO BOT

100Z	2	100-000	100-000
105Z	2	105-000	105-000
110Z	9	110-000	110-000
115Z	9	115-000	115-000
120Z	9	120-000	120-000
125Z	9	125-000	125-000
130Z	9	130-000	130-000
135Z	9	135-000	135-000
140Z	9	140-000	140-000
145Z	9	145-000	145-000
150Z	9	150-000	150-000
155Z	9	155-000	155-000
160Z	9	160-000	160-000
165Z	9	165-000	165-000
170Z	9	170-000	170-000
175Z	9	175-000	175-000
180Z	9	180-000	180-000
185Z	9	185-000	185-000
190Z	9	190-000	190-000
195Z	9	195-000	195-000
200Z	9	200-000	200-000

SPN	SPN	SPN	SPN	SPN	SPN	SPN	SPN	SPN	SPN
1	2	3	4	5	6	7	8	9	10
1115	✓	✓	✓	✓	✓	✓	✓	✓	✓
1115	✓	✓	✓	✓	✓	✓	✓	✓	✓

TYPE OF FIX: (1) DR (2) RADIO (3) CELESTIAL (4) VISUAL (5) DOPPLER (6) RADAR (7) DOPPLER (8) OMEGA (9) INERTIAL (10) OMEGA + INERTIAL

A/C COMMANDER TICKNOR	NAVIGATOR ADAMS	A/C NO. 42RF	MISSION NO. 831013	TIME AIRBORNE 1515	LOCATION ACA 16-45.3 99-46.0	DATE 13 OCT 1943	PROJ. NAME PICO
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TIME OF ENTRY	POSITION	TYPE	INERTIAL POSITION	LAT LON COR'S	POSITION	LAT LON COR'S	REMARKS
150330	16-45.2N 99-46.0W	4	16-45.3 99-46.0	-1 0	16-45.3 99-46.0	-1 0	Block out
1515	16-45.3 99-46.0	4	16-44.9 99-45.8	+4 +12	16-44.9 99-45.8	+4 +12	TAFF
1523		2	16-25.1 100-07.8		16-25.1 100-07.9		ACA 226.5/28.
1526	16-16 100-18	2	16-15.6 100-18.1	+4 -1	16-15.5 100-18.1	+5 -1	ACA: 227/43.4
1608		9	14-04.2 102-23.0		14-04.1 102-24.1		
1622		9	13-15.6 102-45.4	13.2 102.8	13-15.6 102-46.6		91 N43 13-15 102-49
1658		9	12-20.7 102-40.6		12-20.6 102-40.6		
1735		9	13-28.8 102-49.7		13-29.1 102-52.0		13.43 13-25 102.83 102-49 92
1832		9	13-29.1 102-17.5		13-30.2 102-16.9		↔ Eye wall Patterns
1844			13-30.6 102-46.0		13-37.7 102-43.5		93
1910			13-19.2 101-19.5		13-19.6 101-21.0		13-19 103-01
195130			13-42.6 102-58.3		13-41.5 102-57.8		94

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 ERROR		
									LAT	LONG	G
INS 1	1415	✓	✓	—	0	1550	0052	+10.0	+1.3	+1.8	3
INS 2 of IMU	1415	✓	✓	—	0	1550	0052	+10.0	+2.1	0	4

ALIGN REMARKS: T:1535 DI only - PI's 170 / T: 1630 ΩI - PI's to 30

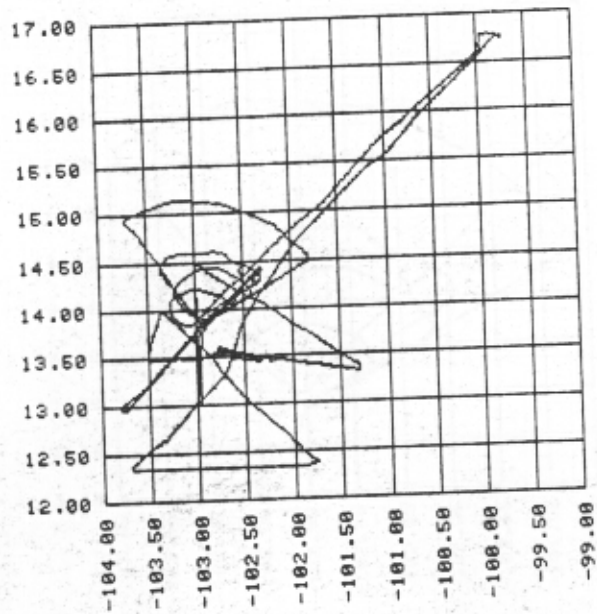
OTHER REMARKS: T: 1711 - Warm light & disconnect (INS#1) T: 1740 I/D

TYPE OF FIX: (1) DR (2) RADIO (3) CELESTIAL (4) VISUAL (5) LORAN (6) RADAR (7) DOPPLER (8) OMEGA (9) INERTIAL (10) OMEGA - INERTIAL

T: 1350 ΩI (DPLR draws positions off)





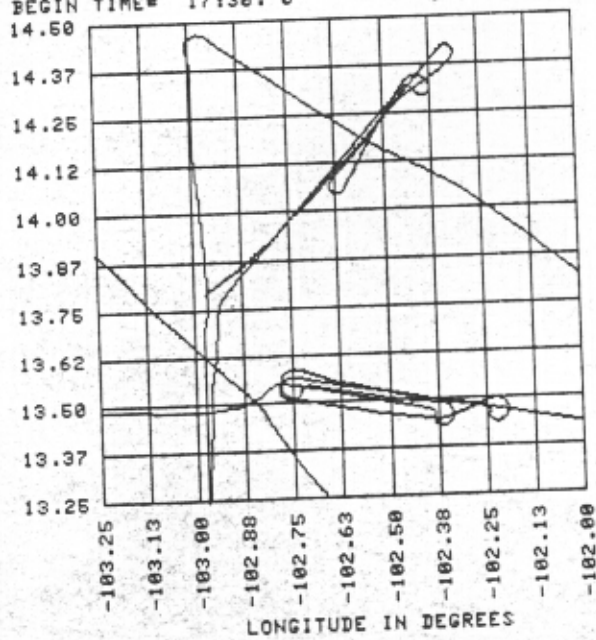


FLIGHT TRACK PLOT FOR FLIGHT ID: 831013H

BEGIN TIME= 17:30:0

END TIME= 21:01:0

LATITUDE IN DEGREES



LONGITUDE IN DEGREES

