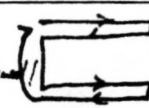


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RFF-10 WORK FORM (8-72) U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION RESEARCH FLIGHT FACILITY MIAMI, FLORIDA		AIRCRAFT N42RF	
FLIGHT LOG		FLIGHT NO. 4-84	
		FLIGHT ID 831013H	
		DATE 13 October 1983	
		ALTITUDE 2000 -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

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0AO/ERSG FLIGHT PERFORMANCE LOG

TECH CREW: JARVI/BERLES FLIGHT ID: 831413H
 AIRCRAFT: N42RF MISSION: TS TICO
 TIME: (PRE-FLIGHT) 1343Z (TAKE-OFF) 1515Z (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	Ø	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>SW71-02</u>				✓				
J&W				✓				
SURFACE RADIOMETER				✓				
CO2 RADIOMETER				(1) ✓				
P	OAP2D-C			✓				
M	OAP2D-P			✓				
S	FSSP-100			✓				
	DATA SYSTEM			✓				# TAPES: 26
MICROWAVE RADIOMETER				NI				
ICE RATE DETECTOR				✓				
NIMBIOMETER				✓				
RAMS DATA SYSTEM				✓				# TAPES(SLO): 1
CLEAN MAG TAPE HEADS				✓				# TAPES(FAST): Ø
EXTERIOR WALK-AROUND				✓				
ASDL				✓				# MESSAGES: 22
HARDCOPY				✓	(2)			OFF (2/N)
P		RATE	(COUNTS)	ON	TIME	OFF	(COUNTS)	
H	1) FORWARD	115	✓	1516Z	0046		6832	
O	2) VERTICAL	N/A	NI	Ø	Ø		Ø	
T	3) LEFT SIDE	115	✓	1516Z	0046		6833	
O	4) RIGHT SIDE	115	✓	1516Z	0046		6721	
AXBT SYSTEM				NU				
ODW SYSTEM				NU				
AXBT EXPENDABLES:				# ON BOARD: Ø	# DROPPED:		# GOOD:	
DROPSONDES:				# ON BOARD: Ø	# 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.

- (1) CO2 NULL METER SWINGS WILDLY. -OK
 - (2) ~1700Z, H/C INOP. CKD. ALL FUSES, OK. TURNED ON - OK!
 - (3) 1715Z, F.M. SAID 4F RETURN STRENGTH VARIES ~ EVERY 3 SWEEPS, (?) FOUND AFC NOT WORKING, CHANGED RT'S, SPARE IS WORSE (~1900Z). SEE NOTE BELOW.
 - (4) ~1930Z. COMP. HALT, RELOADED OK (VERY WARM IN TAIL)
- NOTE! AFTER REINSTALLING 4F R/T #1, IT NOW WORKS PERFECTLY!
- (5) ~2040Z, COMP. HALT, DSCI & 2 T/O, RECYCLED SYS, RELOADED PGM, NOW VERY HOT IN TAIL. OK.
- ALSO, DMTRI SENSING BOT ON TAPE, MANUALLY WOUND TO BOT.

A/C COMMANDER	NAVIGATOR	A/C NO.	MISSION NO.	TIME AIRBORNE	LOCATION	DATE	PROJ. NAME
TICKNOR	ADAMS	42RF	831013	4515	ACA 16-45.3 99-46.0	13 OCT 1983	9 Rico

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 + .2	16-44.9 99-45.8	+ .4 + .2	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

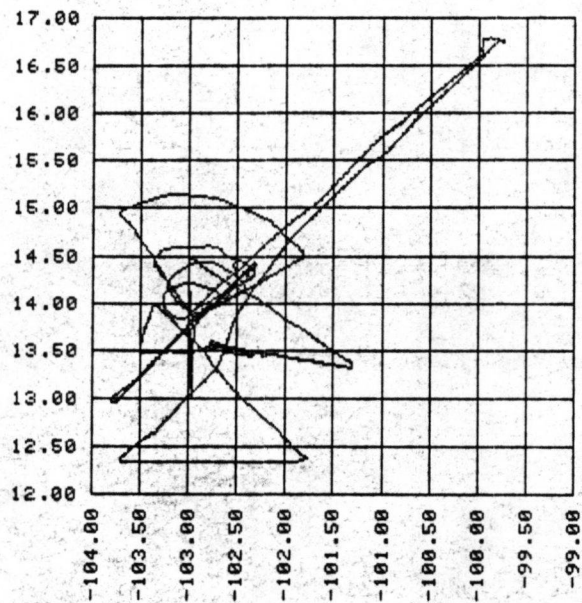
SYS	BEGIN ALIGN TIME	NCS CONN	Ω AID	TIME OUT OF COARSE ELAPSE ALIGN POST TIME	ALIGN STS 0-5	(1) TIME INTO NAV.	(2) TIME OUT NAV.	Δ T (2)(1)	TERMINAL ERROR		
									LAT	LONG	G
INS 1	1415	✓	✓	—	0	1850	0052	+10.0	+1.3	+1.8	3
INS 2 or IMU	1415	✓	✓	—	0	1850	0052	+10.0	+2.1	0	4

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

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

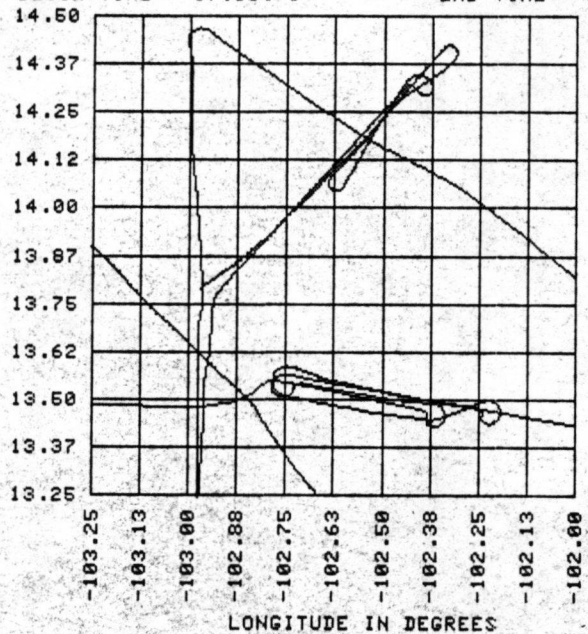
TYPE OF FIX : (1) DR (2) RADIO (3) CELESTIAL (4) VISUAL (5) LORAN
(6) RADAR (7) DOPPLER (8) OMEGA (9) INERTIAL
(10) OMEGA - INERTIAL

T: 1350 Ω I (DPLR draws positions off)



FLIGHT TRACK PLOT FOR FLIGHT ID: 831013H
 BEGIN TIME= 17:30:0 END TIME= 21:00:0

LATITUDE IN DEGREES



LONGITUDE IN DEGREES

