

19840909I2-FDR

RFF-10 WORK FORM (8-72)		U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION RESEARCH FLIGHT FACILITY MIAMI, FLORIDA		AIRCRAFT N43RF	
				FLIGHT NO. 70-84	
				FLIGHT ID 840909I2	
				DATE SEPT 09 1984	
TAKE OFF (City or airport) KMZA		LAND (City or airport) KMZA		ALTITUDE 1500 FT	
PURPOSE DIANA NOAA3 0408 DIANA					
PROPOSED TAKEOFF TIME:			PROPOSED FLIGHT DURATION:		
TIME IN: 0711Z			TIME ON: 0707Z		
TIME OUT: 2224Z			TIME OFF: 2236Z		
BLK. TIME: 8:47			FLIGHT TIME: 8:31		
FLIGHT PERSONNEL					
OPERATIONS CREW		WEATHER CREW		VISITORS	
GUNNCE	BARNHILL	DANBY			WILLIS
TICKNOR	CALVEN	GOLDSTEIN			LORD
FLEURY		SCHRICKE			KCHLAN
SCHUSSEL					WIGGERT
PROPOSED MISSION PROVIDE 00Z, 03Z, 06Z FIXES AND 1/2 HOUR RECCO FOR NHC					
ACTUAL MISSION AND REMARKS 5 2356Z 29043'N 80023'W SLP 994MB WND 250°/62KTS 5 0253Z 29051'N 80016'W SLP 995MB WND 290°/60KTS 5 0600Z 30007'N 80012'W SLP 995MB WND 210°/64KTS 20 RECCO XMTD					
DATA COLLECTED AND REMARKS 13 RADAR TAPES 1 SLOW TAPE AFT PS 1013.2 7 CP TAPES CALLAB 1013.7 11 DOPPLER 8 EYE PENT.					

840909I2

National
Oceanic &
Atmospheric
Administration

25-48.3N 80-17.6W

FLIGHT PLAN

Research
Facilities
Center

PROPOSED T.O. 2200Z
ACTUAL T.O. 2230Z

RTE	TO	TEMP ALT	IAS TAS	TC	VAR	MC	W	V	TH	MH	GS	Zone Time	Total Time	Total Dist	Proposed ETA	ETA ATA
	MIA															
	ASY VORTAC 25-40.3N 80-10.7W															
ARI	TARPO 27-59.7N 79-26.6W			015										144		
→	9 29-34N 80-23W			333										100		
	OL															
1	MIA 25-48.3N 80-17.6W															
2 →	PALM BEACH 26-40.8N 80-05.2W			007							280	+12	12	55		
3 →	9 29-34N 80-23W			350							280	+37	49	174		
														229		
1	MIA															
2	FREEPORT 26-33.3N 78-41.9W											+21	21	97	2257	
3 →	9										280	+44	1405	205	2345	2354
4	PATTERN													80		

ATC CLEARANCE: SL 3017 CLRD AS FILED and 131.8
TWR 118.3 HDG 290 AF T/O

ENROUTE CLEARANCES: M 1,500 MIA Opt 128.6 RT → 090°
2247 → Freeport 126.5 Freeport Appr ↓ M 3000
√ 1800'

A/C COMMANDER		NAVIGATOR		A/C NO.		MISSION NO.		TIME AIRBORNE		LOCATION		DATE		PROJ. NAME	
Ticknor		Schissel Barnhill		NOMA 42RF		840909		223555		MIA N 25-48.3 W 80-17.6		9 Sept 84		Recco DIANA	
TIME OF ENTRY	POSITION	TYPE	INERTIAL POSITION		LAT LON COR'S	POSITION	LAT LON COR'S	REMARKS							
222404	N 25-48.3 W 80-17.6	4	N 25-48.3 W 80-17.5		0	N 25-48.3 W 80-17.5	0	MIA Ramp ALT SET Block OUT 2993							
223111	N 25-48.1 W 80-16.25	4	N 25-48.3 W 80-16.2		-12 ±0	N 25-48.2 W 80-16.2	-1 ±0	Rwy 27R MIA APPEND							
223555								T/O Rwy Hdq 267.5 ✓ = 207.6							
230450	26-37.3 N 078-41.9 W	4/2	N 26-33.5 W 078-40.6		-12 +13	N 26-33.3 W 078-41.6	±0 +3	Freeport NDB INS QF = 051, 051							
235648		10	N 29-46.3 W 080-22.6			N 29-42.5 W 080-22.5	#1 EX 9	DIANA CNTR #1 INS QF = 055, 055							
001858		10	N 31-03.8 W 080-08.3			N 31-02.3 W 080-08.7	TP	TRN RT → 145T INS QF = 059, 059							
005531		10	N 29-17.8 W 078-52.9			N 29-17.1 W 078-52.0	TP	TRN RT → 287T INS QF = 075, 075							
013106		10	N 29-50.4 W 080-13.9			N 29-48.6 W 080-15.7	#2 9	DIANA CNTR #2 INS QF = 045, 045							
013830		10	N 29-58.2 W 080-43.9			N 29-57.6 W 080-45.7	TP	TRN RT → 005 INS QF = 045, 045							
015645		10	N 29-48.8 W 080-18.5			N 29-50.7 W 080-19.6	#3 9	DIANA CNTR #3 INS QF = 045, 045							
021958		10	N 28-43.5 W 079-19.3			N 28-44.2 W 079-18.9	TP	RT → 275 INS QF = 043, 043							
023458		10	N 28-46.3 W 080-15.8			N 28-44.7 W 080-15.7	TP	RT → INS QF = 040, 040							
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.	ΔT (2)(1)	TERMINAL ERRORS						
									LAT	LONG	G S				
INS 1	2045	Y	Y	—	1	220802	0713	9405	-1.9	+1.7	13				
INS 2 or IMU	2045	Y	Y	—	0	220802	0713	9405	+1.8	+1.6	0				
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															

TIME OF ENTRY	POSITION	TYPE	INERTIAL POSITION	LAT LON COR'S	POSITION	LAT LON COR'S	REMARKS
025247		10	N 29-53.2 W 080-14.2		N 29-51.1 W 080-16.0	#4 5 FN	DIANA CNTR #4 INS QF=038,038 L.T-160°
033019		10	N 30-54.8 W 80-39.8		N 30-56.3 W 80-45.5		
034652		10	N 29-56.9 W 80-18.6		N 29-57.1 W 80-16.4	#5 5	1
041000		10	28-37.3 N 79-46.8 W		28-36.7 W 79-45.8 W		INS QF 040,040
041919		10	28-36.0 W 80-20.2 W		28-35.6 W 80-20.8 W		T.P. LT-TURN
044142		10	29-59.9 N 80-14.5 W		30-00.5 W 80-17.9 W	#6 5	INS Q.F. 036,036
045721		10	30-55.8 N 80-02.6 W		30-56.6 N 80-05.5 W		T.P
051611		10	30-22.8 N 79-07.8 W		30-24.1 N 79-07.4 W		T.P
053237		10	30-02.6 N 80-15.0 W		30-03.8 W 80-13.2 W	#7 5	INS QF 034,034
054049		10	29-58.8 N 80-47.5 W		29-59.2 N 80-46.4 W		T.P
054934		10	30-27.8 N 80-48.0 W		30-27.9 N 80-48.6 W		TP
055929		10	30-08.0 N 80-11.3 W		30-08.5 N 80-14.3 W	#8 5	
060737		10	29-49.2 N 79-40.6 W		29-50.6 N 79-44.6 W		END PATTER-W
	N 25-40.3 W 080-10.7	2/4	N W		N W		By VORTAC INS QF=
06106	N 25-48.1 W 80-16.3	4	N 25-50.1 W 080-14.7	-2.0 +1.6	N 25-48.9 W 080-14.8	-0.8 +1.5	MIA Runy 27R Lndg @
0711	N 25-48.3 W 080-17.6	4	N 25-50.4 W 080-14.9	-1.9 +1.7	N 25-49.1 W 080-16.0	+1.8 +1.6	MIA RAMP
							NIGFG OUT 0710