

19940819 II - FDIR

FERRY TO PUERTO RICO

FLIGHT #01 I940819

TYPE OF DATA

SENSOR OR OPTION

INE	2
Accelerometer	2
Temperature probe	1
Altitude change option (for vertical winds)	RA from GPS
Static pressure	Rosemount fuselage
Dynamic pressure	Rosemount fuselage
Time source	Micro 99
Constants file	CO3943.CON

Notes:

There were no time/data gaps.

The fuselage static pressure sensor, PSF, experienced electronic dropouts during the following time frames:

1907Z - 1909Z

1918Z - 1920Z

These glitches were removed and patched.

The dewpoint sensor, DW1, was warmer than ambient temperature during most of the flight. This was a hardware problem that was fixed by SED after we landed in Puerto Rico.

The aircraft INE positions were re-navigated with respect to GPS.

SPECIAL NOTE!!! Locations 80, 81 and 82 of record five on the standard tape contain vertical ground, vertical air and vertical speeds, respectively, computed using Dave Jorgensen's vertical wind algorithm.

	Takeoff -----	Landing -----
Aircraft static pressure	1017.6mb	1013.1mb
Corrected tower pressure	1017.3mb	1013.5mb

Flight Meteorologist: A. Barry Damiano, (813) 828-3310 ext. 3073

FLT ID: <u>I940819</u>	FM: <u>MCF</u>	TO: <u>OPA - SJU</u>
FLT NO: <u>94-022</u>	BLK IN: <u>1429Z / 2007</u>	ATA: <u>1425Z / 2002Z</u>
ETD: <u>1330Z</u>	BLK OUT: <u>1328Z / 1635Z</u>	ATD: <u>1339Z / 1645Z</u>
ETE:	BLK TIME: <u>1:01 / 3:32</u>	FLT TIME: <u>1:46 / 3:17</u>
SPONSOR ORG: <u>HRD</u>	PROGRAM: <u>HURRICANE RECH</u>	PURPOSE: <u>FERRY TO P.R.</u>

OAO PERSONNEL

AC <u>McKIM ✓</u>	SYS ENG <u>LYNCH</u>
CP <u>KENNEDY ✓</u>	DATA SYS <u>PRADAS-BERUNES</u>
NAV <u>RATHBUN</u>	RADAR <u>BARR GOLDSTEIN</u>
FE <u>MOORE / BAST</u>	BT/ODW <u>McNAMARA</u>
RADIO <u>SAN SOU CI</u>	CLD PHYS <u>BARR</u>
FD <u>DAMIANO ✓</u>	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
<u>CLOSSER</u>	<u>MECH</u>	<u>AOC</u>
<u>GRIFFIN</u>	<u>—</u>	<u>HRD</u>
<u>BURPEE</u>	<u>PI</u>	<u>↓</u>
<u>FRANKLIN</u>	<u>PI</u>	<u>↓</u>

47 PROPOSED/ACTUAL MISSION/REMARKS (RECCO, FIXES, STORM, PENET, NHOP #)
 DWI not working leaving McDiill. Halfway to Miami it started working.
 T/O delayed in Miami because of bad pressure valve on #1 engine on N43RF.
 Formation flights show that N42RF is -25° ^{wind direction} ~~in~~ from N43RF

602

U.S. DEPT. COMM./NOAA/OAO - DATA SECTION WORK FORM NO.2 OAOWF2 FILE

FLT ID: I940819 TIME OFF: 1339z / 1645z TIME ON: 1425z / 2002z

	R/C T/O	WX STN 30.0	R/C LAND	WX STN
PRESSURE	<u>1018.3 / 1017.5</u>	<u>30.09 / 1019.0</u>	1013.1	<u>29.93 / 1013.5</u>

NO DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES	/	
FAST FLT LVL TAPES		
RADAR TAPES		
DOPPLER TAPES		
ODW CASSETTES	/	
HARD COPIES		

AXBT		
AXCP		
ODW	2	

PHOTOGRAPHY

	FWD	LS	RS	VERT
ON				
OFF				
RATE				

REMARKS

I940819

TIME	LAT	LONG	TRK	HD	WD	WS	PA	GA	TA	TD	SP	PS		PO
134100	2753	8225	107	108	256	6	870	981	21.5	-	1017.7	900.7	CLR	86.7
140100	2657	8115	135	137	220	8	3927	4170	2.5	-	1016.5	622.4	CLD BLW	78.9
165200					500 FT RUN		42	AAV	43		21.4	N42RF		
165800								and ahead				DPT		
170340					5000 FT RUN		42	ahead + too right of 43						
170640							083		12					
							16.8		12.5					
171230					10000 FT RUN		42	ahead + too right of 43						
171545														
172115					15000 FT RUN		42	ahead + too right of 43						
172430														
174100	2418	7648	115	115	291	4	6438	6856	-13.4	-		444.1	CLR	80.8
180500	2318	7444	118	118	0	6	6434	6831	-13.5	-		444.4	CLR	83.6
181106	2302	7412	119	118	5	7	6435	6824	-13.3	-	1013.3	444.4	BAD ODW	84.1
183800	2153	7201	120	119	359	10	6431	6790	-12.7	-	1007.9	444.7	CLR	80.6
190300	2044	6958	120	120	300	10	6428	6798	-12.7	-	1010.7	444.8	CLR	80.3
192701	1933	6803	122	124	276	16	6425	6794	-12.3	-	1008.8	445.0	Good ODW	69.0

A/C COMMANDER CAPT MCKIM	NAVIGATOR LTRATHGUN	A/C NO. N43	MISSION NO. 94-22	TIME AIRBORNE 1338 Z	LOCATION MADILL OPR LOCKR SAN JUAN	DATE 19AUG04	PROJ. NAME HURRICANE CHRIS
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TIME OF ENTRY	POSITION 675	TYPE INE USED	INE #1 POSITION	LAT LON COR'S	INE #2 POSITION	LAT LON COR'S	ALT GS	TH TK	REMARKS
1320	2750.6	/	2750.6	0	2750.7	-1	X	X	ENG. START
1328	8231.5	/	8231.5	0	8231.5	0	X	X	TAXI
1338	2558.9	/	2559.4	-1	2558.4	+1.5	X	X	TAKEOFF
1420	8027.9	/	8028.5	-6	8027.6	+3	X	X	
1425		/							LAND OPR LOCKR
1529		/							ENG. START
		/							TAXI
		/							TAKEOFF FUEL
1535	ENG INE	/	SHUT DOWN #1		LOW				RPM
1624		/							ENG. START
1635		/							TAXI
1644		/							TAKEOFF FUEL 27.0K
	2512.8	/	2512.9	-1	2512.3	+1.5	100	110	
1711	7901.4	/	7902.5	-1.1	7859.7	+1.7	250	110	
	2418.6	/	2418.0	+6	2417.7	+9	210	115	
1740	7649.1	/	7650.9	-1.8	7648.0	+1.1	314	114	
	2250.4	/	2249.2	+1.2	2249.6	+8	210	116	
1815	7350.7	/	7352.0	-1.3	7348.5	+2.7	318	-	
	2033.6	/	2031.3	+2.3	2031.9	+1.7	210	125	
1907	6938.8	/	6942.2	-3.4	6937.8	+1.0	322	124	
	1826.6	/	1824.8	+1.8	1825.8	+1.8			FUEL 11.8K
2002	6600.1	/	6604.4	-4.3	6558.6	+1.5			LAND SAN JUAN

ATC CLEARANCE:

1909 118.6 370

ENROUTE CLEARANCES:

SAN JUAN 854 93 ALLOW
73 MIE

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

FLIGHT PLAN

PROPOSED T.O.
ACTUAL T.O.

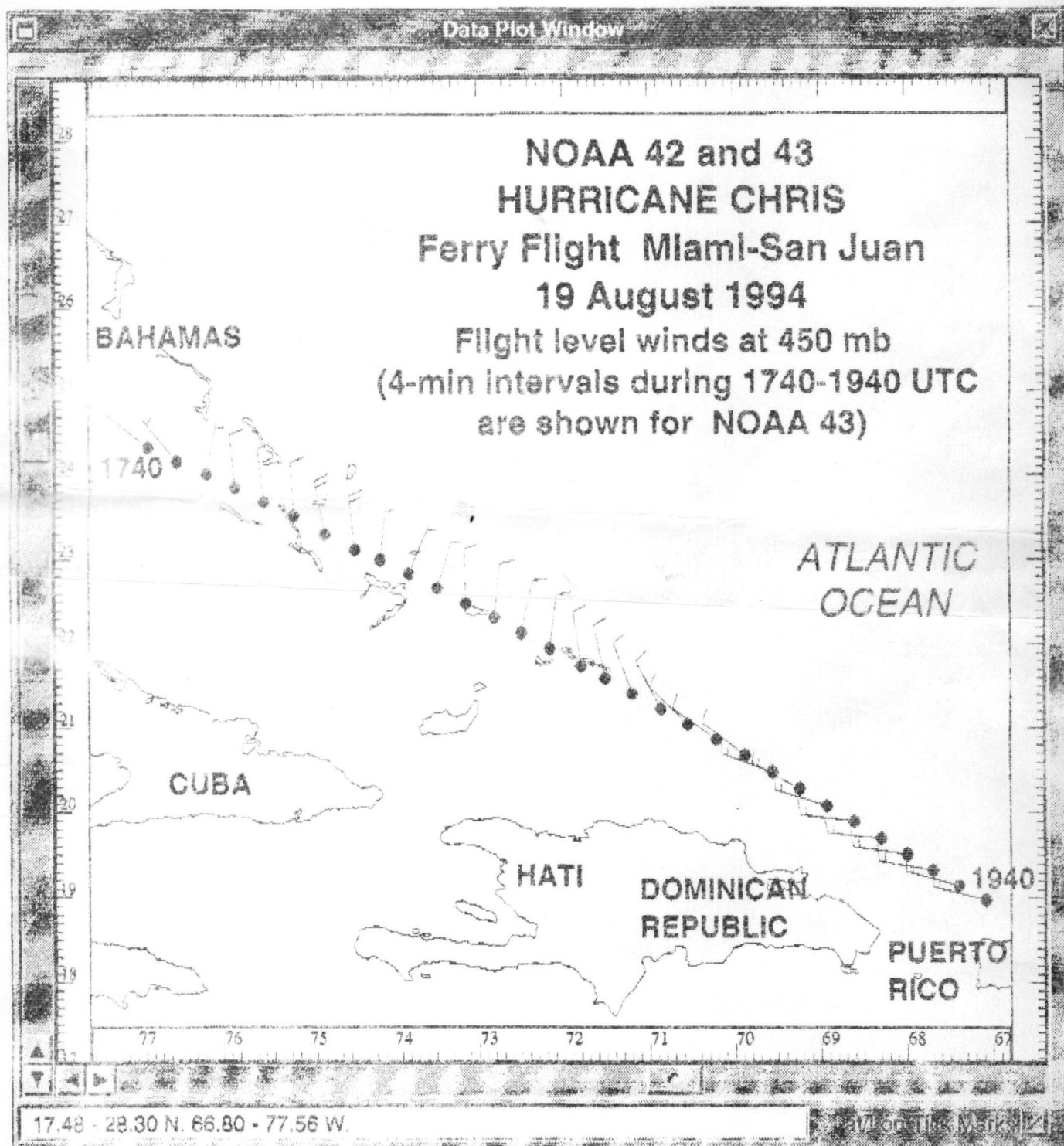
WAY POINT	TO	RTE	ALT	TAS	TC	W V		TH	VAR	MH	GS	ZONE DIST	TOTAL DIST	ZONE TIME TOTAL TIME	PROPOSED ETA	ETA
						DC										ATA
1	2751.7N 8230.8W MALDILL															
2	N2649.7W 8123.5 LABELLE															
3	N2023 W 8040 GILAT															
4	N2013 W 8037 NEWER															
5	N2554 W 8010.5 OFF LOCKA															
1	N2284.4 W 8016.8 OFF LOCKA															
2	N2542 W 7917 BIMINI															
3	N2436 W 7708 RESIN															
4	N2357 W 7600 BELOT															
5	N2333 W 7516 STELLA MARIS															
6	N2308 W 7423 THOSE															
7	N2126 W 7108 GRAND TURK															
8	N2041 W 6849 HORRY															
9	N1915 W 6738 IDDDO															
1	N1526.8 W 6559 SANTUON															
	N2641.2 W 7838.3 WESTERN															

SYS	BEGIN ALIGN TIME	NCS CONN	Ω AID	TIME OUT OF COARSE	ALIGN STS 0-5	(1) TIME INTO NAV.	(2) TIME OUT NAV.	ΔT (2)(1)	TERMINAL ERRORS		
				ELAPSE ALIGN POST TIME					LAT	LONG	GS
INS 1	1730Z				0	1322	2002	6140	+1.8	-4.3	5
INS 2 IMU	1730Z				5	1322	2002	6140	+1.8	+1.5	4

ALIGN REMARKS:

OTHER REMARKS:

LABELLE V 157 NEWER



HURRICANE RESEARCH DIVISION / NOAA

