

19940822H1_FDIR

HURR. "CHRIS"

940822H (Ferry home w/ PEARLS)

TYPE OF DATA

SENSOR OR OPTION

INE	2
Accelerometer	2
Temperature probe	1
Altitude change option (for vertical winds)	RA159
Static pressure	Rosemount fuselage
Dynamic pressure	Rosemount fuselage
Time source	Micro 29
Constants file	CO2942.CON

Notes:

There were no time/data gaps.

As always, in very moist conditions wetbulbing occurs, as it did on this flight.

The aircraft INE positions were renavigated with respect to 04 GPS positions. NOTE: While INE 1 numbers seemed best overall - during the mission portion of this flight INE 2 was best...

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
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Aircraft static pressure	1016.2mb	1016.1mb
Corrected tower pressure	1016.0mb	1014.2mb

Flight Meteorologist: Philip D. Bogert (813) 828-3310 ext. 3072

FLT ID: 940822H	FM: TJST	TO: KMCF VIA OPA
FLT NO: 94-57	BLK IN: 1929Z / 2031Z	ATA: 1923Z / 2025Z
ETD: 1600Z	BLK OUT: 1530Z / 1936Z	ATD: 1536Z / 1943Z
ETE: 4+30	BLK TIME:	FLT TIME:
SPONSOR ORG: HRS	PROGRAM: H. CHRIS	PURPOSE: CALS / Ferry

OAO PERSONNEL

RC TICKNOR ✓	SYS ENG GOLDBSTEIN ✓
CP TENNESEN ✓	DATA SYS ROLES ✓
NAV STRONG ✓	RADAR McMILLIAN ✓
FE WADSWORTH ✓ TORREY	BT/ODW
RADIO ARNASON ✓	CLD PHYS
FD BOGERT ✓	DOPPLER ^{new} chart KENNEY

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
McFadden ✓	undefined...	A.O.C.
BLACK, P. ✓	SMRF	HRS
POPSZ, ANUTAV ✓	SMRF	"
MARKS, F. ✓	P.T.	"
DORST, N. ✓	RADAR	"
FRANKLIN, J. ✓	ODW	"
17 S.O.B.		

PROPOSED/ACTUAL MISSION/REMARKS (RECCO, FIXES, STORM, PENET, NHOP. #)

ALT 3001/1016.0
 SP-
 PS-1016.2

LAUD 2997
 ALT 3000/1014.2mb
 OPA SP-1016.1
 PS-1014.1

T.O.
 ALT 2996/1014mb
 OPA
 SP-
 PS-1014.4

ALT - 2996/1014.0
 KMCF
 SP-1014.4
 PS-1012.7

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

FLT ID: 940522H TIME OFF: 1536Z TIME ON: 2025Z

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE				

NO DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES

1

FAST FLT LVL TAPES

0

RADAR TAPES

1

DOPPLER TAPES

1

ODW CASSETTES

1

HARD COPIES

0

PMS DAT

1

AXBT

0

AXCP

0

ODW

1

PHOTOGRAPHY

	FWD	LS	RS	VERT
ON				
OFF				
RATE				

REMARKS

940822H

Time	Lat	Long	TRK	WS	NS	PA	GA	TA	Td	SP	AS
1620	19 34	66 54	285	082	18	1494	1627	19.8	7.9	187	845.9
1646Z	decent Sndg		150' ~ 1655Z		20K @ 171620Z						
1708	20 59	69 55	296	173	18	4617	4453	-0.8	-10.6	196	561.0
1717	21 13	70 37	0800 AWAY								
1749	22 31	73 11	294	022	05	6113	6518	-10.3	-21.9	192	464.6
1820	23 50	75 40	305	208	09	6112	6512	-11.6	-21.0	211	464.6

* PEARLS *

100° = 155540Z ~ 160410Z

S. LVL ✓

200° ^{0715Z} 160620Z ~ 161130Z

S. LVL ✓

{ 300° 161400Z ~ 161915Z

{ 300° ok

1955

1600

1536

1724

662
77

DEKAL

A555 7BV

2, low

DPF

A/C COMMANDER	NAVIGATOR	A/C NO.	MISSION NO.	TIME AIRBORNE	LOCATION	DATE	PROJ. NAME
TICKNOR	STRONG	N42	94-57	↓	STU	22 AUG 94	"CHRIS"

TIME OF ENTRY	POSITION	TYPE INE USED	INE #1 POSITION	LAT LON COR'S	INE #2 POSITION	LAT LON COR'S	ALT GS	TH TK	AKA "PROJECT REMARKS
1514	18-26.3 66-00.6	4 1	18-26.2 66-00.6	+1 0	18-26.3 66-00.6	0 0			CHOCKS
1613	19-35.8 66-52.4	6PS 1	19-35.7 66-51.7	+1 +7	19-35.6 66-52.1	+2 +3	5.5 225	089 090	Fm1
1704	20-51.5 69-40.0	6PS 1	20-51.1 69-39.3	+4 +7	20-50.9 69-40.1	+6 -1	7 251	309 312	Fm1
1804	23-11.4 74-29.2	6PS 1	23-09.7 74-28.1	+1.7 +1.1	23-10.8 74-29.5	+1.6 -1.3	20.0 309	299 299	Fm1
1900	25-43.1 78-46.9	6PS 1	25-43.9 78-45.6	-1.8 +1.3	25-46.5 78-47.5	-3.4 -1.6	↓ 304	275 276	Fm1
1952	26-13.8 80-46.3	6PS 1	26-11.8 80-44.8	+2.0 +1.5	26-17.5 80-47.2	-3.7 -1.9	4.0 260	316 318	Fm1
2031	27-51.0 82-29.6	4 1	27-49.5 82-27.7	+1.5 +1.9	27-58.1 82-30.0	-7.1 -1.4	1065 73	RE	CHOCKS

ATC CLEARANCE:

RWY 8 3002

NA JAWS 9 Dep →

"H" F 90° DR 71°

Utah - Red 507 GTK

A555 → ZBV AF

ENROUTE CLEARANCES:

330° SK OXP 20.0 +10

Dep 119.4 SO 4740

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