

U.S. DEPT. COMM./NORA/OAO - DATA SECTION WORK FORM NO.1 OAOWF1 FILE

FLT ID: 950903H	FM: MCF	TO: DPF → TBPRB
FLT NO: 95-45	BLK IN: 1553/2207	ATA: 1551/2204
ETD: 152	BLK OUT: 1757/1707	ATD: 1506/171230
ETE: 5	BLK TIME: 10.9 S.O 0.56 S.O	FLT TIME: 0.7 0:45
SPONSOR ORG: HAD	PROGRAM: RESEARCH	PURPOSE: FERRY

OAO PERSONNEL

AC Kennedy ✓	SYS ENG Goldstein ✓
CP Ticknor ✓	DATA SYS Roles ✓
NAV Rathburn ✓	RADAR Burr ✓
FE Wade Torrey	BT/ODW Gonzales
RADIO Arnason ✓	CLD PHYS Kinney ✓
FD Parrish ✓	DOPPLER

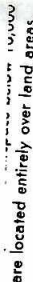
PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
Black, M. ✓		HAD
Gamache, J. ✓		
Black, P. ✓		
Chen, L. ✓		
Ritchie, L. ✓		

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

Fly to Ora Kocka, pick up HAD people. Fly to Barbados positioning for Luis flights tomorrow. Seems way too low for in the cloud tops (~25)

MCF	DPF (LAT) 31.7/22.9	30/04 330/8
28.7/19.0 85/7	29.94 89/74	29.94 28/23.4
1014.3	340/5	1013.8 1009.7
SP 1016.7 fm SK	SP 1015.5 fm 1.5K	SP 1015.2 fm 1.5K
SP 1017.2 fm 1.5K	SP 1016.9 fm SK	SP 1015.0 fm 1K
	9/8 31.5/-2.5	
	1014.0	



STOCK NO. JNCXX062

950903H H. Luis FLORY

TIME	LAT	ION	TK	WOT	WS	PA	GA	TA	TD	SP	PS				
1457	2757.0	8229.6				-11		33.0	19.2		1444.6	BLK			
150815	2752.8	8224.3	2	353	4.7	974	1064	20.4	14.8	1016.7	822.1	↑			
151030	2744.8	8223.6	197	8	7.9	2104	2240	12.5	7.4	1017.3	772.6	↑			
153130	26 29	81 29	127	275	12.3	3335	3540	7.1	-2.7	1014.7	671.7	-			
154115	26 06	80 49.4	111	346	7.3	1425	1523	18.7	-1.0	1016.4	861.7				
1553	25 54	80 17										BLK			
1707	2553.9	8012.1				2		32.9	22.9		1013	13LK			
171445	2554.4	8009.1	92	347	10.2	617	671	24.2	21.0	1015.9	922.3	↑			
171815	2555.1	7952.8	61	300	4.5	2333	2384	14.0	4.0	1016.0	761.1	↑			
172215	26 01.8	7936.7	69	281	4.5	3572	3804	6.0	-6.9	1016.2	644.1	↑			
1728	2555.7	7912.8	123	289	20.2	4887	5190	-0.3	-20.8	1011.9	545.7	↑			
173930	2528.2	7824.4	122	310	13.9	6444	7074	-13.1	-38.0	1013.9	428.7	↑			
175010	2501.0	7736.1	121	234	8.6	7033	7481	-15.3	-21.5	1012.2	408.2	-	23K		
182615	2324.8	7448.1	119	245	8.4	7032	7486	-15.6	-30.5	1014.5	408.7				
1843	2242.6	7330.2	121	183	4.3	7032	7489	-15.0	-33.2	1012.6	408.9				
185815	2205.6	7212.5	122	328	4.1	7028	7489	-15.9	-28.8	1016.6	408.8				
190445	2134.4	6844	124	265	7.5	7029	7484	-16.8	-37.9	1019.3	409.0				
2002	1905.7	6721.0	122	242	18.2	7029	7487	-120	-27.0	1019.9	408.9				
202715	1752.9	6529.0	124	127	3.7	7028	7492	-16.6	-31.8	1019.0	409.0				
2050	1645.5	6347.5	121	64	12.2	7026	7486	-15.6	-28.6	1015.1	409.1				
2112	1538	6213	130	71	7.2	7024	7484	-15.1	-39.3	1014.3	409.1				
213030	1432.9	6058.2	136	43	5.8	7024	7462	-15.3	-31.4	1007.6	409.2	One Modification			
2135	↓														
2152	1313.7	5955.2	158	350	15.8	2746	2918	10.5	3.6	1018.4	732.5	↓			
220145	1302.7	5936.5	73	322	2.4	590	648	24.3	12.4	1016.3	951.7	↓			
2207	1304.7	5925.4				46		31.6	21.6		1007.8	BLK			

VORTEX MOTION AND EVOLUTION EXPERIMENT

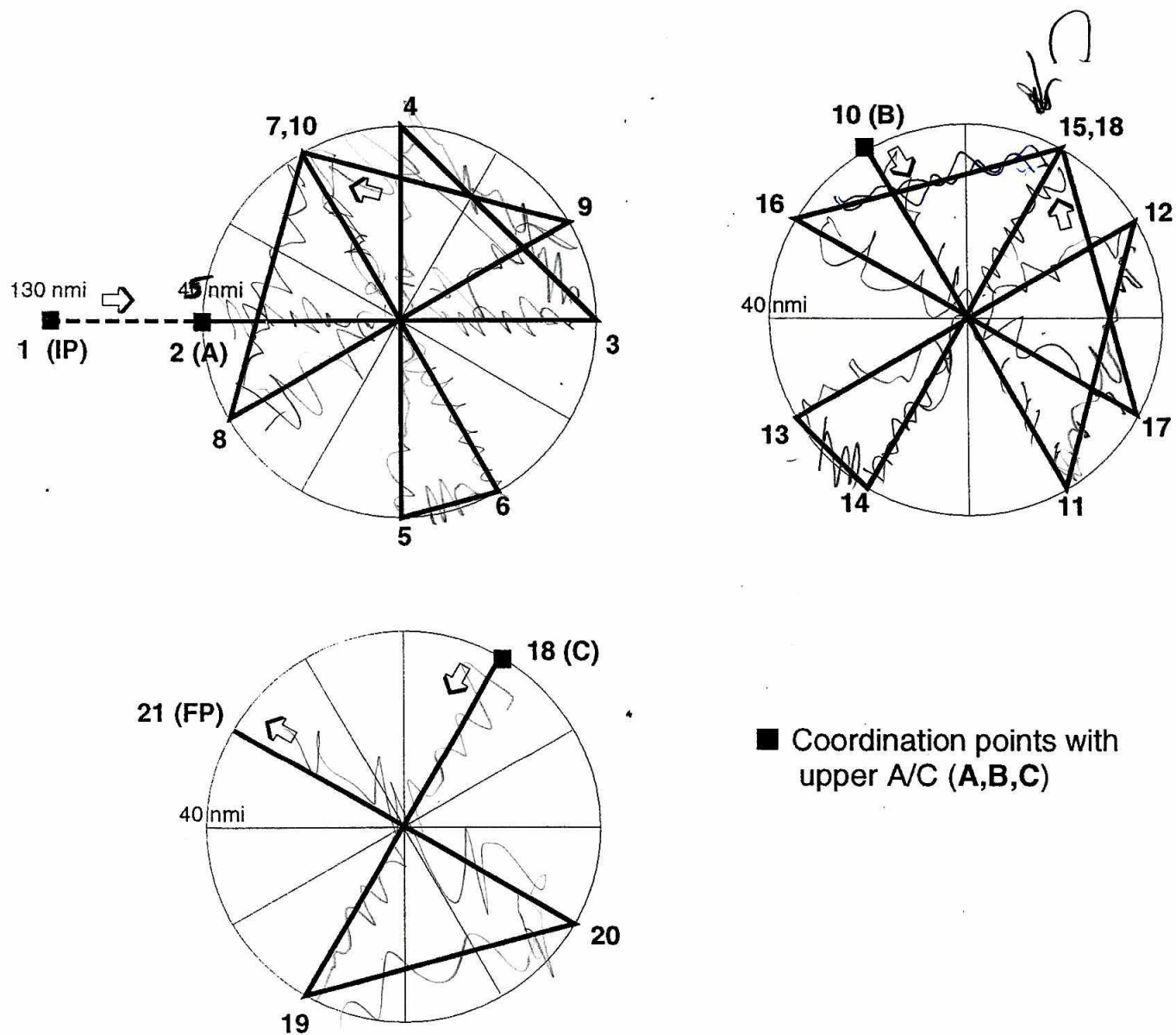


Fig. 2 Lower A/C Flight Pattern

LOWER A/C FLIGHT PATTERN

Navigation points:

Segment	Dist (nm)	GS (kt)	Seg/Tot Time (h:mm)
1-2 (A)	90	250	0:21 / 0:21 (Delay ~2 m until upper A/C reaches CP-A)
2-3	80	250	0:19 / 0:42
3-4	56	290	0:12 / 0:54
4-5	80	250	0:19 / 1:13
5-6	22	290	0:05 / 1:18
6-7	80	250	0:19 / 1:37
7-8	56	290	0:12 / 1:49
8-9	80	250	0:19 / 2:08
9-10 (B)	56	290	0:12 / 2:20 (Delay ~20 m until upper A/C reaches CP-B)
10-11	80	250	0:19 / 2:59
11-12	56	290	0:12 / 3:11
12-13	80	250	0:19 / 3:30
13-14	22	290	0:05 / 3:35
14-15	80	250	0:19 / 3:54
15-16	56	290	0:12 / 4:06
16-17	80	250	0:19 / 4:25
17-18 (C)	56	290	0:12 / 4:37 (Delay ~20 m until upper A/C reaches CP-C)
18-19	80	250	0:19 / 5:16
19-20	56	290	0:12 / 5:28
20-21	80	250	0:19 / 5:47

Note: Both aircraft begin patterns at the same time.

POSITION REPORT

The figure consists of two circular diagrams, each representing a distribution of 1000 observations across 10 categories (000 to 099). The categories are labeled around the perimeter of each circle, with tick marks indicating the proportion of observations in each category.

Left Diagram (Uniform Distribution): The distribution is uniform, with each category (000 to 099) having an equal proportion of observations, represented by tick marks of equal length.

Right Diagram (Non-uniform Distribution): The distribution is non-uniform. The tick marks for categories 000, 010, 020, 030, 040, 050, 060, 070, 080, and 090 are significantly longer than those for categories 000 and 010, indicating a higher proportion of observations in these categories.

TRANSMIT THE FOLLOWING MESSAGE TO ANY AGENCY ON THE AIR-GROUND FREQUENCY IN USE. IF UNABLE TO ESTABLISH COMMS, ATTEMPT CONTACT ON ANY OF THE FOLLOWING EMERGENCY FREQUENCIES:

UHF/VOICE	VHF/VOICE	MF/VOICE	HF/CW	MF/CW
243.0	121.5	2182 KHZ	8364 KHZ	500 KHZ

MAYDAY, MAYDAY, MAYDAY
THIS IS NOAA, NOAA.

- POSITION _____ N/S _____
E/W AT _____ Z _____

- HEADING _____ TRUE/MAG _____
- AT _____ KTS TRUE/INDICATED _____

- FLIGHT LEVEL OR ALTITUDE
- WE ARE A P-3 AIRCRAFT WITH

- NATURE OF EMERGENCY
- ASSISTANCE DESIRED

- PILOT INTENTIONS
- WE HAVE _____ ENDURANCE REMAINING

[illegible]