

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

FLT ID: 960815I	FM: TBPB	TO: TBPB
FLT NO: 96-048	BLK IN: 0107	ATA: 0104
ETD: 1500	BLK OUT: 1530	RTD: 1542
ETE: 0000	BLK TIME: 9:37 (9.7)	FLT TIME: 9:22 (9.4)
SPONSOR ORG: HRD	PROGRAM: RESEARCH	PURPOSE: GENESIS

OAO PERSONNEL

AC KENNEDY, P ✓	SYS ENG LYNCH, T ✓
CP TAGGART, B ✓ KENUL, P ✓	DATA SYS ROLES, J ✓
NAV KOZAK, S ✓	RADAR
FE BAST, G ✓ MOORE, B ✓	BT/ODW GONZALEZ, J ✓
RADIO SANS-SOUCI, D ✓	CLD PHYS
FD CZYZYK, S ✓ PARRISH, J ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
MARKS, F ✓	SCIENTIST	HRD
DODGE, P ✓	↓	↓
LANOSEA, C ✓	↓	↓
BLACK, M ✓	↓	↓
FRANKLIN, J ✓	↓	↓
HOUSTON, S ✓	↓	↓

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

11 N° 65° W ~ 12 DROPS

14 N° 67° W Rotating 4's

14 65 " " "

ROTATING 4'S AROUND 13.5° N 66° W

NOAA • AOC • SED Flight Performance Log

Aircraft : N43RF

Project: Hurricane '96

Mission : Genesis #1

SED Crew: Lynch Gonzalez Roles

Flight ID : 960815I

Pre-Flight: 12:40

Take-Off: 15:42

Landing: 01:04

		System	Pre-Flight	In-Flight	Post-Flight		
NAV	INE #1	Aligned to :	✓ TL		11.5	-6.3	3
	INE #2	Aligned to :	✓ TL		-10.6	+6.0	0
	GPS		✓ TL		Lat	Long	GS
RADAR	Nose		OK				
	LF	R/T SN : 103	OK	OK			Mod Switch Off ? ✓
	Tail	R&T SN : 2021201	OK	OK			Mod Switch Off ? ✓ TL
	ASAU's & RCU		OK	OK			
PMS	MARS Data System		OK	OK (5)			# DATs : 2
	2DG-C	Ch 1/64: 1	✓				
	2DG-P	Ch 1/64: 1	✓ (3)				
	FSSP	Ref VDC: 8.8	✓ TL				
	SEA Data System		✓ TL				# DATs : 0
TEMP		Cal High	Cal Low			Cal High	Cal Low
	Temp #1	50.6	-30.3	✓ TL			
	Temp #2			✓ TL			
	Temp #3	(Starboard)		NI			
	Dewpoint #1			✓ TL			
PRES	Dewpoint #2	(AOC)	✓ TL				
	Attack Angle	(AP/DAP)	✓ TL				
	Slip Angle	(BP/DBP)	✓ TL				
	Differential	(PQ1/PQ2/PQ3)	✓ TL				
	Absolute	(PS1/PS2)	✓ TL				
FLTL	Radome Transducers		Plugs? 36 ✓ TL				
	Cabin Transducer (Station 5)		✓ TL				
	Apn-159	SN: SW 11-01	✓ TL			Off ? : ✓ TL	
	Apn-232	SN: 1699	✓ TL			Off ? : ✓ TL	
	King Liquid Water		✓ TL				
MISC	J&W Liquid Water		✓ TL				
	Down PRT-5 (SST)		✓ TL				
	Side PRT-5 (CO ²)		✓ TL				
	RAMS Data System		✓ TL	(B)			# DATs : 1
	ASDL		✓ TL				Off ? : ✓ TL
USER	Epply Radiometers (PSP / PIR)		NI				
	Exterior Walk Around		36				
	Video	(N) (L) (R) D	✓ TL				
	AXBT Receivers		NI				
	AXBT Sonobouys		#On Board : 0	# Dropped : 8			# Good : —
FORMVAR	ODW System						# Tapes : 3
	ODW Dropsondes		#On Board : 20	# Dropped : 9			# Good : 7
	FCU	A B C D	✓ TL				UPS Off ? ✓ TL
	Charge Probe		—				
	HRD Workstation		—	(6)			Accelerometers
Field Mills	(L) (R) (D) (D)	✓ TL				#1 (2 G) : 8153	
Lawrence Water Collector		✓ TL				#2 (2.5 G) : 0684	
Formvar		—				#3 (3 G) : 5967	
						#4 (3.5 G) : 2892	

Please Note any Discrepancies

Item #	Zulu Time	Problem Description	Initials	A-23A #
①		SEA DAS DAT won't load DAT - Amber light flashes ~ 3 Hz - cleaning DAT short cycles	TL	OK
②		Look into bigger hard drive for SEA DAS	TL	OK
③		RDG-P had a loose rain fence - epoxied it in at pre-flight	TL	OK
④		Left UCR won't load tape - one stuck inside - warning #6 - took tape out - not better	TL	OK
⑤		MARS A-Scope - no trigger set - no display sweep - smoke came out - removed it	TL	OK
⑥	18:00	Work station - keeps rebooting - new power cord didn't help (- was FCU B - moved to Bus 2-04)	TL	OK
7	19:00	TZ 700 SN 047445228 NOWAT STA 5 Top was at STA 7 Printer doesn't always print all the way to the right	TL	OK
		turn on +		-
8		Rams UPS will not supply power with input power off.		OK
*		Need better Assortment of A/G/B Hardware in Goodie box		

NOAA • AOC • SED
N43RF DATA STATION LOG

Project : Hurricanes '96 Mission : Genesis #1 Flight ID : 960815I
 Operators : Lynch
 Take Off : 15:42 Landing : 01:04

RAMS DAT 1 On [8 9]: <u>15:28</u>	RAMS DAT 1 Off: <u>01:08</u>	CPU Selected: <u>(A)</u> B
RAMS DAT 2 On [8 9]:	RAMS DAT 2 Off:	VCR's Used: <u>(N)</u> <u>(L)</u> <u>(R)</u> <u>(D)</u>
RAMS DAT 3 On [8 9]:	RAMS DAT 3 Off:	
Printer On: <u>15:28</u>	Printer Off:	
VCR's On: <u>15:30</u>	VCR's Off: <u>01:07</u>	VCR Count: <u>4931</u>
MARS DAT On:	MARS DAT Off:	
PMS DAT On:	PMS DAT Off:	

ASDL Messages							
Message	Time	Message	Time	Message	Time	Message	Time
<u>(R) V S B</u>	<u>16:07</u>	<u>(R) V S B</u>	<u>19:15</u>	<u>(R) V S B</u>	<u>22:18</u>	R V S B	
<u>(R) V S B</u>	<u>16:20</u>	<u>(R) V S B</u>	<u>19:44</u>	<u>(R) V S B</u>	<u>22:45</u>	R V S B	
<u>(R) V S B</u>	<u>16:33</u>	<u>(R) V S B</u>	<u>19:55</u>	<u>(R) V S B</u>	<u>23:01</u>	R V S B	
<u>(R) V S B</u>	<u>16:46</u>	<u>(R) V S B</u>	<u>20:07</u>	R V S B		R V S B	
<u>(R) V S B</u>	<u>17:08</u>	<u>(R) V S B</u>	<u>20:15</u>	R V S B		R V S B	
<u>(R) V S B</u>	<u>17:33</u>	R V S B	<u>2</u>	R V S B		R V S B	
<u>(R) V S B</u>	<u>17:44</u>	<u>(R) V S B</u>	<u>20:45</u>	R V S B		R V S B	
<u>(R) V S B</u>	<u>18:10</u>	<u>(R) V S B</u>	<u>21:00</u>	R V S B		R V S B	
<u>(R) V S B</u>	<u>18:23</u>	<u>(R) V S B</u>	<u>21:17</u>	R V S B		R V S B	
<u>(R) V S B</u>	<u>18:32</u>	<u>(R) V S B</u>	<u>21:30</u>	R V S B		R V S B	
<u>(R) V S B</u>	<u>18:44</u>	<u>(R) V S B</u>	<u>21:44</u>	R V S B		R V S B	
<u>(R) V S B</u>	<u>18:59</u>	<u>(R) V S B</u>	<u>21:59</u>	R V S B		R V S B	

R = Recco V = Vortex S = Sonde B = AXBT

Data Station Operator Notes

Data Station Operator Notes

8100 0030 9018 0005 — C11
— — C100 C100 8181 8100 —
— — — — — 0082 —

8100 0030 8008 0005 — —
— — — — — —
— — — 8181 — — —

CYCLOGENESIS 1996

FLIGHT #2 960815I

TYPE OF DATA -----	SENSOR OR OPTION -----
INE	1
Accelerometer	1
Temperature probe	1
Altitude change option (for vertical winds)	RA-159
Static pressure	Rosemount fuselage
Dynamic pressure	Rosemount fuselage
Time source	Micro 99
Constants file	CO3964.CON

Notes:

There were two time/data gaps: 0049:06 and 0049:10

Downward spikes in radar altimeter output are a result of overflying land.

Dewpoint temperature #1, DW1, exceeded ambient temperature several times throughout the flight when heavy precip was occurring. DW1 was patched from 1605:25-1607:20 due to spike, and was patched from 2032:40-2034:10 due to balancing.

Radar Altimeter, RA-159 was replaced by RA-232 during takeoff and landing due to spikes (1542:30-1542:55, 0105:55-0108:00)

There were 16 electronic glitches/spikes in the fuselage static pressure sensor, PSF. These were all patched at the following times:

1624:00-1626:00	2129:30-2133:00 (2)
1647:30-1649:30	2241:00-2143:00
1718:30-1721:00 (2)	2252:30-2254:30
1814:30-1817:00 (2)	2347:00-2350:00 (2)
1946:00-1948:00	2354:00-2356:00
2015:30-2017:30	0025:30-0027:30

There 10 ODW dropsondes during the mission: 1606:14, 1651:37, 1759:37, 1823:41, 1852:15, 1934:51, 2000:31, 2010:04, 2046:30, and 2243:08.

	Takeoff -----	Landing -----
Aircraft static pressure:	1009.2 mb	1009.4 mb

The aircraft INE positions were renavigated 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.

It is recommended that these values be used for
vertical wind analysis.

Flight Meteorologist: Stan Czyzyk: (813) 828-3310 ext. 3086

160200, ^{2.2} - .2
 170000, - .2, - .7
 180000, - .6, - .5
 191900, 2.2, - .8
 202700, 5.0, - 3.2
 212100, 6.3, - 2.7
 221400, 5.5, - 2.6
 231400, 9.3, - 5.2
 001000, 11.0, - 6.1
 010800, 11.6, - 6.3

FIX #1	12	36.1	-60 - 26.3
#2	12	35.2	-64 - 57.1
#3	12	31.2	-68 - 41.2
#4	15	44.4	-64 - 53.7
#5	11	54.9	-65 - 48.3
#6	15	8.8	-66 - 37.8
#7	14	31.5	-66 - 45.7
#8	13	24.3	-66 - 44.5
#9	12	51.2	-63 - 1.1
	00:49:06	BAD POSITION	00:49:06 00:49:10
#10	13	4.6	-59 - 29.5

PE
RI

EDIT RAISE FROM 010605 - 010800
 RAISE FROM 154240 - 154250
 DWI FROM 160525 - 160720
 DWI FROM 203240 - 203410
 ? DWI FROM 003500 - 004300

GLITCH
BALANCE

TWO SPIKES IN SRF PRICES GOING OVER LAND

TITLE (MAX 21 CHARACTERS) -- EX HURRICANE PAINE
COAST II FLT 5
YYMMDDL FLT I.D.
951210I
HHMMSS START TIME -99999 DEFAULT TO START OF DATA FOR PRINTOUT ONLY
175601
HHMMSS END TIME 999999 DEFAULT TO END OF DATA FOR PRINTOUT ONLY
001300
HHMMSS TAKE OFF TIME
180000

* NUMBER OF TAPES (I2) ...FOR STANDARD TAPE OUTPUT ONLY
05 1
* -----LOGICAL UNIT OF INPUT DATA (I1) 8 OR 9 FOR TAPE DRIVE
9
* -----LOGICAL UNIT OF OUTPUT TAPE DRIVE (I1) [FOR STANDARD TAPE ONLY]
9
* -----LOGICAL UNIT OF PRINTER (I1)
6
* -----DATE OF PROGRAM (MMDY)

06094
* -----STATIC PRESSURE PROBE (I1)
* 1 = PSW (WINGTIP)
* 2 = PSF (CO-PILOT/FUSELAGE)
* 3 = FUTURE USE
2
* -----DYNAMIC PRESSURE PROBE (I1)
* 0 = PQW(WINGTIP)
* 1 = PQF1 (FUSELAGE 1281)
* 2 = PQF2 (FUSELAGE 1221)
* 3 =FUTURE US

1
* -----INE SELECTION (I1)
* 1 = INE 1
* 2 = INE 2

1
* -----ACCELEROMETER (I1) - USUALLY THE SAME AS YOUR INE SELECTION

1
* ----- TOTAL TEMPERATURE PROBE (I1) [1 OR 2]

1
* ----- DEWPONT TEMPERATURE PROBE (I1) [1 OR 2]

1
* -----ALTIMETER OPTION (I1) - FOR VERTICAL WIND COMPUTATION
* 0 = PRESSURE ALTITUDE (OVER LAND)
* 1 = RADAR ALTITUDE APN-159 (OVER WATER)
* 2 = RADAR ALTITUDE APN-232 (OVER WATER)

1
* -----PRINTOUT RATE SECONDS (I2)

20 10
* -----WINDSPEED/DIRECTION RUNNING AVERAGE TIME, SECONDS (I2)
10 ! FOR STANDARD TAPE OUTPUT ONLY

* -----TIME OPTION (I1)
* 1 = MICRO 29
* 2 = TIME BASED GENERATOR #1
* 3 = TIME BASED GENEATOR #2

1
* -----NAME OF CONSTANTS FILE EX CO3863.CON

CO3961.CON

TIME	LAT	LONG	TK	WD	WS	PA	GA	TA	TD	SP	PS	REMARKS
15:30:00												BLOCK OUT
15:42:25												TAKEOFF
15:44:00	1304	5926	171	84	20.9	386	430	24.4	22.0	1015.0	957.5	CLIMBING
15:02:00												14K
16:04:45	1234	6038	271	99	15.6	4286	4523	2.2	-6.2	1010.6	593.8	
16:06:14												DROP 1
16:12:30	1236	6114	269	115	16.6	4283	4520	2.1	-5.7	1010.7	593.9	
16:32:15	1236	6249	258	137	30.7	4279	4505	1.5	0.2	1010.7	594.9	IN RAIN
16:38:15	1236	6319	270	143	19.4	4274	4506	1.7	-0.5	1011.3	594.7	OUT OF RAIN IN/OUT CLOUD
16:42:25	1236	6336	267	139	20.4	4273	4504	1.8	-0.9	1010.6	594.1	IN SHOWER
16:51:37	1235	6419	270	145	20.9	4282	4572	1.2	-1.2	1011.0	594.0	DROP 2
17:48												SAKE IN SURFACE AREA
16:59:00	1235	6451	269	145	18.8	4282	4508	1.1	-0.9	1010.9	594.4	IN SHOWER
17:01												OUT OF CLOUD/RAIN
17:16:20	1235	6612	269	138	11.1	4281	4509	1.7	-0.6	1010.8	594.0	
17:28:15	1233	6701	267	115	5.2	4282	5					
17:44:00	1228	6818	236	112	16.1	4281	4507	1.4	-0.5	1010.8	594.2	
17:53:00												TURN NE ON CURVE
17:54:45	1217	6859	59	96	14.6	4281	4506	1.1	-0.5	1010.7	594.2	CLIMBING TO 15K
17:59:37	1231	6842	41	113	18.0	4589	4833	0.2	-3.8	1009.5	570.5	DROP 3
18:10:00	1302	6810	47	110	10.9	4589	4833	0.5	-2.6	1008.1	570.5	
18:20:30	1335	6734	47	38	18.4	4587	4827	0.9	-3.6	1007.3	570.6	WIND SHIFT
18:23:41	1344	6724	43	50	19.0	4588	4827	0	-1.7	1008.4	570.5	DROP 4
18:28:00												WIND INCREASE
18:30:30	1405	6705	42	54	27.2	4588	4826	0.8	-1.8	1006.8	570.6	
18:41:00	1439	6634	44	82	30.1	4588	4827	0.6	-2.2	1007.8	570.8	
18:52:15	1514	6559	42	101	22.2	4587	4831	1.3	-5.4	1007.1	570.7	DROP 5
19:02:20	1546	6529	46	102	18.1	4585	4832	0.5	-3.0	1008.6	570.8	
19:12:00												TURN TO TRAIL SOUTH
19:21:00	1536	6453	190	134	16.4	4585	4831	0.1	-0.7	1008.7	570.9	
19:31:00	00126	A		360		(MADE 7)						
19:34:51	1449	6458	180	102	20.0	4586	4829	0.2	-1.1	1008.3	570.7	DROP 6
19:43:00	1416	6458	186	118	16.2	4586	4823	-0.1	-2.3	1008.8	570.9	IN CLOUD
20:00:31	1302	6456	182	142	14.7	4585	4818	-0.5	-2.7	1009.5	570.9	DROP 7 + OUT OF CLOUD
20:10:04	1222	6457	179	122	19.2	4587	4822	-0.5	-3.0	1009.1	570.8	DROP 8
20:23:45	1158	6532	288	143	13.4	4586	4822	-0.7	-2.2	1009.5	570.8	
20:32:30												BALANCE DEVIATE
20:34:30	1154	6623	271	156	17.4	4585	4818	0.2	-4.1	1007.7	570.7	
20:37:00	1208	6632	4	164	14.7	4585	4816	0.1	-3.2	1007.8	570.9	TURN NORTH
20:46:30	1243	6630	1	187	18.5	4597	4824	0.3	-3.7	1007.5	570.4	DROP 9
20:46:30												SPIKE IN PSI + CORPS
20:53:00	1321	6630	1	192	13.4	4592	4825	-0.3	-2.3	1008.3	570.3	IN THIN AS
20:00:00	1350	6630	358	103	7.6	4591	4821	-0.4	-1.5	1008.3	570.4	WIND SHIFT
21:19:00	1512	6671		81	22.6	4588	4824	.3	.3	1007.5	570.2	IN CLOUD/TURN TO SW
21:37:25	1419	6735	227	88	17.8	4590	4822	.1	-1.0	1007.4	570.5	
21:31												SPIKE IN SP
21:51:00	1348	6747	87	67	10.2	4590	4821	-.1	-1.5	1007.8	570.4	EAST LEG
21:54:00	1349	6731	86	135	7.7	4592	4827	-.7	-1.0	1008.3	570.4	WIND SHIFT
22:00:45	1349	6704	89	180	18.5	4590	4826	-.9	-1.9	1009.2	570.4	
22:06												TURN NORTH
22:10:45	1417	6645	359	135	18.1	4592	4827	0.2	-2.6	1007.9	570.3	WIND SHIFT
22:16:05	1442	6646	1	114	18.9	4591	4828	0.1	-2.1	1007.8	570.5	IN RAIN
22:28:00												TURN SW
22:35:15	1543	6715	285	66	29.2	4592	4834	0.1	-1.1	1008.4	570.3	RAIN
22:43:08	1528	6724	258	80	21.4	4594	4834	-.4	-1.6	1009.6	570.3	DROP 10

TIME	LOT	IGN	WD	WS	PA	GA	TD	TD	SP	PS	TR	REMARKS
22:54:15	1444	6708	101	24.2	4591	4831	.1	-1.1	1008.3	570.4	163	
23:06:15	1355	6852	169	17.6	4592	4831	-.5	-2.1	1009.0	570.2	162	
23:16:45	13:13	6642	172	15.9	4592	4835	.3	-4.3	1008.5	570.3	167	
23:19:50	1259	6638	168	16.0	4589	4833	.4	-4.3	1008.5	570.4		TURN E
23:38:30	1255	6518	133	14.4	4591	4839	.6	-5.0	1008.8	570.3	94	
23:49:00	1251	6432	112	16.6	4591	4840	.9	-4.4	1011.5	570.3	95	
23:49:30	SPRINKLE IN		PS2M									
00:05:15	1250	6322	95	16.9	4593	4847	-0.3	-4.5	1011.1	570.3	88	
00:15:00	1252	6236	83	19.1	4590	4844	-0.7	-2.0	1011.6	570.3	89	EDGE OF RAIN
00:28:45	1254	6143	104	20.7	4592	4845	-0.7	-0.7	1011.2	570.2	87	
00:31:00												
01:04:15												DESCEND TO 13000
01:07:28												TOU CHAN IN BLOCK IN

Aircraft Operations Center
PO Box 6829
MacDill AFB, FL 33608-0829

March 16, 1996 AOC1:sw

MEMORANDUM FOR: *DR. H. Willoughby*

FROM: Captain George C. Player, III, NOAA
Director, Aircraft Operations Center

SUBJECT: Hazard Duty Flight

The mission flown on AOC aircraft # *N43RF* on *8/15/96* has been declared hazardous. The following personnel from your laboratory participated in this mission.

<i>F. MARKS</i>	<i>J. FRANKLIN</i>
<i>P. DODGE</i>	<i>C. LANDSEA</i>
<i>M. BLACK</i>	<i>S. HOUSTON</i>

For purpose of computing allowable hazard duty time, the hazard period during this mission was from *11:30* local time on *8/15/96* until *21:07* on *8/15/96*.

1 1

DATE : 8/15/96

TO : Chief, AOC Flight Operations

FROM : Pilot/Flight Director, Aircraft ~~1822~~ ON 01:07 BLOCKTIME
N43RF OFF 15:30 9.7

SUBJECT: Hazardous Duty

PURPOSE OF FLIGHT: TROPICAL CYCLOGENESIS

Hazardous Duty Pay is required for flight made on 8/15/96
(DATE)

Request based on SEVERE WX OPERATIONS

Personnel on board authorized Hazard Pay:

- BAST, G _____
- MOORE B. _____
- SANS SOUCI, D _____
- CZYZYK, S _____
- PARRISH, J. _____
- LYNCH, T. _____
- ROLES, J. _____
- GONZALEZ, J. _____

PILOT/FLIGHT DIRECTOR: S. Czyzyk

APPROVED: _____ DISAPPROVED: _____

CHIEF, AOC FLIGHT OPERATIONS: _____

1530
1630
1730
0130

1906

1820

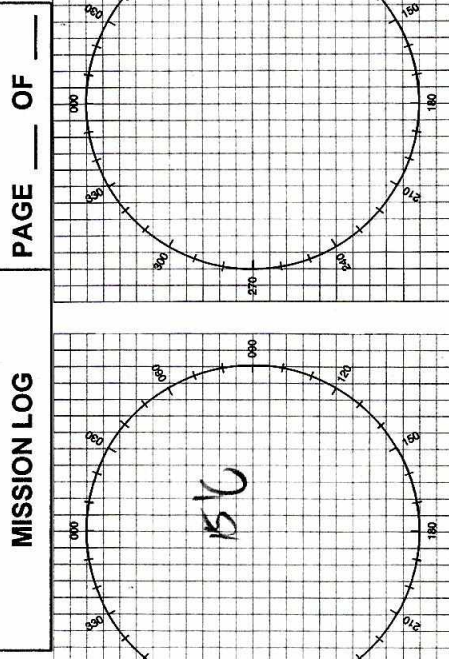
1226

1730

1640

ADA KOL

CLEARANCES		OTHER	
FREQ	ALT	HDG	
			AS61 → R15A7
			14000 180
			2743 1187



POSITION REPORT	
1. POSITION	
2. TIME	
3. ALTITUDE	
4. NEXT POSITION	
5. ETA	
6. NEXT POSITION	

EMERGENCY MESSAGE
 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 2182 KHZ HF/CW 8364 KHZ 500 KHZ
 MAYDAY, MAYDAY, MAYDAY
 THIS IS NOAA, 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 _____ SOULS ON BOARD
 - NATURE OF EMERGENCY _____
 - ASSISTANCE DESIRED _____
 - PILOT INTENTIONS _____
 - WE HAVE _____ ENDURANCE REMAINING

TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	MH	VAR +E→	TH	DR +R→	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS	
1525	V	150410N 592915W																				
1530																						
1542																						
1602	G	123410N 603610W	123410N 603610W	+12 -4	123410N 603610W	-1			057	0	257	272	005	17	14K	257					Land area	
1700	G	123510N 645715W	123510N 645715W	+12 -8	123510N 645715W	-4			064	AR	266	268	145	20	14K	258						RAKON
1800	G	122910N 684315W	122910N 684315W	+12 -15	122910N 684315W	-17			051	4	077	259	113	17	15K	265						Posit
1914	G	154410N 645218W	154410N 645218W	+14 -7	154410N 645218W	-313			101	0	161	254	121	17	15K	272						Posit
2007	G	154910N 654815W	154910N 654815W	+15 -17	154910N 654815W	-17			207	0	267	276	147	14	15K	269						Posit
2121	G	150918N 663619W	150918N 663619W	+14 -17	150918N 663619W	-515			222	0	222	279	085	24	15K	261						Posit
2214	G	143310N 664518W	143310N 664518W	+14 -15	143310N 664518W	-915			004	5L	359	279	111	20	15K	273						Posit
2314	G	131710N 665010W	131710N 665010W	+15 -12	131710N 665010W	-914			169	0	169	278	172	19	15K	258						Posit
0010	O	1854N 6055W																				
0105		130410N 592915W	125310N 593510W	+116 -613	131910N 592315W	-1410 160																Land Area
0106																						Chocks

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MISSION LOG PAGE OF

FIX TYPE POSITION INS 1 POSITION K ERR INS 2 POSITION K ERR GS WD WS ALT TAS NEXT PT DIST TIME ETA REMARKS

TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	MH	VAR +E=>	TH	DR +R=>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
2028																				2015	12N 65W
2044																			2055	2020	1150N 75 416 66W
2129																		2117	2120	2115	1510N 200 145 66W
2200																					1330N 140 173 6780W 6815
2245																					1220N 233 2015 6430 6450
2301																					1430N 70 416 6445W
2346																					1210W 200 145 6715W
0039																				0000	0105E 210 141
0040																					
0127																					210 216 150 653
0146																					

2028
2044
2129
2200
2245
2301
2346
0039
0040
0127
0146

425

2129
2100
2117

WP	MISSION PREFLIGHT LOG		NAVIGATOR	AIRCRAFT COMMANDER			FLIGHT DIRECTOR	SCHEDULED / ACTUAL TAKEOFF Z			DATE OF TAKEOFF				
	DESTINATION	MISSION		DR	TRK	GS		WD	WS	ALT		TAS	LEG / TOT DIST	LEG / TOT TIME	PROP ETA
1	TBPB → TBPB	13040N 592015W						Ken尼迪	Cozak	CMZYK	1530	1542	960815		
2		1225N 66031W									67	417	1559		
3		1230.5N 695615W									67	417	1805		
4		1301N 6730W									613	4106	2070		
5		1613N 6458W									313	4110			
6		1100N 6500W									1295	4154			
7		1400N 6700W									315	4118			
8		1352N 6418W									154	4135			
9		1308N 6415W									1665	6117			

INS PERFORMANCE	
BEGIN ALIGN TIME	INS 1 INS 2
1315	1315
ALIGN STATUS (0-5)	1
END NAV TIME	0110 0110
START NAV TIME	1523 1523
DELTA T	2447 9147

TERMINAL ERRORS	
DELTA LAT	INS 1 INS 2
+146	+146
-63	+60
3	0
13	4

REMARKS	