

19980923I1 - FDIR

HURRICANE GEORGES (RECCO, OPA LOCKA - MACDILL AFB)

Flight 4 980923I N43RF

DATA TYPE	SENSOR or OPTION
INE	2
Accelerometer	1
Temperature Probe	1
Altitude (for vertical wind)	RA APN-159
Static Pressure	Fuselage
Dynamic Pressure	Fuselage
Dewpoint Probe	1

Notes:

Aircraft INE #2 positions were re-navigated with respect to GPS.

APN-159 radar altimeter spikes before take off and after landing were removed and patched with APN-232 altitudes.

Rosemount Attack Pressure (radome sensor) froze from 0440z - 0530z.

Rosemount Slip Pressure (radome sensor) froze from 0440z - 0615z.

Dewpoint Sensor #2 inoperative from 0445z to 0510z.

APN-159 radar altimeter failed from 214301z-215130z, 0620z-0630z.

Fixes noted during this flight were CPAs (Closest Point of Approach), because the center of Georges was over land and over mountains at the east end of Cuba. In all cases the aircraft was able to get inside of the radius of maximum winds.

SPECIAL NOTE!!! Locations 80, 81 and 82 of record five on the standard tape contain vertical ground, vertical air and vertical wind speeds, respectively, derived from Dave Jorgensen's vertical wind algorithm. It is recommended that these values be used for vertical wind analysis.

	Takeoff	Landing
Aircraft static pressure	1009.1 mb	1011.2 mb
Corrected tower pressure	1009.0 mb	***** mb

Flight Director: Jack Parrish, (813) 828-3310 ext. 3077



980923I H. GEORGES RECCO

TIME	LAT	LONG	TRK	WD	WS	PA	GA	TA	TD	SP	PS	TD		
2142	2554.6	8046.4				36		30.6	23.5		1006.8			SLK
215530	2553.5	8001.5	105	41	7.4	1298	1371	20.3	14.2	1010.9	852	↑		
221645	2512.9	7841.6	133	41	10.8	4624	4883	2.3	-15.6	1006.9	567.8	-15K		
2231	2429	7749	132	52	15.5	4626	4873	3.0	-18.0	1004.1	567.9			
225045	2330.2	7635.6	132	56	27.5	4622	4868	3.6	-23.1	1003.1	568.0			
232030	2156.6	7459.3	132	48	47.7	4627	4843	2.2	-1.5	998	567.8			
2358	2012	7340	180	179	60.6	1523	1528	18.2	13.6	1004	843	-5K		
0025	1939	7455												
0026	1939	7456												
0042	1939	7559	231	304	29.6	1561	1554	18.4	17.2	1002.2	839		CPA	
005630	1940	7505	81	260	30	1554	1517	18.3	17.9	999	843		CPA	CHECK MONITOR US N
010615	1952	7421	74	193	56	1682	1682	16.6	15.9	1003.4	827			DEW CPA
0115	2001	7345	77	191	56	1541	1555	19.7	14.8	1004.7	841.4			
0141	2101	7511								997				CPA
0157	2134.4	7619	298	58	41	1533	1550	19.2	16.0	1006.5	841.9			
020915	2141.6	7624	118	57	40	1540	1558	19.0	16.0	1004.7	841.6			
0217	2130	7557	121	58	42	1536	1536	19.7	15.8	1002.8	841.6			
0229	2108	7522		95	45					998				CPA
0247	2118	7423	80	161	60.3	1545	1556	18.7	16.7	1005	841			
030430	2147	7352	327	163	46	1629	1625	16.5	16.0	1009.2	832.4			
0340	2130	7531.6	175	90	57.7	1632	1618	18.4	17.5	1000.8	832.3			
03515	2113	7527	121	116	43.5	1629	1601	18.8	17.1	998	832			E OF CPA
0400	2050	7444	119	157	56	1631	1625	20.0	15.1	1000.9	832			
041230	2053.8	7442.7	294	166	55	1630	1628	19.7	15.0	1001.6	832			
0429	2125	7555								999				CPA
0454	2258	7708	322	66	54	6739	7133	-10.5	-19.0	998.9	426			
0523	2452	7852	312	97	12.1	6740	7156	-11.2	-36.9	1004.5	425.8			
054715	2617	8039	311	320	1.4	6742	7141	-11.7	-34.7	1004.5	425.7			
060045	2703.3	8139.6	312	5	8.7	5952	6262	-5.0	-28.4	1000.8	480	↓		
0630	2751	8229.6				17		25.9	19.8		1011.2			SLK

HURRICANE GEORGES (RECCO, OPA LOCKA - MACDILL AFB)

Flight 4 980923I N43RF

DATA TYPE	SENSOR or OPTION
INE	2
Accelerometer	1
Temperature Probe	1
Altitude (for vertical wind)	RA APN-159
Static Pressure	Fuselage
Dynamic Pressure	Fuselage
Dewpoint Probe	1

Notes:

Aircraft INE #2 positions were re-navigated with respect to GPS.

APN-159 radar altimeter spikes before take off and after landing were removed and patched with APN-232 altitudes.

Rosemount Attack Pressure (radome sensor) froze from 0440z - 0530z.

Rosemount Slip Pressure (radome sensor) froze from 0440z - 0615z.

Dewpoint Sensor #2 inoperative from 0445z to 0510z.

APN-159 radar altimeter failed from 214301z-215130z, 0620z-0630z.

Fixes noted during this flight were CPAs (Closest Point of Approach), because the center of Georges was over land and over mountains at the east end of Cuba. In all cases the aircraft was able to get inside of the radius of maximum winds.

SPECIAL NOTE!!! Locations 80, 81 and 82 of record five on the standard tape contain vertical ground, vertical air and vertical wind speeds, respectively, derived from Dave Jorgensen's vertical wind algorithm. It is recommended that these values be used for vertical wind analysis.

	Takeoff	Landing
Aircraft static pressure	1009.1 mb	1011.2 mb
Corrected tower pressure	1009.0 mb	***** mb

Flight Director: Jack Parrish, (813) 828-3310 ext. 3077