

790827I 43 RF

19790827II-
LPS

Nugli Willoughby - old props

Pete Wirfel - radar

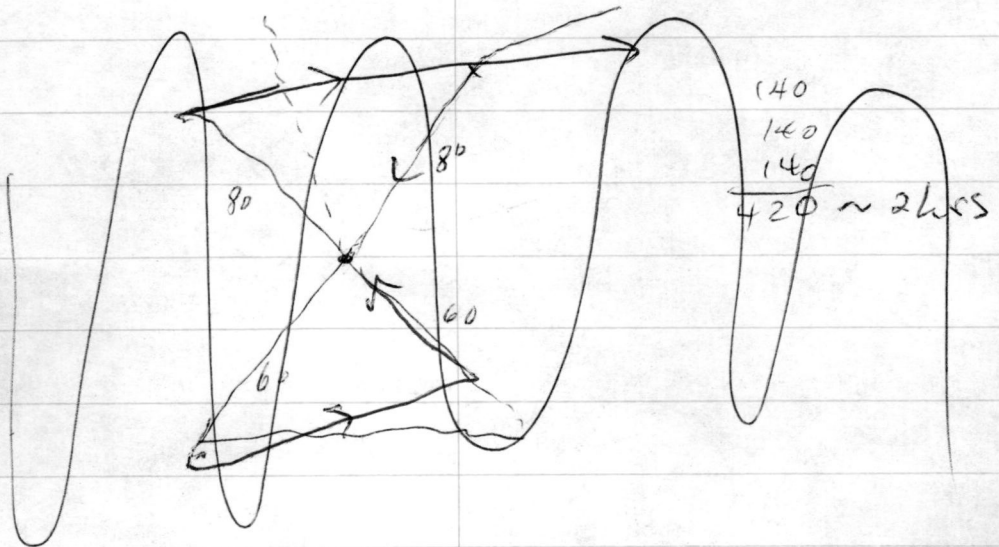
Pete Black - LPS

Jeff Hawking - AXBT

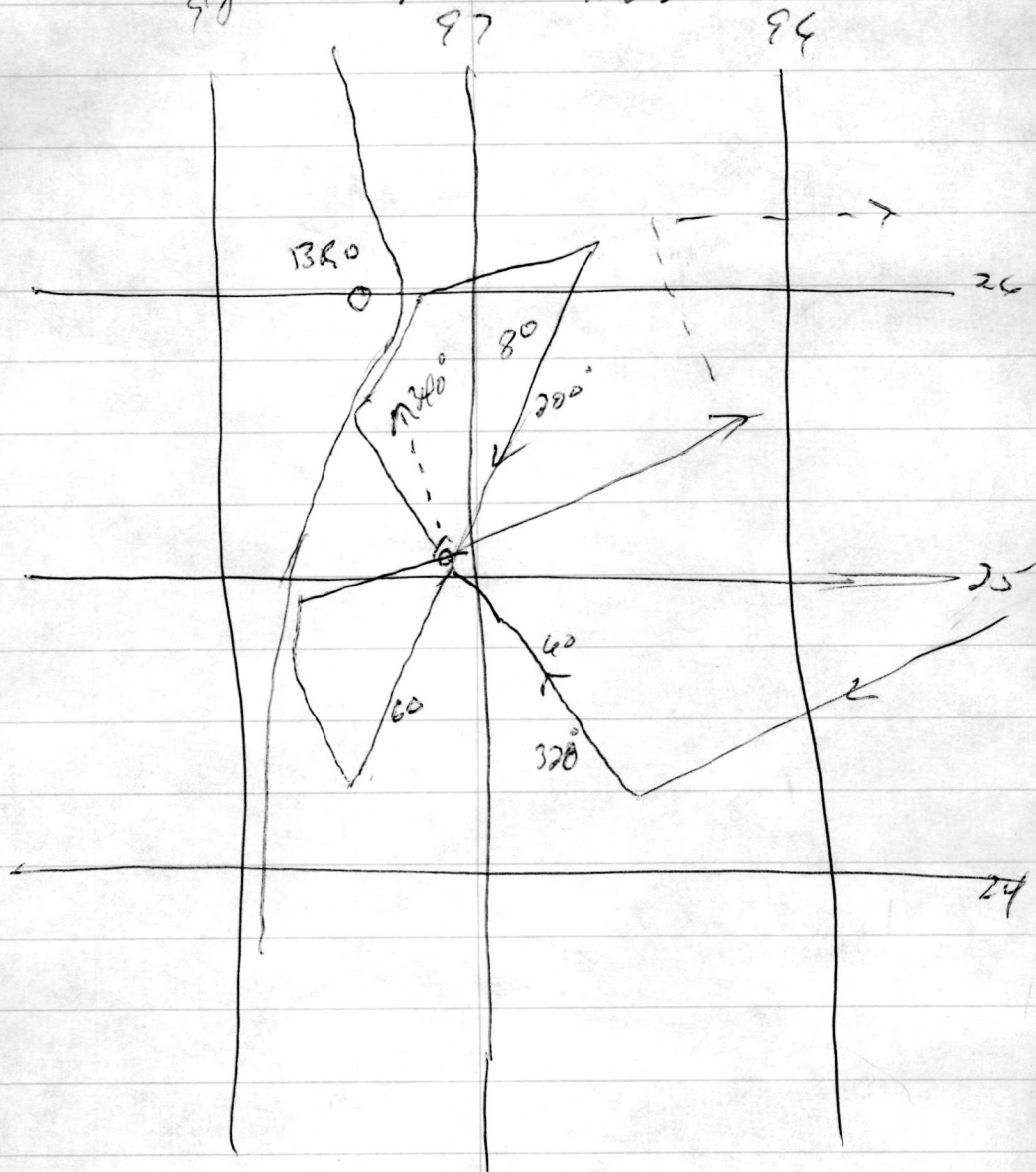
Mike Furingo - AXBT Trainer

18Z ~ 25.1°N heading 340°
97.7°W

21Z ~ BR6 26.0°N
97.7°W



to 1500ft at 20 hrs out
 estimate 25.9 N, 97.1 W at 18 GMT
 approx 540 n. mi in pattern
 ~ 2 1/2 hrs



790827I

proposed

790827 J

Take-off: 1454 GMT

radar - o.k. ^{x-0}

data syst - o.k., on board display showing

cloud physics

AXBT - o.k.

PRT - ok.

1501 - diff press not working

Personnel:

pilot - Fred Weale

co-pilot - Noble

eng. - Frank Cicelli

- Tom Berger

flt director / met - Dick Dorby

engineer - Jim McCray

eng/tech - Sam Calvert

digital syst - Ben Lambrecht

digital eng - Goldstein

1505 GMT - problems:

Digital syst ~~was~~ not operating
~~properly~~ properly - nonsense numbers
on CRT; will reload program

radar - digital scan converter failed
wa for belly radar - no CRT
display

1528 - belly radar switched to
good scan converter

1534 - following elements bad

primary bad
elements
→ PA
→ TA
WS, WD
→ PS - diff proc
TAS

1602 - message via RFLC
to Bob Sheets
no air temp
no winds from aircraft

1605 - Dick Darby says that
winds can be obtained from
INS output independent of
digital system

no 1 INS is free
no 2 INS is aided (is updated)

we will manually record
unaided INS no 1 winds
winds must be greater than
12 kt for display to work
disregard WS $\leq$ 12 kt

1620 - problem traced to bad differential pressure sensor

1630 - Hugh will estimate surface winds, Mike will manually log INS unaided winds from INS readout

STC off - sea clutter reduced
on ^{digital} CRT, increased on radar CRT display

1639 - RAMS system down
~~second scan converter~~
~~went off~~

1642 - ^{RAMS} back on

1649 - cameras on for $4\frac{1}{2}$ hours
1 second rate

1654 - cameras off until 1730

ETA first point in pattern: 1825

1705 CRT display of SST ≈ 15.0

dial SST ≈ 28.1

1710 passed over oil patch

SST went bad on printer
at 1600 - ~~off~~

1715 leads reversed on
digital syst. - all
parameters except SST
are o.k. now

Left logging SST at 1 min
interval

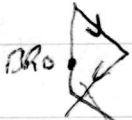
25.6 1720 AF posn

96.1

1735 cameras on at 1 sec rate
poor visual conditions
cloudy, hazy

AXBT drop 1800 GMT
in the rain
spc wind 160 25 kt
EST 26.7
AXBT spc 28.1 BT o.b.

1817 - BT, turning NG
182330 BT, 28.5

storm inland 50 mi S of
Brownsville  new plan

183940 oil 100 yds to
left of airplane

25°C 97.07

1841 spc oil shear

184830 passed ^{the} roll cloud

1853 well defined oil streaks

26.49 97.02

streaks parallel to wind

24.5	97.3	} 42 pattern
E	24.5 95.5	
NW	BR0	
NE	27.5 95.5	
W	27.5 97.1	
S	BR0	

1913 graphics down

1916 swell at right angles
to the wind

1920 graphics back

A31 turn

2021-23 oil slicks 4, 5, 6 phases.
Feds camera

2050 oil streak - photo for Fred

passed over EBT 2241 GMT

dropped AXBT

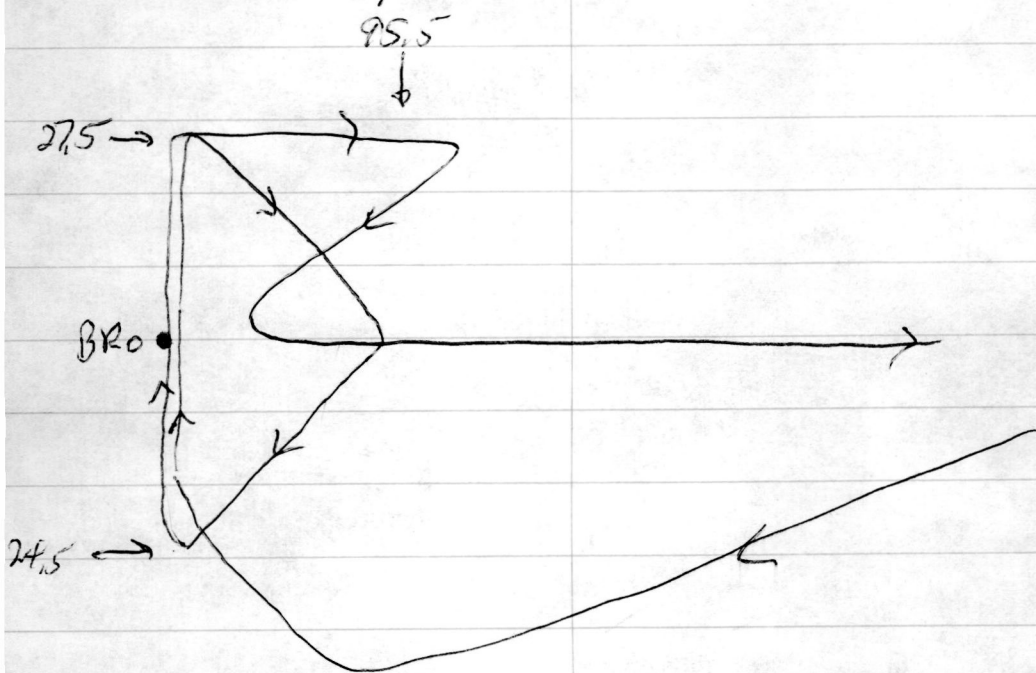
picked it up on radar (nose)

took 3 photos

alt = 1500 ft

climbed to 23k ft

pattern flown was:



- dropped 4 AXBT'S - all worked
did not receive 2nd one due to op error
- fast ~~time~~ on for low level portion of flight
0025 - nose radar down, then back on
landing: 0105 GMT

-1-

790827H

Time	WDIR (°)	WSPD (knts)	manually read INS winds from unaided INS
162800	75	14	
2900	76	14	
3000	81	14	
3100	76	13	
3200	80	15	
3300	80	19	
3400	85	19	
3500	87	19	
3600	88	19	
3700	89	15	
3800	92	15	
3900	101	14	
4000	97	14	
4100	96	15	
4200	94	15	
4300	102	13	
4400	100	14	
4500	98	13	
4600	100	14	
4700	107	—	
4800	112	12	
4900	102	12	
5000	104	12	
5100	107	—	
5200	115	13	

	Wden	Wspo
165300	110	15
5400	114	13
5500	105	15
5600	106	14
5700	112	13
5800	109	13
5900	108	13
170000	106	12
0100	107	13
0200	109	13
0300	109	13
0400	117	—
0500	110	—
0600	109	12
0700	105	13
0800	120	12
0900	117	✓
1000	121	—
1100	112	12
1200	109	12
1300	115	—
1400	123	—
1500	116	—
1600	113	12
1700	121	—
1800	99	12
1900	101	—

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Time	WDIR	WSPD
172000	96	17
2100	79	17
2200	99	20
2300	92	17
2400	97	17
2500	70	11
2600	91	14
2700	79	19
2800	77	17
2900	48	15
3000	64	12
3100	72	13
3200	67	14
3300	72	13
3400	78	14
3500	60	15

