

RFC-1 WORK FORM (7-76) U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION RESEARCH FACILITIES CENTER MIAMI, FLORIDA FLIGHT LOG		AIRCRAFT M42RF
		FLIGHT NO. 49-80
		FLIGHT ID CODE 08 H
		DATE 8 Aug '80
TAKE OFF (City or airport) KMIA	LAND (City or airport) KMIA	ALTITUDE 18-22 Kft.
PURPOSE Research hurricane "Allen"		
PROPOSED TAKEOFF TIME:		PROPOSED FLIGHT DURATION: 10 hrs
TIME IN: 0106 Z ^(8/9)		TIME ON: 0101 Z ^(8/9)
TIME OUT: 1631 Z		TIME OFF: 1643 Z
BLK. TIME:		FLIGHT TIME:
FLIGHT PERSONNEL		
OPERATIONS CREW		SCIENTIFIC CREW
		VISITORS
Worley	Correll	Rossby
Gruchings	Rose	Zyako
Mandelkern		Lawbricht
Adams		Papworth
		Sheets
		B. Schmitt
		LaSaur
		Parrish
		P. Black
PROPOSED MISSION As described in attached sheet.		
ACTUAL MISSION AND REMARKS As described - completed 1 1/2 patterns. Second time at point ①: Aborted mission at 2230 z. Could hear what sounds like something hitting the fuselage on the outside. Return to Miami.		
DATA COLLECTED AND REMARKS Took lightning strike between ②, ① on second pass thru pattern.		

1930 F/A

A/C MANDER	NAVIGATOR	A/C NO.	MISSION NO.	TIME AIRBORNE	LOCATION Kmit N25-48.3	DATE 8 Aug 1980	PROJ. NAME 6 "Allen"
WERLEY	ADAMS	N42FF	870808	16	W080-17.6		

TIME OF ENTRY	POSITION	TYPE	INERTIAL POSITION	LAT LON COR'S	POSITION	LAT LON COR'S	REMARKS
163107	N25-48.3 W080-17.6	4/1	25-48.1 080-17.4	-1.6 +1.2	25-48.7 080-17.4	-1.6 +1.2	Block out
164322	25-48.1 080-17.5		25-48.1 080-17.5	0 0	25-48.2 080-17.2	-1.1 +1.3	TOFF '91'
173908			26-00.9 84-31.1		26-00.7 84-30.0		EPSON A/PF Sonde
1757							TP TR 290
192227			24-09.0 92-10.3		24-09.7 92-08.5		5
193518			24-27.3 93-12.1		24-28.0 93-10.3		A44
195017			24-10.7 92-10.2		24-10.9 92-12.5		5
200730			23-04.7 92-34.8		23-05.5 92-30.4		P21
202338			24-18.4 92-22.0		24-18.2 92-21.0		5 4.5-7-
203701			25-17.0 92-01.9		25-17.5 92-06.9		P13
205324			24-16.2 92-30.9		24-16.2 92-30.2		5
211038			23-48.6 91-08.5		23-48.5 91-08.3		P15

SYS	BEGIN ALIGN TIME	NCS CONN	Ω AID	TIME OUT OF COARSE	ALIGN STS 0-5	(1) TIME INTO NAV.	(2) TIME OUT NAV.	ΔT (2)(1)	TERMINAL ERROR		
				ELAPSE ALIGN POST TIME					LAT	LONG	GS
INS 1	1537	✓	✓	—	4	1618	0106	8.8	-3.1	+4.7	4
INS 2 of IMU	1537	✓	✓	—	3	1618	0106	8.8	-3	+1.6	1

ALIGN REMARKS: 25 2506 2166

OTHER REMARKS: 114/40

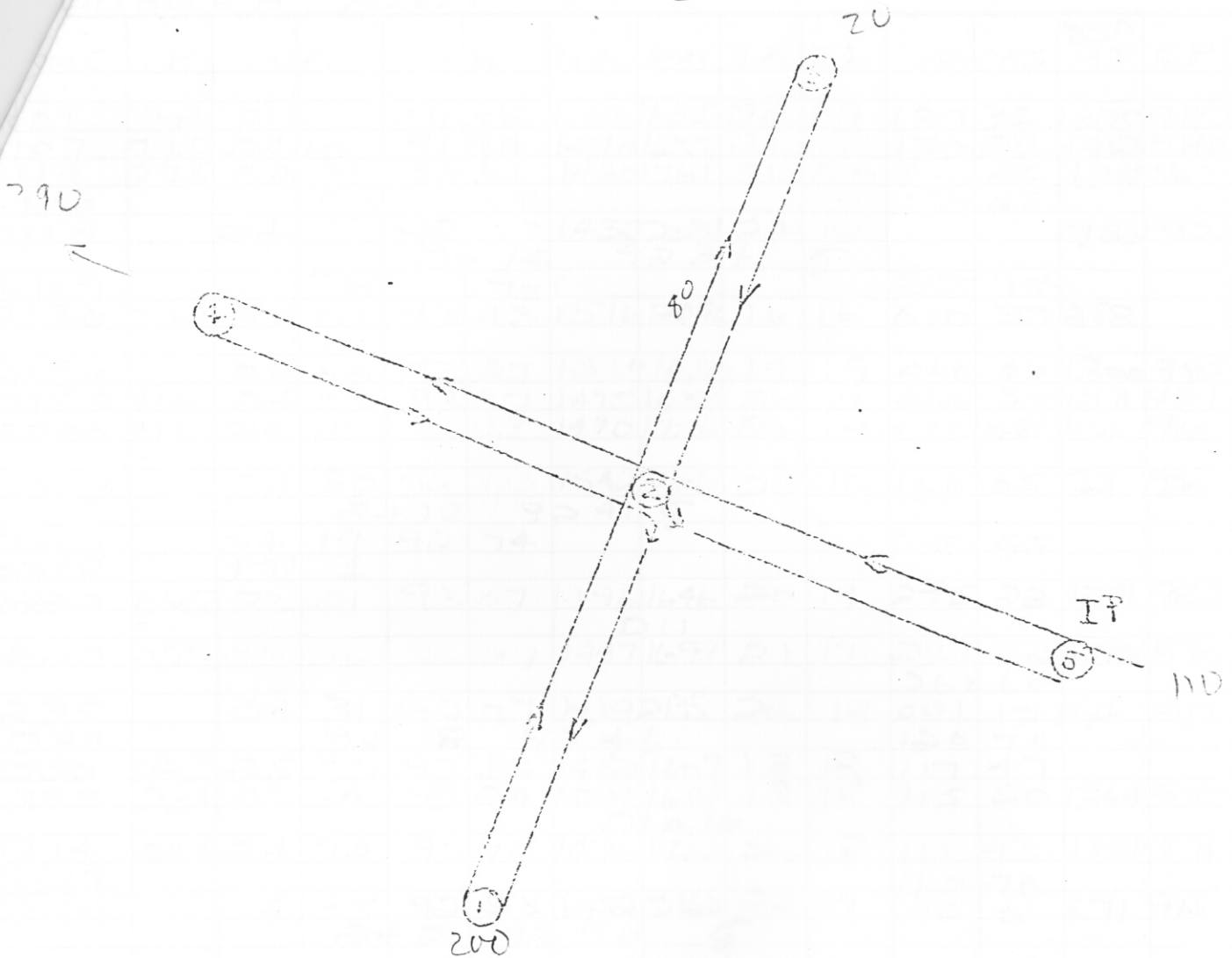
TYPE OF FIX : (1) DR (2) RADIO (3) CELESTIAL (4) VISUAL (5) LORAN (6) RADAR (7) DOPPLER (8) OMEGA (9) INERTIAL (10) OMEGA - INERTIAL

8 (-) Aug '80 "Allen"
 M412DRF

	L _A	L _O	D	S	T _A	T _O	R _A	R _O	H _A	Trk	S _p	SST	TAE		
10 00	26.0	84.6	124	10	-2	-9	5193	4900	274	275				Sound	laun
10 20	25.7	86.5	133	15	-1	-23	5178	4895	236	240	1011	21.2			
10 40	25.6	86.7	130	14	-2	-10	5173	4895	220	251	1011	21.5	140	2 min	Rick
10 7 20	25.6	86.9	134	16	-2	-9	5173	4895	190	196	1011	21.6	138	4 min	laun
18 10															
18 12 20	25.3	87.1	130	17	-2	-14	5166	4893	280	282	1012	21.4	138	2 min	Rick
18 15 10	25.3	87.3	131	19	-2	-14	5163	4893	235	241	1011	21	138	on track	
18 55 00	23.6	90.2	166	26	-10	0	5693	5525	233	242	1001	-4	145		
18 57 30															
19 02 00	23.5	90.6	188	28	-2	-2	5664	5472	280	290	995	-4	150	(5)	IP
19 11 00	23.8	91.3	195	22	-1	-2	5617	5475	224	292	978	16	140		
19 20 30	24.1	92.0	226	47	0	15	5320	5460	307	312	930	17	151	Sound	
19 22	24.2	92.2	300	2	6	-1	5302	5466	300	240	930	21	950	(2)	eye
19 37	24.5	93.3	33	24	-1	0	5631	5467	104	110	982	4	147	(4)	
19 50	24.2	92.2	80	5	4	0				110	929		158	(2)	eye
20 00	23.6	92.4	284	22	-1	-1	5607	5480	211	202	977	13	150		
20 06	23.1	92.6	295	18	-1	-1	5639	5479	15	21	981		152	(1)	sound
20 02	24.3	92.3	107	21	6	-2	5331	5549	32	20	920		150	(2)	sound
20 36	25.2	92.0	115	27	-1	0	5677	5510	197	207	981		198	(3)	
20 52	24.3	92.5	1	13	6	-2	5248	5492	112	110	923		138	(5)	eye
21 10	23.8	91.1	196	24	-9	-3	6232	6061	283	290	923		140	(5)	sound
21 29	24.3	92.4	182	50	-2	0	6055	6091	271	290	944		157		sound
21 32	24.3	92.6	298	12	3	-7	5892	6080	290	288	917		140	(2)	sound
21 43	24.6	93.5	29	23	-4	-6	6270	6071	303	294	979		153		sound
21 46	24.6	93.7	30	24	-4	-6	6277	6073	110	118	479		151	(4)	
	24.3	92.7	60	4	6	-9	5887	6091	202	200	912		160	(2)	eye
22 24	23.3	93.0	288	25	-4	-4			343	350			161	(1)	
22 30															

APPROX MISCION
 sounds like something is hitting
 the fuselage on the outside

3 A/C MODIFIED EYE-WALL EXP
OPTION B



ALL AIRCRAFT FLY 5,2,4,2,1,2,3,2,5,2,4, ...
FOR DURATION

ALTITUDES	41C	12000 FT
	42RF	18-20000 FT
	43RF	5000

OPTION B WILL BE FLOWN IF THE
EYE IS LARGE OR IF A SECONDARY
WIND MAXIMUM IS PRESENT.

DOBOSH ALLEN

ME	IK	LA	LO	RA	PA	TA	TZ	WD	WZ	ST	SP
01	202	2028	9138	1514	1635	20	19	187	35	1200	987
107	295	2410	9179	1470	1655	21	18	170	28	1455	980
2114	275	2417	9231	1460	1761	21	20	150	25	1118	965
2116		23	92					150	23		
2118		24	92	1432	2081	24	18			752	923
2119		23	92	14	34	5					
2130	210	25	93	43	1516	2096	16	16	010	37	258
2146		25	92	27	1510	1677	19	19	060	40	1300
2152	116	24	93	27	1475	1638	20	14	026	28	1371
2206	111	24	92	93	1470	1756	23	19	012	48	114
2203		24	92	10	1510	218	25	16	160	05	77
2204		24	92	12	92	41	5				
2218		PT	1	92	74			280	25		
2222	025	23	93	27	1496	1646	20	19	295	22	1291
2229	032	24	92	27	1447	1694	21	17	287	32	1175
2235		24	92	77	1439	215	26	18	268	20	
2237		23	92	18	92	46			221	10	154
2250	023	25	92	25	1482	1607	18	18	120	70	
2258	031	25	92	24	1521	1601	18	18	115	50	1344
3314	201	24	92	72	1476	1722	20	18	111	43	1181
3317		24	92	23	1452	2162	24	17	112	70	
3319		24	92	21	92	50	5				
		2355Z	TRIP	90	WIND	120/16	01T			29	95
		0055Z		87		120/13				29	96

010358 ON KMSY 1014.0 32.3 PA6
 0115 IN KMSY

9 RADAR - HRES
 1 SLOW "
 4 FAST "
 E LS, RS, D FILM
 5 CLO PHT

BROSH ALLEN

	TR	LA	LO	RA	PA	TA	TD	WD	WS	250 HT		
	OUT MIA											
110	273	25 97	83 88	5151	4859	-1	-16	115	09	5801		
740	237	25 68	86 41	5140	4858	0	-11	106	14	5906		
1801	HEAVY RAIN 1500'											
1814	LVL 1500'											
1815	242	24 20	89 33	442	476	24	20	140	20			
1820	239	23 75	90 31	470	512	20	20	150	27			
	CLMS 70 50 GRAPHIC OUT											
1840	240	22 52	90 27	1984	1598	20	19	185	31		990	ESS
	DIA 12											
1845	240	22 67	91 19	1447	1567	20	20	200	26		986	"
1850	241	22 20	91 50	1458	1608	21	18	200	27		982	"
1855	306	23 95	91 23	1420	1670	20	20	215	27		971	"
1856		24 00	91 92					220	45		960	"
1857		24 06	91 92	1421	1500	19	10	200	45		949	"
1859		24 11	92 02	1453	1753	22	18	200	25		990	"
1901		24 15	92 22			18	18	215	50		760	WNW
1905	243	24 25	92 49	1462	1670	21	18	220	33		977	"
1910	285	24 36	92 86	1465	1601	19	19	245	25		986	"
1912	BT	DT 4		24 06	92 11	5						
1915	158	24 46	92 00	1422	1696	19	19	245	31		987	"
1920	112	24 35	92 74	1423	1605	21	18	225	30		981	"
	DIA 12											
1924	111	24 25	92 46	1452	1697	21	20	220	40	1181	911	"
1926	111	24 21	92 27	1429	1836	20	20	220	55	1099	910	"
	DIA 12											
	60											
	928											
1928		24 14	92 16	1420	1581	20	21	200	41	970	911	"
1930		24 01	92 16	1425	1807	20	20	212	42	1130	965	"
	24 08 92 12 5											
1937	196	23 63	92 25	1458	1608	21	18	240	21	1522	982	"
1943	200	23 25	92 29	1470	1602	21	18	249	19	1305	981	"
	PT 1											
1950	018	23 49	92 44	1445	1603	21	18	290	31	1221	982	"
1955	018	23 22	92 31	1457	1649	20	18	270	28	1218	975	"
1958		24 02	92 36					255	45			
2000		24 12	92 20			24	18	255	01	552	974	"
	DIA 12											
2002		24 22	92 24	24 10	92 18	5		110	65			"
2005	037	24 46	92 17	1469	1764	19	19	114	46	1003	974	"
2010	033	24 74	92 03	1473	1639	20	20	102	34	909		"
2015	023	25 06	91 88	1453	1574	18	18	114	48	1324	989	"
2016	PT 3 DIA 12											
2020	200	25 02	92 01	1459	1583	19	19	108	43	1206	986	"
2026	203	24 76	92 16	1436	1614	20	19	108	36	1253	979	"
	DIA 14											
2031		38	31					112	60			
	36 30											
	120 65											
2034		24 25	92 38	1491	2099	24	17	106	01	815	926	"
2036		24 13	92 27					200	50	798	929	"
	24 15 92 23											
2041	115	24 09	91 91	1498	1633	21	17	190	27	1257	980	"
2053	PT 5											