

RFC-1 WORK FORM (7-76)
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 RESEARCH FACILITIES CENTER
 MIAMI, FLORIDA

AIRCRAFT
 NH3RF

FLIGHT NO.
 53-82

FLIGHT ID
 820812E

DATE
 AUG 12, 1982

ALTITUDE
 18K
 1K

FLIGHT LOG

TAKE OFF (City or airport)

MIA

LAND (City or airport)

MIA

PURPOSE

SEA-BREEZE #3

PROPOSED TAKEOFF TIME: 1630

PROPOSED FLIGHT DURATION: 5.5 HR

TIME IN: 2225

TIME ON: 222033

TIME OUT: 1640

TIME OFF: 1650

BLK. TIME: 5.8

FLIGHT TIME:

FLIGHT PERSONNEL

OPERATIONS CREW

SCIENTIFIC CREW

VISITORS

TICKNOR FLEURY

HAYDU STONE

McFADDEN JACK

MANDELKERN

PARADIS

JORGENSEN CHENG

NELSON

SCHRICKER

MARKS BELLE

RICCI

GOLDSTEIN

FARR FEINBERG

PROPOSED MISSION

fly to I.P. descend to 1K and fly to open water, do wind L, climb to 18K & drop ODW. Descend to 1K and fly large L from IP to 5 miles over water & down coast 20 miles. Be convective elements as they

ACTUAL MISSION AND REMARKS

BEGIN	NCS	Ω	TIME OUT OF COAST	ALIGN	(1) TIME INTO NAV	(2) TIME OUT NAV	ΔT	TERMINAL	ERROR
TIME	CONN	AID	ELAPSE	ALIGN	0-8		(2)(1)	LAT	LONG
			POST	TIME					
5:38	Y	73		5	1600	22:35	5.8	-01	80
5:38	Y	73		5	1600	22:25	5.8	-91	73.6

DATA COLLECTED AND REMARKS

1 SLOW
 9 RADAR
 10 DOPPLER
 2 1/0 IREF
 1 INHRL
 1 ODW
 CAMR, L, F, D

IC MANDER <i>Chnoe.</i>	NAVIGATOR <i>W.E.S.</i>	A/C NO. <i>W08A.</i> 43.	MISSION NO. 820812	TIME AIRBORNE <i>1650</i>	LOCATION <i>N25 48.2</i> <i>W080 17.6</i>	DATE <i>12</i> <i>Aug</i> <i>82</i>	PROJ. NAME <i>SEA Breeze</i> <i>mode</i>
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TIME OF ENTRY	POSITION	TYPE	INERTIAL POSITION	LAT LON COR'S	POSITION	LAT LON COR'S	REMARKS
<i>16.40</i>	<i>N 25 48.2</i> <i>W 080 17.6</i>	<i>4</i>	<i>Some</i> <i>-3</i> <i>.6</i>		<i>Some</i>		<i>Blk out KMAA.</i>
<i>16 49 09</i>	<i>N 25 48.0</i> <i>W 080 17.9</i>	<i>4</i>	<i>48.2</i> <i>17.9</i>		<i>48.0</i> <i>18.0</i>		<i>TP Rwy 9L</i> <i>089.4°</i>
<i>17 10 24</i>	<i>N 26 09.5</i> <i>W 081 15.4</i>	<i>4</i>	<i>N 26 09.8</i> <i>W 081 14.8</i>		<i>N 26 10.1</i> <i>W 081 15.0</i>		<i>Alley Alley Bend</i>
<i>18 40 N</i>	<i>N 26 09.4</i> <i>W</i>	<i>4</i>	<i>N 26 10.2</i> <i>W 081 21.6</i>	<i>-0.8</i>	<i>N 26 11.0</i> <i>W 081 21.8</i>	<i>-1.6</i>	<i>FOR LAT ✓</i> <i>Alley Alley</i>
<i>18 45 14</i>	<i>N 26 09.4</i> <i>W</i>	<i>4</i>	<i>N 26 10.1</i> <i>W 081 37.0</i>		<i>N 26 10.9</i> <i>W 081 37.2</i>		<i>"</i>
<i>18 47 50</i>	<i>N 26 17.9</i> <i>W 081 35.7</i>	<i>4</i>	<i>N 26 18.9</i> <i>W 081 34.9</i>	<i>-1.0</i> <i>+0.8</i>	<i>N 26 19.8</i> <i>W 081 35.0</i>	<i>-1.9</i> <i>+0.7</i>	<i>1/4 N of Cypress Rd</i> <i>TURN</i>
<i>19 13 56</i>	<i>N 26 21.9</i> <i>W 081 35.7</i>	<i>4</i>	<i>N 26 22.5</i> <i>W 081 35.0</i>	<i>-0.6</i> <i>+0.7</i>	<i>N 26 24.5</i> <i>W 081 35.3</i>	<i>-2.6</i> <i>+0.4</i>	<i>BUNKER H. 1/2 west.</i> <i>Rd Turn</i>
<i>19 46 46</i>	<i>N 26 17.6</i> <i>W 081 35.7</i>	<i>4</i>	<i>N 26 18.2</i> <i>W 081 34.2</i>	<i>-0.6</i> <i>+1.5</i>	<i>N 26 20.7</i> <i>081 34.8</i>	<i>-3.1</i> <i>+0.9</i>	<i>Cypress Rd Junct.</i>
<i>20 41 01</i>	<i>N 26 27.2</i> <i>W 081 34.0</i>	<i>4</i>	<i>N 26 27.7</i> <i>W 081 31.8</i>	<i>-0.5</i> <i>+2.2</i>	<i>N 26 32.7</i> <i>W 081 32.2</i>	<i>-5.5</i> <i>+1.8</i>	
<i>21 33 39</i>	<i>N 26 45.9</i> <i>W 081 23.0</i>	<i>4</i>	<i>N 26 46.3</i> <i>W 081 21.0</i>	<i>-0.4</i> <i>+2.0</i>	<i>N 26 52.6</i> <i>W 081 20.9</i>		<i>Labelle Rd. Rd. E.</i>
<i>22 08 59</i>	<i>N 26 20.0</i> <i>W 080 46.3</i>	<i>4</i>	<i>N 26 20.0</i> <i>W 080 43.7</i>	<i>0.0</i> <i>+2.6</i>	<i>N 26 28.6</i> <i>W 080 43.2</i>		<i>Pump STA. & Park Line</i>
<i>22 20 33</i>	<i>N 25 48.0</i> <i>W 080 18.0</i>	<i>4</i>	<i>N 25 48.1</i> <i>W 080 15.1</i>	<i>+3</i>	<i>N 25 57.0</i> <i>W 080 14.5</i>		<i>9L Ldg.</i>

SYS	BEGIN ALIGN TIME	NCS CONN	Ω AID	TIME OUT OF COARSE ELAPSE ALIGN POST TIME	ALIGN STS 0-5	(1) TIME INTO NAV.	(2) TIME OUT NAV.	Δ T (2)(1)	TERMINAL ERRORS		
									LAT	LONG	GS
<i>INS 1</i>	<i>15 38</i>	<i>Y</i>	<i>OSC</i>		<i>5</i>	<i>1600</i>	<i>22 25</i>	<i>5.8</i>	<i>-0.1</i>	<i>+3.0</i>	<i>3.0</i>
<i>INS 2 or IMU</i>	<i>15 38</i>	<i>Y</i>	<i>OSC</i>		<i>5</i>	<i>1600</i>	<i>22 25</i>	<i>5.8</i>	<i>-9.1</i>	<i>+3.6</i>	<i>2.0</i>

ALIGN REMARKS :

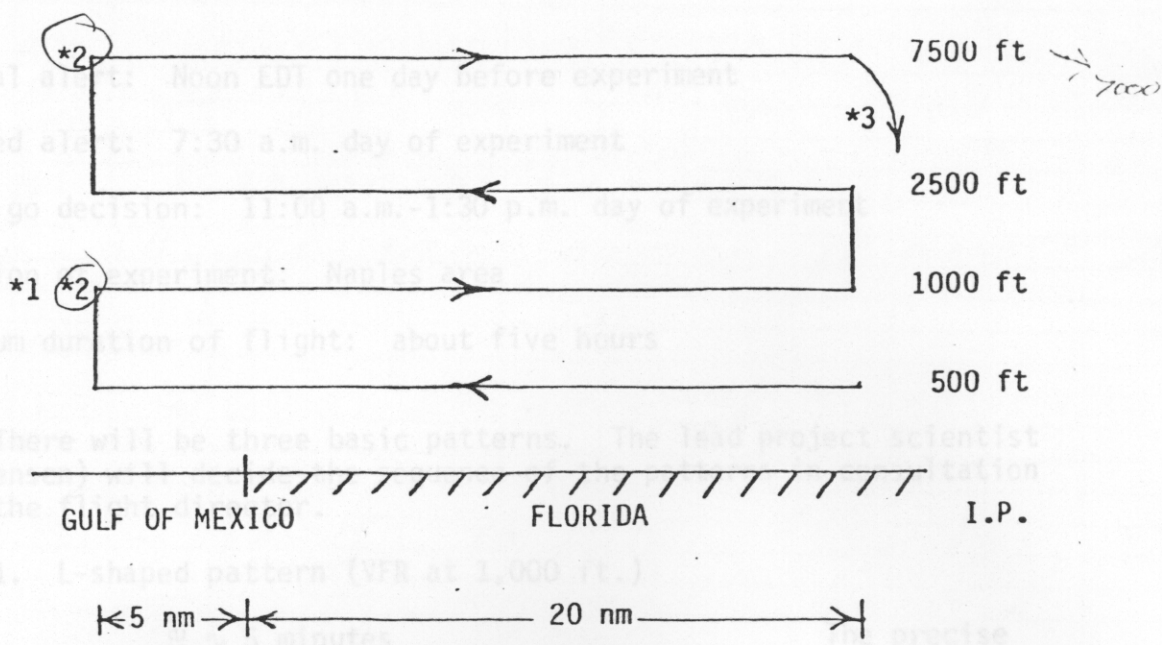
OTHER REMARKS :

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

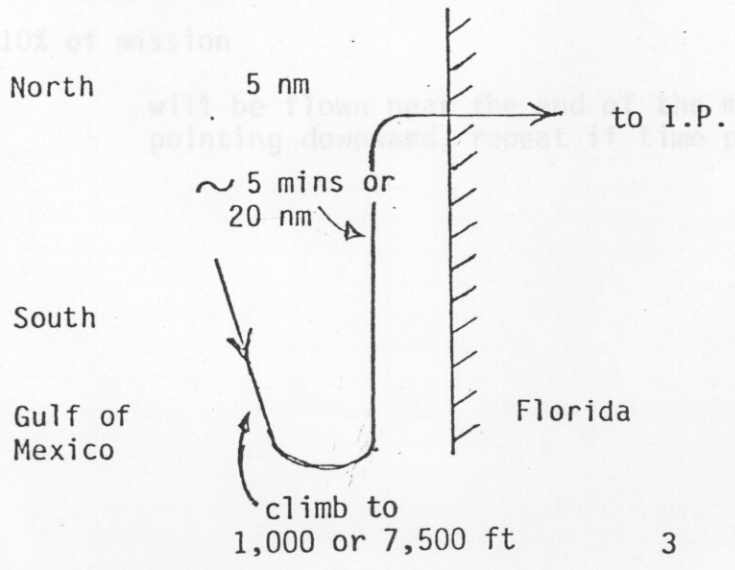
WEST

Revised Sea-breeze Experiment - July 1982

EAST



- *1 There will be a wind calibration L over the Gulf just before the first and last west-east flight legs at 1000 ft.
- *2 After deep convection (at least cumulus congestus) begins to form and if the Doppler system is working properly, there will be a 5 minute leg from south to north along the coast, but over the Gulf. This leg should be approximately perpendicular to the east-west flight legs and VFR. Hopefully the south-to-north leg will be less than 5 nm from the coastline and not more than 10 nm from the deep convection in the sea-breeze convergence zone. The heading should remain constant for a particular leg, and, at the convenience of the aircraft commander, within the range of 345-360° (true).
- *3 Temperature and dew-point temperature sounding data will be obtained during aircraft descent near the initial point. The pilot should try to stay as far away from clouds as possible during the descent. The descent should take 2-3 minutes.



diag 4

W.W.

Revised Sea-breeze Experiment - July 1982

page 1

Initial alert: Noon EDT one day before experiment

Updated alert: 7:30 a.m. day of experiment

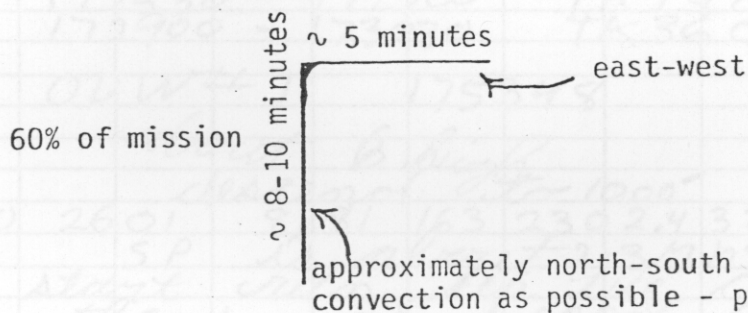
Final go decision: 11:00 a.m.-1:30 p.m. day of experiment

Location of experiment: Naples area

Maximum duration of flight: about five hours

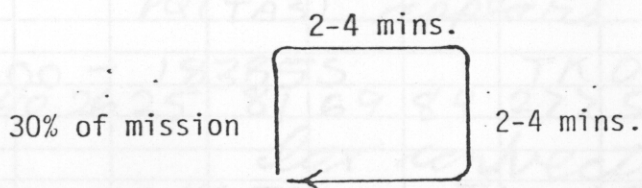
There will be three basic patterns. The lead project scientist (Jorgensen) will decide the sequence of the patterns in consultation with the flight director.

1. L-shaped pattern (VFR at 1,000 ft.)



The precise location of the L may vary with time. The pattern may be flown in either direction.

2. Box pattern (VFR at 1,000 ft. or IFR at 3,000 ft.)



box should be 2-4 minutes on a side with a convective cell in the middle

3. Line pattern down convection (penetration - IFR maximum possible altitude)

10% of mission

will be flown near the end of the mission with the Doppler pointing downward, repeat if time permits.

ME	LAT	Lon	TK	WD	WS	RA	PA	TA	TD	SST	PS	SP	FW
	alt	30.11	(002)	0	(-160)	92	(1019)	PS	→	30.09			
	NAV												
1649	25 80	80 29	024	097	5.0	-	49						
			1645				Block						
1713	alt												
	171300												
171630	26 24	81 68	271	290	4.0	307	267	27.3	20.0	31.9	9.51	10/6	1.1
	owind	L)											
	171930												
	172250												
	172530												
	172900												
	ODW#1		175348										
182130	26 01	81 81	163	230	2.4	326	284	26.2	19.6	30.3	979.5	1016	-0.
182650													
183300													
183440	26 25	81 69	84	277	5.3	324	284	27.7	20.5	33.6	979.5	1015	1.1
183938													
184140													
184505													
184750													
184800	26 33	81 56	90	213	2.0	324	283	28.1	20.0	30.2	979.6	1014	0.
185121													
185402													
185520	26 14	81 48	268	227	5.0	319	283	27.7	21.3				
185750													
190048													
190400													
190628													
190958													
191120	26 26	81 63	015	243	4.3	318	287	27.9	21.1	31.5	979.8	1014	-0.
191400													
191720													
192132													
192501													
192510	26 15	81 63	1.5	257	4.3	314	283	27.4	20.0	29.7	980.0	1015	-0.
192912													
193325													

