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

FLT ID: I960827	FM: TISX	TO: TISX
FLT NO: 96-053	BLK IN: 00:48	ATA: 00:43
ETD: 1600	BLK OUT: 1615	ATD: 16:24
ETE:	BLK TIME: 9:33 (8.6)	FLT TIME: 8:19 (8.4)
SPONSOR ORG: HRD	PROGRAM: RESEARCH	PURPOSE: EYEWALL EDOUARDO

OAO PERSONNEL

AC KENNEDY, P ✓	SYS ENG LYNCH, T ✓
CP KENUL, P ✓	DATA SYS MCNAMARA, R ✓
NAV KOZAK, S ✓	RADAR
FE BAST, G ✓ / MOORE, B ✓	DT/ODW GONZALEZ, J ✓
RADIO SANS SOUCI, D ✓	CLD PHYS
FD OZYZYK, S ✓ / DAMIANO, B ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
MCFADDEN, J ✓	PM	AOC
MCNIERNEY, S ✓		AOC
BLACK, M ✓	SCIENTIST	AOC
MARK, F -		
DODGE, P -		
ABERSON, S ✓		
LEIGHTON, P -		
DORST, N -		

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

6 2022 N 5916 W 946 mb 120 KT

6 2025 N 5933 W 944 125 KT

6 2028 N 5941 W 941 110 KT

6 2029 5941 940

6 2037 5954 942 120KT

6 2042 6001 939 120

6 2046 6013 939 135 KT

59

U.S. DEPT. COMM./NOAA/OAO - DATA SECTION WORK FORM NO.2 OAOWF2

FLT ID: 960827 TIME OFF: TIME ON:

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	1011.5 (29.87)	29.91	1010.5 (29.88	29.89

	NO	DATA DISPOSITION/DATE/QUALITY
1/SEC FLT LVL TAPES		
FAST FLT LVL TAPES		
RADAR TAPES	3	
DOPPLER TAPES		
ODW CASSETTES		
HARD COPIES		
AXBT		
AXCP		
ODW		

PHOTOGRAPHY

	FWD	LS	RS	VERT	
ON					
OFF					
RATE					

REMARKS

NOAA • AOC• SED Flight Performance Log

Aircraft : N43RF Project: Hurricane '96 Mission : EDOUARD #2

SED Crew: LYNCH GONZALEZ McNAMARA Flight ID : 960827I

Pre-Flight: 14:10 Take-Off: 16:24 Landing: 00:43

	System			Pre-Flight	In-Flight	Post-Flight		
NAV	INE #1	Aligned to :	1	✓ TL		42.1	+1.0	5
NAV	INE #2	Aligned to :	1	✓ TL		+2.9	-1.7	5
NAV	GPS			✓ TL		Lat	Long	GS
RADAR	Nose			✓ TL				
RADAR	L/F	R/T SN : 103		✓ TL		Mod Switch Off ?	✓ TL	
RADAR	Tail	R&T SN : 202/207		✓ TL		Mod Switch Off ?	✓ TL	
RADAR	ASAU's & RCU			✓ TL				
RADAR	MARS Data System			✓ TL	(4)	# DATs : 3		
PMS	2DG-C	Ch 1/64:	1	✓ TL (1)	(5)			
PMS	2DG-P	Ch 1/64:	1	✓ TL				
PMS	FSSP	Ref VDC:	8.5	✓ TL				
PMS	SEA Data System			✓ TL		# DATs : 1		
		Cal High	Cal Low			Cal High	Cal Low	
TEMP	Temp #1	30.6	-30.2	✓ TL		30.6	-30.2	
TEMP	Temp #2			✓ TL				
TEMP	Temp #3 (Starboard)			NI				
TEMP	Dewpoint #1			✓ TL				
TEMP	Dewpoint #2 (AOC)			✓ TL				
PRESS	Attack Angle (AP/DAP)			✓ TL				
PRESS	Slip Angle (BP/DBP)			✓ TL				
PRESS	Differential (PQ1/PQ2/PQ3)			✓ TL				
PRESS	Absolute (PS1/PS2)			✓ TL				
PRESS	Radome Transducers			Plugs (?) JG ✓ TL				
PRESS	Cabin Transducer (Station 5)			✓ TL				
FLT LVL	Apn-159	SN:	71-01	✓ TL		Off ? : ✓ TL		
FLT LVL	Apn-232	SN:	1699	✓ TL		Off ? : ✓ TL		
FLT LVL	King Liquid Water			NU				
FLT LVL	J&W Liquid Water			✓ JG				
FLT LVL	Down PRT-5 (SST)			✓ TL				
FLT LVL	Side PRT-5 (CO^2)			✓ TL				
FLT LVL	RAMS Data System			RJM		# DATs : 1		
MISC	ASDL			✓ TL		Off ? : ✓ TL		
MISC	Epply Radiometers (PSP / PIR)			NI				
MISC	Exterior Walk Around			✓ JG				
MISC	Video	(N) (I) (R) (D)		✓ TL				
MISC	AXBT Receivers			NI				
MISC	AXBT Sonobouys			#On Board : —	# Dropped : 0	# Good : —		
MISC	ODW System			✓ JG		# Tapes : —		
MISC	ODW Dropsondes			#On Board : 28	# Dropped : 0	# Good : —		
MISC	FCU	CDA		✓ TL		UPS Off : ? ✓ JL		
USER	Charge Probe			NU		Accelerometers		
USER	HRD Workstation			✓		#1 (2 G) : 8154		
USER	Field Mills	(L) (R) (U) (D)		✓ TL		#2 (2.5 G) : 6684		
USER	Lawrence Water Collector			✓		#3 (3 G) : 5967		
USER	Formvar			NU		#4 (3.5 G) : 2892		

Please Note any Discrepencies

Item #	Zulu Time	Problem Description	Initials	A-23A #
①		Swapped Cloud + Precip probes at pre-Flight (back into standard config)	TL	OK
②		GRAPHICS CHANNEL 8 NOT LOADING PLOT SCREENS OPM CARD WILL NOT RESET	RJM	
③	19:21	ASDL got (1) error at "Hardware error" Swapped to Ts #1 bottom at 19:21	TL	OK
④	21:45	TARDY about Address 15471 — Reason ID04 TADAT " " " RN03		OK
		Rebooted - CPU + DSP - OK Kind of Warm.		OK
⑤		1/3 way through flight the Precip probe stopped updating — reset didn't help	TL	OK
⑥		Oh Finial → FCU D chirped	TL	OK
*		NEED MORE "FREEZE MIST" THE NEW LIGHTLY SCENTED TOILET WATER FROM CALVIN KLEIN		

R, A

NOAA • AOC • SED

N43RF DATA STATION LOG

Project : Hurricanes '96 Mission : Edouard #2 Flight ID : 960827I

Operators : Mc Namara

Take Off : 1624 Z Landing : 00:48:25

RAMS DAT 1 On [(8) 9] : 1612 Z	RAMS DAT 1 Off : 00:49	CPU Selected : (A) B
RAMS DAT 2 On [8 9] :	RAMS DAT 2 Off :	VCR's Used : (N) (L) (R) (D)
RAMS DAT 3 On [8 9] :	RAMS DAT 3 Off :	
Printer On : 1612 Z	Printer Off : 00.49	
VCR's On : 1613 Z	VCR's Off : 00:47	VCR Count : 4260
MARS DAT On :	MARS DAT Off:	
PMS DAT On : 17:51	PMS DAT Off :	

ASDL Messages

Message	Time	Message	Time	Message	Time	Message	Time
(R) V S B	1629Z	(R) V S B	2350Z	R V S B		R V S B	
(R) V S B	1701Z	(R) V S B	2410Z	R V S B		R V S B	
(R) V S B	1731Z	R V S B		R V S B		R V S B	
(R) V S B	1811Z	R V S B		R V S B		R V S B	
(R) V S B	1840Z	R V S B		R V S B		R V S B	
(R) V S B	1919Z	R V S B		R V S B		R V S B	
(R) V S B	2001Z	R V S B		R V S B		R V S B	
(R) V S B	2034Z	R V S B		R V S B		R V S B	
R (V) S B	2147Z	R V S B		R V S B		R V S B	
(R) V S B	2216Z	R V S B		R V S B		R V S B	
(R) V S B	2244Z	R V S B		R V S B		R V S B	
(R) V S B	2317Z	R V S B		R V S B		R V S B	

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

Data Station Operator Notes

CHANGED PRINT RATE FROM 30 TO 10 @ 18:02

CBPS INT. OSCILLATION

18:31:00 ASDL Comm. PGm ASDL - VI ERROR ! INT. STATUS - HARWARE ERROR

CHANGED PRINT RATE FROM 10 TO 5 @ 19:28

" " " " 5 TO 10 @ 23:25

10 TO 30 @ 00:26

HURRICANE EDOUARD 1996

FLIGHT #2 960827I

TYPE OF DATA	SENSOR OR OPTION
INE	2
Accelerometer	2
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:

Downward spikes in radar altimeter output are a result of overflying land (St. Croix, 1626:00-1628:30, St. Martin 1650:30-1651:30, and St. Croix, 0030:00-0031:30).

Radar Altimeter, RA-159 was patched during takeoff due to spike (1623:30-1624:30). There were 23 electronic spikes/glitches in the radar altimeter during the flight. All were patched and are listed below:

2003:00-2004:30 (2)	2053:00-2055:00 (2)
2004:30-2006:30 (2)	2057:30-2058:00
2011:00-2013:00 (2)	2058:30-2059:00
2046:30-2047:00	2059:30-2100:00
2047:30-2048:00	2100:30-2101:00
2048:30-2049:00	2101:30-2102:00
2049:30-2050:00	2102:15-2102:45
2050:00-2052:30 (3)	2103:00-2103:30
	2104:00-2104:30

The radar altimeter was set to zero after landing due to spike (0043:15-0049:00).

Dewpoint temperature #1, DW1, exceeded ambient several times throughout the flight when heavy precip was occurring.

An electronic glitch/spike occurred the static pressure sensor, PSF, between 1630:00-1630:30, and was patched.

	Takeoff	Landing
Aircraft static pressure:	1011.5 mb	1010.5 mb
Corrected airport pressure:	1012.9 mb	1012.2 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

I960827

TIME	LAT	LON	TK	HD	WD	WS	TA	TD	GA	PA	PS	SP	REMARKS
161445													BLOCKOUT
162350													TAKEOFF
164530	1757	6328	65	64	33	12.4	-3.1	-14.3	5502	5210.	525.4	1009.3	LEVEL 17K
165100													OVERLAND
171400	1918	6151	47	44	355	27.6	-2.7	-11.5	5471	5199	526.0	1005.4	
172624													
173127													360° TURN
173230	1952	6111	48	44	8	43.3	0.9	-1.5	4650	4426	584		DESCENDING
174300	2016	6044	45	40	21	55.5	11.0	4.6	3018	2930	707.1	1002.3	10K
174640													
180500	2022	59.24				2.2							TURN EAST
180626	2022	5916	90	103	191	56.1	15.8	10.2	3034	3340	672.0	946	FIX
182140	2023	5812										946.5	
183700	2122	5908	313	323	99	25.0	9.6	8.8	3040	2966	704.1	1002.3	TURN NW
1842													
185000	2113	5933	176	159	82	80.9	9.2	11.1	3028	2993	701.7	996.5	TURN S
190200	2025	5933				2.						944	
191200	1944	5934	180	191	273	49.2	10.5	8.4	3052	3016	699.6	997.1	FIX
192200													
192330	1921	5919	46	45	241	39.0	10.5	8.5	3030	2945	705.8	1002.7	TURN NE
194800	2028	5941				0.5							
194930	2031	5938	76	82	156	32.8	16.8	8.9	3055	3386	662.4	944.5	FIX
200210													
201230	2122	5924	314	322	105	68.1	10.4	9.7	3025	2966	704.4	998.8	TURN 310
201410													
203000	2029	5946.4				15.0							TURN 195
203500	2040	6102	310	340	32	12.1	8.6	8.6	3020	3180	687.4	940	FIX
204800	2103	6041	199	195	36	63.1	10.8	7.7	3044	2980	703.0	972	
205625												999	
211200	2037	5954				1.1							TURN 075
214100												940	FIX
214830	1158	5913	315	303	215	60.7	9.7	7.4	3032	2957	705.2	ORBIT	IN RADAR
2203	2041.5	6000.5										1001.8	DOWN TRACK 315
221400	2045	5923	91	109	167	85.7	8.7	10.7	3046	3032	699.2	939	FIX
222500												995.3	
223430	2122	5919	313	312	141	69.4	9.4	8.3	3035	2961	704.5	1002.8	TURN 315
224700	[redacted]												
225030	2151	6009	178	163	85	74.6	9.1	10.0	3040	2960	704.8	1003.3	TURN 180
230700	2046	6013				135						939	FIX T
231300	2023	6017	180	197	265	69.7	10.1	9.6	3038	3080	694.3	986.9	
232730	1920	6013									TURN	275	FIGURE 4 DOWN
233260	1915	6024	247	251	263	34.3	0.2	-2.4	4809	4611	568.4	1005.3	
235730	1841	6144	244	250	320	25.8	-5.8	-15.7	5774	5667	493.7	1006.7	18K
000615	1819	6152	252	255	320	11.7	-4.9	-19.6	5819	5514	504.1	1008.3	
001000													OVERLAND VILLA
001800													DESCENT
004300													TOUCHDOWN
004													BLOCKS IN

DATE	SCHEDULED FIX TIME	AIRCRAFT NUMBER	ARWO
8/27/96	2100Z	N43RF	

MANOP HEADING (PRECEDENCE IMMEDIATE)
(NOAA3)

MISSION IDENTIFIER AND OBSERVATION NUMBER
WXWXA EDOUARD OB# 09

(ABBREVIATED) (DETAILED) VORTEX DATA MESSAGE

A	27/2112	Z	DATE AND TIME OF FIX
B	20 DEG 37 MIN (N) S		LATITUDE OF VORTEX FIX *
	59 DEG 54 MIN E (W)		LONGITUDE OF VORTEX FIX *
C	700 MB 2600	M	MINIMUM HEIGHT AT STANDARD LEVEL
D	NA	KT	ESTIMATE OF MAXIMUM SURFACE WIND OBSERVED
E	NA DEG	NM	BEARING AND RANGE FROM CENTER OF MAXIMUM SURFACE WIND
F	345 DEG 120	KT	MAXIMUM FLIGHT LEVEL WIND NEAR CENTER
G	220 DEG 09	NM	BEARING AND RANGE FROM CENTER OF MAXIMUM FLIGHT LEVEL WIND
H	942	MB	MINIMUM SEA LEVEL PRESSURE COMPUTED FROM DROPSONDE OR EXTRAPOLATED FROM WITHIN 1500 FT OF SEA SURFACE
I	11 C/ 3255	M	MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE OUTSIDE EYE
J	16 C/ 3385	M	MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE INSIDE EYE
K	10 C/ NA	C	DEWPOINT TEMP / SEA SURFACE TEMP INSIDE EYE
L	~~SE~~ CLOSED WALL		EYE CHARACTER: (Closed wall), poorly defined, open SW, etc.
M	C22		EYE SHAPE/ORIENTATION/DIAMETER. Code eye shape as: C – Circular; CO – Concentric; E – Elliptical. Transmit orientation of major axis in tens of degrees, i.e., 01–010 to 190; 17–170 to 350. Transmit diameter in nautical miles. *Examples:* C8– Circular eye 8 miles in diameter. E09/15/5 – Elliptical eye, major axis 090–270, length of major axis 15 NM, length of minor axis 5NM. CO8–14 – Concentric eye, diameter inner eye 8 NM, outer eye 14 NM.
N	20 DEG 37 MIN (N) S		CONFIRMATION OF FIX: Coordinates and Time *
	59 DEG 54 MIN E (W)		
	27/2112 Z		
O	12345 / 7		FIX DETERMINED BY/FIX LEVEL FIX DETERMINED BY: 1 – Penetration; 2 – Radar; 3 – Wind; 4 – Pressure; 5 – Temperature. FIX LEVEL (Indicate surface center if visible; indicate both surface and flight level centers only when same): 0 – Surface; 1 – 1500 ft; 8 – 850 mb; 7 – 700 mb; 5 – 500 mb; 4 – 400 mb; 3 – 300 mb; 2 – 200 mb; 9 – Other.
P	1 / 2	NM	NAVIGATION FIX ACCURACY/METEOROLOGICAL ACCURACY
Q			REMARKS: FL CNTR NW QUAD OF RADAR CENTER SURFACE CENTER OBSCURED BY CLOUDS MAX FL WIND 133 KT N QUAD 2025Z EXCELLENT RADAR PRESENTATION STRONG CONVECTION BANDING ALL QUADS SLP FROM DROPSONDE FROM 700 MB

INSTRUCTIONS: Items A through G (and H when extrapolated) are transmitted from the aircraft immediately following the fix. The remainder of the message is transmitted as soon as available for scheduled fixes and at the ARWO's discretion for unscheduled (intermediate) fixes. * CHECK SUM REQUIRED IN WESTPAC.

AWS FORM JAN 77 82 PREVIOUS EDITION IS OBSOLETE. ABBREVIATED/DETAILED VORTEX DATA MESSAGE

67-070B5

DATE	SCHEDULED FIX TIME	AIRCRAFT NUMBER	ARWO
8/27/96	2100Z	NR3RF	

MANOP HEADING (PRECEDENCE IMMEDIATE)
NOAA 3

MISSION IDENTIFIER AND OBSERVATION NUMBER
6 WXWXA EDOUARDO OB# 9

(ABBREVIATED) (DETAILED) VORTEX DATA MESSAGE

A	27/2112 Z		DATE AND TIME OF FIX
B	20 DEG 37 MIN (N) S		LATITUDE OF VORTEX FIX *
	59 DEG 54 MIN E (W)		LONGITUDE OF VORTEX FIX *
C	700 MB 2600	M	MINIMUM HEIGHT AT STANDARD LEVEL
D	NA	KT	ESTIMATE OF MAXIMUM SURFACE WIND OBSERVED
E	NA DEG	NM	BEARING AND RANGE FROM CENTER OF MAXIMUM SURFACE WIND
F	345 DEG 120	KT	MAXIMUM FLIGHT LEVEL WIND NEAR CENTER
G	220 DEG 09	NM	BEARING AND RANGE FROM CENTER OF MAXIMUM FLIGHT LEVEL WIND
H	942	MB	MINIMUM SEA LEVEL PRESSURE COMPUTED FROM DROPSONDE OR EXTRAPOLATED FROM WITHIN 1500 FT OF SEA SURFACE
I	11 C/ 3255	M	MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE OUTSIDE EYE
J	16 C/ 3385	M	MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE INSIDE EYE
K	10 C/ NA	C	DEWPOINT TEMP / SEA SURFACE TEMP INSIDE EYE
L	~~OPEN SE~~ CLOSED WALL		EYE CHARACTER: Closed wall, poorly defined, open SW, etc.
M	C22		EYE SHAPE/ORIENTATION/DIAMETER. Code eye shape as: C – Circular; CO – Concentric; E – Elliptical. Transmit orientation of major axis in tens of degrees, i.e., 01–010 to 190; 17–170 to 350. Transmit diameter in nautical miles. *Examples:* C8– Circular eye 8 miles in diameter. E09/15/5 – Elliptical eye, major axis 090–270, length of major axis 15 NM, length of minor axis 5NM. CO8–14 – Concentric eye, diameter inner eye 8 NM, outer eye 14 NM.
N	20 DEG 37 MIN (N) S		CONFIRMATION OF FIX: Coordinates and Time *
	59 DEG 54 MIN E (W)		
	27/2112 Z		
O	12345/7		FIX DETERMINED BY/FIX LEVEL FIX DETERMINED BY: 1 – Penetration; 2 – Radar; 3 – Wind; 4 – Pressure; 5 – Temperature. FIX LEVEL (Indicate surface center if visible; indicate both surface and flight level centers only when same): 0 – Surface; 1 – 1500 ft; 8 – 850 mb; 7 – 700 mb; 5 – 500 mb; 4 – 400 mb; 3 – 300 mb; 2 – 200 mb; 9 – Other.
P	1 / 2	NM	NAVIGATION FIX ACCURACY/METEOROLOGICAL ACCURACY
Q			REMARKS FL CNTR NW QUAD OF RADAR CTR

SURFACE CENTER OBSCURED BY CLOUDS.
EXCELLENT RADAR PRESENTATION
SLP FROM DROPSONDE AT 700MB
STRONG CONVECTION BANDING ALL QUARS
MAX FL WIND 133 KT N QUAD 2025Z

INSTRUCTIONS: Items A through G (and H when extrapolated) are transmitted from the aircraft immediately following the fix. The remainder of the message is transmitted as soon as available for scheduled fixes and at the ARWO's discretion for unscheduled (intermediate) fixes. * CHECK SUM REQUIRED IN WESTPAC.

DATE : 8/27/96

TO : Chief, AOC Flight Operations

FROM : Pilot/Flight Director, Aircraft N43RF ON 0043 BLOCKTIME OFF 1624 8.4

SUBJECT: Hazardous Duty

PURPOSE OF FLIGHT: HURRICANE RESEARCH FOR HRD

Hazardous Duty Pay is required for flight made on 8/27/96 (DATE)

Request based on HURRICANE EDOUARD PENETRATIONS

Personnel on board authorized Hazard Pay:

CZYZYK, S	
DAMIANO, B	
BAST, G	
MOORE, B	
MCNAMARA, R	
MCFADDEN, J	
GONZALEZ, J	
LYNCH, T	
SANS SOUCI, D	

PILOT/~~FLIGHT~~ DIRECTOR: [signature]

APPROVED: X DISAPPROVED: _____

for CHIEF, AOC FLIGHT OPERATIONS: [signature]

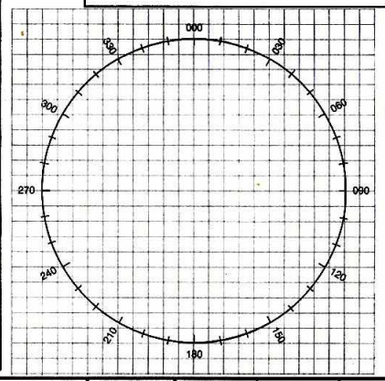
2020 5910 1706 065 200

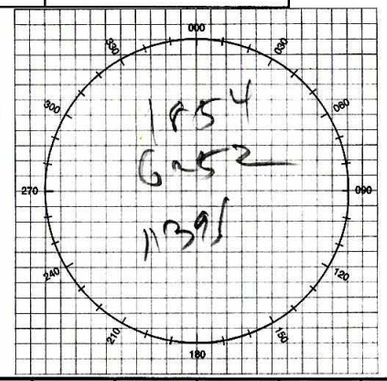
2002N 05912W

1740Z

CLEARANCES			
FREQ	ALT	HDG	OTHER
	5000		1747

MISSION LOG PAGE ___ OF ___





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	VHF/VOICE	MF/VOICE	HF/CW	MF/CW
243.0	121.5	2182 KHZ	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
1607	V	1742.0N 6447.5W	〃		〃																Checks/ENG
1615																					Taxi
1623																					TOFF
1640	6	1801.6N 6313.5W	1801.2N 6313.1W	+1.4 +1.4	1801.3N 6313.4W	+1.3 +1.2			83	2R	85	275	031	26	17,000	287					Level off
1805	6	2022.4N 5923.9W	2020.9N 5923.0W	+1.6 +9	2021.0N 5924.3W	+1.4 -1.4									10K						S Edward
1915	6	2027.5N 5933.5W	2025.1N																		
1952	6	2028.9N 5933.4W	2027.4N 5932.6W	+2.5 +1.0	2028.0N 5933.5W	+1.9 -.1									10K						S Edward
1948	6	2027.1N 5940.7W	2024.9N 5939.4W	+2.7 +1.3	2026.2N 5940.6W	+1.5 +.1									10K						S Edward
2031	6	2029.2N 5946.4W	2026.4N 5945.3W	+2.8 +1.1	2026.4N 5946.8W	+2.3 -.4									10K						S Edward
2110	6	2036.7N 5953.7W	2033.7N 5952.5W	+3.0 +1.2	2034.3N 5953.8W	+2.4 -.1									10K						S Edward
2203	6	2041.5N 6000.5W	2038.4N 5959.4W	+3.1 +.7	2038.8N 6001.7W	+2.9 -1.2									10K						S Edward
2307	6	2046.2N 6012.7W	2042.7N 6011.1W	+3.5 +1.6	2043.3N 6013.5W	+2.9 -.8									10K						S Edward
6043		LOST	SX	C/U X																	C
0048		1742.0N 6447.5W	1739.9N 6446.5W	+2.1 +1.0	1739.1N 6440.2W	+2.9 -1.7															Check STX

NOAA FORM 56-49
(2-95)

MISSION PREFLIGHT LOG

DESTINATION	MISSION	NAVIGATOR	AIRCRAFT COMMANDER	FLIGHT DIRECTOR	SCHEDULED / ACTUAL TAKEOFF Z	DATE OF TAKEOFF
STX → STX	96-53	Kozak	Kennedy	Czyczyk	1600	960827

Edward

WP	LAT / LON	RTE	MH	VAR +E==>	TH	DR +R==>	TRK	GS	WD	WS	ALT	TAS	LEG / TOT DIST	LEG / TOT TIME	PROP ETA	ETA	ATA	REMARKS
1	1602.2 N 6307.1 W	STT											98 98	+25 +25				
2	2024.0 N 6045.0 W	T.P.											195 293	+42 1107				

INS PERFORMANCE

	INS 1	INS 2
BEGIN ALIGN TIME	1430	1430
ALIGN STATUS (0-5)	1	1
END NAV TIME	0049	0049
START NAV TIME	1607	1607
DELTA T	842	842

TERMINAL ERRORS

	INS 1	INS 2
DELTA LAT	+2.1	+2.9
DELTA LON	+1.0	-1.7
RGS	5	6
RADIAL ERROR	2	3.

REMARKS

RKD 260

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
AIRCRAFT OPERATIONS CENTER