

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

FLT ID: 960905	FM: KMCF	TO: KMCF
FLT NO: 96-048	BLK IN: 0553	ATA: 0545
ETD: 2000	BLK OUT: 1955	RTD: 2013
ETE: 0500	BLK TIME: 9:58 (10.0)	FLT TIME: 9:32 (9.6)
SPONSOR ORG: HRD	PROGRAM: HYRA Research	PURPOSE: FRAN. LANDFALL

OAO PERSONNEL

AC PHILIPPSBORN, R ✓	SYS ENG ROLES, J ✓
CP KENUL, P ✓	DATA SYS BARR, J ✓
NAV RATHBUN, D ✓	RADAR
FE WADE, S ✓	BT/ODW DELGADO, J ✓
RADIO	CLD PHYS
FD CZYZYK, S ✓ / PARRISH, J ✓	DOPPLER GOLDSTEIN, A ✓

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
DODGE, P ✓ / BLACK, P ✓	SCIENTIST	HRD
GAMACHE, J ✓ / DONNELLY, J ✓	↓	↓
GIBROLLET, J ✓ / HOCK, T ✓	↓	↓
FINKE, M ✓	PILOT	AOL
WILLIAMS, J ✓	JOURNALIST	USA TODAY
ITKOFF, A ✓	Photographer	USA TODAY
SKIPP, Catherine ✓	Journalist	Wash. Post

47- PROPOSED/ACTUAL MISSION/REMARKS (RECCO, FIXES, STORM, PENET, NHOP #)

1423Z	31.5	77.35	954 MB	88 KTS	(3 on 4 Drops)
1643Z	31.58	77.45			
1658Z	32.03	77.39	330/14 KTS		OUTER EYE 40 NM
1900Z	32.5	77.9			
I. P. 31° 41'		2 5000 ft			
77° 50'					
			KLIX 33° 989', -78.4289		
			33° 59', 78° 25'		
			KIMAX 34° 46', 76° 52'		

REALOY TILL 00Z.

Fix 2209Z 33°12'N, 78°03'W
 2301Z 33°21'N, 77°59'W
 0000Z 33°40'N, 78°04'W
 0218Z 34°17'N, 78°14'W
 0321Z 34°36'N, 78°29'W

Five eye penetrations.
 N.D.

TIME ON:

WX STN

29.80

DATA	DISPOSITION	DATE	QUALITY
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

1/SEC FLT LVL TAPES

FAST FLT LVL TAPES

RADAR TAPES

DOPPLER TAPES

ODW CASSETTES

HARD COPIES

AXBT

AXCP

ODW

PHOTOGRAPHY

FWD

LS

RS

VERT

ON

OFF

RATE

REMARKS

HURRICANE FRAN LANDFALL

FLIGHT #1 960905H

TYPE OF DATA	SENSOR OR OPTION
INE	1
Accelerometer	1
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	CO2964.CON

Notes:

There were seven time/data gaps: 2112:56, 2113:00, 2113:42, 2321:00, 0129:10, 0206:10, and 0441:10.

There was one large time/data gap from 0205:57-0206:10.

Radar altimeter, RA-159, was set to zero prior to takeoff from 1957:00-2012:55. RA-159, was replaced with RA-232 from 2012:55-2016:10.

Radar altimeter, RA-159, was set to zero after landing due to spike (0544:55-0552:00), and was patched from 0544:45-0545:10.

The dips in RA-159, from 0138:00-0332:00 are due to overflying land.

Dewpointer #1 (DW1) was replaced with dewpointer #2 (DW2) from 0133:32-0134:35 due to the balancing of DW1.

There were 4 GPS test dropsondes during the mission: 2105:45, 0358:10, 0410:16, and 0438:25.

	Takeoff	Landing
Aircraft static pressure:	1007.0 mb	1010.3 mb
Corrected airport pressure:	1009.1 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

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TITLE (MAX 21 CHARACTERS) -- EX HURRICANE PAINE
HURR. FRAN LANDFALL
YYMMDDL FLT I.D.
960905H
HHMMSS START TIME -99999 DEFAULT TO START OF DATA FOR PRINTOUT ONLY
195211
HHMMSS END TIME 999999 DEFAULT TO END OF DATA FOR PRINTOUT ONLY
055200
HHMMSS TAKE OFF TIME
201252
* NUMBER OF TAPES (I2) ...FOR STANDARD TAPE OUTPUT ONLY
1
* -----LOGICAL UNIT OF INPUT DATA (I1) 5, 8 OR 9 FOR TAPE DRIVE
9
* -----LOGICAL UNIT OF OUTPUT TAPE DRIVE (I1) [FOR STANDARD TAPE ONLY]
9
* -----LOGICAL UNIT OF PRINTER (I1)
6
* -----DATE OF PROGRAM (MMDDY)
06094
* -----STATIC PRESSURE PROBE (I1)
* 1 = PSW (WINGTIP)
* 2 = PSF (CO-PILOT/FUSELAGE)
* 3 = FUTURE USE
2
* -----DYNAMIC PRESSURE PROBE (I1)
* 0 = PQW(WINGTIP)
* 1 = PQF1 (FUSELAGE 1281)
* 2 = PQF2 (FUSELAGE 1221)
* 3 =FUTURE US
1
* -----INE SELECTION (I1)
* 1 = INE 1
* 2 = INE 2
1
* -----ACCELEROMETER (I1) - USUALLY THE SAME AS YOUR INE SELECTION
1
* ----- TOTAL TEMPERATURE PROBE (I1) [1 OR 2]
1
* ----- DEWPONT TEMPERATURE PROBE (I1) [1 OR 2]
1
* -----ALTIMETER OPTION (I1) - FOR VERTICAL WIND COMPUTATION
* 0 = PRESSURE ALTITUDE (OVER LAND)
* 1 = RADAR ALTITUDE APN-159 (OVER WATER)
* 2 = RADAR ALTITUDE APN-232 (OVER WATER)
1
* -----PRINTOUT RATE SECONDS (I2)
10
* -----WINDSPEED/DIRECTION RUNNING AVERAGE TIME, SECONDS (I2)
10 ! FOR STANDARD TAPE OUTPUT ONLY
* -----TIME OPTION (I1)
* 1 = MICRO 29
* 2 = TIME BASED GENERATOR #1
* 3 = TIME BASED GENEATOR #2
1
* -----NAME OF CONSTANTS FILE EX CO3863.CON
CO2964.CON
*****

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BLOCK OUT
TAKE OFF

[illegible]

DATE : 8/5/96
TO : Chief, AOC Flight Operations
FROM : Pilot/Flight Director, Aircraft N42RF ON 0553 BLOCKTIME
SUBJECT: Hazardous Duty OFF 1955 10.0

PURPOSE OF FLIGHT: HURR. RESEARCH

Hazardous Duty Pay is required for flight made on 8/5/96
(DATE)

Request based on SEVERAL PENETRATIONS INTO
HURRICANE FRAN BEFORE AND AFTER LANDFALL

Personnel on board authorized Hazard Pay:

CZYZYK, S.

PARRISH, J.

WADE, S.

ROLES, J.

BARR, J.

DEL GADO, J.

GOLDSTEIN, A.

PILOT/FLIGHT DIRECTOR: [Signature]

APPROVED: [Signature]

DISAPPROVED: _____

CHIEF, AOC FLIGHT OPERATIONS: [Signature]

DATE : 8/5/96

TO : Chief, AOC Flight Operations

FROM : Pilot/Flight Director, Aircraft

ON 0553 BLOCKTIME

OFF 1955 10.0

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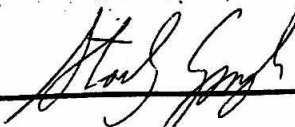
WADE, S.

ROLES, J.

BARR, J.

DELGADO, J.

GOLDSTEIN, A.

PILOT/FLIGHT DIRECTOR: 

APPROVED: _____

DISAPPROVED: _____

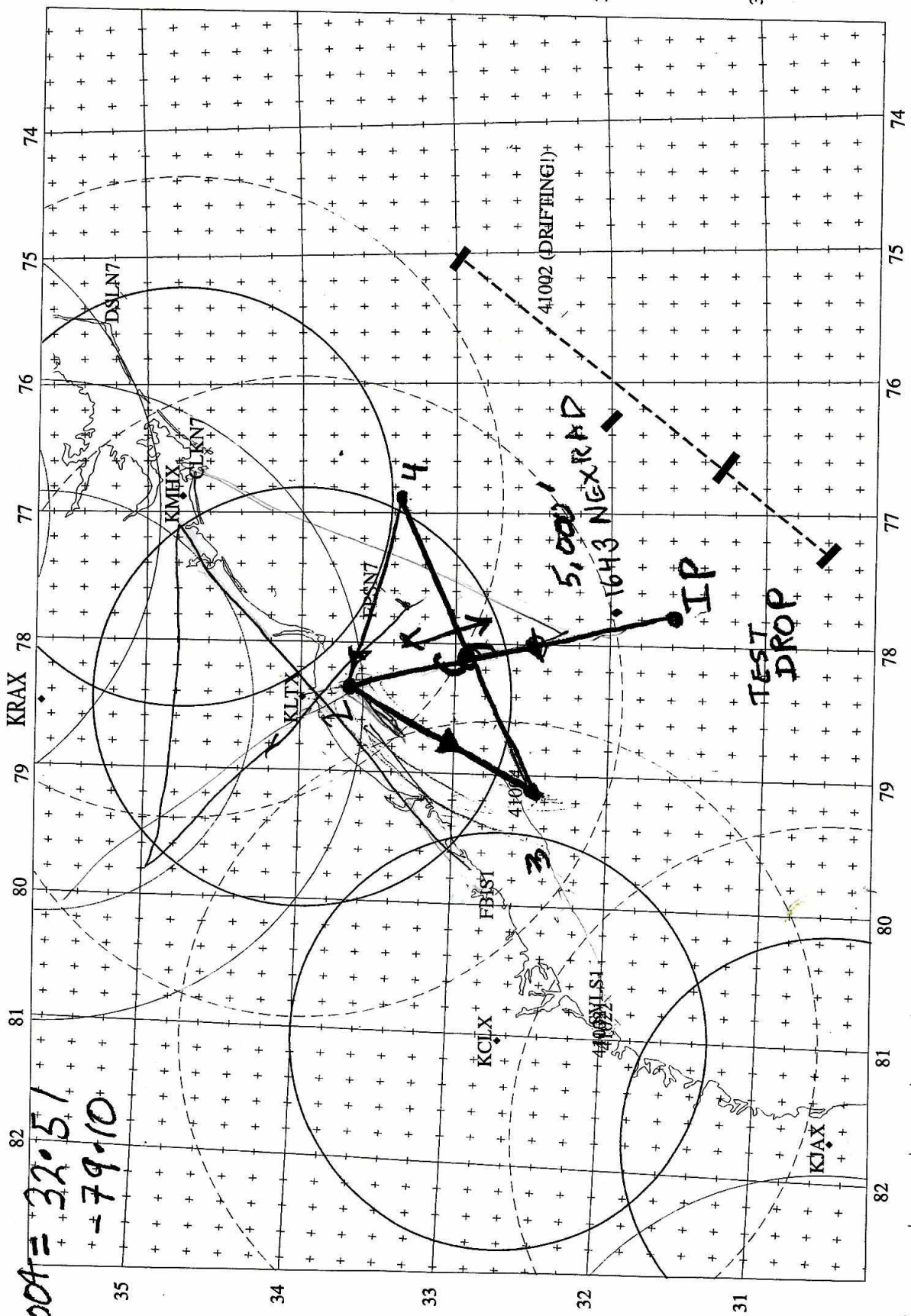
CHIEF, AOC FLIGHT OPERATIONS: _____

KCLX = 32° 55', -88° 10' 42"

KLIX 33° 48' N, -78° 42' 89" = 33° 59', 78° 25'
KMHX 34° 77' 61", -76° 8' 761" = 34° 46', 76° 52'

Fran Map #4 32° 39', -81° 02'

004 = 32° 51'
-79° 10'



IP 31° 6', 77° 8'
2 33° 7', 78° 4'
3 32° 51', 79° 1'
4 33° 38', 76° 9'
2314Z
3326N
9800W
952 mb
113 kt E

0 50 100 150 km
Center Lat: 33.00 Lon: -78.00

230 km range rings
150 km haze rings

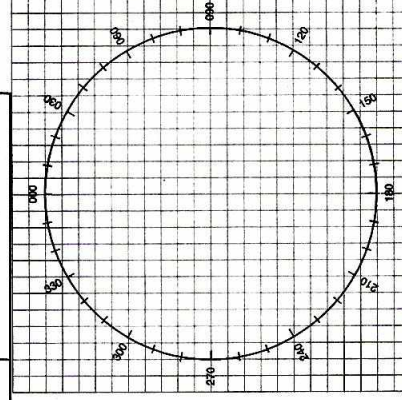
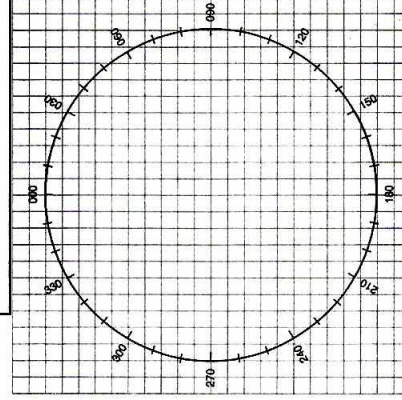
----- Drifting buoy deployment

CLEARANCES

FREQ	ALT	HDG	OTHER
			0145
			P7 SAN
			P9 DUNCAN
			575 TAX
			J119

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

- POSITION _____ N / S

- HEADING _____ TRUE/MAG _____

-AT _____ KTS TRUE/INDICATED

- FLIGHT LEVEL OR ALTITUDE.
- WE ARE A P-3 AIRCRAFT WITH

- NATURE OF EMERGENCY

- ASSISTANCE DESIRED

-PILOT INTENTIONS

[illegible]

137

2314
3326 N
07800W

32410
7614

195