

FLT ID: N9801024	FM: KMCF	TO: KFL
FLT NO: 99-005	BLK IN: 1521Z/0213Z	RTA: 1513Z / 0203Z
ETD: 1430Z	BLK OUT: 1421Z/1718Z	RTD: 1434Z / 1727Z
ETE:	BLK TIME: 19:00 / 8:55	FLT TIME: 8:39 / 8:36
SPONSOR ORG: NHC	PROGRAM: HURR SURVEILLANCE	PURPOSE: H. MITCH

0AO PERSONNEL

AC MAXSON	SYS ENG LIND
CP MAXSON McCANN	DATA SYS PRADAS-BERONES
NAV	RADAR
FE KITSON	BT/ODW SMITH
RADIO	CLD PHYS
FD DAMIANO	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
WHITE	PM	AOC
YATES	OPS	AOC
FRANKLIN	HAPS	HRD

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

PICKED UP JAMES FRANKLIN @ FLL.

NO ~~TT~~ 2 ^{AND} TTY (REMOVED)

AT FIRST CUBA SAID STAY OUT THEN CHANGED THEIR MIND.

FIRST TWO DROP LOCATIONS WERE MADE BUT AWAY FROM PRE-FLT POSNS.

190330Z - 191000Z

BAL BOTH DPT₂

27° 51' MCF
82° 30'

2604' FLL
80° 09'

DFD NOT COMPLETE PATTERN DUE TO FUEL CONSTRAINTS OMITTED 2 DROPS

U.S. DEPT. COMM./NOAA/ORD - DATA SECTION WORK FORM NO. 2 ORWFZ FILE

FLT ID: *N981024* TIME OFF: *1434Z/1727Z* TIME ON: *1513Z/0203Z*

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	<i>1025.0/1021.5</i>	<i>30.28/30.17</i>	<i>1022.2/1020.0</i>	<i>30.17/30.14</i>

NO DATA DISPOSITION/DATE/QUALITY

27
18

022
(P)
25
18

1/SEC FLT LVL TAPES

2

FAST FLT LVL TAPES

RADAR TAPES

DOPPLER TAPES

ODW CASSETTES

HARD COPIES

AXBT

AXCP

~~GPS~~ *GPS* : *27* : *25 messages sent.*

PHOTOGRAPHY

	FWD	LS	RS	VERT
ON				
OFF				
RATE				

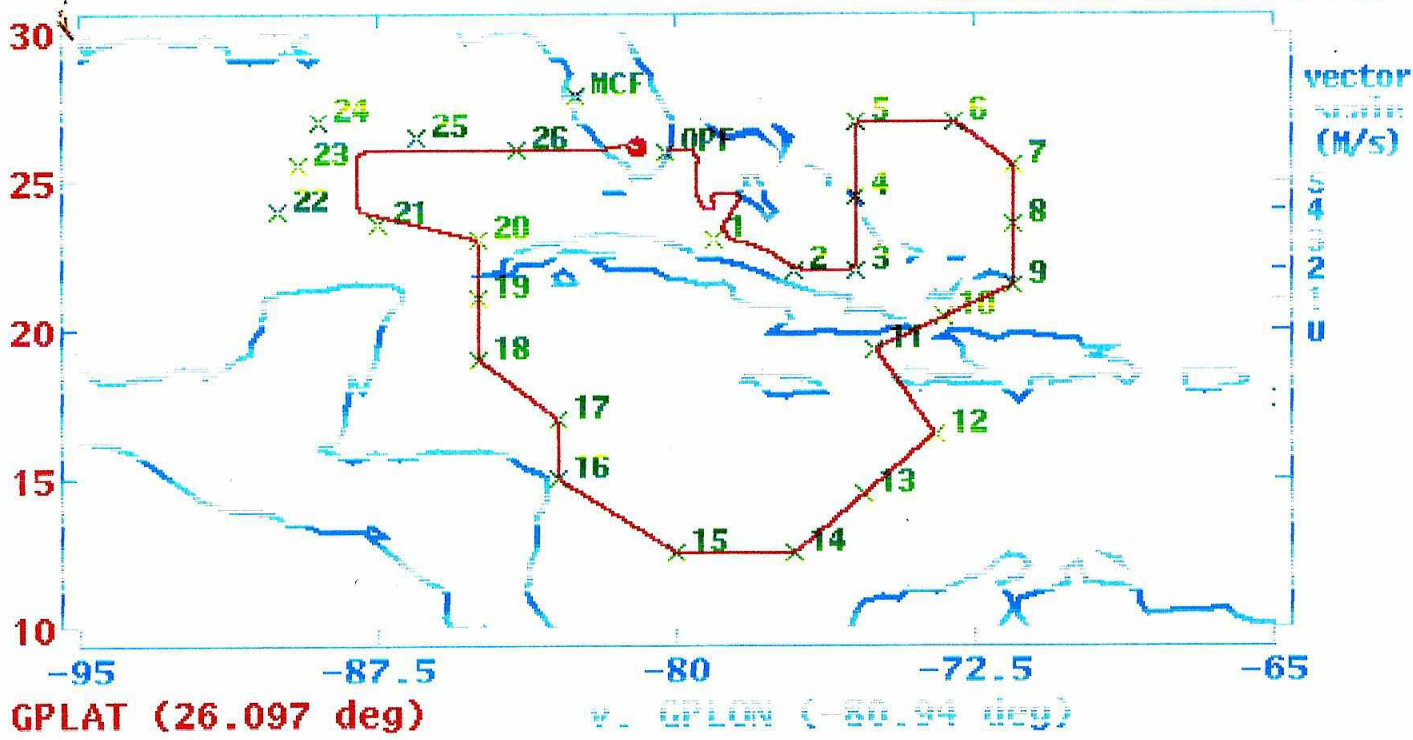
REMARKS

N9801024

TIME	LAT	LOW	TRK	HD	WD	WS	TA	TD	PA	GA	PS	W	W	W	PO
181207	2314	7843	152	155	236	16	-57.9	-68.2	12398	12990	190.0	LATE	DROP		83.8
181548	2256	7823	103	104	236	13	-59.8	-71	12576	13172	175.3	FI	DROP		
181841	2249	7800	123	124	241	13	-60.1	-72.3	12576	13169	175.3		DROP		88.4
182603	2215	7713	132	134	241	14	-59.6	-73.1	12573	13173	175.4		DROP		88.8
183400	2201	7610	91	89	284	13	-60.0	-74.0	12572	13170	175.4	THN CLD	ABV		89.2
183957	2213	7530	0	354	287	20	-60.2	-74.1	12570	13168	175.5		DROP		88.8
184600	2257	7530	0	354	281	22	-60.1	-73.9	12570	13156	175.5	CLD	ABV		87.0
185906	2431	7530	0	352	289	31	-60.1	-73.1	12568	13140	175.7		DROP		89.1
192123	2700	7515	90	86	284	41	-60.1	-75.1	12567	13048	175.6		DROP		87.7
193556	2653	7253	137	144	271	43	-60.3	-72.9	12569	13045	175.5		DROP		88.0
194300	2609	7209	138	144	276	40	-61.0	-71.4	12567	13068	175.5	CLD	BLW		88.1
195037	2521	7130	179	187	270	35	-59.3	-70.9	12562	13103	175.7		DROP		87.6
200544	2330	7130	180	185	272	26	-60.4	-70.9	12562	13143	175.7		DROP		87.6
202332	2124	7140	237	238	261	25	-60.4	-66.7	12562	13170	175.7		DROP		86.8
203500	2041	7249	237	239	274	25	-64.8	-68.5	13148	13761	159.3	BTN THN CLD			82.6
203925	2025	7315	237	239	262	25	-64.5	-69.2	13146	13762	159.3		DROP		79.5
205200	1938	7431	237	237	253	16	-65.0	-69.9	13145	13785	159.4	TOP OF CLD			80.5
205805	1907	7453	153	154	229	11	-64.9	-67.8	13145	13785	159.4		DROP		79.7
211100	1743	7408	154	154	229	6	-64.5	-69.4	13146	13778	159.5	BTN CLD			79.5
212329	1620	7338	220	222	276	13	-64.8	-70.5	13145	13779	159.5		DROP		80.8
213000	1546	7408	220	221	263	15	-65.5	-71.1	13146	13782	159.4	CLD	TOP		81.0
214147	1442	7504	220	220	280	9	-64.9	-65.3	12143	13784	159.4		DROP		81.4
214339	1431	7514	220	220	280	7	-64.9	-65.0	13146	13786	159.4	CLIP	DROP		82.0
220655	1230	7708	266	266	303	4	-65.0	-66.5	13146	13776	159.3		DROP		79.8
222200	1230	7858	270	268	181	4	-64.6	-62.7	13146	13773	159.4	(IN CLD)			81.3
223102	1234	8005	307	309	27	9	-64.8	-66.9	13148	13778	159.4		DROP		80.5
225700	1439	8235	310	309	97	3	-67.6	-74.5	13721	14358	144.5	THN CLD	ABV		72.7
230232	1510	8300	0	0	87	4	-67.7	-75.4	13722	14360	144.5		DROP		73.4
231857	1706	8306	317	316	113	4	-68.3	-76.3	13719	14366	144.5		DROP		72.7
233400	1825	8425	316	315	118	3	-68.9	-75.1	13717	14369	144.6	ABV	CLD		71.4
234127	1907	8500	357	0	89	6	-69.0	-75.2	13722	14373	144.5		DROP		72.4
235100	1	LT TURB		2356											
235652	2100	8500	359	357	294	5	-68.9	-73.0	13722	14359	144.5		DROP		72.3
001431	2303	8510	292	289	288	12	-69.1	-74.0	13720	14356	144.5		DROP		71.4
002300	2323	8610	290	287	272	13	-69.1	-74.4	13721	14355	144.5				72.8
003950	2412	8800	0	356	286	13	-68.4	-74.4	13718	14346	144.6		DROP		71.7
005616	2600	8745	89	87	278	14	-67.6	-75.2	13721	14329	144.5		DROP		73.0
010834	2600	8600	90	87	307	12	-67.5	-75.7	13719	14342	144.5	60	DROP		72.9
012237	2600	8400	89	85	312	16	-68.0	-75.9	13720	14339	144.5		DROP		72.9

"JCPB1" (winds@eiaer) Proj. 420 Flt 23 Oct-25-98 01:47:37

16:58:08 to 01:47:37



055

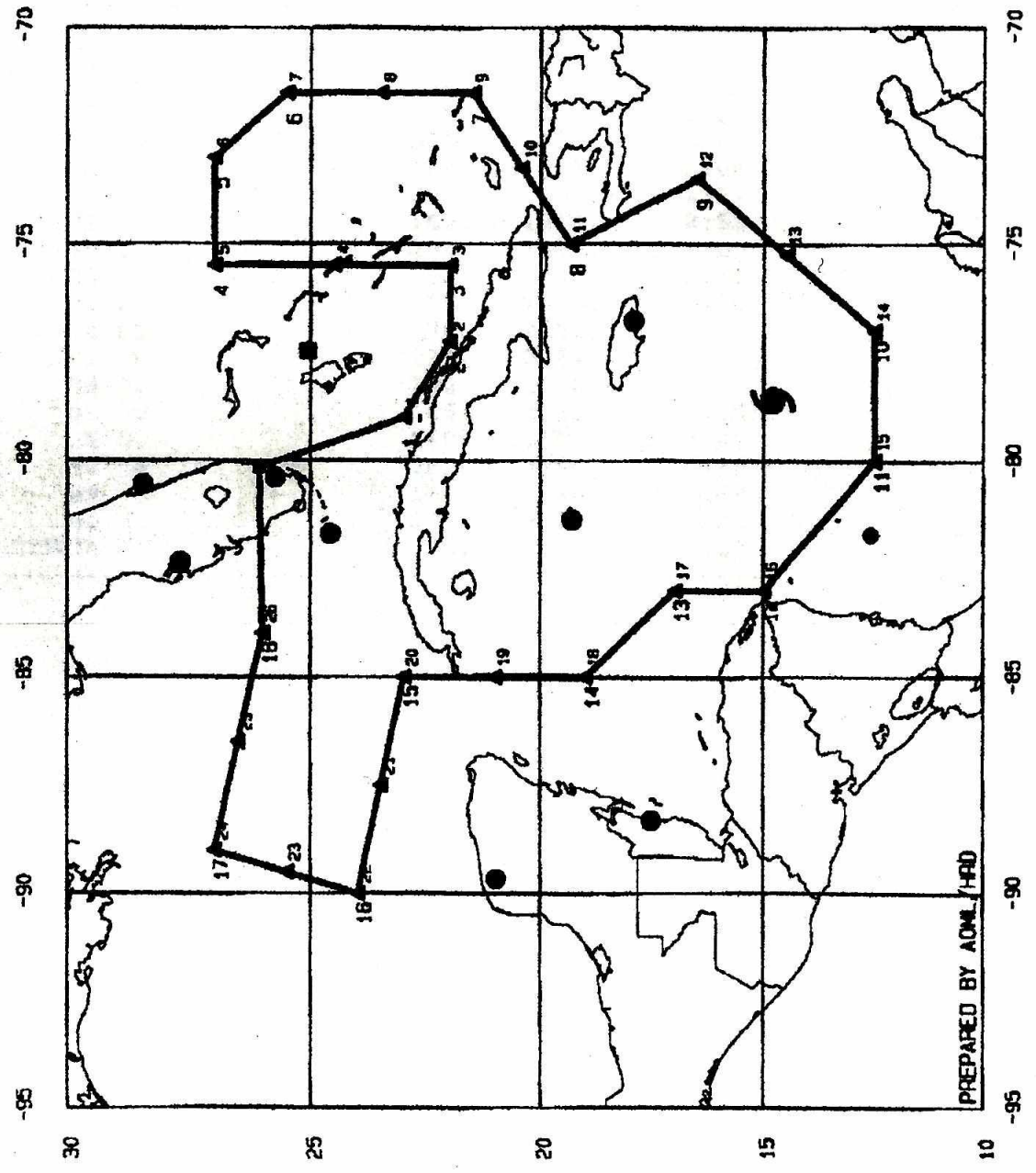
FLIGHT TRACKS MITCH

— 981024np.ftk

RAWINSONDES 9809

- Regular
- 12Z only
- 00Z only
- Infrequent
- Infrequent - 00Z
- Infrequent - 12Z

▲ DROP LOCATIONS



PREPARED BY ADM/HRD

N49RF Hurricane 98 AVAPS DropSonde Log

N49RF Project: HURRICANE 98 Flight ID: 981024N

Mission: Hurricane Mitch Flight #: 23 System Status:

Drop #	Sonde Serial Number	Time (Z)	Chn #	Press. offset	Winds time	Operator Init.	Comments Drop Status	GOOD <input type="checkbox"/>
1	974 730 063	1812	1	∅	106	JAS	LATE WINDS	<input checked="" type="checkbox"/>
2	982 720 391	1815	2	∅	—	JAS	NO WINDS! FAST FALL	<input type="checkbox"/>
3	974 010 127	1818	3	-0.7	38	JAS	RH	<input checked="" type="checkbox"/>
4	983 310 111	1826	2	0.4	42	JAS		<input checked="" type="checkbox"/>
5	982 010 103	1840	1	0.4	22	JAS	RH	<input checked="" type="checkbox"/>
6	983 310 012	1859	2	0.4	36	JAS		<input checked="" type="checkbox"/>
7	983 310 066	1921	1	0.0	29	JAS		<input checked="" type="checkbox"/>
8	974 510 011	1936	2	0.0	31	JAS	RH	<input checked="" type="checkbox"/>
9	983 310 120	1950	1	0.6	29	JAS	Good	<input checked="" type="checkbox"/>
10	983 310 157	2005	2	0.2	39	JCPB		<input checked="" type="checkbox"/>
11	983 310 132	2023	1	0.4	30	JCPB		<input checked="" type="checkbox"/>
12	982 720 318	2039	2	0.7	45	JCPB		<input checked="" type="checkbox"/>
13	983 310 073	2058	1	0.0	22	JCPB		<input checked="" type="checkbox"/>
14	983 310 149	2123	1	0.3	44	JCPB		<input checked="" type="checkbox"/>
15	983 310 020	2141	1	0.5	29	JCPB	high vert. winds	<input checked="" type="checkbox"/>
16	973 250 094	2143	2	0.3	114	JCPB	H ₂ CLAMPED/No foam/RH	<input checked="" type="checkbox"/>
17	983 310 135	2207	1	0.3	51	JCPB		<input checked="" type="checkbox"/>
18	981 820 031	2231	1	0.0	47	JCPB		<input checked="" type="checkbox"/>
19	981 820 059	2302	1	0.5	24	DTL		<input checked="" type="checkbox"/>
20	983 310 125	2318	2	0.3	24	DTL		<input checked="" type="checkbox"/>
21	981 950 070	2340	1	0.5	41	DTL		<input checked="" type="checkbox"/>
22	983 310 110	2357	2	0.6	25	DTL		<input checked="" type="checkbox"/>
23	983 310 058	0014	1	0.4	37	DTL		<input checked="" type="checkbox"/>
24	983 310 108	0039	2	0.4	43	DTL		<input checked="" type="checkbox"/>
25	983 310 145	0056	2	0.2	45	DTL		<input checked="" type="checkbox"/>
26	983 410 059	0108	1	0.3	38	DTL		<input checked="" type="checkbox"/>
27	983 310 015	0122	2	0.7	39	DTL		<input checked="" type="checkbox"/>
28								
29								
30								
31								
32								
33								

NOAA/AOC/SED N49RF Flight Performance log - Hurricane 98

N49RF Project: Hurricane 98 Project No 420 Flight No. 23 Flight ID: 981024N
 SED Crew: Smith, LINO, JCPB, DAMIANO Mission: Hurricane Mitch
 Pre-Flight: 1330Z Z Take-Off: 1434/1727 Z Landing: 1513/0205 Z

SYSTEM		Pre-Flight Check		In-Flight		Post-Flight	
N A V	IRS #1	✓ JCPB					
	IRS #2	✓ JCPB					
	IRS #3	✓ JCPB					
	GPS Honeywell #1	✓ JCPB					
	GPS Honeywell #2	✓ JCPB					
	GPS Collins	✓ J				Off? <input checked="" type="checkbox"/>	
	Nose Radar -Collins	✓ JCPB				Off? <input type="checkbox"/>	
		Time	Temp °C			Time	Temp °C
T E M	Temp #1	1357	19.9	✓ J	-64.9 ✓		
	Temp #2	"	-85.7	① J	-104.9		
	Temp #3	"	20.4	✓ J	-64.6 ✓		
	Temp #4	"	-0.5	Not Installed	N I		
P	DP Left	1358	13.4	✓ J	Cal. Time:		
	DP Right	"	13.4	✓ J	Cal. Time:		
P	Attack Angle (ADCAOA)			✓ J	4.3 ✓		
R	Slip Angle (BP/DBP)			✓ J	53/56 ✓		
E	Differential (PQ1/PQ2)			✓ J			
S	Absolute (PS1/PS2)			✓ J	159/161 ✓		
S	Check Radome Press. Lines <input type="checkbox"/>	Date:					
S	DOWN PRT-5 ⇨ Open? <input type="checkbox"/>	NU			N.I.	Closed? <input type="checkbox"/>	N/A
Y	MADS (WINDS/DISCWIN)	✓ J			✓	# DATs: 2	
S	MADS Printer ⇨ Paper? <input checked="" type="checkbox"/>	JAS				Printer Power off? <input checked="" type="checkbox"/>	
T	MADS Cal. Date: <u>SEP 23 98</u>	QC time: <u>1411/1705</u>				QC time: <u>0205</u>	
E	WINDS ⇨ NET BCAST <input type="checkbox"/>	J			NO BCAST PRESS		
M S	HAPS System / Time set? <input checked="" type="checkbox"/>	JAS ②				# Msg: <u>25</u> # Fail: <u>15</u>	
	AVAPS System / Time set? <input checked="" type="checkbox"/>	JAS					
	AVAPS Printer ⇨ Paper? <input checked="" type="checkbox"/>	JAS					
	Exterior Walk Around <input checked="" type="checkbox"/>	JAS ✓					
	Inspect DropSonde Chute Bolts	JAS ✓					
	Satcom (Flight Phone) <input checked="" type="checkbox"/>	✓ JCPB				Off CB? <input type="checkbox"/>	
	Call COMSAT? <input checked="" type="checkbox"/> (*292#)	✓ JCPB					
M	FCU/UPS/CB	CB's Checked? <input checked="" type="checkbox"/> J				UPS off? <input type="checkbox"/>	
I	AVAPS Sondes	# On Board: <u>100</u>		# Dropped: <u>27</u>		# Good: <u>25</u>	
S	AXBT	# On Board: <u>0</u>		# Dropped: <u>0</u>		# Good: <u>0</u>	
C	APN-232	✓ J					
	Modem Power On? <input checked="" type="checkbox"/>	+CPB					

1	DAT Tape #1	On: <u>1407/1702</u>	Type: <u>V60/TDK 60</u>	Off: <u>1527/0213</u>
2	DAT Tape #2	On: <u>1407/1702</u>	Type: <u>TK60/V60</u>	Off: <u>1522/—</u>
Comments: <u>BCAST WAS NOT TURNED ON - NO BPSSRS ERRORS OCCURED ALL FLIGHT</u>				

