

U.S. Dept. of Commerce / NOAA / Aircraft Operations Center

AOCWFI

Fit ID: 040927H	From: KNEW	To: KMCL
Fit No: 04-	Blk In: 2119z	ATA: 2110z
ETD: 19z	Blk Out: 1845z	ATD: 1853z
ETE: 2+30	Blk Time: 2+34 (2.6)	Flt Time: 2+17 (2.3)
Sponsor Org: NESDIS	Program: OCEAN WINDS	Purpose: CAL

AOC Personnel

AC: KENNEDY	Sys Eng: McMillan, S
CP: NELSON	Data Sys:
Nav: SIEGAL / BRAKOB	Radar:
FE: BAST / WADE	GPS/BT: PEEK, B
FD: FLAHERTY / PARLISH	Cld Phys:
Avionics:	

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
CHANG, P	PI	NESDIS
KERR, B	JWRAPS	UMASS

Proposed/Actual Mission Remarks (Recco, Fixes, Storm, PENET, NHOP #)

PRIM (WINGDP) OUT @ T/O (1853)
 DURT 2 OUT (1906) IN CLIMB

Flt ID: 04 09 27H Time Off: 1853z Time On: 2110z

	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	<u>1010.3</u>	<u>1010.3</u>	<u>1009.2</u>	<u>1010.1</u>

	Number	Data Disposition / Date / Quality
Flt Lvl Tapes		
Radar Tapes		
Cloud Physics Tapes		
Video Tapes		
AXBT		
AXCP		
AXCTD		
Dropsondes		

Video

	Forward	Left Side	Right Side	Down	Remarks
Time On					
Time Off					
Rate					

Remarks KNEWA 2989

20:12:40z START LEG 1 INTO BUOY (10 miles out)
TRK 340 (WINDS 258°)
DROP AT BUOY - 201530
202335 START LEG 2 (ADJUSTED 2024z)

MISSION PREFLIGHT LOG

DESTINATION
KMACF

MISSION
RTB / BUOY

NAVIGATOR

BRADSH/SIEGEL

AIRCRAFT COMMANDER

KENNEDY

FLIGHT DIRECTOR

BRADSH/FLAHERTY

SCHEDULED / ACTUAL TAKEOFF Z

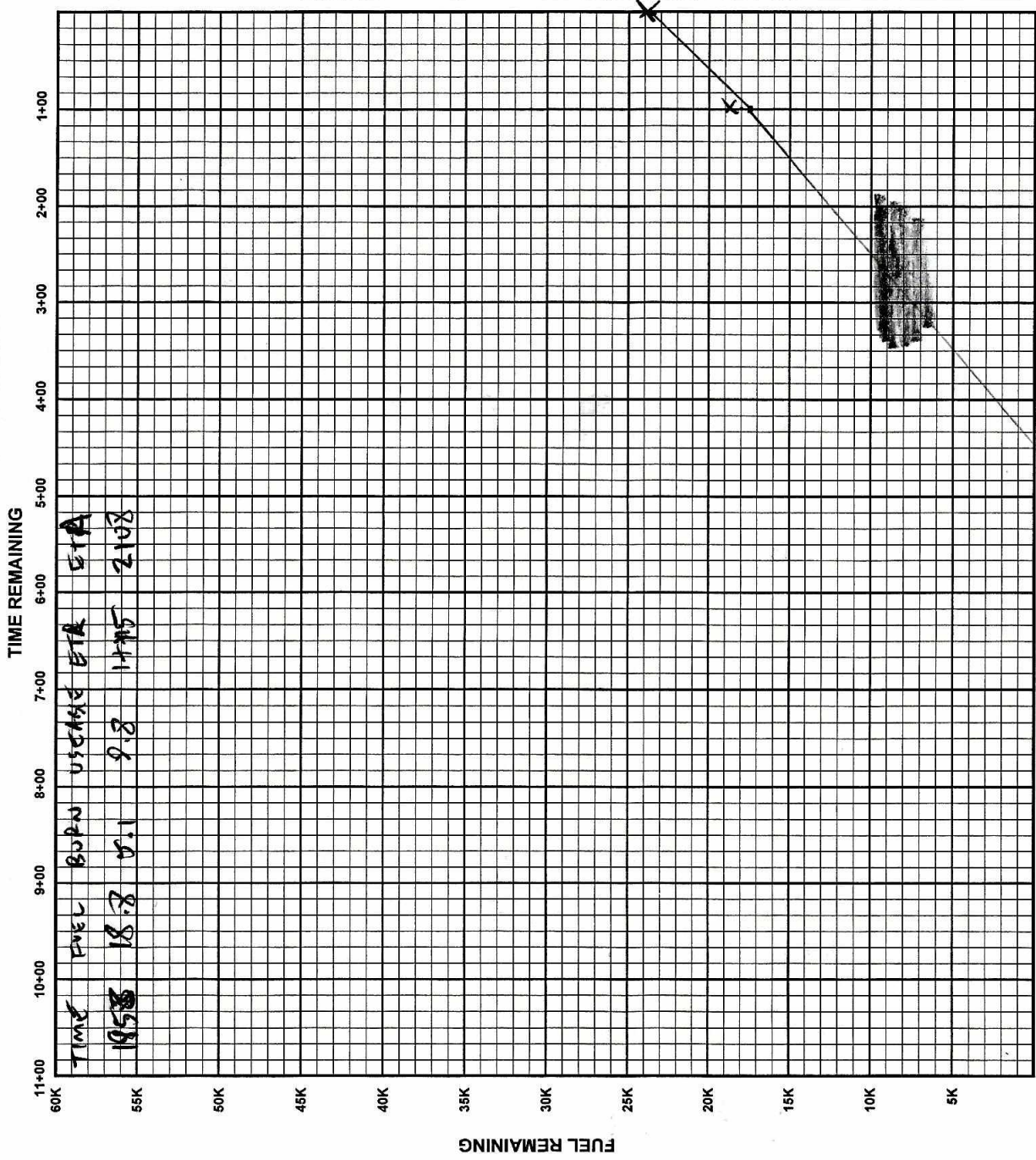
1900

DATE OF TAKEOFF

27 SEP 04

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	INS PERFORMANCE		
																			INS 1	INS 2	
NEW	N 30 02.6 W 90 01.7	1 / 11																		1700	1700
HRV	29 51.0 90 00.2	2 / 12																		1	0
REDN	28 53.0 88 42.1	3 / 13																			
ROZL	28 18.9 91 42.3	4 / 14																			
PAUL	28 30.0 84 30.0	5 / 15																		2110	2110
BLOND	27 54.9 83 09.3	6 / 16																		1830	1830
PIE	27 54.5 82 41.1	7 / 17																		2540	2540
MCF	27 51.0 82 31.3	8 / 3																			
IP	28 25 84 46	9 / 19																			
																				TERMINAL ERRORS	
																				INS 1	INS 2
															DELTA LAT	+1.5	+1.1				
															DELTA LON	-1.4	+1.6				
															RGS	2	2				
															RADIAL ERROR	3	1				
																				REMARKS	

RANGE CONTROL GRAPH



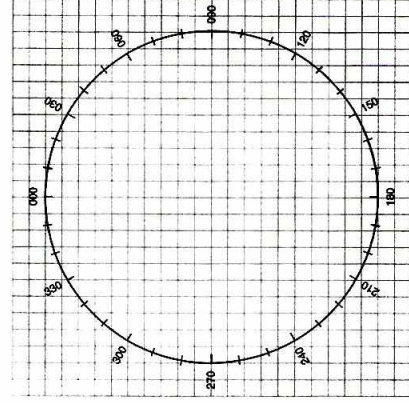
ENROUTE FUEL	
ENROUTE TIME	2+30
ENROUTE FUEL (6K SK.45K RULE)	13.5
RESERVE AT DESTINATION	10.0
REQUIRED RAMP	23.5
ACTUAL RAMP FUEL	23.9

TACTICAL (OFFSTA TO DESTINATION)	
DISTANCE (OFFSTA TO DEST)	
ENROUTE TIME (OFFSTA TO DEST)	
BURN RATE (LBS/HR)	4500
ENROUTE FUEL REQUIRED	5500
RESERVE AT DESTINATION	
FUEL AT OFFSTA	

POINT OF SAFE RETURN	
ETP DISTANCE (TO DEPARTURE)	
ENROUTE TIME (TO DEPARTURE)	
BURN RATE (LBS/HR)	4500
FUEL REQUIRED	5500
RESERVE AT DEPARTURE	
PSR FUEL	

CEX - TRUE BEARING METHOD	
COMPASS TYPE	INS1 INS2 WET
MCH (READING)	
- MTH (SEXTANT)	
CE	
- VAR	
DEV	

CEX - ERB METHOD	
COMPASS TYPE	INS1 INS2 WET
MERB (DIAL 000)	
+ ZN	
= MTH	
MCH (READING)	
CE	
- VAR	
= DEV	



WIND FACTOR		
WINDSPEED	HEADWIND	TAILWIND
10	1.03	.97
20	1.06	.94
30	1.10	.92
40	1.14	.89
50	1.18	.87
60	1.22	.85

PRESS ALT						
10,000	20,000	30,000	40,000	200	300	350
1.0	.99	.97	.96	1.0	.99	.99
.99	.98	.97	.96	.99	.97	.97
.97	.96	.95	.94	.96	.95	.94
.96	.94	.92	.90	.94	.92	.90

TRUE AIRSPEED CROSS-CHECK							
TIME	IAS	PRESS ALT	"F" FACTOR	EAS	OAT	TAS	ITAS

DISTANCE REMAINING

ETP = .5(TOTAL DISTANCE x OUTBOUND WIND FACTOR)