

T-28 Pilot Report

Flight: 732
Date: 06171999
Flight Time: 16:20 – 18:00 MDT
Pilot: Tom Root
Controller: Andy Detwiler
Location: Loveland, CO
Mission: Research flight

Computer Time	Video Time	Comments
16:15		T-28 taxiing. New cell developing to S of original cell E of CHILL
16:20		T-28 up
16:26		T-28 runs through base of storm at altitude 10.6 kft. Rain & lgt turb.
		T-28 out-of-cloud and then back in.
16:28		Lgt turb. Out-of-cloud.
16:34		T-28 and Convair climbing to 20 kft.
16:36		T-28 heading E in-cloud. Lgt/mdt turb
16:37		Mdt/svr turb. 3000 ft/min updraft. Circling along W edge of storm at 20 kft
16:39:40		In-cloud. P-static
		Data acquisition clock < 1 sec behind video clock
16:45		Going nearly through top of new cell to NW of main storm
16:48		Lgt/mdt turb.
16:51		Heading NW to get lined up
16:51:20		In-cloud
		Convective line forming just N of CHILL
16:53		Picking up heading 130°, then 080° to hit S side of storm
16:56		Begin Run #1. Lgt turb.
16:57		Smooth; no precip
16:57:40		Lgt/mdt turb, then out-of-cloud
16:58:30		T-28 and Convair doing E-W passes.
.17:02		T-28 turning 180° to left
17:03-17:04		In & out of cloud; 67 dBZ at 18 kft in central part of storm T-28/Convair are working
		Funnel cloud NE of CHILL
17:07:55		Entering cloud
17:08:06		Start of Run #2
17:09		Heavy rain; mdt turb
17:10		DMT sensing element lost
17:11		Out-of-cloud
17:16		Storm tops ~44 kft
17:23		T-28 and Convair trying to line up on W side of storm; ATC turning them N
		T-28 data acquisition computer clock ~ 2 sec behind CHILL time
17:28		Heading across N side of storm; lgt turb
		Storm tops to 53 kft
17:31		Lgt/ndt turb; ice; rain
17:36		Mdt turb
17:38		Lft/mdt turb
17:41		T-28 clear of storm on E side
17:42		T-28 to return-to-base
		Hits lightning and has a rough ride on way home
18:03		Taxiing to hangar

NOTES

Weather

Denver cyclone day. Storms initially in west operational area, moving slowly. Then development moves to east area, near CHILL. Vigorous storms, with some tornado activity.

Maintenance

During operations Sabreliner lost pressurization and had to RTB. Need to replace door seal and repair radome. Will be down for tomorrow.

Operations

T-28 coordinated with Convair 580 at ~20 kft. Sabreliner operated independently higher in storm.

T-28 video time is ~ 1 sec ahead of data acquisition system clock. 2D-C images are split. Hail images are good for 1st 300 buffers, then degrade during later portions of flight.