

T-28 Pilot Report

Flight: 734
Date: 06191999
Flight Time: 14:40 – 16:25 MDT
Pilot: Tom Root
Controller: Andy Detwiler
Location: Loveland, CO
Mission: Research flight

Computer Time	Video Time	Comments
14:27		Looking at cells in W area. Echoes > 50 dBZ to heights > 20 kft
		Storms at 54 nmi/264° have > 60 dBZ to 30 kft
		Tops > 40 kft
14:40		Take-off
14:50		Tom calls in. Climbing over GLL VORTAC. T-28 computer clock 4 sec behind CHILL clock
14:58		All aircraft headed for 280°/50 nmi off GLL
15:02		Tom circling to wait for Convair to catch up
15:05		Tom rolls out on 280° hdng with other aircraft in-trail
		Block 18-21 kft with T-28 at 19 kft
15:09		In-cloud for Run #1 (T-28 started entering cloud as early as 15:06)
		Lgt turb; lots of P-static
15:09:40		T-28 5° left, then 10° left
		Smooth ride; icing/rain/ltng
15:15		T-28 180° turn to right
15:18		Sabreliner out; end Run #1
15:20		T-28 in-cloud; begin Run #2
15:21:21		T-28 right 30o, then back to radial. T-28 coming back toward GL on 287° radial.
		Lgt turb; lgt precip
15:24:40		Out-of-cloud
15:25:33		End Run #2
15:29		Turning N for storm on Wyoming border
		Peak reflectivity < 50 dBZ. Was higher earlier
15:34:03		Start Run #3
		Ltng; lgt/mdt turb; lgt/mdt rime
15:36		Snow; lgt turb; rain
15:37		Updraft;icing;mdt turb
15:39		T-28 can see ground
15:41:46		End Run #3
		Turn in front of a 56 dBZ core by reversing to right for another pass along S side of big echo
15:46		T-28 in-cloud; Run #4
15:49		Lgt/mdt turb; updraft
		Reflectivities declining; some wind shear at T-28 altitude
		Fairly smooth; some precip and ltng
15:52		T-28 out
15:53		Lgt turb in the clear
15:55		T-28 180° turn to left
15:57		End project Run #4
15:58		T-28 in-cloud; Run #5
		Hdng 070°; ltng
16:02		Lgt turb
16:06:33		End Run #5. T-28 to RTB
16:18		Landed
16:30		Outflow from storm to N hits CHILL site

NOTES

Weather

Convection began over the mountains before noon, and moved eastward during the flight.

Maintenance

2D-C images look good. Hail images good until descent. Acceleration seems to have some artificial shorter and longer period variability.

Operations

The 3 project aircraft coordinated on 5 runs. The 1st and 2nd were through mountain thunderstorms just coming over the Foothills. The rest were associated with a large thunderstorm about 70 km NW of CHILL.