

T-28 Pilot Report

Flight: 655
Date: 05051995
Flight Time: 15:47 – 17:16 CDT
Pilot: Charlie Summers
Controller: Dennis Musil
Location: Norman, OK
Mission: Research flight

Computer Time	Video Time	Comments
15:47		Take-off; heading out to N, then for target at 270°/30 nmi from Will Rogers. Will operate at 9 kft.
		P-3 is out working around ARM site, N of area of convection.
15:49		J-W and de-ice heat on
15:51		Still at 6500 ft MSL, still trying to get out of Will Rogers departure area and pick up radial
15:53		In weather at 7300 ft.
15:55		Heading out 270° radial at 9 kft. Still under control of departure.
16:03		Boring through some embedded convection, still on 270° radial
16:05		Out on W side of convection. Will move N and then head back on 090° hdng.
16:11		Hdng 090°; Ltng every once in a while, but distant; change to 110° early in pass
		Cloud breaking up beneath him; yet to get into echo cores
16:15		Turns S to hdng 160°. Will head down a line of echoes.
16:17		Getting close to Will Rogers. Too close to radar. Dennis wants Charlie to turn to hdng 230°
16:20		Coming around to hdng 240° at 9 kft. Still lightning around, but not much else
16:21		Hits an updraft then is out of cloud
16:25		Trying to get Charlie to turn to 020°. Will stick with 9 kft.
16:26		Turning; very light precip; hdng 020°
16:34		Still heading NE. Asking ATC for 10 more miles in order to catch another cell. 16:41
16:41		Doing a 90/270° turn on NE side and coming to a 200° hdng.
16:48		Below cloud in light rain. No chop. A more active cell is ~2 nmi ahead
16:49:50		Ltng
16:50		Just broke out on W side
16:52		Turning to hdng 130°. Should pick up an active cell on southern fringe of echo area.
16:58		Cloud base ~2000 ft above flight-level; in-clear. Another echo ahead. It is almost right over Norman
		Goes through the echo
17:16		Landed

NOTES

Weather

By 1500 CDT, there is a line of echoes moving NEwd towards OKC. Decide to launch as they get within radar range. Did encounter some small hail during penetrations.

Maintenance

Audio recording garbled due to low batteries. Flight notes reconstructed from ground controller's notes. Baggage-bay field mill quits during approach.

Operations

No field mill test conducted. Stayed at altitude 9 kft (+7°C) for entire flight.