

T-28 Pilot Report

Flight: 660
Date: 05211995
Flight Time: 08:47 – 10:11 CDT
Pilot: Tom Root
Controller: Dennis Musil
Location: Norman, OK
Mission: Research flight

Computer Time	Video Time	Comments
08:47:08		Take-off
08:48:07		Field mill test on for a little less than 2 min
08:53:34		J-W calibrate switch on
08:55:48		Still VFR. Sees cloud to W and SE. Aims at first towards W, but Alexander wants him to eventually head S
08:57		Highest reflectivities 40-45 dBZ
09:04:52		In cloud; alt 13 kft; hdng 175°; smooth; 140 kts IAS
09:05:45		No rain; smooth
09:06:06		Close cloud flaps
09:06:50		Turn 20° right
09:08:22		No rain or ice; smooth ride
09:09:40		Out-of-cloud on W side; turns toward E
09:11:48		In-cloud; hdng E; 13 kft alt.; smooth
09:13:07		13 kft alt; hdng E; lgt turb
09:14:07		1 ltng flash to S
09:15:21		Hdng 330°; 13 kft alt; 145 kts IAS
09:15:40		No ice; lgt rain; smooth;
		climbing to 20 kft
09:22:07		Trace of ice on leading edge
		Turning to go back on Cimarron radar 140° radial
09:25:49		20 kft alt; 150 kts IAS; hdng 140°; smooth
09:31:38		Lgt rain; smooth
09:32:16		Engine cough. Carb de-ice on; cleared coughing; reversing course to left
09:33:48		330° hdng; lgt turb
09:38:55		Reverse course to left; 150° hdng; 20 kft alt.; smooth
09:40:05		Out-of-cloud; hdng 140°; alt. 20 kft;
		Go left 20° to get back into cloud
09:41:16		In-cloud; hdng 110°; smooth; light rain
09:41:56		Hdng 120°; 20 kft alt; smooth; lgt rain; trace of ice
09:45:42		Reverse course to left; 300° hdng
09:46:00		No ice; no rain; smooth
09:48:01		No ice; no rain; smooth
09:49:30		Trace ice; no rain; hdng 300o
09:52:30		Lgt turb
09:52:51		Trace ice; no rain; smooth
		At end of leg to NW. Will start descent and return to base

09:56:19		Descent; lgt turb at 18 kft; no ice; lgt rain
09:58:00		16 kft alt; on recovery to OUN; hdng 150°
09:59:20		At ragged bottoms of clouds; virga; light turb; mammatus cloud at left
09:59:59		Can see ground
10:01:15		Virga; lgt turb; VFR
10:02:54		Alt 12 kft; ice dissipates
10:11:39		landed

NOTES

Weather

Scramble early for a microphysical flight in trailing stratiform cloud mass with tops ranging between 5 and 8 km. Alexander would like penetrations at the freezing level and near ceiling for aircraft (~20 kft). Main convective core was down on the Red River. Storm and trailing stratiform moving SEwd during flight.

Maintenance

Charlie scooped quite a bit of ice out of the cowling after the flight.

Operations

Couldn't find field mill test.