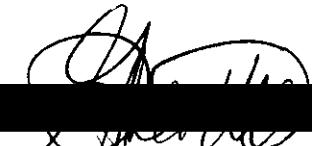


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Addendum V to Meteorological Factual Report

Mesoscale Analysis of the COMAIR-3272 Crash of 9 January 1997 [revised]
by Ben C. Bernstein, National Center for Atmospheric Research



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Mesoscale analysis of the COMAIR-3272 crash of 9 January 1997

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1. Introduction

This discussion is to be considered in the context of the synoptic-scale weather data previously presented to the NTSB by NCAR. Here, the focus is placed on the mesoscale weather elements which are pertinent to the accretion of ice on Comair-3272 and on explaining the significant differences in icing reported by the pilots of four other aircraft which flew in close proximity to Comair-3272 within a 10 minute time window.

2. Analysis of radar data - overview

Regional radar images indicate widespread areas of snow across Michigan at 2000 and 2100 UTC, essentially to the north of the Ohio/Michigan border (see Figs. 1a,b). Along the edges of this area of snow, there were patches of lower reflectivity, which show up as "holes" in the echo pattern. These patches were evident near Detroit during the period in which the crash occurred. Close examination of the 0.5 degree scan from the Detroit NEXRAD (DTX) at 2049 UTC (Fig. 2a) shows widespread reflectivity of > 15 dBZ across much of the radar scope, with weaker echoes to the southeast and south of DTX. Patches of lower reflectivity are evident in these areas, with values of about 0 to 10 dBZ. One of these patches was in place from approximately 50 to 100 km to the south-southwest of DTX. A look at the 1.5 and 2.4 degree scans (Figs. 2b,c) indicates that reflectivity values decreased with height in this area. Comair-3272 was flying through this patch of lower reflectivity during the last 6 ½ minutes before the upset occurred. At 2050 UTC, Comair-3272 was at an altitude of ~7000 ft (~2133 m) MSL and location of ~ 72 km from the DTX radar at ~ 200 degrees azimuth. Since the DTX radar is at an elevation of 360 m MSL, Comair-3272 was ~1733 m above the radar at a distance of 72 km, corresponding to an elevation angle of approximately 1.4 degrees. Reflectivity values at the location of the Comair were between -5 and +10 dBZ on the 1.5 degree elevation scan and are relatively low compared to the 10-30 dBZ values within a swath of snow to the northwest and north.

Data from the DTX radar have been digitally interpolated to a 150 km by 150 km grid that encompasses the Comair's path of flight during the last ~8 minutes before the crash. Horizontal slices (CAPPIs) of radar data were created at 0.8 and 2.3 km MSL from DTX radar volumes which began at 2037, 2043 and 2049 UTC. These altitudes roughly approximate the height of the center of the 0.5 and

1.5 degree elevation DTX radar beams at the horizontal location of Comair-3272 at 2050 UTC (~72 km SSW of DTX). Superposition of the FAA radar-based tracks of Comair-3272 and several other aircraft on approach to Detroit on the 0.8 km CAPPI from 2049 UTC (Fig. 3a) indicate that these planes were flying on the southeastern edge of the large swath of precipitation where most of the reflectivity values were approximately 10 dBZ at 0.8km (~1.3 km below flight level). All of the aircraft passed through a patch of lower reflectivity during or just before the first of two turns on approach to Detroit. This patch will be discussed in further detail and related to the tracks of the aircraft in a later section of this report.

3. Comparison of surface observations with radar and sounding data

Data from several National Weather Service reporting stations in the vicinity of the crash have also been plotted on the gridded radar reflectivity map for 0.8 km MSL (Fig. 3a). All of the stations (DTW - Detroit MI, YIP - Ypsilanti/Detroit-Willow MI, ARB - Ann Arbor MI, JXN - Jackson MI, TOL - Toledo OH) were reporting snow at ~2050 UTC, but details in the observations reveal more information. DTW was reporting light snow and mist, visibility of 3/4 miles, broken clouds at 600 and 1200 feet and an overcast deck at 1700 feet. Reflectivity values over DTW were approximately 20 dBZ at this time, but as areas of lower reflectivity to the southwest moved over DTW, the visibility at the surface improved to 3 miles and the snow briefly stopped between 2149 and 2201 UTC (1649-1701 LST - see observer comments in Table 1a). Ice pellets were reported at DTW about 2 ½ hours after the crash, from 2332 to 2347 UTC (1832-1847 LST). ARB was located on the northern edge of the patch, where reflectivity values were approximately 10 dBZ. As the northern edge of the patch of low reflectivity reached ARB, the visibility temporarily rose from 1 mile (1953 UTC) to 4 miles (2053 UTC), then fell back to 2.5 miles (2121 UTC), then to 1.5 miles (2150 UTC), following the passage of the patch (see Table 1b). This brief increase in visibility indicates that the intensity of the snow is likely to have decreased substantially within the northern edge of the patch. JXN was located to the northwest of the aircraft tracks, within areas of 15-20 dBZ reflectivity, reported continuous light snow, visibility values of 1 mile or less and overcast ceilings varying from 800 to 1700 feet.

The decrease in or cessation of snowfall in the areas of low reflectivity indicates that the snow-making process was less efficient there, thus allowing a greater opportunity for liquid cloud to exist. Several observations of pellets were made by surface stations (Detroit MI, Findlay OH) and individuals (a pilot at home in Mason City, MI reported pellets and described them as "not opaque, but not clear, either"; a fireman on his way to the crash scene reported pellets) around the Detroit area in the hours surrounding the crash. These observations indicate that either large drops and/or significant water contents were likely to exist within the cloud, possibly mixed with snow crystals in some locations. Any pellets which did occur were formed in an environment free of the melting process, since only sub-freezing temperatures

were found in sounding data from both Detroit and Wilmington, Ohio for 0000 UTC on 10 January (see Tables 2a,b).

4. Comparison of aircraft tracks with radar data

FAA radar-based track data available for five different aircraft flying in the area near the time of the crash are plotted on the 0.8 km radar cross-section (Fig. 3a). The planes were as follows: Comair 3272 (Embraer 120, red line), NW 272 (DC 9, purple line), America West 50 (Airbus 320, green line), NW 483 (Boeing 757, blue line) and NW 208 (Airbus 320, brown line). Times for the locations of the aircraft are indicated with symbols on the plot. At 2050 UTC (circles in Fig. 3a), Comair-3272 was making a turn toward the southeast within the patch of low reflectivity, while America West 50 was just ahead of it and NW 272 was just behind it. NW 483 and NW 208 had passed through this area about 5 and 10 minutes earlier, respectively. In post-crash interviews, the pilots of these aircraft reported icing conditions varying from no icing (NW 483) to "the worst icing that (the pilot) had encountered all season" (NW 272). Although these planes flew through similar locations within about 10 minutes of each other, close inspection of the tracks and altitudes of the aircraft relative to the patch of low reflectivity reveals the source of this discrepancy.

A radar cross-section at 2.3 km MSL (Fig. 3b) reveals a slightly larger patch of < 10 dBZ reflectivity (compared to the size of the patch at 0.8 km) at the location of the first turn in the approach pattern. Comair-3272 had descended from 11,000 ft (3352 m - all heights MSL) at 2045 UTC and slowed from ~350 knots to ~240 knots before entering the first turn at 2050 UTC (see Table 3a). According to *preliminary* information from Embraer engineers, the airplane was "clean" until it descended to 7000 feet (~2133 m) MSL, and started to pick up drag at ~204945 UTC, possibly indicating the onset of ice accretion on the aircraft. Comair-3272 reached this altitude when it entered the patch of lower reflectivity at ~204904 UTC, held at 7000 ft until 205113 UTC, then gradually descended as it flew toward the southeast through the low reflectivity patch, reaching an altitude of 4000 ft (1219 m) by 205403 UTC. It was during this period that drag counts were reported to have increased, with the most rapid increase in drag counts indicated between 5500 and 4500 ft (1675 and 1370 m), according to Embraer engineers. Reflectivity values in the path of flight during this period of time were between ~4 and 9 dBZ. Once Comair-3272 descended to altitudes of 7000 ft or less, it flew through an area with reflectivity values of less than 10 dBZ for ~6 ½ minutes (~5 minutes of which the aircraft was picking up drag, according to the preliminary engineering data - *possibly* in icing conditions) before attempting to make a left turn on approach to Detroit at 205426 UTC and 4000 ft (1219 m). During this portion of the flight, the plane was traveling at between approximately 160 and 180 knots in an environment where temperatures were between -6 and -11 C, according to the Detroit balloon borne sounding released at 2300 UTC. Total temperatures calculated for this period were between -3 and -7C.

NW 272 (a DC 9) also descended into the patch of low reflectivity at 7000 ft and made a right turn within it, essentially following the path of Comair-3272, but was about two minutes behind it (see 2050 UTC locations on Fig. 3b; Table 3b). NW 272 flew at similar altitudes at speeds of 150 to 170 knots, and, thus, had similar total temperatures to Comair-3272. The pilot reported that this was "the worst ice (the pilot) had seen all season" with some flashback and described the ice as "extremely heavy to severe" based upon "18 years of operations in the Detroit and Lake Erie areas." The pilot also reported that ice was accreting at a rate of approximately $\frac{1}{2}$ inch of ice per minute, that the plane was flying in solid overcast conditions and that the radar showed little or no returns. When asked to hold altitude, the pilot asked to climb out and did so by making a U-turn at the southeastern end of the low reflectivity patch. Overall, NW 272 appeared to be within the patch of less than 10 dBZ reflectivity at altitudes at or below 7000 ft for more than 8 minutes.

America West (AWE) flight 50 (an Airbus 320) passed over the top of Comair-3272 at ~2045 UTC and was a minute or so ahead of it at 2050 UTC (see Fig. 3b, Table 3c). This aircraft did not descend to 7000 ft until after making the initial turn at 8000 ft, reaching an altitude of 7000 ft at the eastern edge of the low reflectivity patch. This aircraft spent approximately two minutes in areas of less than 10 dBZ at altitudes of 7000 ft or less. The pilot did report moderate rime icing with possible freezing drizzle and light snow. The pilot reported an ice accumulation of approximately 1/4 inch and an icing exposure time of 5 to 8 minutes, much of which appears to have occurred at altitudes above 7000 ft and/or in areas of higher reflectivity to the east of the patch. Visible moisture was mentioned, and the pilot also indicated that light and occasionally moderate turbulence was present. Overall, Comair-3272, NW-272 and AWE-50 were all flying in a similar environment, but AWE-50 was exposed to the area of low reflectivity at altitudes of 7000 ft or less for a shorter amount of time.

NW-483 (a Boeing 757) descended into the center of the patch at ~204630 UTC and crossed through to the eastern edge rather quickly (Fig. 4, Table 3d). This aircraft was traveling speeds of roughly 210 to 280 knots through the patch and had total temperatures of between -3 and 0 C. The pilot only reported light snow and no icing on approach to DTW. This aircraft only briefly passed through the patch of reflectivity < 10 dBZ at altitudes of 7000 ft or less, causing a relatively short exposure (~2 minutes) to the environment that existed there. NW-208 (an Airbus 320) essentially crossed over the patch at altitudes of more than 7200 ft between 2038 and 2040 UTC, descending below 7000 ft into reflectivity of ~10 dBZ on the far east side of the patch, missing most of it (Fig. 5, Table 3e). The pilot of that aircraft reported rime icing, with 1/2 inch or less accumulation and light snow during descent.

Overall, the differences in exposure time and aircraft speed are likely to account for the wide variety of icing reported by these pilots in interviews following the crash. This is especially true if, indeed, the top of the icing layer was near 7000 ft MSL.

5. Cloud top height and possible shear layers

Examination of data from the DTX radar show that when looking toward the south-southwest (~200 degrees), patchy reflectivity is only evident out to ~55–60 km on the 2.4 degree elevation scan (Fig. 2c), indicating that the height of the highest radar-detectable particles was near 8900 ft MSL, and the pocketed nature of the reflectivity in this region points towards some variability in the height of the tops. Note that this height is not necessarily the same as cloud top, which may be higher. A close look at the radial velocity field on the 2.4 degree scan (Fig. 6) reveals the existence of multiple weak shear layers within the cloud depth, evidenced by slight changes in the azimuthal location of the 0 ms^{-1} radial velocity line with increasing distance from the radar (and thus, height). DTX sounding data (see Table 2a) also indicate the existence of some shear between 5900 and 8770 ft (1800–2675 m), in the upper portion of the layer with relative humidity values in excess of 95%. The next relative humidity value available in the sounding was 83%, with a temperature of -16C at 10,700 ft (3250 m). Relative humidity values dropped sharply above this altitude, indicating a lack of cloud there. Infrared data from the GOES-9 satellite indicate cloud top temperature values of approximately -17C over and to the south of Detroit, which roughly matches the cloud top heights inferred from the sounding data at 10,700 ft and -16C. The essentially liquid-saturated values of relative humidity that existed in the DTX sounding between 1700 ft (also the height of cloud base reported by DTW at 2100 UTC) to 8800 ft may serve as an indication that this layer was made up of predominantly liquid cloud, while a layer mostly comprised of snow may have existed above this. The 8800 ft height closely matches the approximate height of the radar reflectivity tops to the south-southwest of the Detroit airport. Pilots in the area reported cloud top heights ranging from 5000 to 11,000 ft (except for higher tops of 16,000 ft to the north), and moderate or greater intensity icing, both rime and mixed in type, between 4,000 and 11,000 feet MSL. Some pilots also reported the existence of multiple cloud layers around Detroit.

Overall, the assessment of cloud top height is difficult for this case. It is quite clear, however, that cloud tops were lower to the south of Detroit and that Comair-3272 was flying in a location of transition between deeper, snow clouds to the north and shallower, lightly precipitating or non-precipitating clouds to the south.

6. Radiometer data from Toronto, Ontario

Data from a microwave radiometer located downstream of the crash site at Toronto (43.964 N, 79.574 W) indicated integrated liquid water contents of 0.05 to 0.8 kg/m² as the area of relatively warm cloud tops and low radar reflectivity that was over the crash site reached the radiometer between the hours of 2300, 9 January and 0200, 10 January (see Figs 1a-b, 7a-c, 8). Tracking of the radar features was not easily done, but the back edge of the reflectivity region was used to roughly approximate the downstream

location of the portion of the storm in which the aircraft crashed. Using this method, the back edge of the radar reflectivity appeared to pass the radiometer near 0000 UTC, 10 January, when liquid water contents were near a short-lived minimum. Water content values were as high as 0.8 near 2300 UTC, then gradually dropped to near zero at ~0000 UTC, rose sharply to 0.5 at the 0030 UTC, dropped again to 0.1 by a 0100 UTC, then rose gradually to 0.8 at ~0200 UTC. It is difficult to say which, if any, of these liquid water contents was representative of the water content present at the time and location of the crash, but this range of values is certainly plausible for that environment. Using representative reflectivity values from the Detroit radar and a range of liquid water content values from the Toronto radiometer, one can roughly approximate the range of drop diameters, using a monodisperse distribution of liquid droplets. Assuming an all-liquid cloud with depth of ~2000 m (~6500 ft), integrated liquid water contents of 0.05 to 0.8 kg/m³ and that the liquid water content was distributed evenly through the depth of the cloud, the average liquid water content would have been between 0.025 and 0.4 g per cubic meter. Using this range of values and representative reflectivity values of 5 dBZ, the expected drop sizes are approximately 200 to 400 microns (see Fig. 9). It is important to note that higher and lower values of LWC and corresponding lower/higher droplet sizes are likely to have existed within portions of the cloud depth, since the liquid water is unlikely to have been evenly distributed through the depth of the cloud.

7. Summary and conclusions

The evidence for the existence of icing conditions along the Comair-3272 flight track is strong and there are several clues present which suggest that freezing drizzle may have also existed there. The possibility that freezing drizzle existed within this cloud is supported by 1) reports of ice pellets and/or graupel in surface observations, 2) a report of possible freezing drizzle by the pilot of America West 50, 3) the report of extremely heavy to severe icing with some splash back and fast accumulation rates (1/2 inch per minute) by the pilot of NW 272, and 4) the roughly calculated drop sizes based upon reflectivity data from the DTX radar and the Toronto radiometer.

8. Acknowledgments

Thanks to J. Walter Strapp of the Atmospheric Environment Service of Canada for supplying the Toronto radiometer data, and to Greg Thompson for his help with the analysis of the GOES-9 satellite data.

Table 1a

UNEDITED SURFACE WEATHER OBSERVATIONS (METAR/SPEC)							LATITUDE 42°14'N	LONGITUDE 83°20'N	STATION ELEVATION FT (MSL) 633	TIME CONVERSION +5	DAY 09	MONTH 01	YEAR 1997	SID DTW	STATION (TYPE, NAME, STATE) ASOS DETROIT, MI		
TYPE WS	TIME (LST)	WIND				VISIBILITY			PRESENT WEATHER	SKY CONDITION			TEMP °C	DEW POINT °C	ALTI-METER INS.	REMARKS AND SUPPLEMENTAL CODED DATA	
		DIR TRUE	SPD KTS	GUST KTS	VARIABILITY TRUE	SURFACE STATUTE MILES	RUNWAY VISUAL RANGE (FEET)	8		9	10	11					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
M	0054	090	7			10			SCT120		-04	-09	A3009	SLP198 T10441089 11044 21056 56036 (MKE)			
M	0154	090	8			10			OVC100		-04	-08	A3007	SLP190 T10391083 (MKE)			
M	0254	070	8			10			BKN020 OVC080		-04	-08	A3003	SLP177 T10391078 (MKE)			
M	0354	090	9			10			BKN020 OVC090		-03	-08	A2995	PRESFR SLP151 T10331078 58044 (MKE)			
M	0454	060	8			10			FEW014 BKN020 OVC080		-04	-07	A2992	PRESFR SLP139 T10391072 (MKE)			
S	0512	080	8			10			BKN012 OVC020		-04	-07	A2992	(MKE)			
M	0554	070	15	18		10			OVC010		-04	-07	A2987	PRESFR SLP122 T10391067 (MKE)			
S	0630	070	12	17		1 1/2M			-SN BR	BKN008 OVC013	-04	-07	A2983	SFC VIS 2 SNB02 PRESFR P0000 (MKE)			
M	0654	070	13	18		1 1/4M			-SN BR	OVC006	-04	-06	A2982	TWR VIS 1 1/2 SNB02 PRESFR SLP107 P0000 6000 T10441061 11033 21044 58043 (MKE)			
S	0717	060	14	20		1 1/2M			-SN BR	OVC010	-04	-06	A2975	PRESFR P0000 (MKE)			
M	0754	070	15	19		1 1/2M			-SN BR	BKN010 OVC029	-04	-06	A2972	PRESFR SLP073 P0000 T10441056 (EJB)			
S	0819	040	12	18		2			-SN BR	OVC012	-04	-06	A2969	PRESFR P0000 (EJB)			
S	0838	050	12			3			-SN BR	OVC010	-04	-06	A2966	TWR VIS 4 UPB31E34SNE31B34 PRESFR P0000 (EJ)			
M	0854	070	11			3			-SN BR	OVC010	-04	-06	A2967	TWR VIS 4 UPB31E34SNE31B34 PRESRR SLP057 P0000 T10441061 (EJB)			
S	0933	070	12	21		2			-SN BR	OVC012	-03	-04	A2964	PRESFR P0000 (EJB)			
M	0954	060	18	24		2			-SN BR	OVC014	-03	-04	A2958	PRESFR SLP024 P0000 60000 T10281044 56076 (EJB)			
S	0959	060	16	24		2			-FZRASN	OVC014	-03	-04	A2956	FZRAB57 PRESFR P0000 (EJB)			
M	1054	070	13	21		2			-FZRASN	OVC012	-03	-05	A2952	FZRAB1457 PRESFR SLP005 P0000 T10331050 (EJ)			
S	1100	090	11	19		3/4			-FZRASN	OVC012	-03	-05	A2953	SFC VIS 1 P0000 (EJB)			
S	1110	080	14	23		1/2			-FZRASN	FEW005 BKN012 OVC017	-03	-04	A2951	TWR VIS 3/4 P0000 (EJB)			
S	1118	070	11	19		3/4			-SN	FEW005 BKN012 OVC017	-03	-04	A2951	FZRAE12 P0000 (EJB)			
S	1144	070	13			3/4			-SN BR	BKN005 BKN012 OVC017	-03	-05	A2946	FZRAE12 PRESFR P0000 (EJB)			
M	1154	070	18	25		3/4			-SN BR	BKN005 OVC014	-04	-05	A2944	FZRAE12 PRESFR SLP977 P0000 T10391050 (EJB)			
S	1231	070	9			3/4			-SN BR	FEW005 OVC011	-04	-05	A2938	PK WND 07026/1659 PRESFR P0000 (EJB)			
M	1254	070	11	17		3/4			-SN BR	SCT005 BKN011 OVC014	-04	-05	A2935	PK WND 07026/1659 PRESFR SLP946 4/002 P0000 60000 T10391050 11028 21044 58085 (EJB)			
S	1344	070	11			1/2			SN	BKN004 BKN009 OVC013	-04	-05	A2928	PRESFR P0000 (EJB)			
M	1354	060	9			1/2			SN	BKN006 OVC013	-04	-05	A2927	PRESFR SLP919 P0000 T10391050 (EJB)			
S	1405	060	12			1/2			SN	BKN004 OVC008	-04	-04	A2926	PRESFR P0000 (EJB)			
S	1433	040	7			1/2			-SN	FEW004 BKN008 OVC015	-03	-04	A2923	SFC VIS 3/4 PRESFR P0000 (EJB)			
M	1454	040	7			1/2			SN	BKN006 OVC011	-03	-04	A2922	PRESFR SLP900 P0000 T10331044 (EJB)			
S	1524	070	7			1/2			-SN	SCT006 BKN016 OVC023	-03	-04	A2921	SFC VIS 1 P0000 (EJB)			
S	1526	070	6			1			-SN	SCT006 BKN014 OVC021	-03	-04	A2921	TWR VIS 1 1/2 P0000 (EJB)			
S	1529	070	6			1 1/4M			-SN	SCT006 BKN016 OVC021	-03	-04	A2920	TWR VIS 1 1/2 P0000CNCL (EJB)			
S	1540	070	5			1 1/2M			-SN BR	BKN006 BKN011 OVC021	-03	-04	A2919	SFC VIS 2 1/2 P0000 (TBA)			
S	1541	060	6			1 1/2M			-SN BR	SCT006 BKN011 OVC019	-03	-03	A2919	SFC VIS 2 1/2 P0000CNCL (TBA)			
M	1554	070	5			3/4			-SN BR	BKN006 BKN012 OVC017	-02	-03	A2919	TWR VIS 1 CIG 004V009 SLP891 P0000 60000 T10221033 56055 (TBA)			
S	1603	080	3			1			-SN BR	SCT006 SCT009 OVC014	-02	-03	A2918	P0000 (TBA)			
S	1606	080	3			1			-SN BR	FEW006 BKN009 OVC016	-02	-03	A2918	P0000CNCL (TBA)			
S	1619	000	0			1			-SN BR	SCT006 BKN009 OVC014	-02	-03	A2917	SFC VIS 1 3/4 CIG 008V011 P0000 (TBA)			
M	1654	150	3			1			BR	BKN007 OVC012	-02	-03	A2916	SFC VIS 3 SNE49 CIG 005V009 SLP880 P0000 T10221028 (TBA)			
S	1704	160	3			1			-SN BR	FEW007 OVC012	-02	-03	A2915	SFC VIS 2 1/2 SNB01 P0000 (TBA)			
S	1739	200	15			4			-SN BR	SCT010 OVC015	-02	-03	A2915	SNB01 P0000 (TBA)			
M	1754	210	16			7			-SN	OVC014	-02	-03	A2916	SNB01 SLP880 P0000 T10171033 (TBA)			
									*** Cont. on Next Page ***								

UNEDITED SURFACE WEATHER OBSERVATIONS (METAR/SPEC)							LATITUDE 42°14'N	LONGITUDE 83°20'N	STATION ELEVATION FT. (MSL) 633	TIME CONVERSION +5	DAY 09	MONTH 01	YEAR 1997	SID DTW	STATION (TYPE, NAME, STATE) ASOS DETROIT, MI		
TYPE MS	TIME (LST)	WIND				VISIBILITY		PRESENT WEATHER	SKY CONDITION			TEMP °C	DEW POINT °C	ALTI- METER INS.	REMARKS AND SUPPLEMENTAL CODED DATA		
		DIR TRUE	SPD KTS	GUST KTS	VARIABILITY TRUE	SURFACE STATUTE MILES	RUNWAY VISUAL RANGE (FEET)		9	10	11						
1	2	3	4	5	6	7	8										
M	1854	220	21	27		1 3/4M		-SN BLSN	BKN017 OVC021			-02	-04	A2916	PK WND 22027/2333 TWR VIS 3 PEB32E47 SLP881 4/004 P0000 60000 T10221044 11017 21039 550		
S	1904	220	17			3		-SN BLSN	BKN017 OVC023			-03	-04	A2916	SFC VIS 4 P0000 (TBA)		
S	1918	220	22			2		-SN	BKN017 OVC022			-03	-05	A2916	TWR VIS 3 P0000 (TBA)		
S	1925	210	18	29		1 1/2M		-SN	BKN017 OVC024			-03	-05	A2916	PK WND 21029/0019 TWR VIS 2 1/2 P0000 (TBA)		
M	1954	220	18			1		-SN BR	SCT010 OVC018			-03	-04	A2916	PK WND 21029/0019 TWR VIS 2 1/2 SLP881 P0000 T10331044 (TBA)		
S	1958	220	18			1		-SN BR	SCT007 BKN014 OVC018			-03	-04	A2916	P0000 (TBA)		
S	2044	220	19	25		3		-SN BR	OVC015			-03	-05	A2916	TWR VIS 4 P0000 (TBA)		
M	2054	220	21			7		-SN	BKN015 OVC024			-03	-06	A2916	SLP883 P0000 T10331056 (TBA)		
S	2104	220	20			2 1/2M		-SN BR	BKN017 OVC022			-03	-06	A2916	TWR VIS 4 P0000 (TBA)		
M	2154	230	18	26		3		-SN BR	BKN017 BKN025 OVC030			-04	-06	A2917	PK WND 22026/0250 TWR VIS 4 SLP884 P0000 6000 T10391061 53002 (TBA)		
M	2254	240	18	25		10			BKN022 BKN028 OVC065			-04	-08	A2918	PK WND 24031/0259 SLP887 SNE41 P0000 T10441078 (TBA)		
M	2354	240	18			10			OVC022			-04	-08	A2919	PK WND 23027/0405 SLP892 P0000 T10441083 410171050 (TBA)		
								*** End of File ***									

Table 1a cont'd

UNEDITED SURFACE WEATHER OBSERVATIONS (METAR/SPEC)								LATITUDE 42° 14'N		LONGITUDE 83° 20'N		STATION ELEVATION FT. (MBS)	TIME CONVERSION	DAY	MONTH	YEAR	SID	STATION (TYPE, NAME, STATE)						
TIME LST	TOTAL SKY COVER (0-8)	TEMP. DRY-BULB	DEW POINT	TEMP. WET-BULB	RELATIVE HUMIDITY (%)	STATION PRESSURE (MB)	PRESSURE TENDENCY	NET 3-HR CHANGE	HOURLY PRECIPITATION (IN)	HR	SYNOPTIC DATA													
16	17	18	19	20	21	22	23	24	25	26	TIME	NO	LOW CLOUD TYPE	MID CLOUD TYPE	HIGH CLOUD TYPE	MAX TEMP (°C)	MIN TEMP (°C)	PRECIP (INS)	SNOW FALL (INS)	SNOW DEPTH (INS)	STATION PRESSURE (MB)	BAROGRAPH	BARR CORR	LOCAL USE
0054	-4.4	-8.9	-58	71	29.41	6	036	0.00	00-01		26	27												
0154	-3.9	-8.3	-53	72	29.39				0.00	01-02														
0254	-3.9	-7.8	-51	75	29.35				0.00	02-03														
0354	-3.3	-7.8	-47	71	29.27	8	044	0.00	03-04															
0454	-3.9	-7.2	-50	78	29.24				0.00	04-05														
0554	-3.9	-6.7	-48	81	29.19				0.00	05-06														
0654	-4.4	-6.1	-50	88	29.14	8	043	T	06-07															
0754	-4.4	-5.6	-48	91	29.05			T	07-08															
0854	-4.4	-6.1	-50	88	29.00			T	08-09															
0954	-2.8	-4.4	-34	89	28.91	6	076	T	09-10															
1054	-3.3	-5.0	-39	88	28.85			T	10-11	-FZRA	1050	1115	-SN	1750	1755									
1154	-3.9	-5.0	-43	92	28.77			T	11-12	-SN	1115	1255	-SN	1805	1835									
1254	-3.9	-5.0	-43	92	28.68	8	085	T	12-13	BR	1130	1155	BR	1835	1850									
1354	-3.9	-5.0	-43	92	28.60			T	13-14	FZFG	1155	1200	BLSN	1850	1915									
1454	-3.3	-4.4	-37	92	28.55			T	14-15	BR	1200	1255	-SN	1850	2050									
1554	-2.2	-3.3	-26	92	28.52	6	055	T	15-16	SN	1255	1300	BR	1940	2050									
1654	-2.2	-2.8	-24	96	28.50			T	16-17	FZFG	1255	1300	UP	2050	2055									
1754	-1.7	-3.3	-23	89	28.50			T	17-18	BR	1300	1340	-SN	2055	2245									
1854	-2.2	-4.4	-30	85	28.50	5	008	T	18-19	FZFG	1340	1345	BR	2100	2155									
1954	-3.3	-4.4	-37	92	28.50			T	19-20	SN	1340	1355	-RA	2305	2310									
2054	-3.3	-5.6	-41	84	28.50			T	20-21	SN	1400	1425												
2154	-3.9	-6.1	-46	85	28.51	3	002	T	21-22	-SN	1425	1455												
2254	-4.4	-7.8	-55	77	28.52			T	22-23	SN	1455	1505												
2354	-4.4	-8.3	-56	75	28.52			T	23-24	BR	1505	1550												
SUMMARY OF THE DAY (MIDNIGHT TO MIDNIGHT)																								
PEAK WINDS			FASTEST 2-MIN WIND			SUNRISE TIME (LST)	SUNSET TIME (LST)	TOTAL SUNSHINE (MIN)	PERCENT PSBL SUNSHINE	CHARACTER SUNRISE	CHARACTER SUNSET	SKY COVER		24-HR MAX TEMP. (0.1°C)	24-HR MIN TEMP. (0.1°C)	24-HR PRECIP. WATER EQUIV (INS)	24-HR SNOW-FALL UNMLTD	1200 UTC SNOW-DEPTH (INS)	WATER EQUIV. (INS)	STATION PRESSURE	SEA LEVEL PRESSURE			
SPEED (KTS)	DIRECTION	TIME (LST)	SPEED (KTS)	DIRECTION	TIME (LST)	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64			
43	44	45	46	47	48																			
36	240	2210	30	230	2211			M	M															

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA 65:

TIME CHECK-CLOCK CORRECT TO THE NEAREST MINUTE AT: / / /

SURVEYOR'S LOG (CONT'D) - PREVIOUSLY ISSUED BY FORM NO. 17

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Table 1b cont'd

MF-1M-100 (1-68) (PRECEDED BY MF-1)

U.S. DEPARTMENT OF COMMERCE, NOAA, NATIONAL WEATHER SERVICE

(SUPERSEDES MF 1-10C - PREVIOUS VERSIONS OF THIS PUBLICATION ARE OBSOLETE)

•114002-1000-10-

Table 2a

dtx_97011000.class

Mon Mar 24 10:05:28 1997

1

Data Type: WMO SOUNDING
 Project ID: WMO SOUNDING, DETROIT/PONTIAC
 Launch Site Type/Site ID: FIXED, DTX [72632]
 Launch Location (lon,lat,alt): 83 28.00W, 42 42.00N, -83.4667, 42.7000, 360
 GMT Launch Time (y,m,d,h,m,s): 1997, 01, 10, 00:00:00 [nominal]
 Sonde Type/ID/Sensor ID/Tx Freq: NOT AVAILABLE
 Met Processor/Met Smoothing: NOT AVAILABLE
 Winds Type/Processor/Smoothing: NOT AVAILABLE
 Pre-launch Surface Obs Source: NOT AVAILABLE
 System Operator/Comments: WMO SOUNDING IN CLASS FORMAT
 /

Time	Press	Temp	Dewpt	RH	Uwind	Vwind	Wspd	Dir	dZ	Lon	Lat	Rng	Ang	Alt	Qp	Qt	Qh	Qu	Qv	Quv
	sec	mb	C	%	m/s	m/s	m/s	deg	m/s	deg	deg	km	deg	m	mb	C	%	m/s	m/s	m/s
1.0	1000.0	999.0	999.0	999.0	999.0	999.0	999.0	999.0	99.0	-83.46667	42.70000	999.0	999.0	-93.0	99.0	99.0	99.0	99.0	99.0	99.0
2.0	948.0	-5.7	-6.7	92.6	1.6	1.3	2.1	230.0	99.0	-83.46667	42.70000	999.0	999.0	360.0	99.0	99.0	99.0	99.0	99.0	99.0
3.0	944.0	-4.7	-7.6	80.1	1.5	1.7	2.3	222.0	99.0	-83.46667	42.70000	999.0	999.0	377.4	99.0	99.0	99.0	99.0	99.0	99.0
4.0	925.0	-4.7	-5.1	97.0	1.2	3.4	3.6	200.0	99.0	-83.46667	42.70000	999.0	999.0	521.0	99.0	99.0	99.0	99.0	99.0	99.0
5.0	914.7	-5.3	-5.6	97.1	0.4	4.1	4.1	185.0	99.0	-83.46667	42.70000	999.0	999.0	609.6	99.0	99.0	99.0	99.0	99.0	99.0
6.0	879.7	-7.1	-7.5	97.4	-2.6	5.6	6.2	155.0	99.0	-83.46667	42.70000	999.0	999.0	914.4	99.0	99.0	99.0	99.0	99.0	99.0
7.0	850.0	-8.7	-9.0	97.7	-3.9	6.7	7.7	150.0	99.0	-83.46667	42.70000	999.0	999.0	1181.0	99.0	99.0	99.0	99.0	99.0	99.0
8.0	846.0	-8.8	-9.1	97.6	-4.1	7.1	8.2	150.0	99.0	-83.46667	42.70000	999.0	999.0	1219.2	99.0	99.0	99.0	99.0	99.0	99.0
9.0	781.7	-10.6	-11.0	96.6	-3.5	9.7	10.3	160.0	99.0	-83.46667	42.70000	999.0	999.0	1828.8	99.0	99.0	99.0	99.0	99.0	99.0
10.0	700.0	-12.9	-13.5	95.2	0.9	15.1	15.2	183.5	99.0	-83.46667	42.70000	999.0	999.0	2674.0	99.0	99.0	99.0	99.0	99.0	99.0
11.0	649.0	-15.9	-18.0	83.9	3.7	18.6	18.9	191.3	99.0	-83.46667	42.70000	999.0	999.0	3249.2	99.0	99.0	99.0	99.0	99.0	99.0
12.0	614.5	-19.1	-26.9	50.1	5.6	20.9	21.6	195.0	99.0	-83.46667	42.70000	999.0	999.0	3657.6	99.0	99.0	99.0	99.0	99.0	99.0
13.0	583.0	-22.1	-35.1	29.8	5.5	20.6	21.3	195.0	99.0	-83.46667	42.70000	999.0	999.0	4045.2	99.0	99.0	99.0	99.0	99.0	99.0
14.0	565.5	-24.1	-35.1	35.5	5.5	20.4	21.1	195.0	99.0	-83.46667	42.70000	999.0	999.0	4267.2	99.0	99.0	99.0	99.0	99.0	99.0
15.0	519.6	-29.4	-35.2	57.4	5.3	19.9	20.6	195.0	99.0	-83.46667	42.70000	999.0	999.0	4876.8	99.0	99.0	99.0	99.0	99.0	99.0
16.0	500.0	-31.7	-35.2	71.1	3.5	19.8	20.1	190.0	99.0	-83.46667	42.70000	999.0	999.0	5150.0	99.0	99.0	99.0	99.0	99.0	99.0
17.0	485.0	-33.3	-35.7	78.9	3.4	19.1	19.4	190.0	99.0	-83.46667	42.70000	999.0	999.0	5365.9	99.0	99.0	99.0	99.0	99.0	99.0
18.0	476.8	-34.0	-38.1	66.2	3.3	18.7	19.0	190.0	99.0	-83.46667	42.70000	999.0	999.0	5486.4	99.0	99.0	99.0	99.0	99.0	99.0
19.0	475.0	-34.1	-38.6	63.7	3.4	18.6	18.9	190.2	99.0	-83.46667	42.70000	999.0	999.0	5513.6	99.0	99.0	99.0	99.0	99.0	99.0
20.0	459.0	-34.1	-49.1	20.5	3.8	17.7	18.1	192.1	99.0	-83.46667	42.70000	999.0	999.0	5754.2	99.0	99.0	99.0	99.0	99.0	99.0
21.0	437.1	-35.5	-51.5	17.9	4.4	16.4	17.0	195.0	99.0	-83.46667	42.70000	999.0	999.0	6096.0	99.0	99.0	99.0	99.0	99.0	99.0
22.0	413.0	-37.1	-54.1	15.4	4.5	16.7	17.3	195.0	99.0	-83.46667	42.70000	999.0	999.0	6489.0	99.0	99.0	99.0	99.0	99.0	99.0
23.0	400.0	-37.3	-54.3	15.3	4.5	16.9	17.5	195.0	99.0	-83.46667	42.70000	999.0	999.0	6710.0	99.0	99.0	99.0	99.0	99.0	99.0
24.0	369.0	-37.1	-54.1	15.4	6.0	15.7	16.8	201.1	99.0	-83.46667	42.70000	999.0	999.0	7265.1	99.0	99.0	99.0	99.0	99.0	99.0
25.0	350.4	-38.1	-55.1	15.1	7.0	14.9	16.5	205.0	99.0	-83.46667	42.70000	999.0	999.0	7620.0	99.0	99.0	99.0	99.0	99.0	99.0
26.0	335.1	-38.9	-55.9	14.9	7.7	13.4	15.4	210.0	99.0	-83.46667	42.70000	999.0	999.0	7924.8	99.0	99.0	99.0	99.0	99.0	99.0
27.0	300.0	-40.7	-57.7	14.4	16.6	19.7	25.8	220.1	99.0	-83.46667	42.70000	999.0	999.0	8680.0	99.0	99.0	99.0	99.0	99.0	99.0
28.0	256.1	-42.8	-58.9	15.4	27.6	29.1	225.0	99.0	-83.46667	42.70000	999.0	999.0	9753.6	99.0	99.0	99.0	99.0	99.0	99.0	
29.0	250.0	-43.1	-59.1	15.5	26.9	26.9	38.1	225.0	99.0	-83.46667	42.70000	999.0	999.0	9920.0	99.0	99.0	99.0	99.0	99.0	99.0
30.0	223.6	-44.8	-60.8	15.0	28.4	28.4	40.1	225.0	99.0	-83.46667	42.70000	999.0	999.0	10668.0	99.0	99.0	99.0	99.0	99.0	99.0
31.0	204.0	-46.0	-62.0	14.6	28.0	28.0	39.6	225.0	99.0	-83.46667	42.70000	999.0	999.0	11277.6	99.0	99.0	99.0	99.0	99.0	99.0
32.0	200.0	-46.3	-62.3	14.6	28.7	28.7	40.6	225.0	99.0	-83.46667	42.70000	999.0	999.0	11410.0	99.0	99.0	99.0	99.0	99.0	99.0
33.0	186.2	-47.2	-63.0	14.8	35.6	35.7	50.4	225.0	99.0	-83.46667	42.70000	999.0	999.0	11887.2	99.0	99.0	99.0	99.0	99.0	99.0
34.0	177.8	-47.8	-63.4	15.0	29.8	29.8	42.2	225.0	99.0	-83.46667	42.70000	999.0	999.0	12192.0	99.0	99.0	99.0	99.0	99.0	99.0
35.0	154.7	-49.4	-64.5	15.4	37.4	31.4	48.9	230.0	99.0	-83.46667	42.70000	999.0	999.0	13106.4	99.0	99.0	99.0	99.0	99.0	99.0
36.0	150.0	-49.7	-64.7	15.5	37.0	31.1	48.4	230.0	99.0	-83.46667	42.70000	999.0	999.0	13310.0	99.0	99.0	99.0	99.0	99.0	99.0
37.0	139.0	-49.1	-64.1	15.7	35.6	29.9	46.5	230.0	99.0	-83.46667	42.70000	999.0	999.0	13808.1	99.0	99.0	99.0	99.0	99.0	99.0
38.0	113.0	-55.3	-69.3	15.9	32.1	27.0	41.9	230.0	99.0	-83.46667	42.70000	999.0	999.0	15150.3	99.0	99.0	99.0	99.0	99.0	99.0
39.0	111.4	-55.3	-69.3	15.9	31.9	26.8	41.7	230.0	99.0	-83.46667	42.70000	999.0	999.0	15240.0	99.0	99.0	99.0	99.0	99.0	99.0
40.0	101.3	-55.3	-69.3	15.9	33.9	28.4	44.2	230.0	99.0	-83.46667	42.70000	999.0	999.0	15849.6	99.0	99.0	99.0	99.0	99.0	99.0
41.0	100.0	-55.3	-69.3	15.9	33.9	28.4	44.2	230.0	99.0	-83.46667	42.70000	999.0	999.0	15930.0	99.0	99.0	99.0	99.0	99.0	99.0
42.0	96.5	-56.1	-70.1	15.7	32.7	27.4	42.7	230.0	99.0	-83.46667	42.70000	999.0	999.0	16154.4	99.0	99.0	99.0	99.0	99.0	99.0
43.0	93.9	-56.7	-70.7	15.5	999.0	999.0	999.0	999.0	99.0	-83.46667	42.70000	999.0	999.0	16331.1	99.0	99.0	99.0	99.0	99.0	99.0

Table 2b

iln_97011000.class

Fri Jan 17 12:54:39 1997

1

Data Type: WMO SOUNDING
 Project ID: WMO SOUNDING, WILMINGTON
 Launch Site Type/Site ID: FIXED, ILN [72426]
 Launch Location (lon,lat,alt): 83 48.00W, 39 26.00N, -83.8000, 39.4333, 323
 GMT Launch Time (y,m,d,h,m,s): 1997, 01, 10, 00:00:00 [nominal]
 Sonde Type/ID/Sensor ID/Tx Freq: NOT AVAILABLE
 Met Processor/Met Smoothing: NOT AVAILABLE
 Winds Type/Processor/Smoothing: NOT AVAILABLE
 Pre-launch Surface Obs Source: NOT AVAILABLE
 System Operator/Comments: WMO SOUNDING IN CLASS FORMAT

Time	Press	Temp	Dewpt	RH	Uwind	Vwind	Wspd	Dir	dz	Lon	Lat	Rng	Ang	Alt	Qp	Qt	Qh	Qu	Qv	Quv
	sec	mb	C	%	m/s	m/s	m/s	deg	m/s	deg	deg	km	deg	m	mb	C	%	m/s	m/s	m/s
1.0	1000.0	999.0	999.0	999.0	999.0	999.0	999.0	999.0	99.0	-83.80000	39.43333	999.0	999.0	-29.0	99.0	99.0	99.0	99.0	99.0	99.0
2.0	957.0	-1.5	-4.5	80.0	12.1	4.4	12.9	250.0	99.0	-83.80000	39.43333	999.0	999.0	323.0	99.0	99.0	99.0	99.0	99.0	99.0
3.0	925.0	-4.3	-5.4	92.0	18.3	10.5	21.1	240.0	99.0	-83.80000	39.43333	999.0	999.0	592.0	99.0	99.0	99.0	99.0	99.0	99.0
4.0	923.0	-4.4	-5.5	92.3	18.3	10.5	21.1	240.0	99.0	-83.80000	39.43333	999.0	999.0	609.6	99.0	99.0	99.0	99.0	99.0	99.0
5.0	892.0	-6.7	-7.1	97.0	17.8	12.2	21.5	235.6	99.0	-83.80000	39.43333	999.0	999.0	876.8	99.0	99.0	99.0	99.0	99.0	99.0
6.0	887.7	-6.9	-7.3	97.0	17.7	12.4	21.6	235.0	99.0	-83.80000	39.43333	999.0	999.0	914.4	99.0	99.0	99.0	99.0	99.0	99.0
7.0	853.6	-8.3	-8.7	96.9	17.7	14.9	23.2	230.0	99.0	-83.80000	39.43333	999.0	999.0	1219.2	99.0	99.0	99.0	99.0	99.0	99.0
8.0	850.0	-8.5	-8.9	96.9	17.7	14.9	23.2	230.0	99.0	-83.80000	39.43333	999.0	999.0	1252.0	99.0	99.0	99.0	99.0	99.0	99.0
9.0	810.0	-11.1	-11.7	95.3	21.9	14.2	26.1	237.0	99.0	-83.80000	39.43333	999.0	999.0	1626.1	99.0	99.0	99.0	99.0	99.0	99.0
10.0	794.0	-10.1	-10.7	95.4	23.6	14.0	27.4	239.3	99.0	-83.80000	39.43333	999.0	999.0	1781.4	99.0	99.0	99.0	99.0	99.0	99.0
11.0	789.1	-10.4	-11.0	95.1	24.1	13.9	27.8	240.0	99.0	-83.80000	39.43333	999.0	999.0	1828.8	99.0	99.0	99.0	99.0	99.0	99.0
12.0	776.0	-11.1	-11.8	94.6	24.3	12.9	27.5	242.1	99.0	-83.80000	39.43333	999.0	999.0	1957.9	99.0	99.0	99.0	99.0	99.0	99.0
13.0	762.0	-9.5	-10.1	95.4	24.6	11.8	27.3	244.4	99.0	-83.80000	39.43333	999.0	999.0	2097.9	99.0	99.0	99.0	99.0	99.0	99.0
14.0	758.4	-9.7	-10.4	94.4	24.7	11.5	27.3	245.0	99.0	-83.80000	39.43333	999.0	999.0	2133.6	99.0	99.0	99.0	99.0	99.0	99.0
15.0	728.9	-11.1	-12.9	86.7	23.3	10.9	25.7	245.0	99.0	-83.80000	39.43333	999.0	999.0	2438.4	99.0	99.0	99.0	99.0	99.0	99.0
16.0	700.4	-12.5	-15.3	79.7	20.9	12.1	24.2	240.0	99.0	-83.80000	39.43333	999.0	999.0	2743.2	99.0	99.0	99.0	99.0	99.0	99.0
17.0	700.0	-12.5	-15.3	79.6	20.9	12.1	24.2	240.0	99.0	-83.80000	39.43333	999.0	999.0	2747.0	99.0	99.0	99.0	99.0	99.0	99.0
18.0	690.0	-12.9	-15.9	78.2	21.4	12.7	24.9	239.2	99.0	-83.80000	39.43333	999.0	999.0	2858.5	99.0	99.0	99.0	99.0	99.0	99.0
19.0	667.0	-14.9	-22.9	50.5	22.4	14.2	26.5	237.7	99.0	-83.80000	39.43333	999.0	999.0	3116.1	99.0	99.0	99.0	99.0	99.0	99.0
20.0	637.0	-17.1	-23.1	59.6	23.7	16.1	28.7	235.9	99.0	-83.80000	39.43333	999.0	999.0	3463.3	99.0	99.0	99.0	99.0	99.0	99.0
21.0	620.7	-18.3	-26.1	50.7	24.4	17.1	29.8	235.0	99.0	-83.80000	39.43333	999.0	999.0	3657.6	99.0	99.0	99.0	99.0	99.0	99.0
22.0	571.6	-22.1	-35.0	30.0	29.4	17.0	34.0	240.0	99.0	-83.80000	39.43333	999.0	999.0	4267.2	99.0	99.0	99.0	99.0	99.0	99.0
23.0	571.0	-22.1	-35.1	29.8	29.5	17.0	34.1	240.0	99.0	-83.80000	39.43333	999.0	999.0	4275.4	99.0	99.0	99.0	99.0	99.0	99.0
24.0	525.8	-25.2	-36.5	34.2	36.5	21.1	42.2	240.0	99.0	-83.80000	39.43333	999.0	999.0	4876.8	99.0	99.0	99.0	99.0	99.0	99.0
25.0	519.0	-25.7	-36.7	35.0	36.5	22.2	42.7	238.6	99.0	-83.80000	39.43333	999.0	999.0	4971.2	99.0	99.0	99.0	99.0	99.0	99.0
26.0	500.0	-27.9	-40.9	27.8	36.2	25.4	44.2	235.0	99.0	-83.80000	39.43333	999.0	999.0	5240.0	99.0	99.0	99.0	99.0	99.0	99.0
27.0	443.1	-35.2	-46.5	30.4	37.1	26.0	45.3	235.0	99.0	-83.80000	39.43333	999.0	999.0	6096.0	99.0	99.0	99.0	99.0	99.0	99.0
28.0	431.0	-36.7	-47.7	31.1	40.7	30.7	50.9	233.0	99.0	-83.80000	39.43333	999.0	999.0	6291.4	99.0	99.0	99.0	99.0	99.0	99.0
29.0	406.0	-35.9	-51.7	18.1	48.1	40.3	62.8	230.0	99.0	-83.80000	39.43333	999.0	999.0	6705.6	99.0	99.0	99.0	99.0	99.0	99.0
30.0	400.0	-35.7	-52.7	15.8	48.9	41.0	63.8	230.0	99.0	-83.80000	39.43333	999.0	999.0	6810.0	99.0	99.0	99.0	99.0	99.0	99.0
31.0	370.0	-33.5	-51.5	14.6	65.0	62.6	90.3	226.1	99.0	-83.80000	39.43333	999.0	999.0	7358.1	99.0	99.0	99.0	99.0	99.0	99.0
32.0	356.4	-34.6	-52.4	14.7	72.4	72.4	102.4	225.0	99.0	-83.80000	39.43333	999.0	999.0	7620.0	99.0	99.0	99.0	99.0	99.0	99.0
33.0	300.0	-38.9	-55.9	14.9	999.0	999.0	999.0	999.0	99.0	-83.80000	39.43333	999.0	999.0	8810.0	99.0	99.0	99.0	99.0	99.0	99.0
34.0	282.0	-42.1	-58.1	15.8	999.0	999.0	999.0	999.0	99.0	-83.80000	39.43333	999.0	999.0	9228.0	99.0	99.0	99.0	99.0	99.0	99.0
35.0	250.0	-42.5	-58.5	15.7	999.0	999.0	999.0	999.0	99.0	-83.80000	39.43333	999.0	999.0	10040.0	99.0	99.0	99.0	99.0	99.0	99.0
36.0	200.0	-45.1	-61.1	14.9	999.0	999.0	999.0	999.0	99.0	-83.80000	39.43333	999.0	999.0	11540.0	99.0	99.0	99.0	99.0	99.0	99.0
37.0	189.0	-44.5	-60.5	15.1	999.0	999.0	999.0	999.0	99.0	-83.80000	39.43333	999.0	999.0	11921.0	99.0	99.0	99.0	99.0	99.0	99.0
38.0	150.0	-49.3	-64.3	15.7	999.0	999.0	999.0	999.0	99.0	-83.80000	39.43333	999.0	999.0	13450.0	99.0	99.0	99.0	99.0	99.0	99.0
39.0	117.0	-59.3	-72.3	17.0	999.0	999.0	999.0	999.0	99.0	-83.80000	39.43333	999.0	999.0	15045.2	99.0	99.0	99.0	99.0	99.0	99.0
40.0	100.0	-57.3	-70.3	17.7	999.0	999.0	999.0	999.0	99.0	-83.80000	39.43333	999.0	999.0	16030.0	99.0	99.0	99.0	99.0	99.0	99.0
41.0	90.6	-60.1	-73.1	16.7	999.0	999.0	999.0	999.0	99.0	-83.80000	39.43333	999.0	999.0	16650.0	99.0	99.0	99.0	99.0	99.0	99.0
42.0	79.2	-63.5	-75.5	18.1	999.0	999.0	999.0	999.0	99.0	-83.80000	39.43333	999.0	999.0	17483.7	99.0	99.0	99.0	99.0	99.0	99.0
43.0	75.6	-61.5	-74.5	16.2	999.0	999.0	999.0	999.0	99.0	-83.80000	39.43333	999.0	999.0	17769.7	99.0	99.0	99.0	99.0	99.0	99.0
44.0	70.0	-65.3	-77.3	17.5	999.0	999.0	999.0	999.0	99.0	-83.80000	39.43333	999.0	999.0	18240.0	99.0	99.0	99.0	99.0	99.0	99.0
45.0	58.5	-61.5	-74.5	16.2	999.0	999.0	999.0	999.0	99.0	-83.80000	39.43333	999.0	999.0	19337.0	99.0	99.0	99.0	99.0	99.0	99.0
46.0	51.2	-65.1	-77.1	17.6	999.0	999.0	999.0	999.0	99.0	-83.80000	39.43333	999.0	999.0	20156.4	99.0	99.0	99.0	99.0	99.0	99.0
47.0	50.0	-64.1	-76.1	17.9	999.0	999.0	999.0	999.0	99.0	-83.80000	39.43333	999.0	999.0	20300.0	99.0	99.0	99.0	99.0	99.0	99.0
48.0	46.2	-62.1	-74.1	18.6	999.0	999.0	999.0	999.0	99.0	-83.80000	39.43333	999.0	999.0	20792.8	99.0	99.0	99.0	99.0	99.0	99.0
49.0	34.5	-61.1	-74.1	16.4	999.0	999.0	999.0	999.0	99.0	-83.80000	39.43333	999.0	999.0	22591.7	99.0					

Table 3a

locns_xyz.comair3272

Tue Aug 26 17:26:34 1997

1

locns_xyz.comair3272

Tue Aug 26 17:26:34 1997

2

205222	-15.576	-74.184	1859.280	174.346	-9.300	-5.296
205227	-15.224	-74.407	1828.800	187.930	-9.300	-4.648
205231	-14.872	-74.759	1798.320	187.094	-9.300	-4.690
205236	-14.539	-74.999	1798.320	185.724	-9.300	-4.757
205240	-14.187	-75.221	1767.840	175.877	-9.300	-5.226
205245	-13.835	-75.462	1737.360	176.380	-9.300	-5.202
205250	-13.484	-75.684	1706.880	175.883	-9.300	-5.226
205254	-13.150	-75.925	1676.400	174.852	-9.300	-5.273
205259	-12.909	-76.258	1645.920	188.385	-9.300	-4.626
205303	-12.447	-76.499	1645.920	175.704	-9.300	-5.234
205308	-12.224	-76.721	1615.440	186.822	-9.000	-4.403
205313	-11.872	-77.073	1584.960	176.185	-9.000	-4.912
205317	-11.521	-77.314	1554.480	176.260	-9.000	-4.908
205322	-11.298	-77.536	1524.000	177.965	-9.000	-4.829
205326	-10.835	-77.777	1493.520	174.567	-9.000	-4.986
205331	-10.595	-78.110	1432.560	190.374	-9.000	-4.227
205336	-10.243	-78.351	1402.080	176.941	-9.000	-4.876
205340	-10.021	-78.703	1371.600	165.135	-7.600	-4.008
205345	-9.780	-78.925	1341.120	156.005	-7.600	-4.395
205349	-9.669	-79.277	1280.160	169.865	-7.600	-3.800
205354	-9.447	-79.740	1280.160	191.389	-7.600	-2.776
205359	-9.317	-80.203	1249.680	171.781	-7.600	-3.713
205403	-9.317	-80.425	1219.200	164.524	-7.600	-4.035
205408	-9.317	-80.888	1219.200	133.360	-7.600	-5.258
205412	-9.206	-81.129	1219.200	133.360	-7.600	-5.258
205417	-9.206	-81.351	1219.200	138.245	-7.600	-5.083
205422	-8.854	-81.703	1188.720	150.164	-7.600	-4.630
205426	-8.521	-81.814	1188.720	171.658	-7.600	-3.719
205431	-8.169	-81.944	1097.280	174.775	-6.300	-2.277
205435	-7.817	-81.592	762.000	3989.117	-4.700	2091.209
205440	-16.150	-55.555	738.226	3951.583	-4.700	2051.953
205445	-16.039	-55.555	736.092	3893.976	-4.700	1992.425
205449	-15.928	-55.555	733.958	49.377	-4.700	-4.379
205454	-15.798	-55.555	731.825	49.691	-4.700	-4.375
205458	-15.687	-55.555	729.691	49.350	-4.700	-4.379
205503	-15.576	-55.555	727.558	-99.900	-99.900	-99.900

Table 5b

locns xyz.pwa272

Tue Aug 26 17:28:31 1997

1

locns_xyz.nwa272

Tue Aug 26 17:28:31 1997

2

205517	-13.613	-80.555	1706.880	176.240	-9.300	-5.209
205522	-13.372	-80.888	1676.400	162.396	-9.300	-5.827
205526	-13.150	-81.129	1645.920	163.330	-9.300	-5.786
205531	-12.909	-81.481	1645.920	187.256	-9.300	-4.682
205535	-12.558	-81.944	1615.440	172.362	-9.000	-5.087
205540	-12.558	-82.166	1615.440	165.475	-9.000	-5.394
205545	-12.447	-82.518	1584.960	149.266	-9.000	-6.065
205549	-12.335	-82.981	1584.960	167.583	-9.000	-5.301
205554	-12.335	-83.333	1584.960	182.695	-9.000	-4.604
205559	-12.224	-83.795	1554.480	167.329	-9.000	-5.312
205603	-12.095	-84.129	1554.480	167.329	-9.000	-5.312
205608	-12.095	-84.481	1524.000	166.740	-9.000	-5.338
205612	-12.224	-84.944	1493.520	154.793	-9.000	-5.844
205617	-12.095	-85.184	1493.520	177.639	-9.000	-4.844
205622	-11.872	-85.647	1463.040	176.484	-9.000	-4.898
205626	-11.872	-86.110	1463.040	185.001	-9.000	-4.492
205631	-11.872	-86.444	1432.560	177.855	-9.000	-4.834
205635	-11.872	-86.907	1432.560	161.078	-9.000	-5.583
205640	-11.872	-87.258	1432.560	181.218	-9.000	-4.675
205645	-11.984	-87.721	1402.080	163.908	-9.000	-5.462
205649	-12.224	-87.962	1402.080	158.713	-9.000	-5.682
205654	-12.447	-88.184	1402.080	153.050	-9.000	-5.915
205658	-12.798	-88.425	1371.600	148.315	-7.600	-4.703
205703	-13.021	-88.647	1371.600	157.097	-7.600	-4.349
205708	-13.372	-88.758	1341.120	134.168	-7.600	-5.229
205712	-13.613	-88.888	1341.120	156.102	-7.600	-4.391
205717	-14.076	-88.888	1341.120	150.032	-7.600	-4.635
205722	-14.409	-88.888	1310.640	161.011	-7.600	-4.185
205726	-14.761	-88.888	1310.640	148.780	-7.600	-4.685
205731	-15.113	-88.758	1310.640	167.929	-7.600	-3.886
205735	-15.576	-88.758	1280.160	171.274	-7.600	-3.736
205740	-15.928	-88.888	1280.160	153.765	-7.600	-4.486
205745	-16.150	-88.758	1280.160	153.765	-7.600	-4.486
205749	-16.613	-88.758	1249.680	134.888	-7.600	-5.204
205754	-16.854	-88.758	1249.680	181.946	-7.600	-3.240
205758	-17.428	-88.647	1249.680	147.987	-7.600	-4.716
205803	-17.650	-88.647	1219.200	179.787	-7.600	-3.343
205808	-18.113	-88.536	1219.200	179.190	-7.600	-3.371
205812	-18.576	-88.184	1219.200	185.309	-7.600	-3.077
205817	-18.817	-88.073	1219.200	141.214	-7.600	-4.974
205821	-18.928	-87.962	1219.200	119.429	-7.600	-5.721
205826	-19.169	-87.610	1219.200	134.011	-7.600	-5.235
205831	-19.280	-87.258	1219.200	194.455	-7.600	-2.620
205835	-19.632	-86.795	1219.200	186.263	-7.600	-3.030
205840	-19.743	-86.444	1219.200	190.726	-7.600	-2.809
205844	-19.965	-86.110	1219.200	146.358	-7.600	-4.779
205849	-20.095	-85.870	1249.680	173.119	-7.600	-3.653
205854	-20.558	-85.518	1249.680	174.397	-7.600	-3.594
205858	-20.891	-85.295	1280.160	205.501	-7.600	-2.038
205903	-21.243	-84.944	1310.640	185.394	-7.600	-3.073
205908	-21.595	-84.721	1341.120	187.743	-7.600	-2.958
205912	-21.946	-84.481	1371.600	174.222	-7.600	-3.602
205917	-22.280	-84.258	1371.600	163.627	-7.600	-4.074
205922	-22.521	-84.018	1402.080	185.654	-9.000	-4.460
205926	-22.983	-83.666	1432.560	188.976	-9.000	-4.296
205931	-23.335	-83.444	1432.560	198.674	-9.000	-3.801
205935	-23.669	-83.203	1463.040	175.512	-9.000	-4.943
205940	-24.020	-82.981	1463.040	175.744	-9.000	-4.932
205945	-24.372	-82.740	1493.520	186.309	-9.000	-4.428
205949	-24.724	-82.407	1493.520	185.405	-9.000	-4.473
205954	-25.058	-82.166	1493.520	185.172	-9.000	-4.484
205958	-25.409	-81.944	1493.520	-99.900	-99.900	-99.900

Table 3c

locns_xyz.awe50

Tue Aug 26 17:27:20 1997

1

Table 3c - cont'd

locns xyz.awe50

Thu Aug 26 17:27:20 1997

3

Table 3d

locns xyz.nwa483

Tue Aug 26 17:27:50 1997

1

locns_xyz.nwa483

Tue Aug 26 17:27:50 1997

2

204959	-5.280	-77.999	975.360	197.583	-6.300	-1.158
205003	-4.928	-77.777	944.880	205.774	-6.300	-0.723
205008	-4.465	-77.536	914.400	206.201	-6.300	-0.700
205012	-4.002	-77.314	914.400	206.412	-6.300	-0.688
205017	-3.650	-77.073	914.400	191.507	-6.300	-1.470
205022	-3.298	-76.851	914.400	190.959	-6.300	-1.497
205026	-2.836	-76.610	914.400	203.406	-6.300	-0.851
205031	-2.373	-76.388	914.400	213.072	-6.300	-0.320
205035	-2.039	-76.036	914.400	201.297	-6.300	-0.963
205040	-1.687	-75.796	914.400	186.139	-6.300	-1.737
205045	-1.336	-75.573	914.400	191.378	-6.300	-1.476
205049	-0.873	-75.333	914.400	189.840	-6.300	-1.553
205054	-0.521	-75.110	914.400	212.831	-6.300	-0.334
205059	-0.058	-74.759	914.400	195.638	-6.300	-1.259
205103	0.276	-74.536	914.400	197.176	-6.300	-1.179
205108	0.516	-74.184	914.400	186.967	-6.300	-1.696
205112	0.868	-73.833	914.400	212.578	-6.300	-0.348
205117	1.331	-73.481	914.400	219.612	-6.300	0.052
205122	1.442	-73.018	914.400	216.303	-6.300	-0.138
205126	1.794	-72.684	914.400	193.079	-6.300	-1.390
205131	2.016	-72.333	914.400	207.831	-6.300	-0.611
205135	2.368	-71.870	914.400	198.358	-6.300	-1.118
205140	2.590	-71.518	914.400	209.746	-6.300	-0.506
205145	2.942	-71.166	914.400	201.453	-6.300	-0.955
205149	3.183	-70.703	914.400	200.532	-6.300	-1.004
205154	3.405	-70.370	914.400	202.477	-6.300	-0.900
205159	3.646	-69.907	914.400	187.446	-6.300	-1.672
205203	3.868	-69.555	914.400	204.446	-6.300	-0.795
205208	4.109	-69.092	914.400	200.796	-6.300	-0.990
205212	4.442	-68.740	944.880	202.334	-6.300	-0.908
205217	4.683	-68.388	914.400	202.675	-6.300	-0.890
205221	4.905	-67.925	883.920	192.993	-6.300	-1.394
205226	5.257	-67.703	883.920	204.887	-6.300	-0.771
205231	5.498	-67.240	853.440	189.742	-4.700	0.042
205235	5.720	-66.888	822.960	201.130	-4.700	0.628
205240	6.072	-66.536	792.480	178.642	-4.700	-0.497
205244	6.183	-66.203	762.000	178.775	-4.700	-0.490
205249	6.424	-65.851	762.000	167.287	-4.700	-1.014
205254	6.646	-65.499	731.520	177.879	-4.700	-0.533
205258	6.887	-65.147	701.040	163.275	-4.700	-1.189
205303	7.109	-64.925	670.560	163.606	-4.700	-1.174
205308	7.350	-64.573	670.560	162.068	-4.700	-1.240
205312	7.572	-64.222	640.080	163.952	-4.700	-1.160
205317	7.813	-63.999	640.080	157.056	-4.700	-1.451
205321	7.924	-63.648	609.600	141.797	-5.700	-3.052
205326	8.146	-63.425	579.120	155.720	-5.700	-2.506
205331	8.387	-63.073	579.120	149.877	-5.700	-2.741
205335	8.609	-62.833	548.640	157.934	-5.700	-2.415
205340	8.738	-62.499	548.640	144.090	-5.700	-2.965
205344	8.961	-62.259	518.160	132.903	-5.700	-3.374
205349	9.072	-62.036	487.680	129.426	-5.700	-3.494
205354	9.313	-61.796	487.680	134.140	-5.700	-3.330
205358	9.424	-61.444	457.200	145.249	-5.700	-2.921
205403	9.664	-61.222	457.200	143.517	-5.700	-2.987
205407	9.887	-60.981	426.720	127.616	-5.700	-3.555
205412	9.998	-60.759	396.240	134.626	-5.700	-3.313
205416	10.109	-60.407	396.240	123.379	-5.700	-3.695
205421	10.220	-60.185	365.760	135.337	-5.700	-3.288
205426	10.461	-59.944	365.760	117.159	-5.700	-3.892
205430	10.572	-59.722	335.280	130.465	-5.700	-3.458
205435	10.794	-59.481	335.280	135.236	-5.700	-3.291
205439	10.924	-59.129	304.800	144.596	-5.700	-2.946
205444	11.146	-58.907	304.800	134.490	-5.700	-3.318
205448	11.257	-58.666	274.320	128.948	-5.700	-3.510
205453	11.498	-58.444	274.320	143.244	-5.700	-2.997
205458	11.720	-58.092	243.840	-99.900	-99.900	-99.900

Table 3e

locns_xyz.nwa208

Tue Aug 26 17:28:09 1997

1

Table 3e-cont

locns_xyz.nwa208

Tue Aug 26 17:28:09 1997

2

204808	9.775	-60.981	426.720	143.689	-5.700	-2.981
204812	9.998	-60.759	396.240	131.049	-5.700	-3.438
204817	9.998	-60.518	396.240	122.356	-5.700	-3.728
204821	10.220	-60.296	365.760	116.313	-5.700	-3.918
204826	10.331	-60.055	365.760	139.046	-5.700	-3.154
204830	10.572	-59.722	335.280	133.782	-5.700	-3.343
204835	10.683	-59.481	335.280	142.674	-5.700	-3.019
204840	10.924	-59.259	304.800	121.129	-5.700	-3.768
204844	11.035	-59.018	304.800	127.279	-5.700	-3.566
204849	11.257	-58.796	274.320	136.326	-5.700	-3.252
204853	11.387	-58.444	274.320	133.961	-5.700	-3.336
204858	11.609	-58.333	243.840	139.788	-5.700	-3.126
204902	11.850	-58.092	213.360	-99.900	-99.900	-99.900

Fig. 1a

RADAR DATA PLOT FOR 970109 AT 20 Z

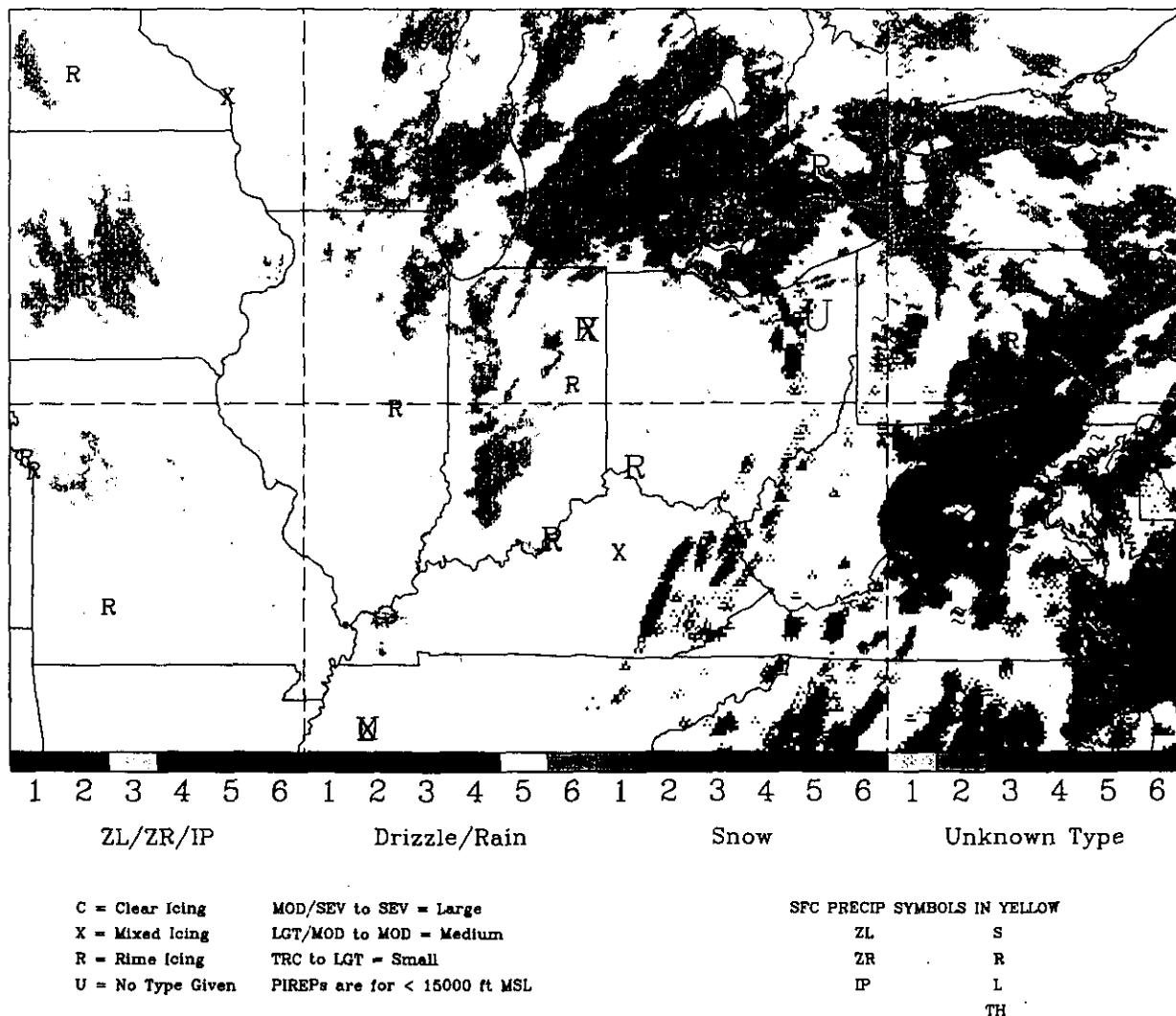


Fig. 1b

RADAR DATA PLOT FOR 970109 AT 21 Z

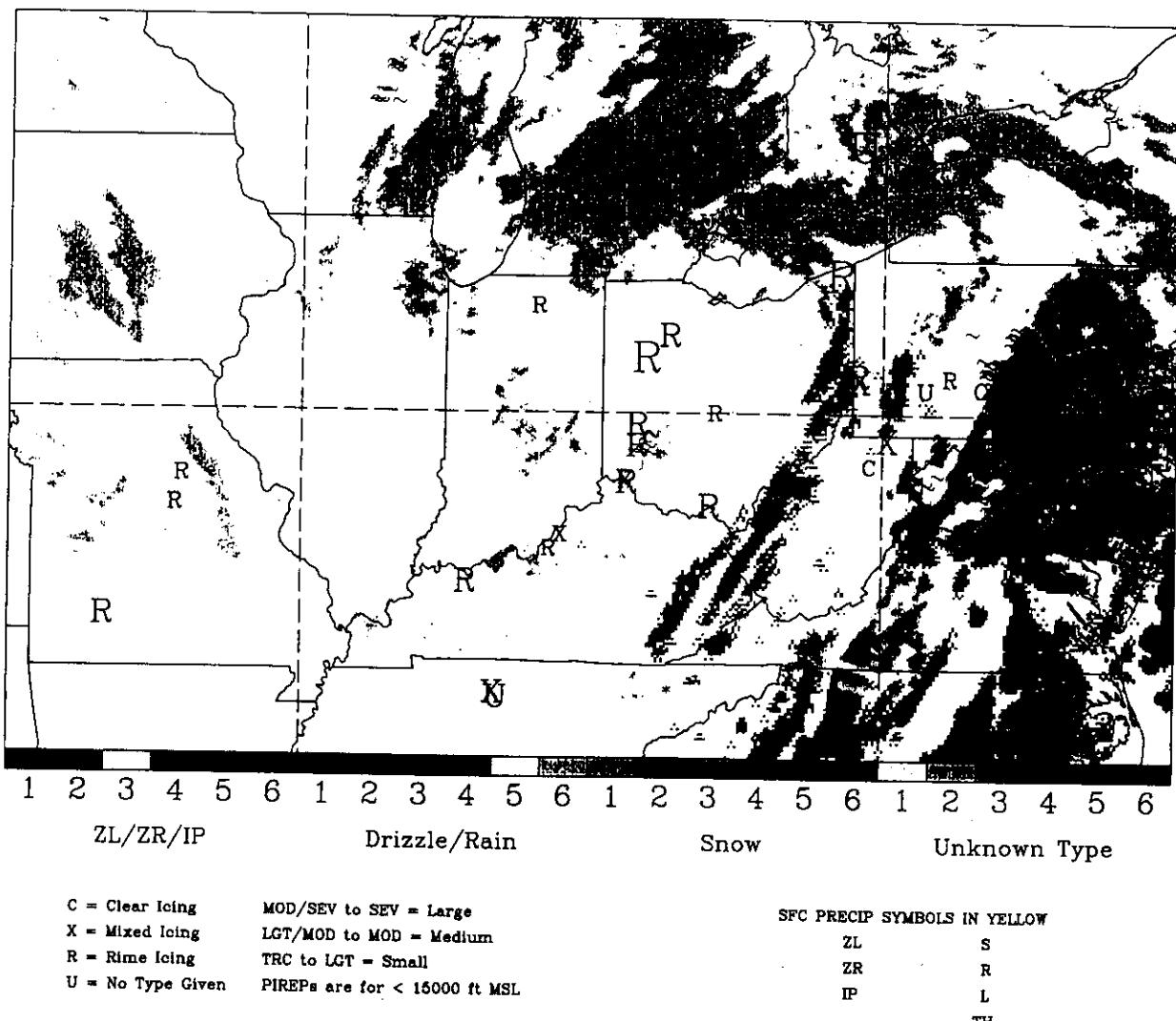
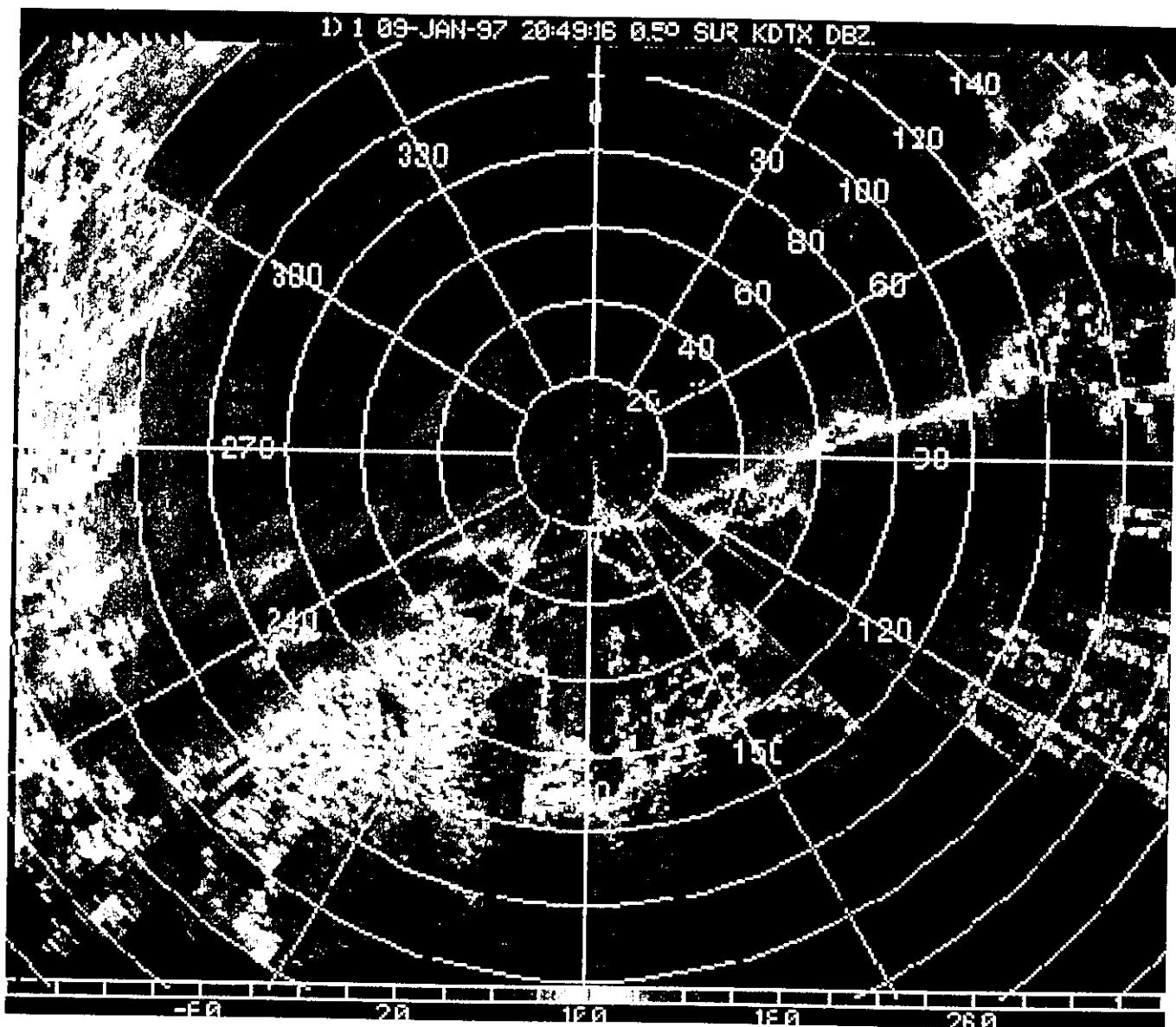
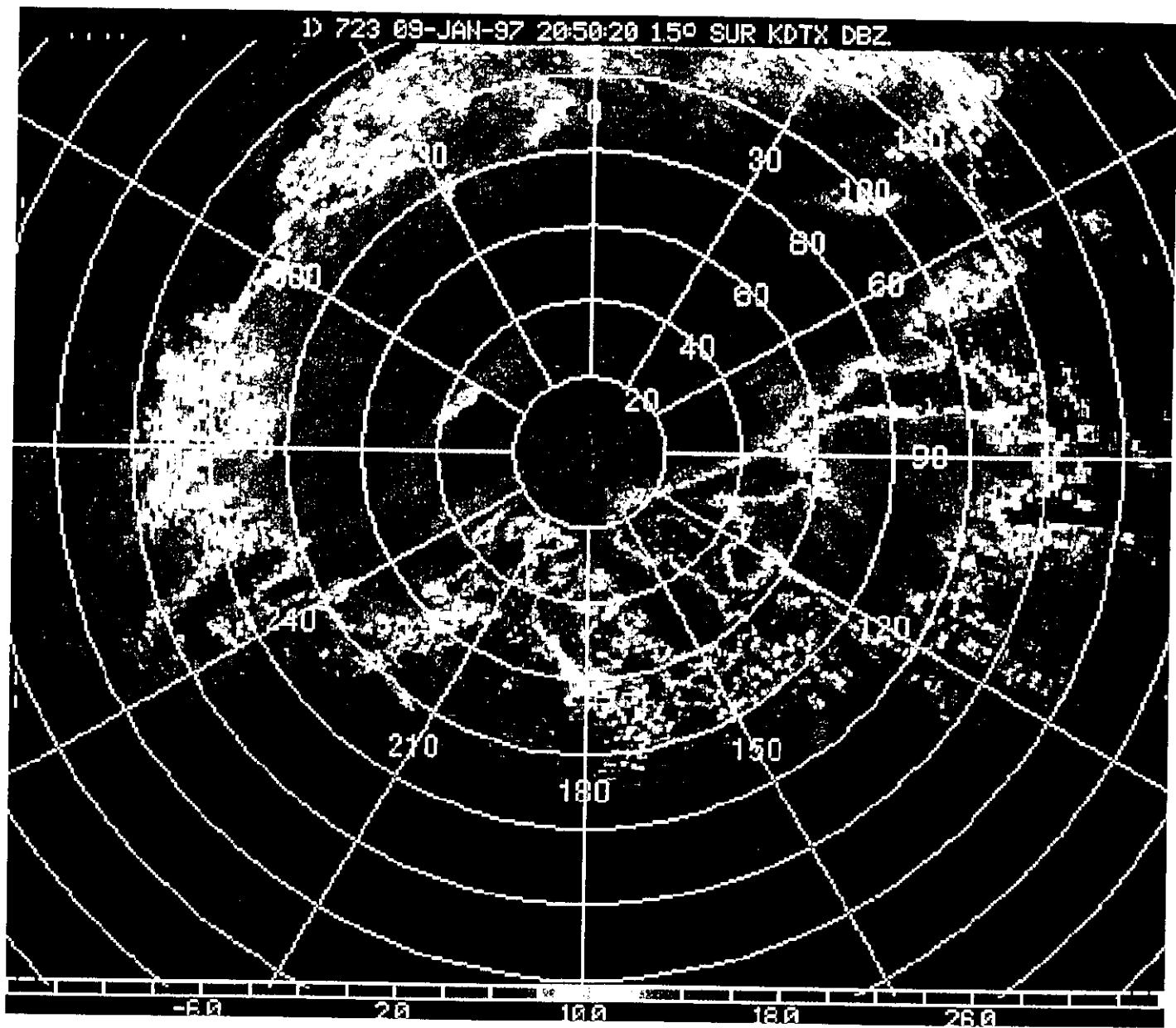


Fig. 2a





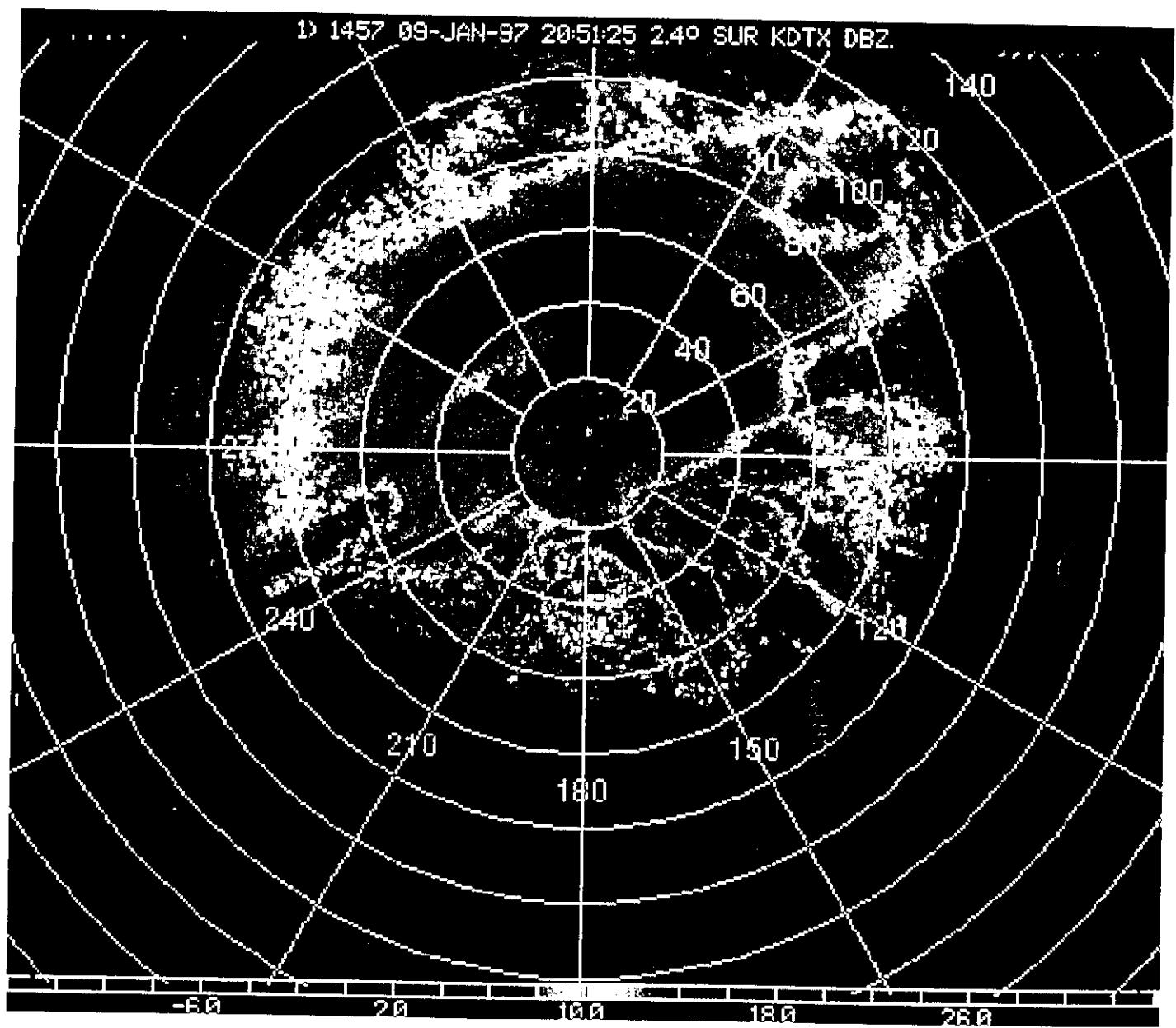


Fig. 3a

97/1/9 20 49 16-20 54 4 KDTX Z = 0.80 KM DZ
 (AS OF 08/20/97) ORIGIN=(0.00, 0.00) KM X-AXIS= 90.0 DEG
 DTX Radar Reflectivity - COMAIR 3272

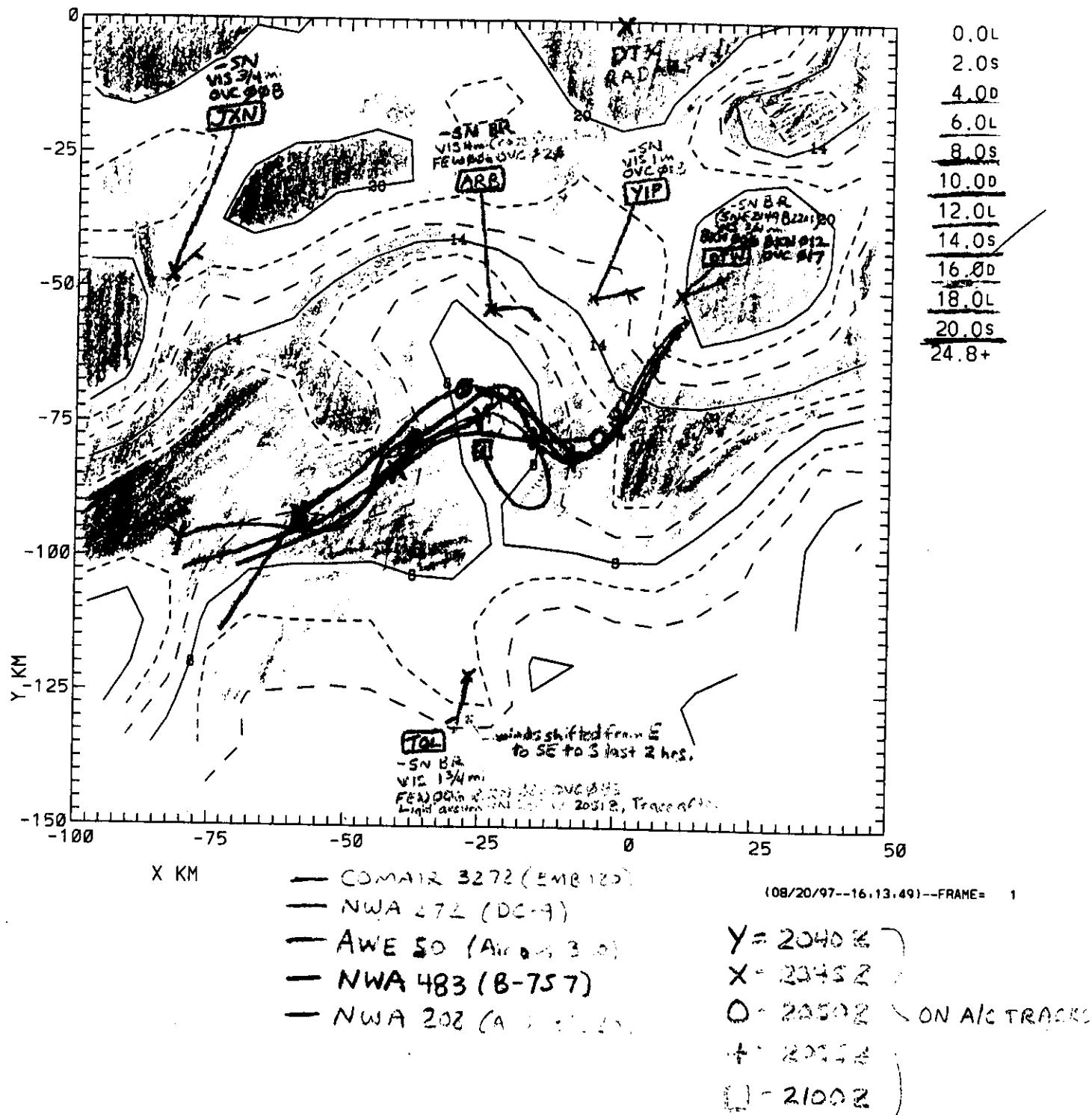


Fig 3b

97/ 1 / 9 20 49 16-20 54 4 KDTX
 (AS OF 08/20/97) ORIGIN=(0.00, 0.00) KM Z = 2.30 KM DZ
 DTX Radar Reflectivity - COMAIR 3272 X-AXIS= 90.0 DEG

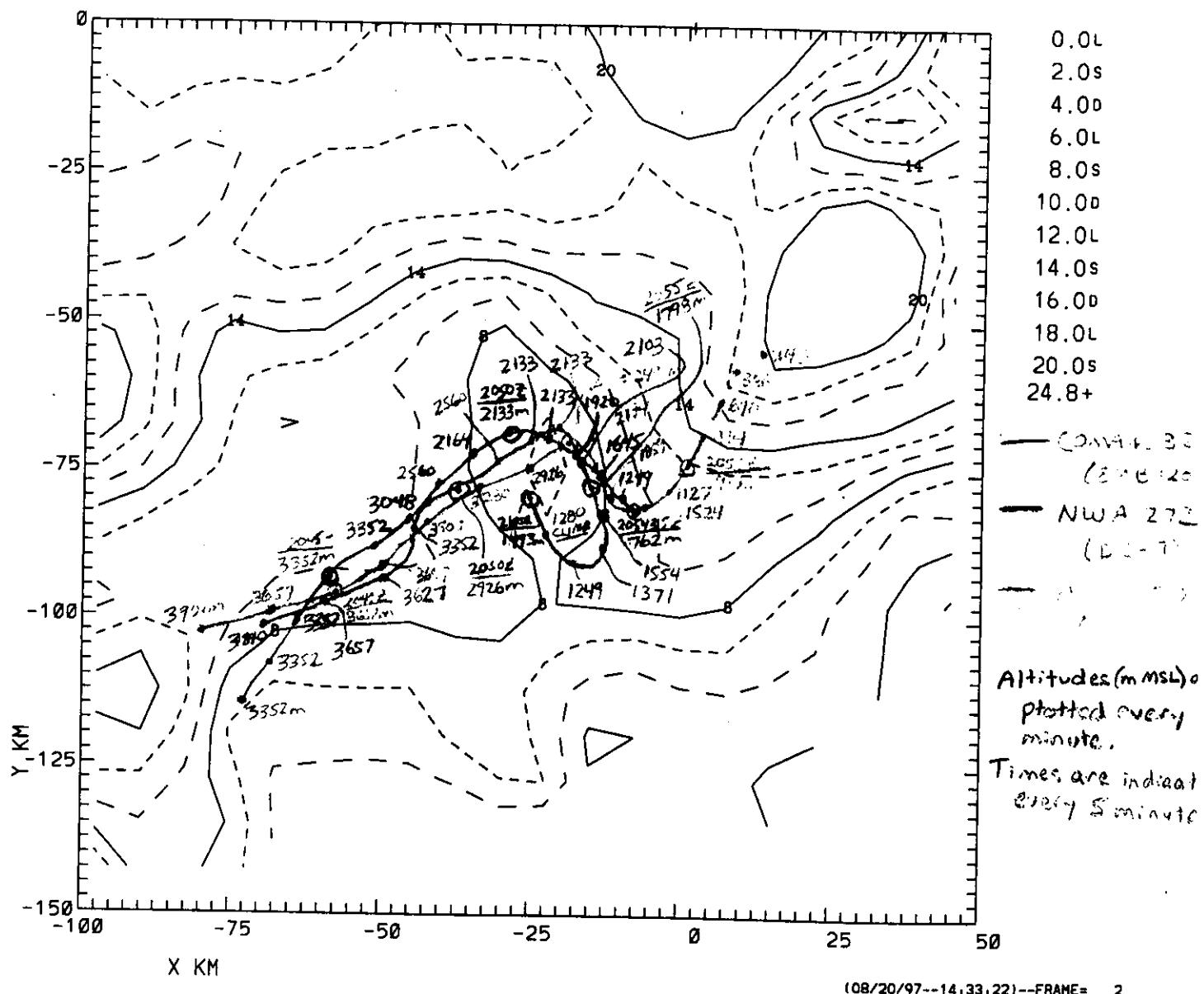
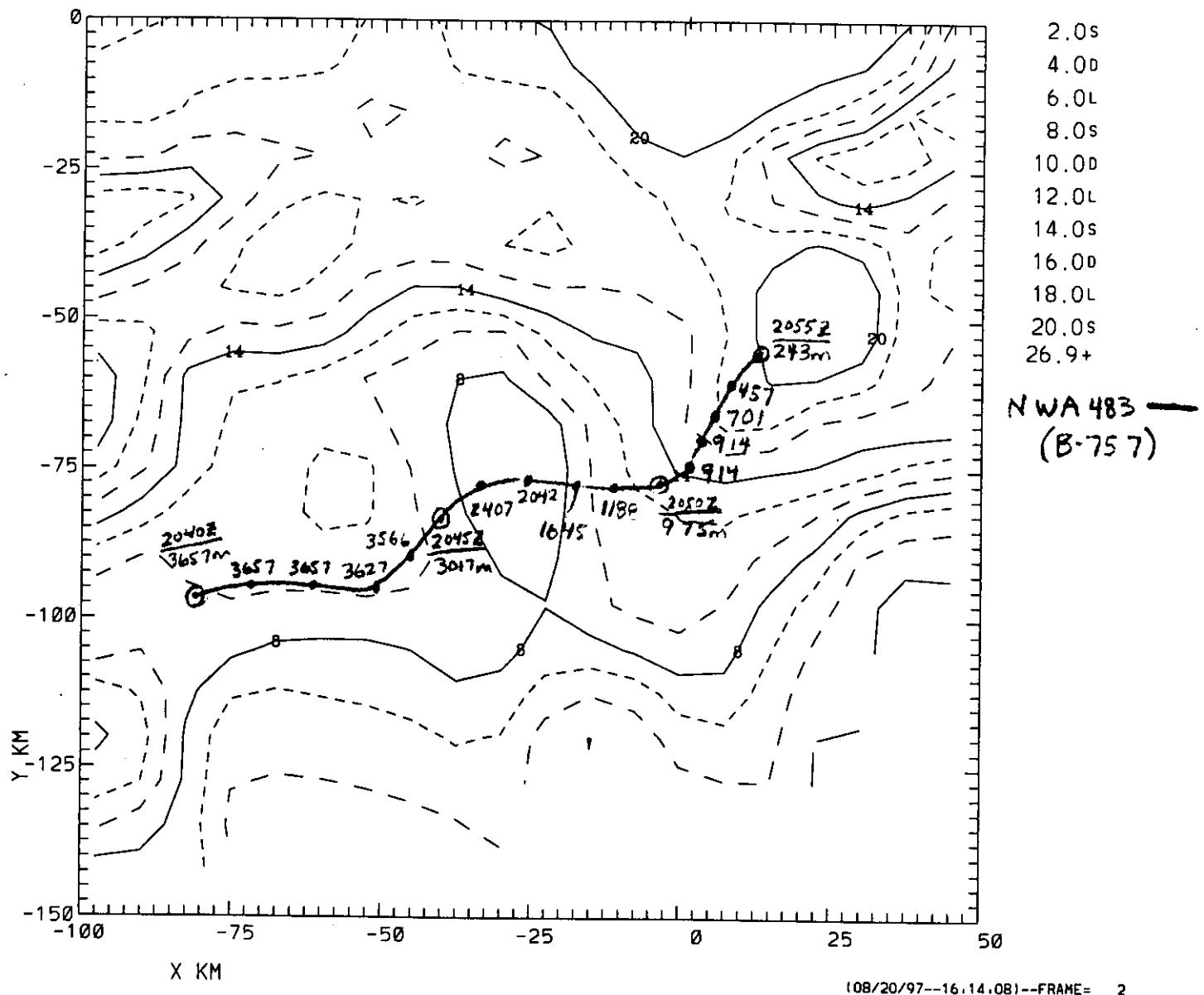


Fig. 4

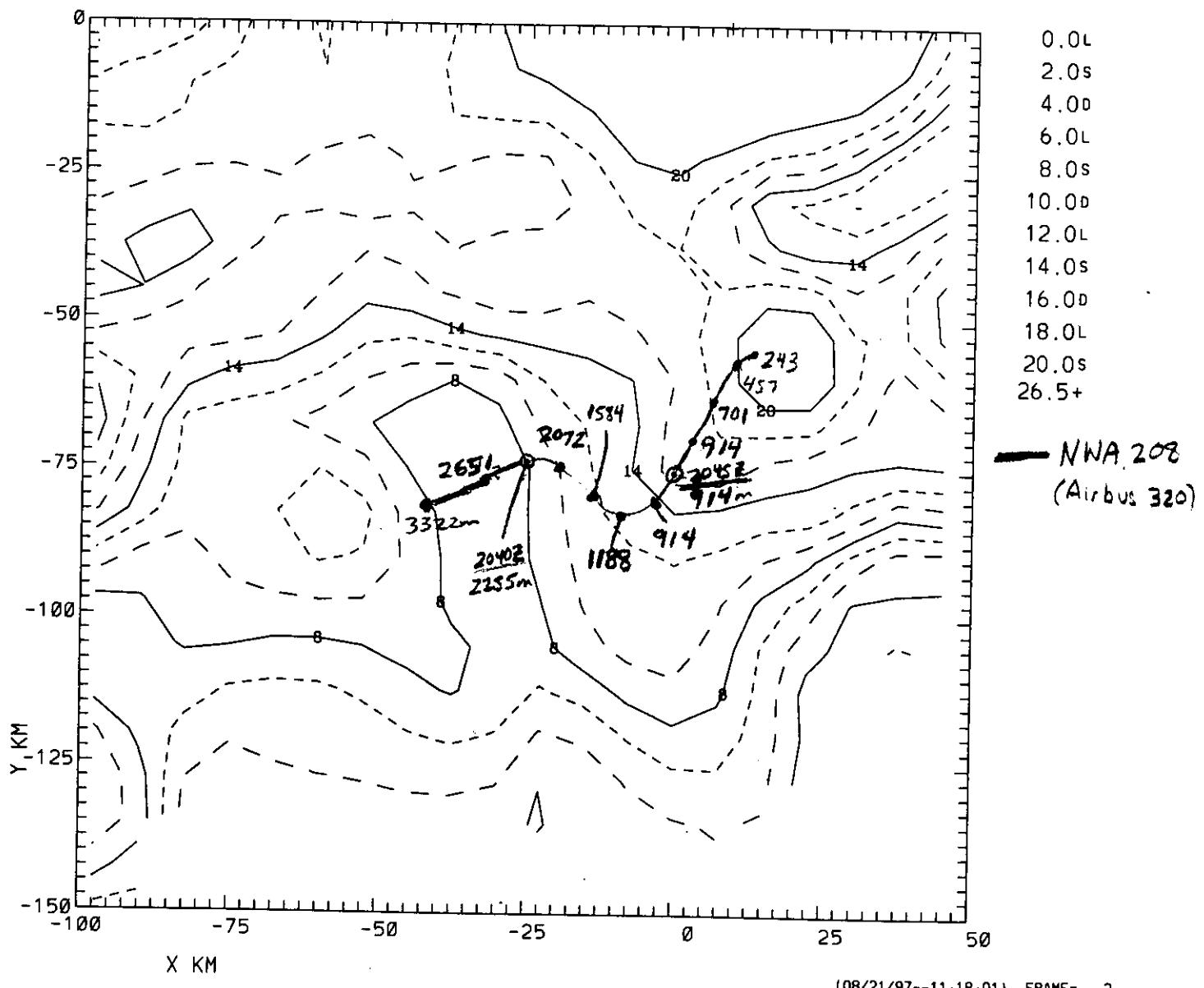
97/ 1 / 9 20 43 25-20 48 8 KDTX Z = 2.30 KM DZ
(AS OF 08/20/97) ORIGIN=(0.00, 0.00) KM X-AXIS= 90.0 DEG
DTX Radar Reflectivity - COMAIR 3272



(08/20/97--16.14.08)--FRAME= 2

Fig. 5

97/ 1 / 9 20 37 34-20 42 23 KDTX Z = 2.30 KM DZ
(AS OF 08/21/97) ORIGIN=(0.00, 0.00) KM X-AXIS= 90.0 DEG
DTX Radar Reflectivity - COMAIR 3272



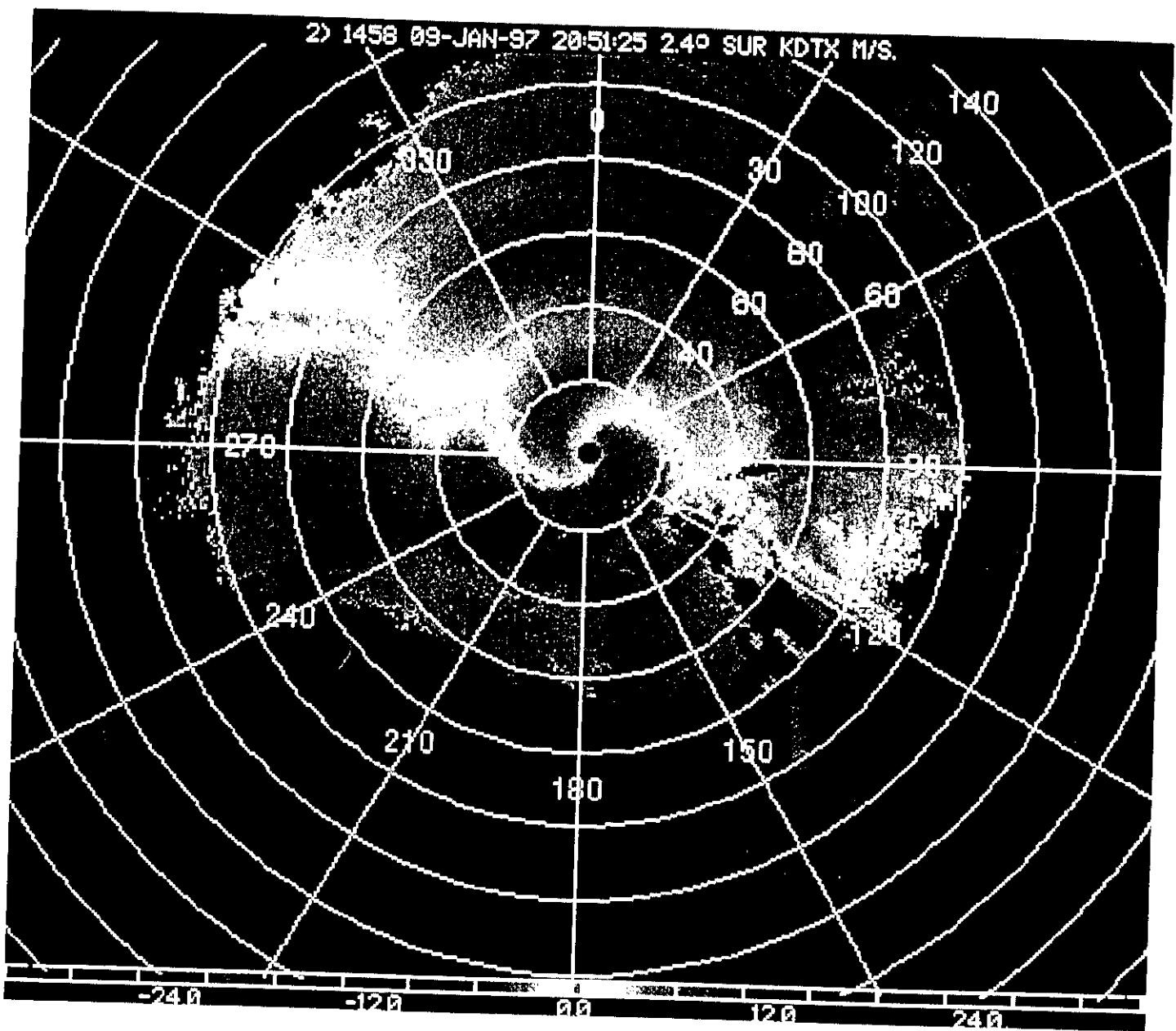
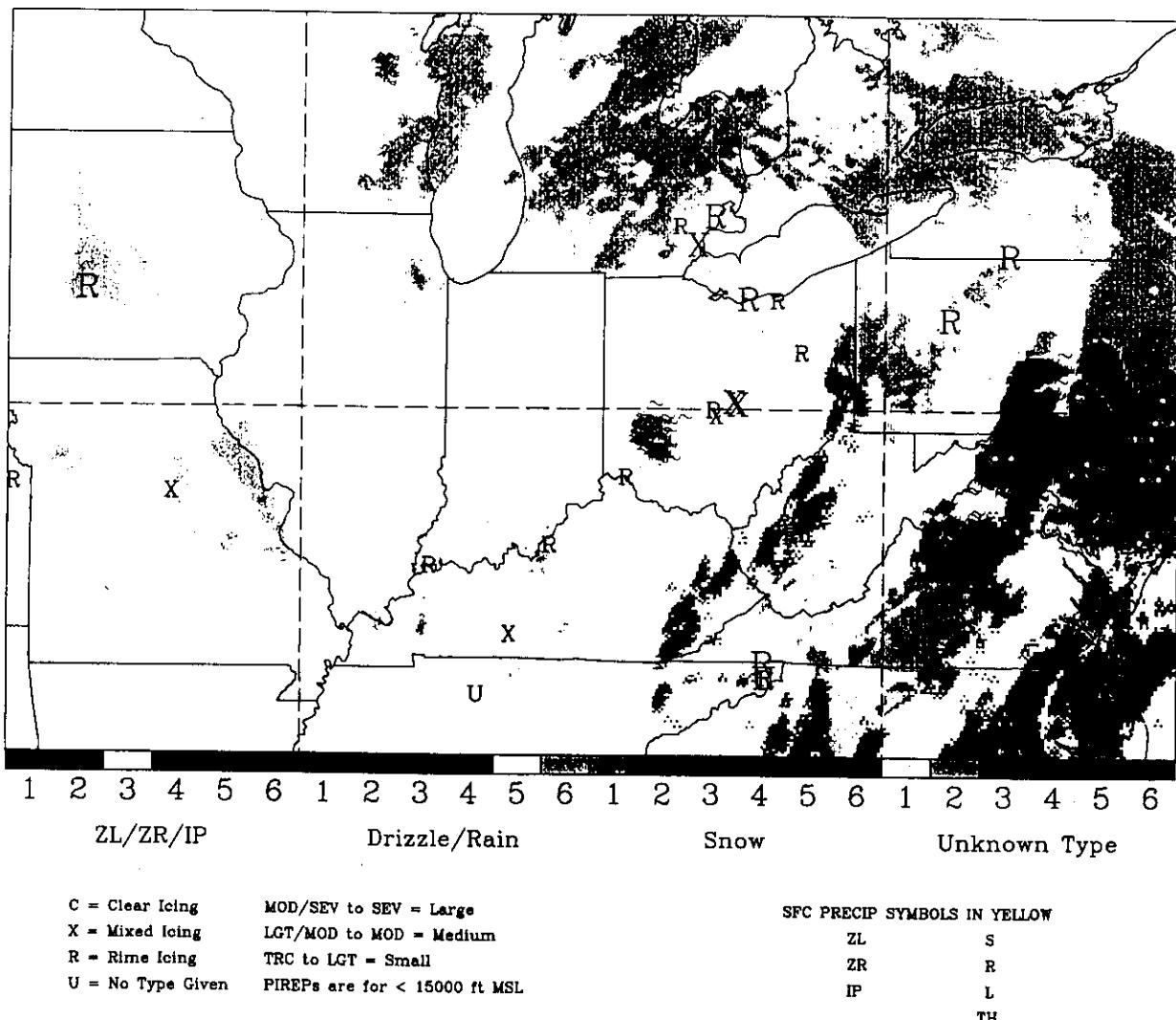


Fig. 7a

RADAR DATA PLOT FOR 970109 AT 22 Z



RADAR DATA PLOT FOR 970109 AT 23 Z

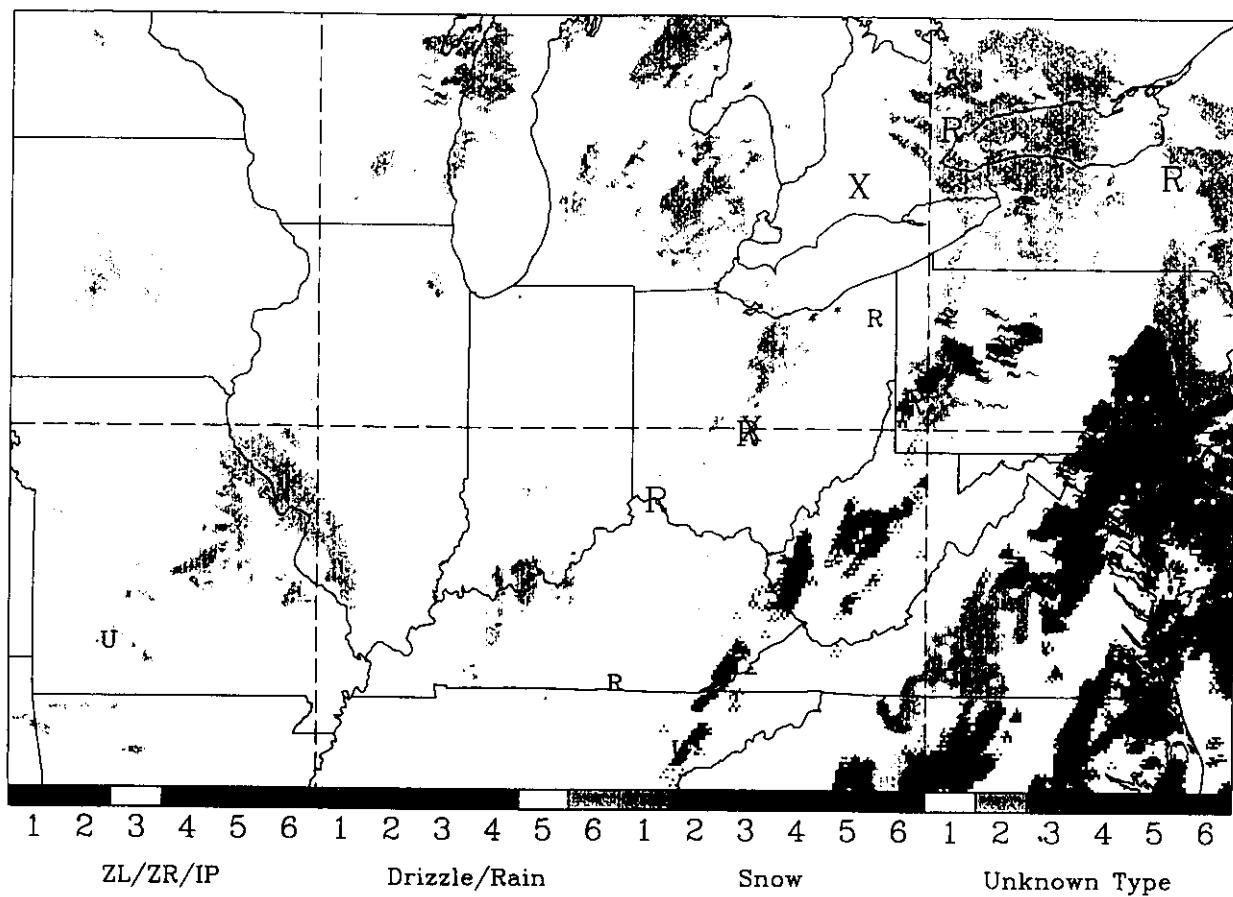
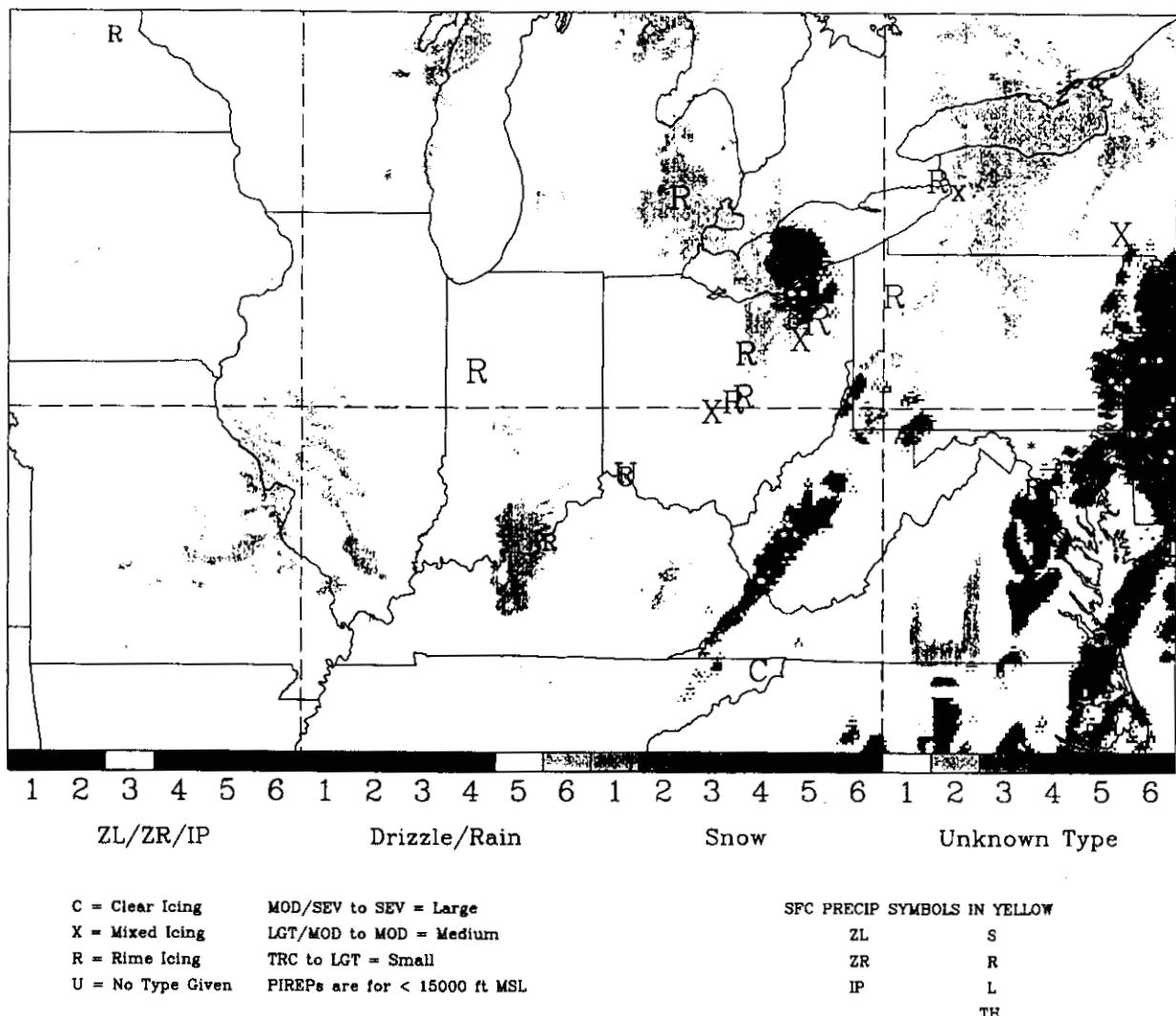


Fig. 7c

RADAR DATA PLOT FOR 970110 AT 00 Z



AES radiometer
Toronto area: 43.964N, 79.57W

