

AD-A122 174 HIGH RESOLUTION STRATOSPHERIC WINDS FROM CHEMICAL SMOKE 1/1
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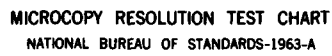
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High Resolution Stratospheric Winds From Chemical Smoke Trail Experiments at White Sands Missile Range and Wallops Island

ANTONIO F. QUESADA

30 July 1982

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AERONOMY DIVISION

PROJECT 6687

AIR FORCE GEOPHYSICS LABORATORY

HANSCOM AFB, MASSACHUSETTS 01731

AIR FORCE SYSTEMS COMMAND, USAF

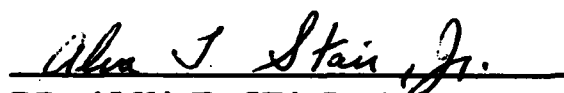


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DR. ALVA T. STAIR, Jr
Chief Scientist

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Preface

The author wishes to thank Mr. C.A. Trowbridge, who conducted the film measurements and was responsible for much of the data reduction. He also thanks Ms. P.M. Bench for the preparation of the wind hodographs.

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Contents

1. INTRODUCTION	7
2. COLLECTION OF RAW DATA	8
2.1 Camera Orientation	9
2.2 Film Measurements	10
2.3 Trail Position and Horizontal Velocity Measurements	12
3. WIND AND WINDSHEAR RESULTS	14
4. DISCUSSION	25
REFERENCES	29
APPENDIX A: Summary of Data Digitized	31
APPENDIX B: Output of Position and Velocity Programs for Trail "IRIS"	35

Illustrations

1. Evolution of Trail "20 MAY"	9
2. Block Diagram of the Coordinate Measuring System	13
3. Wind vs Altitude for Trail "FLORA"	16
4. Windshear vs Altitude for Trail "FLORA"	16
5. Wind vs Altitude for Trail "IRIS"	17
6. Windshear vs Altitude for Trail "IRIS"	17

Illustrations

7. Wind and Windshear for Upper Section of Trail "IRIS"	18
8. Wind and Windshear vs Altitude for Lower Section of Trail "22 APRIL"	18
9. Wind and Windshear vs Altitude for Midsection of Trail "22 APRIL"	18
10. Wind and Windshear vs Altitude for Upper Section of Trail "22 APRIL"	19
11. Wind and Windshear vs Altitude for Lower Section of Trail "20 MAY"	19
12. Wind vs Altitude for Mid-lower Section of Trail "20 MAY"	20
13. Wind vs Altitude for Mid-upper Section of Trail "20 MAY"	20
14. Wind vs Altitude for Upper Section of Trail "20 MAY"	21
15. Windshear vs Altitude for Mid- and Upper Sections of Trail "20 MAY"	21
16. Wind and Windshear vs Altitude for Trail "22 MAY"	22
17. Wind vs Altitude for Upper Section of Trail "22 MAY"	22
18. Windshear vs Altitude for Upper Section of Trail "22 MAY"	23
19. Hodograph for Trail "FLORA"	24
20. Hodograph for Trail "22 APRIL"	24
21. Hodograph for Trail "20 MAY"	25
22. Easterly Velocity Profile Determined From Release "APPOLON" by the Smoke Trail Method	26
23. Easterly Velocity Profile at Time of "APPOLON" Determined by Rawinsonde Tracking	26
24. Superposition of Figures 22 and 23 to Compare Altitude Resolution	27

High Resolution Stratospheric Winds From Chemical Smoke Trail Experiments at White Sands Missile Range and Wallops Island

1. INTRODUCTION

During the past several years, the Air Force Geophysics Laboratory (AFGL), Aeronomy Division (LKD) has conducted a number of rocket experiments for the purpose of releasing in a controlled manner a thick trail of titanium tetrachloride to make high resolution measurements of stratospheric winds and windshears. The measurements show jagged wind profiles consistent with the view that turbulence in the stratosphere occurs in thin layers that form randomly. There are structural features in the wind field, corresponding to high spatial frequencies, that lead to high shears over short vertical distances. These, in turn, are responsible for the onset of instabilities that grow into flattened turbulent regions, accounting for some of the vertical transport of tracers or pollutants injected into the stratosphere. Zones of intermittent mixing are thus created which, in the course of time, have an effect analogous to a diffusion process with a characteristic diffusion parameter. The present report is concerned with a general description of improved technique used to reduce and analyze the raw photographic data. It also presents the wind and windshear data gathered in the course of five rocket flights for which the triangulation has been found to be both consistent and reproducible. Finally, the report contains

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a discussion of some possible means of improving the accuracy and resolution of stratospheric winds computed from smoke trail data. The transport problem has been addressed by Dewan.¹

2. COLLECTION OF RAW DATA

Chemical vapor or smoke trails dispensed from rockets have been used for over two decades to serve as visible tracers of atmospheric wind speed and direction. For stratospheric altitudes AFGL/LKD utilizes a mixture of titanium tetrachloride and water-methanol solution to form a thick trail that follows the motions of the wind field, and remains well defined for periods of several minutes. At later times the spreading of the trail may be used to estimate the magnitude and altitude dependence of the molecular diffusion coefficient. Details of payload configuration, and vapor release hardware are given by Vickery² and by Stokes et al.³ The trails are photographed at regular intervals from the time of their injection into the ambient air until they drift out of the field of view of the cameras, or have become too tenuous to be photographed. In most cases this happens some fifteen minutes after the chemical smoke is vented from the rocket. Figure 1 shows the evolution of one trail (Trail "20 MAY") photographed from a triangulation station located about 25 km northwest of the launching site. The cameras are located at two or more ground stations chosen, when possible, to optimize the geometrical factors that influence the accuracy of the triangulation procedure that, subsequently, will reconstruct the successive positions of each point on the trail. We shall not dwell here on the characteristics of the cameras, the film, the exposure sequence or the film development needed to obtain negatives with sufficiently high contrast and low granularity to allow the triangulation to have a vertical resolution of 10 meters or better. These characteristics were listed in an earlier report by Quesada and Trowbridge.⁴ In the following sections we shall describe changes and

1. Dewan, E. M. (1981) Turbulent vertical transport due to thin intermittent mixing layers in the stratosphere and other stable fluids, *Science* 211(No. 4486):1041-1042.
2. Vickery, W. K. (1975) Techniques for Depositing Visible Smoke Trails in the Stratosphere for Measurements of Winds and Turbulence, AFCRL-TR-75-0221, ADA013792.
3. Stokes, C. S., Murphy, W. J., and Smith, E. W. (1974) Experimental and Flight Evaluation of the Titanium Tetrachloride, Water-Methanol System for the Production of Smoke Trails, AFCRL-TR-74-0496, ADA006126.
4. Quesada, A. F., and Trowbridge, C. A. (1976) Analysis of Smoke Trail Photographs to Determine Stratospheric Winds and Shears, AFGL-TR-76-0243, ADA035504.

improvements introduced into the measurement of the trail and star background images, and in the triangulation procedure since publication of the report just referenced.

LAUNCH TIME (T_0): 09 29 UT
APOGEE: 53.16 KM at T_0+119 s



Figure 1. Evolution of Trail "20 MAY". Launched at Wallops Island on 20 May 1978, and photographed from Triangulation site near Pocomoke City, Maryland

2.1 Camera Orientation

Precise wind measurements depend on the accuracy with which the orientation of the camera is determined. To observe the motion of segments of a trail at a 50-km range at 10-meter intervals, we cannot tolerate angular errors that exceed 0.005 degree. Fortunately, when considerable pointing errors exist, their presence becomes apparent during the triangulation and velocity determination. They produce abrupt discontinuities in the trail position, and excessively large wind shears. Pointing errors are introduced by a variety of causes; for example, wind gusts that momentarily jar the cameras, accidental operator contact with the camera mount, differential expansion of the mount due to uneven heating, misidentification of dim stars in the calibration frames, film stretching due to malfunction of the film processor, and so on. Optimization procedures may be applied to reduce errors of this type, but they generally produce slightly different wind fields, and

we no longer use them. Vector procedures are used to determine the camera orientation and focal length from photographs of stars in the field of view of the cameras. They are described in various reports.^{5,6} The vector procedures relate the star image positions in the film plane to their equatorial coordinates (right ascension and declination). The computations require knowing the time at which the calibration photograph was exposed and the camera site location on the Earth's surface (latitude, longitude, and height above mean sea level). These are taken from geodetic survey information with a target accuracy of 10 meters. Camera azimuth, elevation and horizontal tilt, and the precise focal length of the lens are determined with standard deviations consistent with the desired triangulation accuracy. For the cameras employed at the WSMR and Wallops Island experiments, standard deviations of 0.005 degree for the angles, and 0.01 cm for the focal lengths were routinely computed when 12 to 15 stars were used to determine the camera parameters. These deviations, translated to spatial positions, produce errors of the order of 5 meters at the (typically) 50-km range that separates the cameras from the center section of a stratospheric smoke trail.

2.2 Film Measurements

In principle, it is possible to use pairs of photographic negatives taken simultaneously from two separate ground stations to reconstruct the spatial location of the trail at the instant it was photographed. To do so, we must know the geographical location of the site and the orientation of each camera. The orientation of the cameras is usually defined by giving the azimuths and elevations of the optical axes. In addition, we must know the focal length of the lenses. In practice there are many pitfalls which may introduce small but unacceptable errors in the triangulation. Some have been discussed by Trowbridge,⁷ together with means to minimize or compensate for their effects. The basic principle is to measure very accurately the coordinates of closely spaced points on the center-line of the trail image. To establish a reference coordinate system common to all photographs, fiducial marks are recorded on every frame when the trail is photographed. Since several hundred to a few thousand coordinate pairs must be measured on each frame, a semiautomatic, computer controlled densitometric system was designed and built to measure, digitize, and record these coordinates on magnetic tape. The instrument and the

5. Quesada, A.F. (1971) Application of Vector and Matrix Methods to Triangulation of Chemical Releases in the Upper Atmosphere, AFCRL-71-0233, AD729448.
6. Quesada, A.F. (1975) Vector Evaluation of Triangulation Camera Parameters From Star Photographs, AFCRL-TR-75-0451, ADA019655.
7. Trowbridge, C.A. (1982) Identification of Requirements for Atmospheric Data, AFGL-TR-82-0015, ADA113640.

software needed to make it operational were described by Trowbridge and Andrus.⁸ Recently, a series of modifications was needed to reestablish the operational status of the instrument, many of whose digital components were over 10 years old and could not be replaced or repaired when they malfunctioned. The instrument is a video based system with an encoded stage that transports the film, and upon command from the computer aligns the optic axis of the video camera with any point of the photographic negative under examination. Electronics for processing the input signals were designed to provide adjustable operating ranges of approximately 0.5, 1.0, 1.5, and 3.0 optical density units (D). These ranges may be shifted to cover any portion of the total useful range (4D) of the densitometer. The system, shown diagrammatically in Figure 2, is unique in that gross alignment of features to be measured may be accomplished using distances and densities from the off-axis video. Fine positioning and measurement of the densities of desired features are performed on the video axis as the film is aligned with the axis by the moving stage. Thus, effects of field curvature, distortion, and system photometric nonuniformity (vignetting) are essentially removed. Final coordinate information is obtained only from the extremely accurate stage drive and encoders. The maximum error is less than 10 μm over a 150-mm total displacement, with repeatability and precision better than 2 μm .

The digitization procedure begins with the alignment of the film frame on the scanner, using two fiducial markers to set one axis of the film coordinate system perpendicular to one axis of the scanning system. A third fiducial is then used to determine one point of the second axis of the film coordinate net, whose center coincides with the camera optical axis. The trail digitization proper starts with the introduction of a trail "skeleton," that is, a series of guide points widely spaced along the trail image which are entered manually using a joy-stick control to transport the film to the desired positions. These points provide starting and ending points for the curve following software of the computer system, and allow both accurate determination of the coordinates of the trail axis, and motion in the proper direction along the trail, with minimal operator intervention. Proper direction along the trail is crucial, particularly at late times when very frequently the trail image shows closed loops that must be traversed in the correct direction, in order to avoid serious discontinuities in the triangulation.

Star calibration photographs require long exposures (2 min) and each star image is a narrow arc segment on the film, resulting from the Earth's rotation during the exposure time. The coordinates of the center point of each track (corresponding to a time midway between the beginning and end of the exposure) are found by

8. Trowbridge, C.A., and Andrus, W.S. (1978) An Automated Coordinate Measuring System for Smoke Trail Photographs, AFGL-TR-78-0231, ADA062485.

first digitizing and storing coordinates and densities measured on the axis of the arc. Density and position information are then transferred to the computer, which identifies the end points of the axial arc and calculates the position of its center. Star tracks have been found to provide star locations with a higher precision than obtained from the point images produced by short exposures.

2.3 Trail Position and Horizontal Velocity Measurements

The triangulation program uses the coordinates of the trail centerline as viewed from two sites, the site geodetic coordinates, and each camera orientation which, as explained previously, is derived from the star calibration photographs. In principle, this is sufficient to reconstruct the spatial location of the trail. We have implemented the vector-matrix techniques described in References 5 and 6 to create a software package that improves significantly the ease and speed of the triangulation. In practice, computational problems, such as described by Trowbridge et al,⁹ may degrade the accuracy of the results over short sections of the trail and reduce the vertical resolution by a factor of approximately 2. One reason is that the trails generally have no features that can be uniquely identified on photographs taken simultaneously from widely separated locations. Triangulation is, therefore, performed using an iterative approach that minimizes discrepancies in the dihedral angle computed from each site to a given point on the trail. The quantity which is minimized, and serves as a figure of merit, is the angular mismatch between the normals to the dihedral planes, each of which is defined by the common line through the two observation sites and the lines-of-sight to the points that we wish to match. The spatial position of the trail (altitude, latitude and longitude) is determined, assuming a spherical Earth, from the intersection (or near intersection) of the line-of-sight vectors for points that have been matched. The data are stored for later use by the computer program that calculates the horizontal velocities from trail positions corresponding to known time intervals.

Improvements in the triangulation procedure were obtained by a change in the dihedral angle tolerances that resulted in point matching with a much higher accuracy. With tighter tolerances, about 50 percent of the digitized points are discarded during the triangulation. This means that the altitude resolution finally obtained is somewhat less than 10 m, although the raw data were digitized with about a 5-m resolution. Measures of "goodness of fit" for the triangulation other than control over the dihedral angle mismatch, such as average film plane mismatch and average separation vector, have also been improved by a factor of 10. There is also excellent agreement between the velocity profiles calculated from triangulation site number 1 against site number 2, or the reverse pairing.⁷

9. Trowbridge, C. A., Kofsky, I. L., and Johnson, R. H. (1978) Recording and Analysis of Optical Data From Stratospheric Dynamics Experiments, AFGL-TR-78-0015, ADA054013.

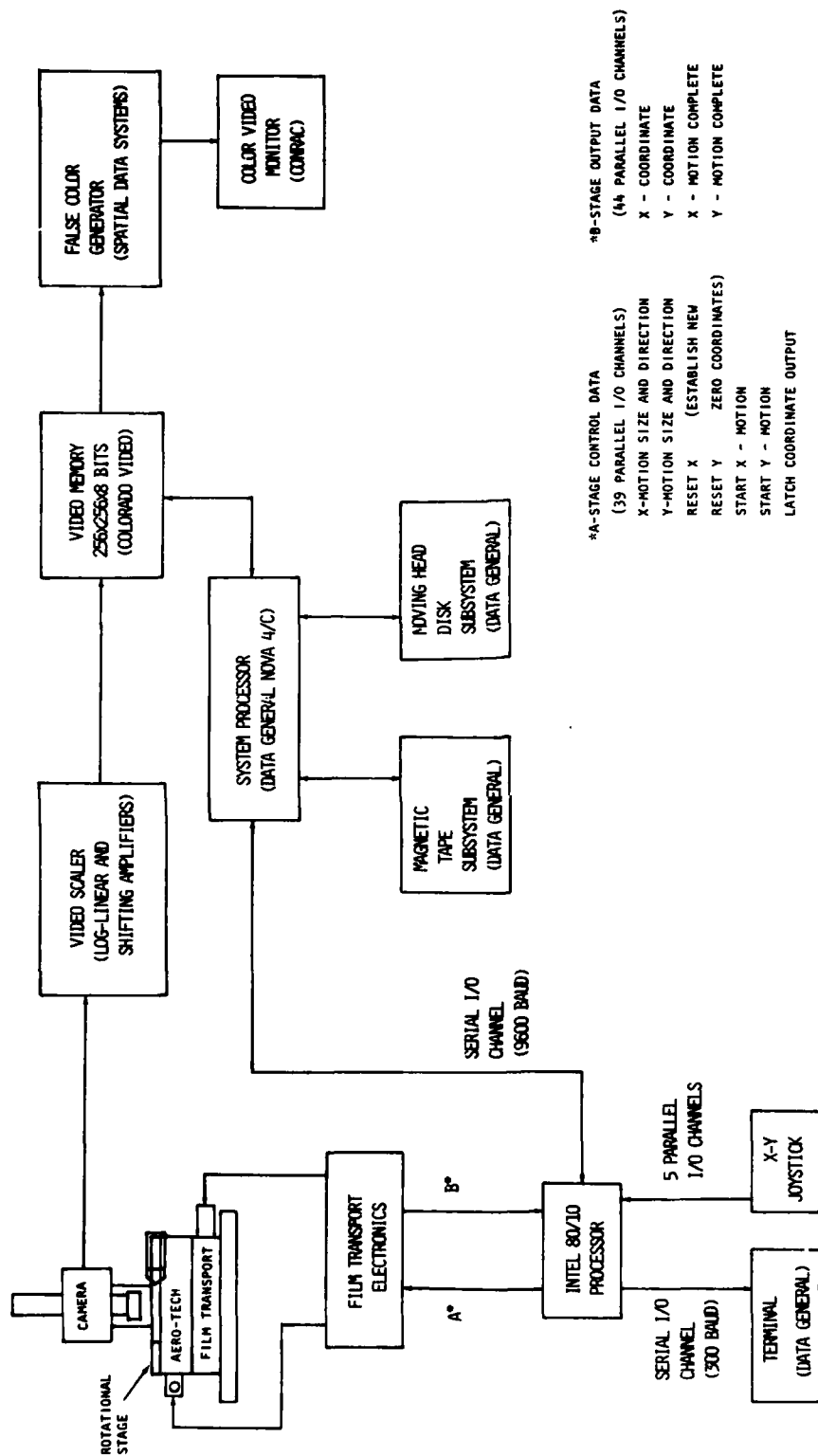


Figure 2. Block Diagram of the Coordinate Measuring System

Further study of the change in the triangulation procedure, that is, insisting that the dihedral angular mismatch be extremely small, has shown that it very effectively preserves trail continuity. The larger values of dihedral angle mismatch previously tolerated permitted an accumulation of error to occur, and grow up to a limit. This was followed by several consecutive mismatches, and then again by error buildup. The resulting sawtooth error generated small discontinuities (and occasionally larger ones) that proved to be troublesome when the shears were computed. Owing to the smaller percentage of matches obtained when a tight dihedral angle tolerance is introduced, some resolution is lost. We have estimated that in order to maintain an average 10-m vertical resolution, the raw data must be digitized at intervals of about $12\text{ }\mu\text{m}$ (on the film plane) for a 50-km range. The exact value depends on the degree of distortion of the trail induced by the wind field. By reducing the separation between consecutive scans to $12\text{ }\mu\text{m}$, we will substantially increase the time required to digitize each frame. A possible reduction in the digitization workload has been suggested in Reference 7. It requires digitizing the films from one site at the nominal 10-m resolution, and the other site at a higher resolution.

With introduction of the change in the triangulation procedure, the major source of error for determining trail positions is the precision with which the camera orientation can be measured. Better measurements can be made if one records the start and end times of the exposure with an accuracy of 0.1 second. An increase in the number of stars used (currently 10 to 15) and a finer digitizing interval (typically $20\text{ }\mu\text{m}$) could also contribute to more precise camera orientation parameters.

The next step of the smoke trail method is to determine winds from the point trail positions. The trail position data from the triangulation are interpolated at equal altitude intervals by either a cubic polynomial or a cubic spline. Then, a least-squares analysis of position versus time is introduced to derive average horizontal velocities. Ordinarily, we can use a sequence of 4 to 6 frames spanning an interval of about 2 to 3 minutes. Minor changes were made to the velocity routines to correct inconsistencies on the assignment of the time separation for sequential trail positions. The velocity values were unaffected by the change, but the uncertainty associated with each velocity was reduced by nearly a factor of 2.

3. WIND AND WINDSHEAR RESULTS

The wind measurements which will be presented in this section were made from raw data collected from 1973 to 1978. In Appendix A, we list the trails and star calibrations whose images were digitized. For the trails, some features of the

smoke release are indicated. Some of the trails consist of up to 10 segments. By breaking up the trail in this manner, we can unambiguously identify common points on different views of the trail, and thus facilitate the operation of the triangulation package. Although the rocket vehicle and the smoke release mechanism after 1973 were selected to cover the altitude range 15 to 50 km, it is often impossible to use the entire length of the trail. For example, sometimes the camera viewing angles are optimum for the lower sections of the trail, but are much less adequate for the upper portions, whose images show multiple overlapping of segments or extreme foreshortening that obliterates structural details, or does not permit triangulation with the required resolution.

The following pages contain the results of our measurements in graphical form. In Appendix B we list a typical output of the triangulation and wind programs. A complete data file for all trails is available on magnetic tape.

For the winds, we have computed the East-West, North-South components, and the resultant wind speed. We have also computed some hodographs. In the shear diagrams we have displayed the values of

$$S = \sqrt{\left(\frac{V_{E-W}}{\Delta z}\right)^2 + \left(\frac{V_{N-S}}{\Delta z}\right)^2}$$

as a function of altitude.

We note that, in general, a hodograph covering an altitude interval of many kilometers in the stratosphere, is usually of limited value, because of the convoluted nature of the curve traced by the tip of the vector wind. This is well illustrated in Figure 20, where altitude ranges from 18 to 33 km. On the other hand, if the altitude interval extends over a few kilometers, as in Figure 19, the hodograph can be very informative.

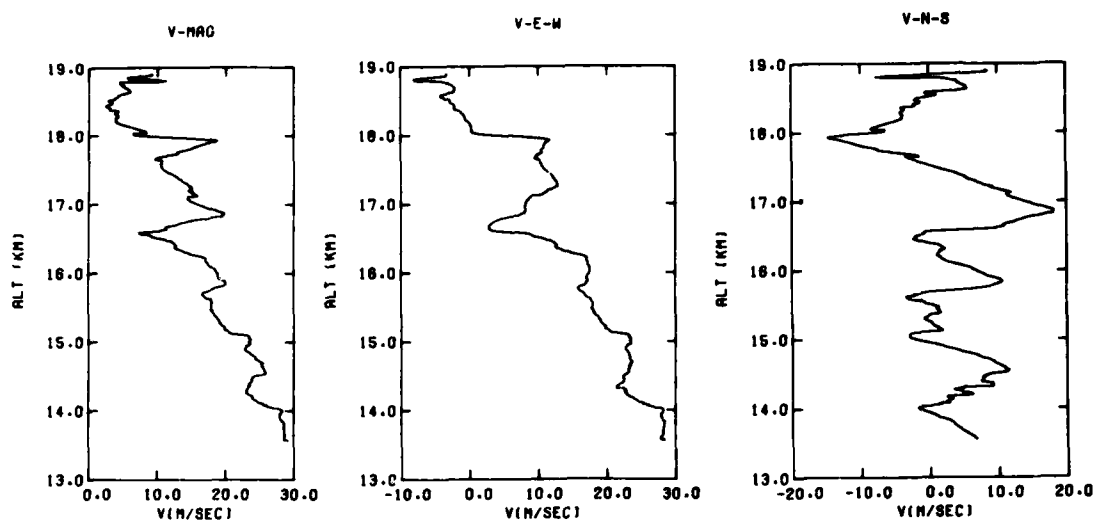


Figure 3. Wind vs Altitude for Trail "FLORA". Rocket launched at WSMR on 4 June 1973 at 1230 UT

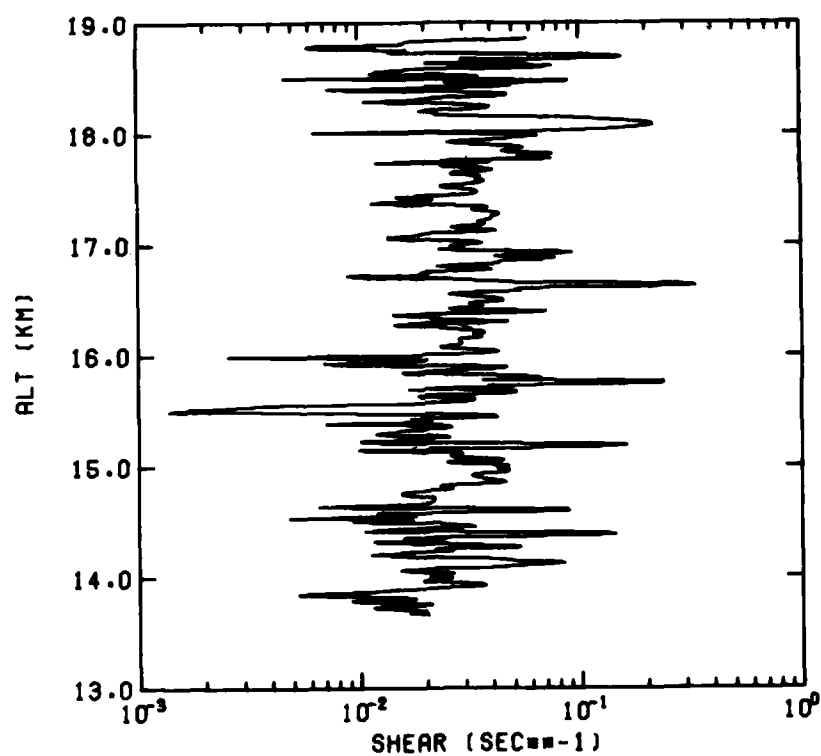


Figure 4. Windshear vs Altitude for Trail "FLORA"

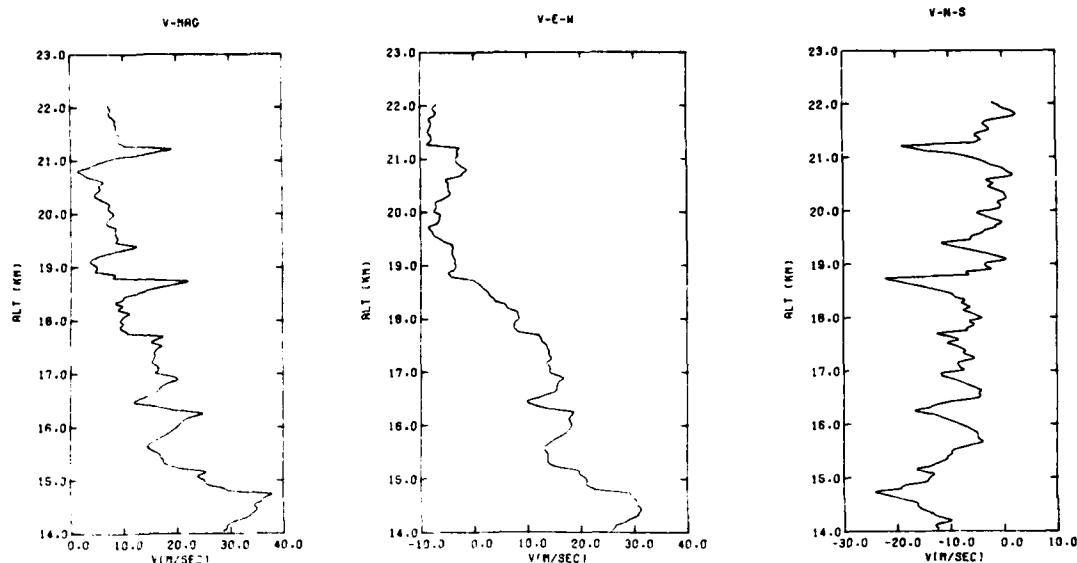


Figure 5. Wind vs Altitude for Trail "IRIS". Rocket launched from WSMR on 6 June 1973 at 1200 UT

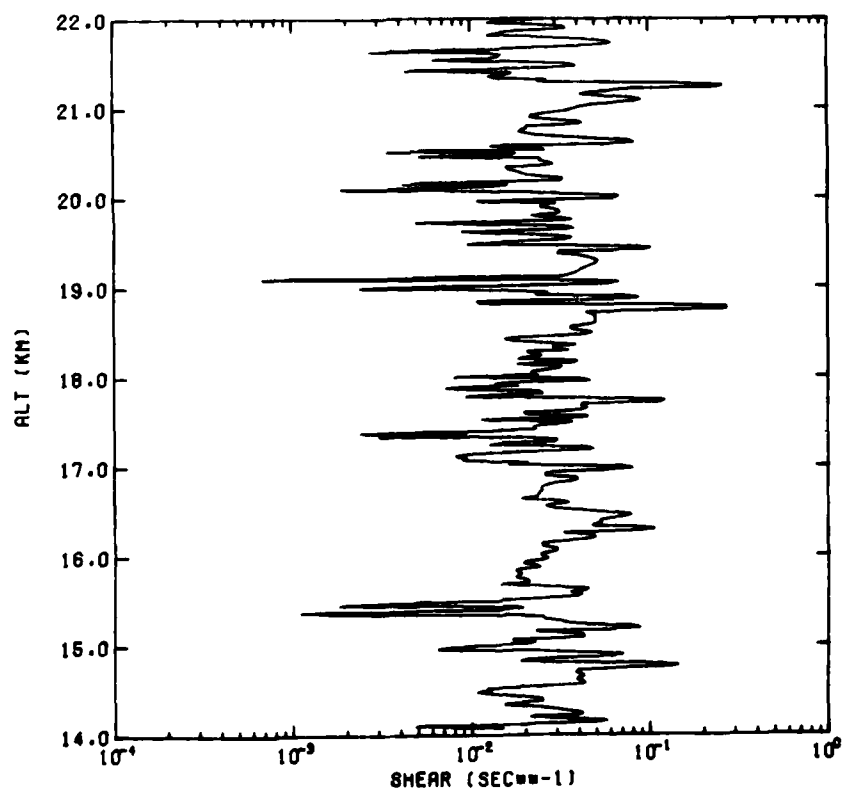


Figure 6. Windshear vs Altitude for Trail "IRIS"

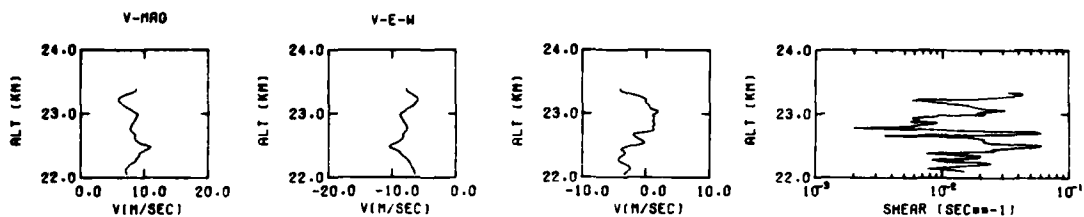


Figure 7. Wind and Windshear for Upper Section of Trail "IRIS"

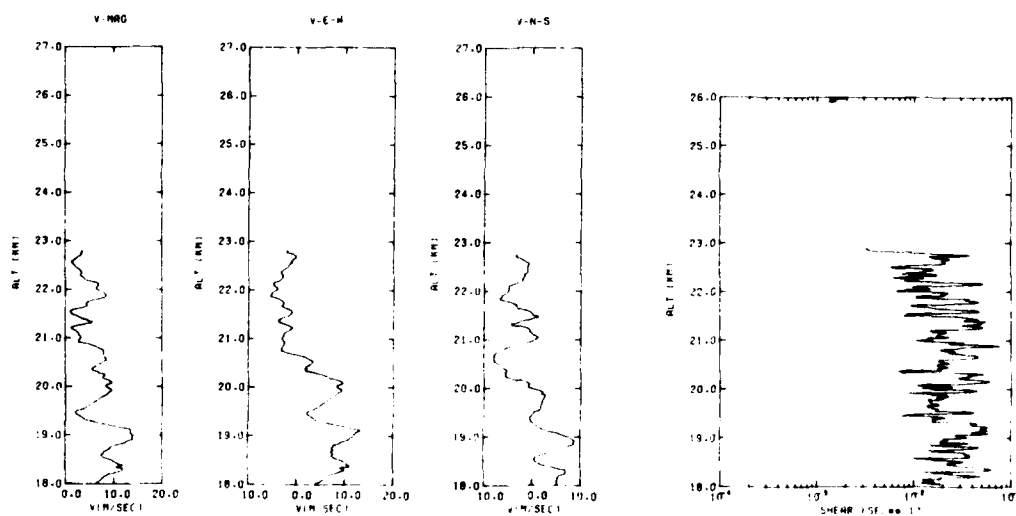


Figure 8. Wind and Windshear vs Altitude for Lower Section of Trail "22 APRIL". Rocket launched from WSMR on 22 April 1977 at 1215 UT

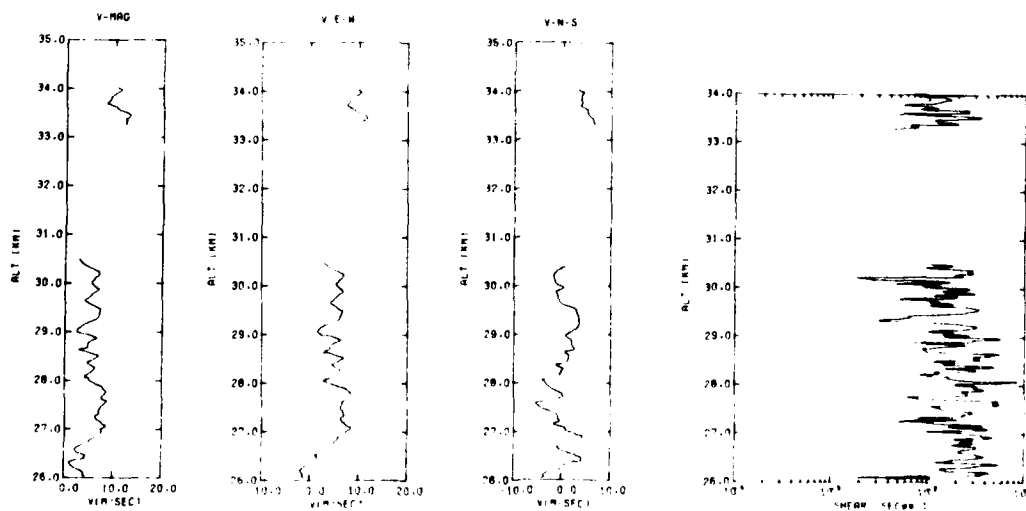


Figure 9. Wind and Windshear vs Altitude for Midsection of Trail "22 APRIL"

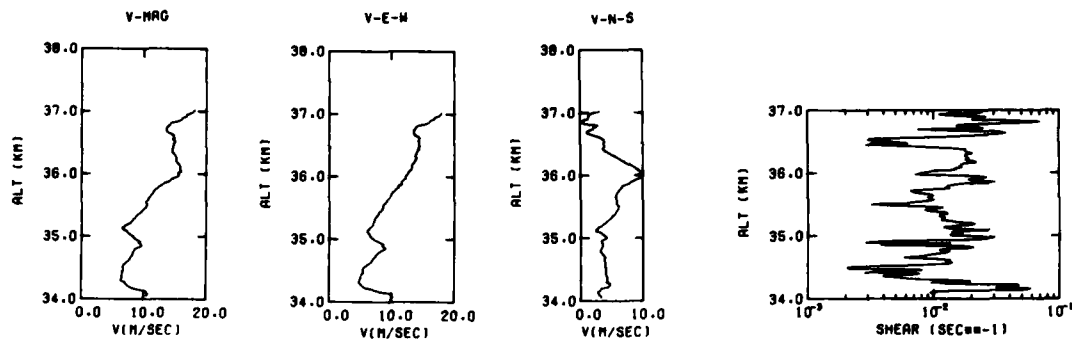


Figure 10. Wind and Windshear vs Altitude for Upper Section of Trail "22 APRIL"

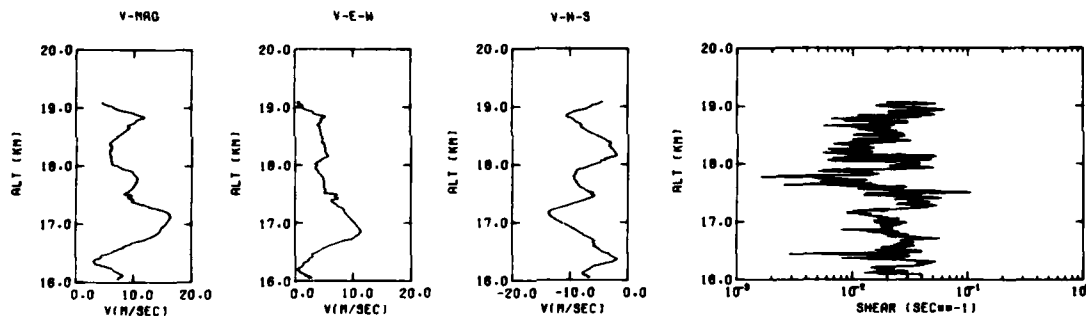


Figure 11. Wind and Windshear vs Altitude for Lower Section of Trail "20 MAY".
Rocket launched from Wallops Island on 20 May 1978 at 0929 UT

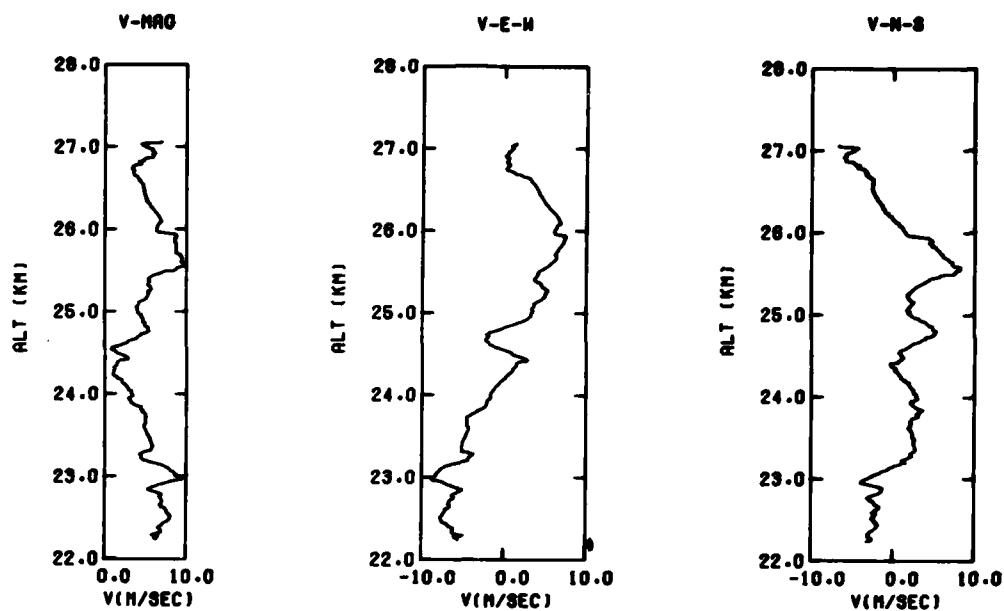


Figure 12. Wind vs Altitude for Mid-lower Section of Trail "20 MAY"

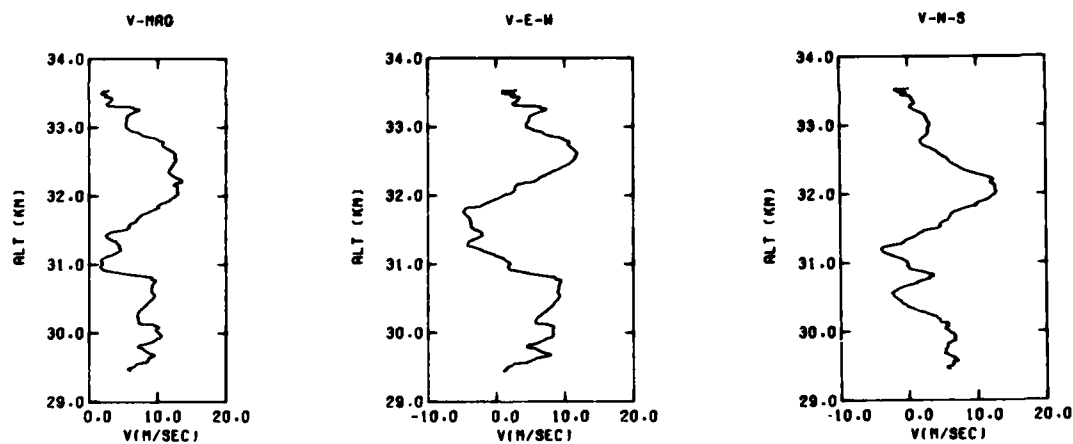


Figure 13. Wind vs Altitude for Mid-upper Section of Trail "20 MAY"

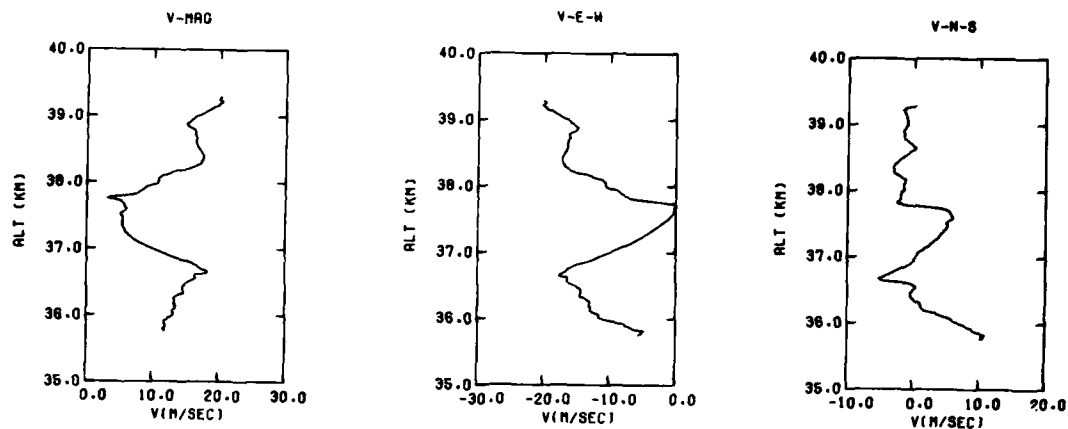


Figure 14. Wind vs Altitude for Upper Section of Trail "20 MAY"

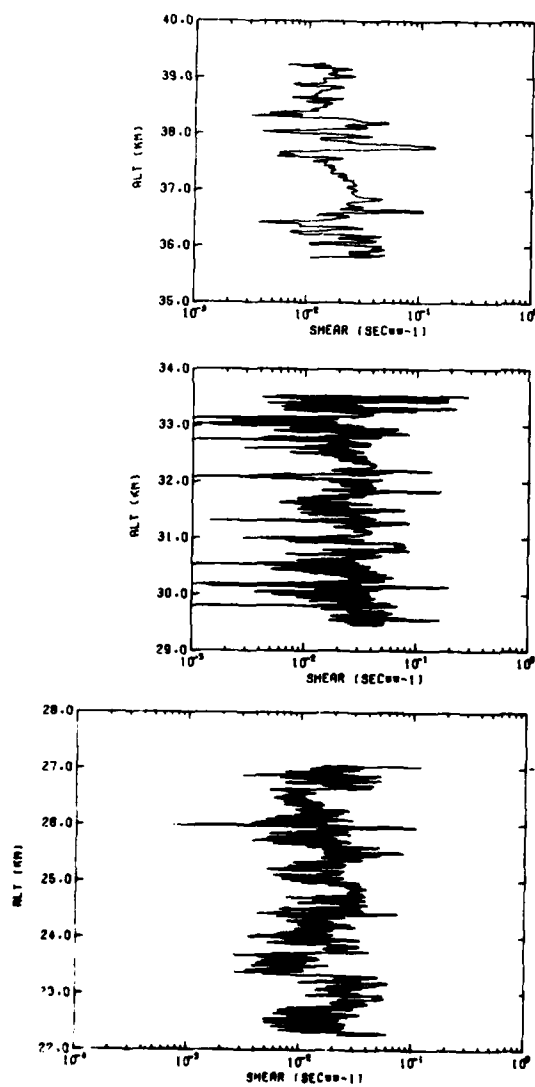


Figure 15. Windshear vs Altitude for Mid- and Upper Sections of Trail "20 MAY"

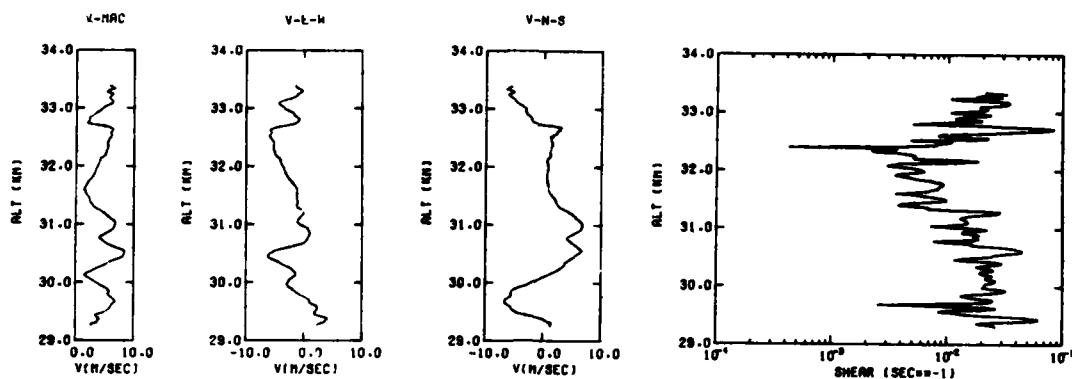


Figure 16. Wind and Windshear vs Altitude for Trail "22 MAY". Rocket launched from Wallops Island on 22 May 1978 at 0927 UT

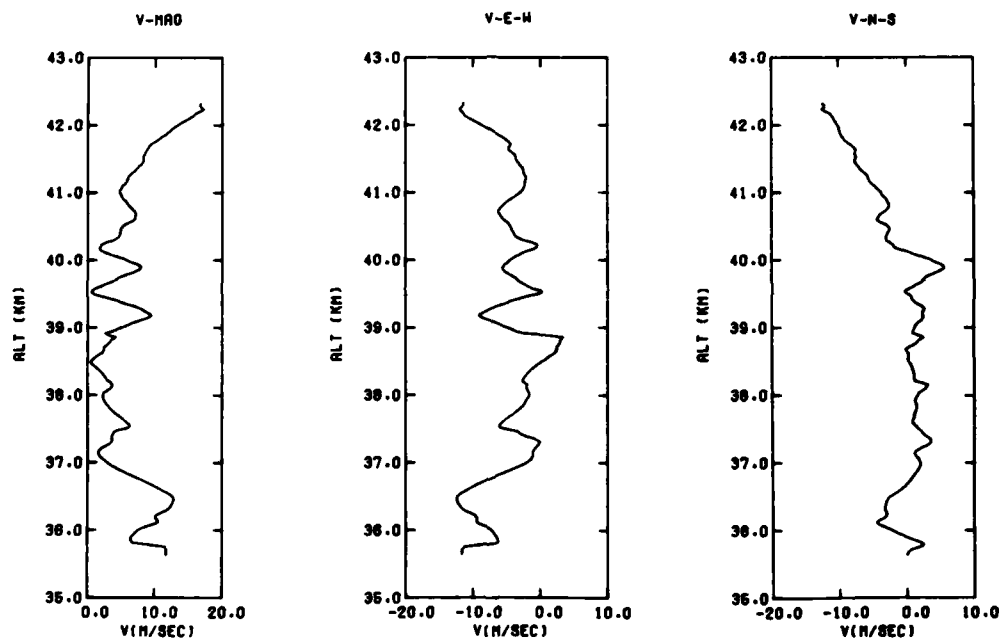


Figure 17. Wind vs Altitude for Upper Section of Trail "22 MAY"

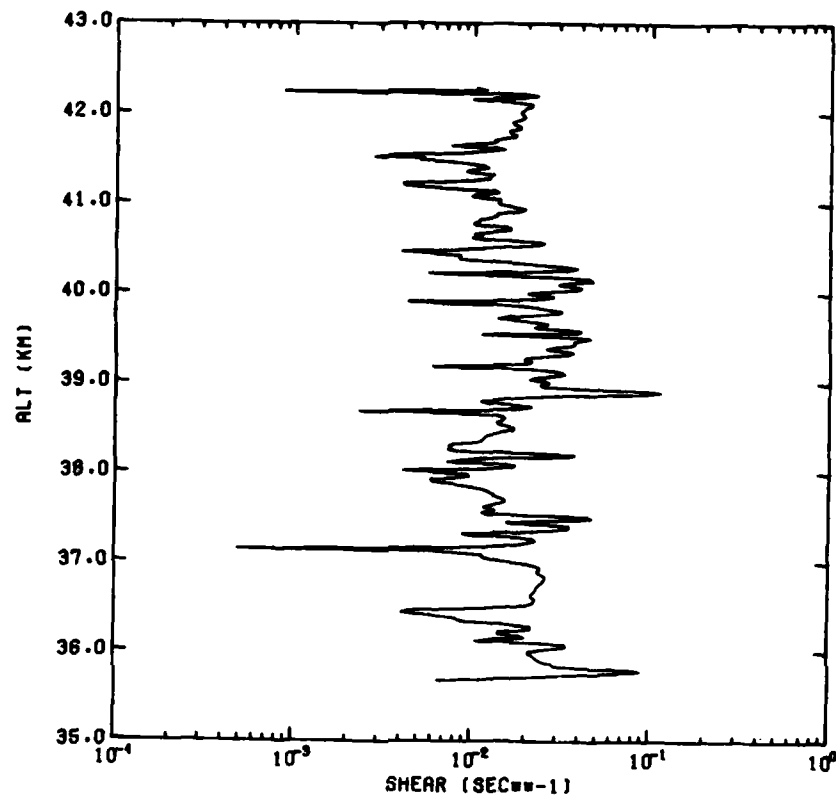


Figure 18. Windshear vs Altitude for Upper Section of Trail
"22 MAY"

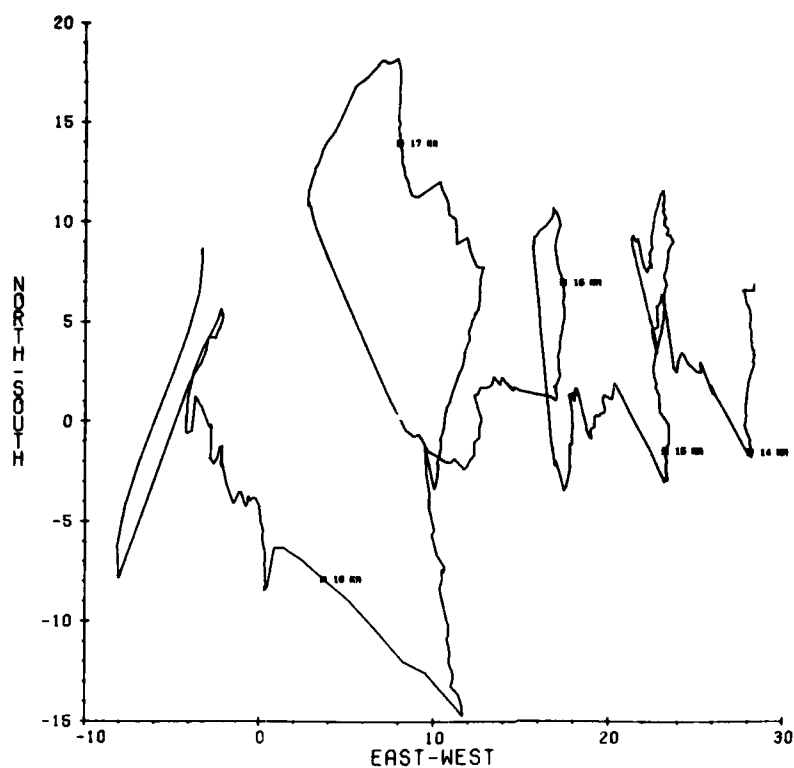


Figure 19. Hodograph
for Trail "FLORA"

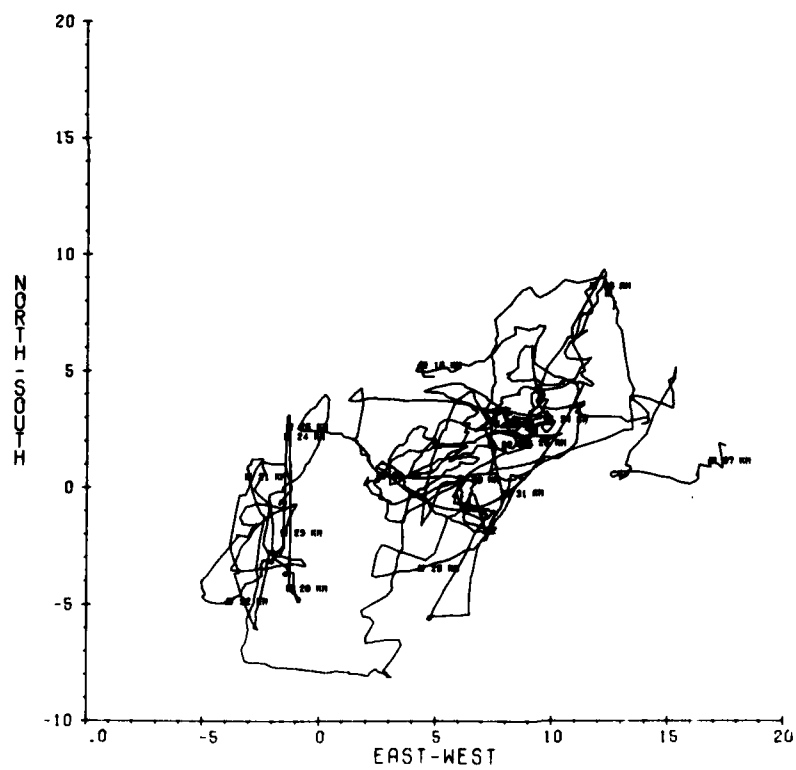


Figure 20. Hodograph
for Trail "22 APRIL"

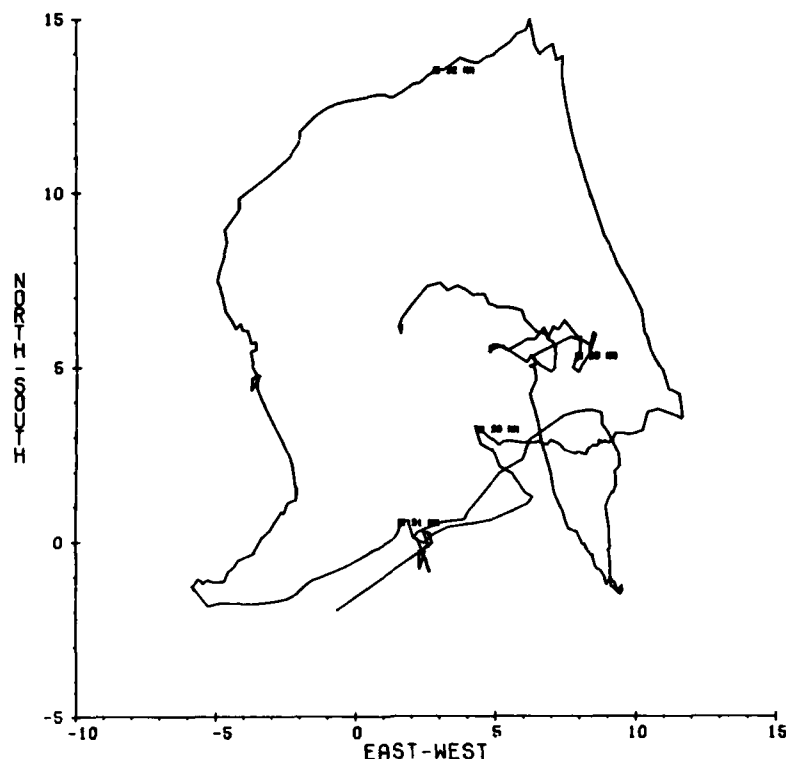


Figure 21. Hodograph for Trail "20 MAY"

4. DISCUSSION

Measurements of stratospheric winds and windshears with high vertical resolution show that the dynamic structure of the stratosphere is very complex. A salient feature is the presence, in nearly every case, of a variety of motions corresponding to scales of tens of meters, and varying in relatively short times, superimposed on longer time and spatial motions that represent the response to such factors as tidal forces and diurnal heating. The fine scale motions are particularly apparent when a comparison is made of simultaneous, or nearly simultaneous, soundings of the stratosphere by means of techniques that have widely different vertical resolution. Figures 22, 23, and 24 show smoke trail measurements done during an earlier programme at WSMR, and rawinsonde profiles at essentially the same time. Lack of total agreement between the rawinsonde and the smoothed smoke trail profiles is to be expected because of time differentials, and the impossibility of matching the paths of the rawinsonde balloon and the smoke trail rocket. The comparison shows, however, that gross structural features of the wind field persist over time intervals of minutes and horizontal distances of kilometers.

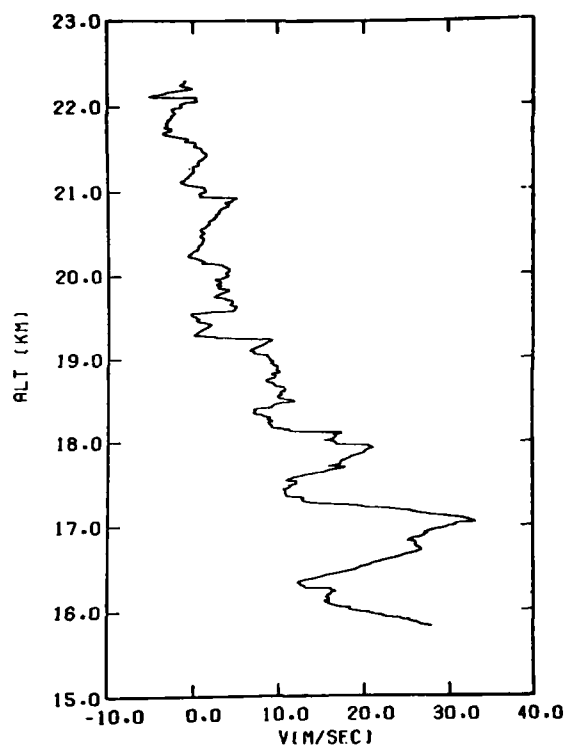


Figure 22. Easterly Velocity Profile Determined From Release "APPOLON" by the Smoke Trail Method

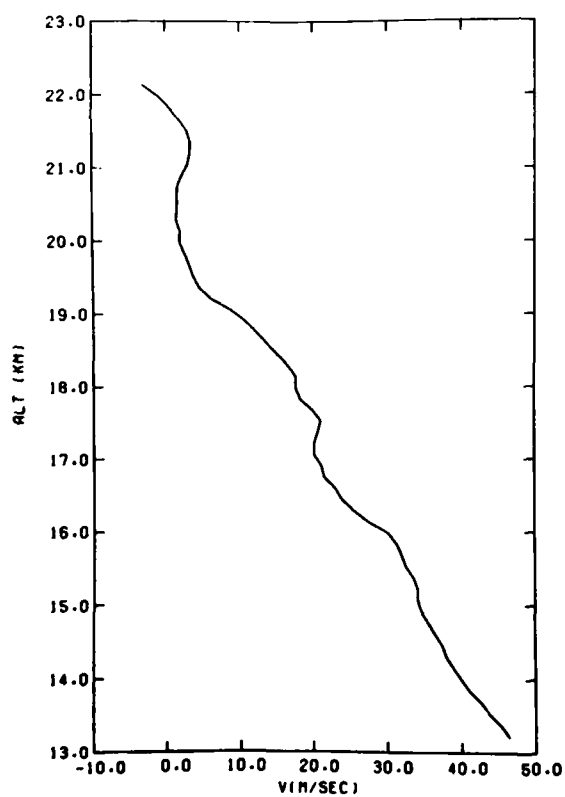


Figure 23. Easterly Velocity Profile at Time of "APPOLON" Determined by Rawinsonde Tracking

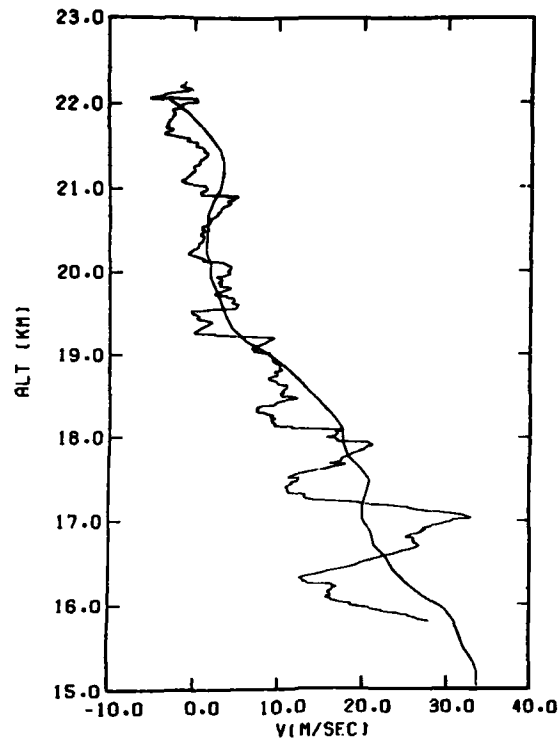


Figure 24. Superposition of Figures 22 and 23 to Compare Altitude Resolution

One dash for the trail of 20 May 1978 was redigitized using a raster increment of $12\ \mu\text{m}$ (rather than the more common $48\ \mu\text{m}$), in order to determine whether the denser positional data would improve the accuracy and vertical resolution of the winds. When the triangulation results were scrutinized, it was clear that the average altitude increment had been reduced by approximately a factor of 3. However, no improvement was observed in the standard deviation of the resultant winds. It was evident that improper pairing of points from each site was responsible for discontinuities in the triangulation that led to spurious shears. Repeating the triangulation with a tighter tolerance for the dihedral angle did not improve the results. We have concluded that the appearance of artificially high shears is often caused by attempts to reduce data with a resolution finer than the natural limit imposed by the precision with which the camera orientation and focal length are computed. For the measurements given in this report, this limit lies between 10 and 15 meters. On the other hand, smoke trails afford in practice, as our measurements demonstrate, a technique for the determination of horizontal winds at intervals of 10 meters with

a standard deviation in the velocity that averages 50 cm per sec. These numbers apply to large sections of the trails. There are sometimes short intervals along the trails where the measurements are not that good. Loss of vertical resolution by a factor of 2, and wind velocities with errors exceeding 1 m per sec occur when the trail is embedded in a wind field that aligns a short section of it with a line-of-sight from one of the cameras. In such cases, there is a one-to-many point correspondence for the images recorded at each of two sites, and vertical resolution as well as wind velocity are correspondingly degraded. In principle, it is possible to refine the measurements of the trail images to provide sampling of the wind field at vertical intervals of 2 meters, and have the granularity of the film set the limit for the fine scale structure. To realize this improvement, however, it would be necessary to increase the accuracy of the camera orientation and focal length determination, which at present, limits the resolution to no better than about 10 meters. Obtaining higher accuracy for the camera parameters does not appear unsurmountable. We estimate, for example, that a factor of 2 in vertical resolution can be gained by increasing the accuracy in timing the beginning and end of a star calibration exposure to 0.1 sec, and reducing the error in synchronization of cameras at different sites to a comparable value. At present both of these timing errors vary between 1/2 and 1 sec.

Further analysis of the data presented in this report is in progress. It will contribute to the study of statistical properties of stratospheric wind fields, and will form the basis for forthcoming reports.

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Appendix A

Summary of Data Digitized

Summary of Data Digitized

Event Name or Date	Frame	Site	Data
FLORA 4 Jun 73	14	Seehorn	Single Trail 13-19 km
	17	Seehorn	
	19	Seehorn	
	21	Seehorn	
	23	Seehorn	
	14	Hotel	
	17	Hotel	
	19	Hotel	
	21	Hotel	
IRIS 6 Jun 73	65	Seehorn	Single Trail 14-23 km
	66	Seehorn	
	67	Seehorn	
	68	Seehorn	
	65	Hotel	
	66	Hotel	
	67	Hotel	
	68	Hotel	

Event Name or Date	Frame	Site	Data	
22 Apr 77	81	T5	Dashed Trail 18-37 km	
	82	T5		
	83	T5		
	84	T5		
	81	Two Buttes		
	82	Two Buttes		
	83	Two Buttes		
	84	Two Buttes		
	85	Two Buttes		
	20 May 78	2	Pocomoke	Dashed Trail 16-44 km
3		Pocomoke		
4		Pocomoke		
5		Pocomoke		
6		Pocomoke		
7		Pocomoke		
8		Pocomoke		
9		Pocomoke		
20 May 78		2	Wachapreague	
	3	Wachapreague		
	4	Wachapreague		
	5	Wachapreague		
	6	Wachapreague		
	7	Wachapreague		
	8	Wachapreague		
	9	Wachapreague		
	20 May 78	4	Pocomoke	High Resolution Scans of Dash 3 - Maximum Increment = 12 μ m
5		Pocomoke		
6		Pocomoke		
7		Pocomoke		
4		Wachapreague		
5		Wachapreague		
6		Wachapreague		
7		Wachapreague		
22 May 78		41	Pocomoke	Dashed Trail 29-42 km
		42	Pocomoke	
	43	Pocomoke		
	44	Pocomoke		
	45	Pocomoke		
	46	Pocomoke		
	47	Pocomoke		
	41	Wachapreague		
	42	Wachapreague		
	43	Wachapreague		
	44	Wachapreague		
	45	Wachapreague		
	46	Wachapreague		
	47	Wachapreague		

Summary of Star Frames Digitized

Event Name or Date	Frame	Site	Maximum Error (Along Star Track)
FLORA	9	Hotel	
4 Jun 73	11	Seehorn	$\pm 24 \mu\text{m}$
IRIS	63	Hotel	
6 Jun 73	63	Seehorn	$\pm 20 \mu\text{m}$
22 Apr 77	99	T5	
	99	Two Buttes	$\pm 24 \mu\text{m}$
20 May 78	1	Wachapreague	
22 May 78	20	Wachapreague	$\pm 20 \mu\text{m}$
	1	Pocomoke	

Appendix B

Output of Position and Velocity Programs for Trail "IRIS"

The following pages contain a fraction of the output of the position program and the entire output of the velocity program for trail "IRIS. "

Part I. Sample Output of the Triangulation Program

The listing of the position program displays the following information:

- A. First Entry If a match is found for a point belonging to site 1, it is blank. If no match is found the program writes a shortened line that begins with the words "NO MATCH" and then the number of points on the file corresponding to site 2 that it tried for a match "(#) ATTEMPTS". This is followed by the point numbers for which the best match could be established when the program examined in succession points from the file for site 2. The match, however, does not lead to a dihedral error within tolerance, and is rejected. Next the program writes the separation vector (meters) corresponding to this best match and the dihedral angular discrepancy in radians $\times 1,000,000$.
- B. Second Entry The point number on the file of film plane coordinates corresponding to site 1 that is to be matched to some point on the file for site 2.

- | | |
|--------------------------------------|---|
| C. Third and Fourth Entries | Site numbers. The triangulation program uses two sites at a time, but if more than two stations were active and provided photographic data one can use, for example, site 1 and site 2, or, site 1 and site 3, and so on. |
| D. Fifth Entry | Numerical value of discrepancy (centimeters) when the point on site 1 which has just been matched is projected on the film plane of site 2. |
| E. Sixth, Seventh and Eighth Entries | Latitude and longitude (degrees) and altitude (kilometers) above mean sea level for the point on the trail for which a match has just been established. |
| F. Ninth and Tenth Entries | Ranges to each site (kilometers) for the point on the trail whose coordinates are given in E. |
| G. Eleventh Entry | Figure of merit for the present match. It represents the dihedral angular error (radians) $\times 1,000,000$. |
| H. Twelfth Entry | Number of points for file 2 that were tried before a match is found. If the first attempt leads to a dihedral angle within tolerance, the program does not jump to the next point, but rather tries a few neighboring points from site 2 to determine whether they result in smaller dihedral discrepancies, and then takes as a match the pairing with minimum dihedral error. |
| I. Thirteenth Entry | Number of the point on file from site 2 that matched the point on file from site 1 whose number is listed in B. |
| J. Fourteenth Entry | Magnitude (meters) of closure error of lines-of-sight from the 2 stations, that is, length of vector perpendicular to both line-of-sight vectors. |
| K. Fifteenth Entry | Flag used to identify printing sequence selected for each line of output. |

37

NO. OF FRAMES, MAX S. VELOCITY, MAX. TYPED SIZE OF MOUNT 6 .015 .00005-00

1-15 06JUN73SHORN 32.75876306N LAT.-106.48671228W LONG.
1349.00 METERS

56311 -1.99954
1349033700
-132438300-51498279845-13117517718
-1.85956 56311 -1.85956
FOCAL LENGTH = 17.903 24

37 EL TILT
192.61912 16.17737 .21745
3.46912 .21235 .13318

RIGHT ASCENSION OF CAMERA = -1.136
DECLINATION OF CAMERA = -35.517
ROTATION OF THE FILM PLANE = .217

4724374 = 196.577 ELEVATION = 16.177 SIDEWALL TIME = 1.308
SPEED = 111.11 06/06/73 IRIS
574 NPTS

1-25 06JUN73MOTEL 32.72017222N LAT.-106.21348610W LONG.
1219.00 METERS

563108 -1.453775
12151132506
-14939307030-5153253206-136292.70706
-1.45379 56310 -1.45379
FOCAL LENGTH = 17.913 24

37 EL TILT
192.61912 21.21321 -.46552
3.46912 .37029 -.33775

RIGHT ASCENSION OF CAMERA = -51.109
DECLINATION OF CAMERA = -73.555
ROTATION OF THE FILM PLANE = -.645

4724374 = 162.149 ELEVATION = 21.215 SIDEWALL TIME = 1.308
MOTEL = 111.11 06/06/73 IRIS
572 NPTS

SENOM F355 111.11 06/06/73 1P13

NO	MATCH	SENOM	F355	111.11	06/06/73	1P13
1	NO MATCH	111.11	06/06/73	1P13		
2	NO MATCH	111.11	06/06/73	1P13		
3	NO MATCH	111.11	06/06/73	1P13		
4	NO MATCH	111.11	06/06/73	1P13		
5	NO MATCH	111.11	06/06/73	1P13		
6	NO MATCH	111.11	06/06/73	1P13		
7	NO MATCH	111.11	06/06/73	1P13		
8	NO MATCH	111.11	06/06/73	1P13		
9	NO MATCH	111.11	06/06/73	1P13		
10	NO MATCH	111.11	06/06/73	1P13		
11	NO MATCH	111.11	06/06/73	1P13		
12	NO MATCH	111.11	06/06/73	1P13		
13	NO MATCH	111.11	06/06/73	1P13		
14	NO MATCH	111.11	06/06/73	1P13		
15	NO MATCH	111.11	06/06/73	1P13		
16	NO MATCH	111.11	06/06/73	1P13		
17	NO MATCH	111.11	06/06/73	1P13		
18	NO MATCH	111.11	06/06/73	1P13		
19	NO MATCH	111.11	06/06/73	1P13		
20	NO MATCH	111.11	06/06/73	1P13		
21	NO MATCH	111.11	06/06/73	1P13		
22	NO MATCH	111.11	06/06/73	1P13		
23	NO MATCH	111.11	06/06/73	1P13		
24	NO MATCH	111.11	06/06/73	1P13		
25	NO MATCH	111.11	06/06/73	1P13		
26	NO MATCH	111.11	06/06/73	1P13		
27	NO MATCH	111.11	06/06/73	1P13		
28	NO MATCH	111.11	06/06/73	1P13		
29	NO MATCH	111.11	06/06/73	1P13		
30	NO MATCH	111.11	06/06/73	1P13		
31	NO MATCH	111.11	06/06/73	1P13		
32	NO MATCH	111.11	06/06/73	1P13		
33	NO MATCH	111.11	06/06/73	1P13		
34	NO MATCH	111.11	06/06/73	1P13		
35	NO MATCH	111.11	06/06/73	1P13		
36	NO MATCH	111.11	06/06/73	1P13		
37	NO MATCH	111.11	06/06/73	1P13		
38	NO MATCH	111.11	06/06/73	1P13		
39	NO MATCH	111.11	06/06/73	1P13		
40	NO MATCH	111.11	06/06/73	1P13		
41	NO MATCH	111.11	06/06/73	1P13		
42	NO MATCH	111.11	06/06/73	1P13		
43	NO MATCH	111.11	06/06/73	1P13		
44	NO MATCH	111.11	06/06/73	1P13		
45	NO MATCH	111.11	06/06/73	1P13		
46	NO MATCH	111.11	06/06/73	1P13		
47	NO MATCH	111.11	06/06/73	1P13		
48	NO MATCH	111.11	06/06/73	1P13		
49	NO MATCH	111.11	06/06/73	1P13		
50	NO MATCH	111.11	06/06/73	1P13		

NO MAY 13	ATZMP	23	37	32.4	31.14	16.237	36.0286	42.7746	.031	4	37	1	0
NO MAY 14	ATZMP	23	39	32.4	31.15	16.337	36.0192	42.7778	.032	3	38	1	1
NO MAY 15	ATZMP	23	40	32.4	31.16	16.312	36.0179	42.7778	.032	3	39	1	1
NO MAY 16	ATZMP	23	40	32.4	31.17	16.321	36.0283	42.7828	.033	3	40	1	1
NO MAY 17	ATZMP	23	40	32.4	31.18	16.326	36.0328	42.7828	.033	3	41	1	1
NO MAY 18	ATZMP	23	43	32.4	31.19	16.326	36.0356	42.7828	.033	3	42	1	1
NO MAY 19	ATZMP	23	44	32.4	31.20	16.341	36.0462	42.8084	.037	4	43	1	0
NO MAY 20	ATZMP	23	45	32.4	31.21	16.356	36.0609	42.8237	.040	4	44	1	0
NO MAY 21	ATZMP	23	46	32.4	31.22	16.368	36.0663	42.8295	.042	4	45	1	0
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NO MAY 24	ATZMP	23	48	32.4	31.25	16.406	36.0909	42.8511	.048	4	48	1	0
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NO MAY 27	ATZMP	23	51	32.4	31.28	16.430	36.1026	42.8567	.048	4	51	1	0
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NO MAY 40	ATZMP	23	63	32.4	31.41	16.516	36.1622	42.8928	.048	4	64	1	0
NO MAY 41	ATZMP	23	63	32.4	31.42	16.530	36.1633	42.8928	.048	4	65	1	0
NO MAY 42	ATZMP	23	63	32.4	31.43	16.531	36.1771	42.8928	.048	4	66	1	0
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NO MAY 48	ATZMP	23	64	32.4	31.49	16.553	36.1986	42.8928	.048	4	72	1	0
NO MAY 49	ATZMP	23	64	32.4	31.50	16.553	36.1986	42.8928	.048	4	73	1	0
NO MAY 50	ATZMP	23	65	32.4	31.51	16.597	36.1869	42.8928	.048	4	74	1	0
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NO MAY 53	ATZMP	23	67	32.4	31.54	16.580	36.1957	42.8928	.048	4	77	1	0
NO MAY 54	ATZMP	23	68	32.4	31.55	16.580	36.1957	42.8928	.048	4	78	1	0
NO MAY 55	ATZMP	23	68	32.4	31.56	16.597	36.2007	42.8928	.048	4	79	1	0
NO MAY 56	ATZMP	23	63	32.4	31.57	16.599	36.1907	42.8928	.048	4	80	1	0
NO MAY 57	ATZMP	23	70	32.4	31.58	16.612	36.2070	42.8928	.048	4	81	1	0
NO MAY 58	ATZMP	23	70	32.4	31.59	16.623	36.2157	42.8928	.048	4	82	1	0

42

Part II. Sample Output of Velocity Program.

The columns of the velocity program are labeled, with the exception of columns 7 and 9, that list the errors in the velocity components in meters per second to within the nearest decimeter per second.

The difference between columns 2 and 1 represents the time elapsed (in seconds) between the first and last trail position files used to compute the velocity.

Column 3 is the altitude in kilometers.

Columns 4 and 5 give the azimuth and magnitude of the velocity vector. For example, an azimuth of 90 degrees and magnitude of 20 meters would correspond to a wind of 20 m/sec blowing from West to East.

Columns 6 and 7 list the East-West component of the wind and its standard error.

Columns 8 and 9 give the North-South component of the wind and its standard error.

The last column indicates the number of frames that were used to compute the wind, that is, through how many points a least-squares straight line was fitted, whose slope is the wind at that altitude.

LINE SECS	LINE SECS	ALT KM	AZ JCS	VEL M/S	VEH M/S	VNS M/S	NP		
40.	95.	16.9800	127.15	19.2	15.2	.2	-11.8	.3	4
40.	95.	16.9800	128.04	18.4	14.5	.3	-11.4	.4	4
40.	.5	17.0000	115.05	19.4	13.9	.1	-6.7	.2	4
40.	95.	17.0200	117.38	15.7	13.9	.0	-7.2	.1	4
40.	95.	17.0400	119.32	16.4	14.3	.1	-8.0	.1	4
40.	95.	17.0600	119.75	16.3	14.2	.0	-8.1	.1	4
40.	95.	17.0800	119.70	16.5	14.3	.0	-8.2	.1	4
40.	95.	17.1000	120.45	16.5	14.2	.0	-8.3	.1	4
40.	95.	17.1200	122.18	16.6	14.0	.0	-8.8	.1	4
40.	95.	17.1400	121.30	16.2	13.7	.0	-8.4	.2	4
40.	95.	17.1600	120.23	15.8	13.7	.0	-8.0	.1	4
40.	.5	17.1800	122.35	16.0	13.5	.0	-8.6	.1	4
40.	95.	17.2000	115.23	15.1	13.7	.0	-6.4	.2	4
40.	95.	17.2200	112.48	15.3	14.2	.0	-5.9	.1	4
40.	95.	17.2400	108.92	15.5	14.6	.0	-5.0	.2	4
40.	.5	17.2600	110.25	15.6	14.7	.0	-5.4	.1	4
40.	95.	17.2800	112.94	15.7	14.5	.1	-6.1	.0	4
40.	95.	17.3000	114.27	15.7	14.3	.0	-6.6	.1	4
40.	.5	17.3200	117.15	15.9	14.1	.0	-7.2	.1	4
40.	95.	17.3400	119.05	16.0	14.0	.0	-7.7	.1	4
40.	.5	17.3600	117.58	15.9	14.1	.0	-7.3	.3	4
40.	95.	17.3800	115.52	15.6	14.1	.0	-6.7	.0	4
40.	95.	17.4000	116.92	15.8	14.1	.1	-7.2	.1	4
40.	.5	17.4200	118.37	15.9	14.9	.1	-7.7	.1	4
40.	.5	17.4400	120.25	16.1	13.7	.1	-8.1	.0	4
40.	95.	17.4600	121.98	16.1	13.7	.0	-8.5	.1	4
40.	95.	17.4800	122.90	16.4	13.8	.0	-8.9	.0	4
40.	.5	17.5000	125.42	16.7	13.6	.0	-9.7	.1	4
40.	95.	17.5200	128.18	17.3	13.6	.1	-10.7	.4	4
40.	.5	17.5400	129.57	17.6	13.6	.1	-11.2	1.0	4
40.	95.	17.5600	121.11	15.4	12.9	.0	-8.4	.1	4
40.	95.	17.5800	123.25	15.1	12.6	.0	-8.3	.1	4
40.	.5	17.6000	123.94	15.3	12.7	.1	-8.5	.0	4
40.	.5	17.6200	125.13	15.5	12.7	.1	-8.8	.2	4
40.	95.	17.6400	128.67	16.2	12.6	.2	-13.1	.3	4
40.	95.	17.6600	130.97	16.5	12.4	.4	-18.8	.2	4
40.	.5	17.6800	133.75	16.9	12.2	.6	-11.7	.0	4
40.	95.	17.7000	135.78	17.7	12.3	.1	-12.7	1.3	4
40.	.5	17.7200	137.49	17.9	12.1	.9	-13.2	1.7	4
40.	95.	17.7400	127.34	10.6	8.4	.0	-6.5	.1	4
40.	95.	17.7600	129.12	11.5	8.1	.1	-6.6	.1	4
40.	95.	17.7800	130.53	16.7	8.2	.1	-7.0	.1	4
40.	.5	17.8000	131.3	10.6	7.9	.1	-7.1	.1	4
40.	95.	17.8200	129.11	9.8	7.5	.0	-6.3	.2	4
40.	95.	17.8400	129.32	9.6	7.4	.0	-6.2	.1	4
40.	.5	17.8600	124.63	9.1	7.4	.0	-5.2	.2	4
40.	95.	17.8800	125.71	9.2	7.5	.0	-5.4	.1	4
40.	.5	17.9000	127.35	9.0	7.6	.0	-5.9	.0	4
40.	95.	17.9200	128.33	9.8	7.6	.1	-6.1	.1	4
40.	95.	17.9400	130.48	10.1	7.7	.1	-6.6	.1	4
40.	95.	17.9600	129.01	9.9	7.7	.1	-6.3	.5	4
40.	.5	17.9800	112.51	9.9	8.2	.1	-3.4	.2	4
40.	95.	18.0000	114.55	9.3	8.5	.0	-3.9	.1	4
40.	95.	18.0200	118.00	9.6	8.5	.0	-4.6	.1	4
40.	.5	18.0400	121.07	9.8	8.3	.1	-4.9	.0	4
40.	95.	18.0600	122.43	9.7	8.2	.1	-5.2	.1	4
40.	.5	18.0800	124.57	10.1	8.3	.0	-5.7	.1	4
40.	95.	18.1000	127.77	10.3	8.1	.0	-6.3	.1	4
40.	95.	18.1200	131.57	11.7	8.2	.1	-6.9	.1	4
40.	.5	18.1400	133.30	11.3	8.2	.0	-7.8	.5	4
40.	.5	18.1600	136.20	11.3	7.7	.3	-8.1	.6	4
40.	95.	18.1800	131.85	8.7	6.5	.0	-5.8	.1	4
40.	95.	18.2000	134.50	8.8	6.3	.1	-6.2	.1	4
40.	.5	18.2200	137.11	9.0	6.2	.1	-6.6	.0	4
40.	95.	18.2400	139.28	9.2	6.0	.1	-6.7	.1	4
40.	.5	18.2600	141.94	9.6	5.9	.3	-7.5	.3	4
40.	95.	18.2800	144.47	10.0	5.8	.4	-8.1	.5	4
40.	95.	18.3000	145.73	9.6	5.4	.4	-8.0	.4	4
40.	.5	18.3200	147.74	7.6	4.1	.1	-6.4	.2	4
40.	.5	18.3400	151.7	4.3	3.9	.1	-7.3	.3	4
40.	95.	18.3600	155.14	4.2	3.9	.3	-8.4	.1	4
40.	95.	18.4800	157.31	4.6	3.7	.6	-8.9	.2	4
40.	.5	18.4800	159.15	10.1	3.6	.6	-9.4	.0	4

TIME SEC	TIME JUS	ALT M	AZ JCS	DEL N/S	DEM N/S	VNS N/S	NP		
40.	5.	15.5000	125.22	16.0	13.7	.0	-9.7	.1	4
40.	55.	15.5200	123.46	16.2	13.5	.0	-9.0	.1	4
40.	55.	15.5400	124.73	16.2	13.3	.0	-9.2	.2	4
40.	55.	15.5600	122.24	15.5	13.1	.0	-8.3	.2	4
40.	55.	15.5800	117.72	14.3	13.2	.3	-6.3	.1	4
40.	55.	15.6000	116.32	14.8	13.2	.0	-6.6	.1	4
40.	55.	15.6200	113.72	14.6	13.4	.0	-5.9	.0	4
40.	55.	15.6400	114.67	14.4	13.5	.0	-5.1	.1	4
40.	55.	15.6600	103.48	14.4	14.0	.0	-3.3	.1	4
40.	55.	15.6800	105.60	14.7	14.2	.1	-4.0	.1	4
40.	55.	15.7000	105.60	15.0	14.4	.0	-4.0	.0	4
40.	55.	15.7200	106.33	15.4	14.8	.3	-4.3	.1	4
40.	55.	15.7400	107.75	15.0	15.1	.0	-4.8	.1	4
40.	55.	15.7600	107.11	16.1	15.3	.0	-4.3	.1	4
40.	55.	15.7800	107.13	16.5	15.8	.0	-4.9	.1	4
40.	55.	15.8000	106.36	16.8	16.1	.0	-4.7	.1	4
40.	55.	15.8200	100.31	17.2	16.4	.0	-5.0	.1	4
40.	55.	15.8400	105.09	17.0	16.9	.0	-4.8	.1	4
40.	55.	15.8600	106.30	17.3	17.1	.0	-5.0	.1	4
40.	55.	15.8800	107.53	16.2	17.4	.3	-5.5	.1	4
40.	55.	15.9000	108.75	16.6	17.6	.9	-6.0	.1	4
40.	55.	15.9200	109.72	16.3	17.3	.0	-6.4	.1	4
40.	55.	15.9400	110.35	16.1	17.3	.1	-6.5	.1	4
40.	55.	15.9600	111.40	19.3	18.0	.1	-7.1	.0	4
40.	55.	15.9800	112.70	19.7	18.2	.0	-7.6	.1	4
40.	55.	16.0000	110.11	26.0	18.2	.1	-6.2	.1	4
40.	55.	16.0200	115.29	26.2	18.2	.1	-8.6	.1	4
40.	55.	16.0400	116.51	24.3	18.2	.1	-9.1	.1	4
40.	55.	16.0600	117.42	24.5	18.1	.1	-9.6	.1	4
40.	55.	16.0800	119.32	24.7	17.9	.1	-10.3	.0	4
40.	55.	16.1000	121.42	20.3	17.0	.2	-10.9	.0	4
40.	55.	16.1200	122.40	21.2	17.3	.1	-11.3	.1	4
40.	55.	16.1400	123.60	21.3	17.6	.1	-11.8	.0	4
40.	55.	16.1600	124.56	21.7	17.9	.1	-12.3	.0	4
40.	55.	16.1800	125.23	22.2	18.1	.1	-12.0	.2	4
40.	55.	16.2000	126.83	24.8	18.3	.1	-13.7	.3	4
40.	55.	16.2200	127.33	23.7	18.5	.1	-14.7	.4	4
40.	55.	16.2400	130.06	24.4	18.5	.5	-15.9	.3	4
40.	55.	16.2600	131.76	24.4	18.5	1.0	-16.6	.3	4
40.	55.	16.2800	133.30	25.6	18.7	1.1	-17.5	1.0	4
40.	55.	16.3000	134.34	24.4	18.6	.1	-14.2	.3	4
40.	55.	16.3200	134.36	19.2	18.0	.3	-13.6	.3	4
40.	55.	16.3400	136.10	18.0	18.0	.1	-13.5	.4	4
40.	55.	16.3600	136.11	17.5	12.1	.2	-12.6	.3	4
40.	55.	16.3800	136.34	16.5	11.4	.2	-11.9	.4	4
40.	55.	16.4000	135.61	15.4	10.8	.1	-11.0	.4	4
40.	55.	16.4200	134.35	14.4	10.2	.1	-10.2	.2	4
40.	55.	16.4400	132.57	13.4	9.3	.0	-9.1	.2	4
40.	55.	16.4600	127.12	12.1	9.6	.0	-7.3	.1	4
40.	55.	16.4800	119.31	11.5	10.1	.0	-5.6	.2	4
40.	55.	16.5000	111.00	11.9	11.1	.0	-4.3	.2	4
40.	55.	16.5200	112.01	12.6	11.6	.1	-4.7	.1	4
40.	55.	16.5400	107.66	13.1	12.5	.2	-4.0	.2	4
40.	55.	16.5600	108.69	13.6	12.3	.1	-4.4	.1	4
40.	55.	16.5800	109.73	14.2	13.3	.1	-4.8	.0	4
40.	55.	16.6000	109.28	14.6	13.8	.1	-4.8	.1	4
40.	55.	16.6200	104.35	15.6	15.1	.1	-3.9	.2	4
40.	55.	16.6400	105.33	15.8	15.3	.1	-4.2	.1	4
40.	55.	16.6600	106.51	16.1	15.4	.0	-4.6	.1	4
40.	55.	16.6800	108.44	16.3	15.5	.1	-5.2	.1	4
40.	55.	16.7000	109.71	16.6	15.6	.0	-5.6	.0	4
40.	55.	16.7200	111.15	16.6	15.5	.1	-6.0	.1	4
40.	55.	16.7400	113.30	16.8	15.4	.2	-6.7	.1	4
40.	55.	16.7600	114.34	17.1	15.5	.2	-7.0	.1	4
40.	55.	16.7800	115.74	17.4	15.6	.2	-7.5	.0	4
40.	55.	16.8000	117.21	17.6	15.0	.2	-8.0	.1	4
40.	55.	16.8200	118.56	18.1	15.9	.2	-8.6	.1	4
40.	55.	16.8400	119.2	18.3	15.5	.2	-9.1	.1	4
40.	55.	16.8600	121.39	19.1	16.3	.1	-9.8	.1	4
40.	55.	16.8800	122.35	20.0	16.9	.1	-10.8	.1	4
40.	55.	16.9000	124.41	20.2	16.7	.1	-11.4	.2	4
40.	55.	16.9200	126.25	20.4	16.4	.2	-12.8	.1	4
40.	55.	16.9400	128.42	19.1	15.4	.1	-11.4	.1	4

TIME SECS	TIME SECS	ALT KM	ALT FEET	VEL M/S	VEL M/S	VNS M/S	NR		
40.	70.	14.0040	115.01	27.9	25.3	.0	-11.4	.5	3
40.	70.	14.0000	116.06	28.9	25.9	.0	-12.7	.2	3
40.	70.	14.0000	115.7	29.4	26.5	.0	-12.7	.1	3
40.	95.	14.1000	116.14	29.2	26.3	.1	-12.9	.1	4
40.	95.	14.1200	116.19	29.3	26.3	.0	-12.9	.2	4
40.	95.	14.1400	116.26	29.2	26.6	.1	-12.2	.1	4
40.	95.	14.1600	112.50	29.3	27.1	.1	-11.2	.2	4
40.	95.	14.1800	108.50	29.8	28.3	.0	-9.5	.3	4
40.	95.	14.2000	109.37	30.0	28.3	.1	-9.9	.0	4
40.	95.	14.2200	110.40	30.5	28.5	.0	-10.6	.1	4
40.	95.	14.2400	111.58	31.1	28.9	.1	-11.4	.1	4
40.	95.	14.2600	112.50	31.0	29.4	.1	-12.2	.1	4
40.	95.	14.2800	113.46	32.3	29.6	.1	-12.8	.2	4
40.	95.	14.3000	113.42	32.9	30.2	.0	-13.1	.2	4
40.	95.	14.3200	114.06	33.6	30.3	.0	-13.5	.1	4
40.	95.	14.3400	113.80	33.6	30.8	.1	-13.6	.0	4
40.	95.	14.3600	114.28	33.9	30.9	.1	-13.9	.1	4
40.	95.	14.3800	114.30	33.9	30.8	.1	-14.3	.1	4
40.	95.	14.4000	115.31	34.6	31.2	.1	-15.1	.1	4
40.	95.	14.4200	116.10	34.8	31.3	.1	-15.3	.1	4
40.	95.	14.4400	116.74	35.0	31.3	.0	-15.7	.1	4
40.	95.	14.4600	117.29	35.1	31.2	.1	-16.1	.1	4
40.	95.	14.4800	117.73	34.9	30.9	.0	-16.3	.1	4
40.	95.	14.5000	117.65	34.0	30.0	.1	-16.1	.1	4
40.	95.	14.5200	117.65	34.3	30.3	.0	-15.7	.2	4
40.	95.	14.5400	118.43	34.3	30.2	.1	-16.3	.0	4
40.	95.	14.5600	119.08	34.6	30.3	.1	-16.8	.1	4
40.	95.	14.5800	120.42	35.4	30.5	.1	-17.9	.5	4
40.	95.	14.6000	121.71	35.8	30.5	.0	-18.8	.6	4
40.	95.	14.6200	122.56	36.0	30.3	.6	-19.5	.7	4
40.	95.	14.6400	124.16	36.0	29.8	.5	-20.2	.3	4
40.	95.	14.6600	125.30	36.1	29.5	1.0	-20.9	.5	4
40.	95.	14.6800	126.03	36.7	29.5	1.0	-21.6	.5	4
40.	95.	14.7000	127.82	37.3	29.4	1.1	-22.3	.7	4
40.	95.	14.7200	128.28	37.4	29.4	1.3	-23.2	1.0	4
40.	95.	14.7400	129.64	37.8	29.2	1.4	-24.2	1.2	4
40.	95.	14.7600	130.33	38.5	29.1	1.4	-25.2	1.4	4
40.	95.	14.7800	130.32	38.1	28.0	.1	-19.5	.2	4
40.	95.	14.8000	130.47	39.3	22.7	.1	-1.4	.2	4
40.	95.	14.8200	130.46	29.2	22.2	.0	-18.9	.1	4
40.	95.	14.8400	130.67	28.9	21.9	.0	-18.9	.2	4
40.	95.	14.8600	131.17	28.9	21.7	.1	-19.0	.2	4
40.	95.	14.8800	130.49	27.7	21.2	.1	-17.1	.6	4
40.	95.	14.9000	128.80	26.9	20.9	.0	-16.8	.6	4
40.	95.	14.9200	124.17	25.3	21.0	.0	-14.2	.1	4
40.	95.	14.9400	123.39	25.5	21.2	.0	-14.2	.1	4
40.	95.	14.9600	123.81	25.5	21.2	.0	-14.2	.1	4
40.	95.	14.9800	123.32	25.3	21.2	.6	-13.0	.2	4
40.	95.	15.0000	123.16	25.2	21.1	.1	-13.8	.2	4
40.	95.	15.0200	123.37	25.0	20.9	.1	-13.8	.3	4
40.	95.	15.0400	122.71	24.6	20.7	.1	-13.3	.4	4
40.	95.	15.0600	121.00	23.0	20.1	.1	-12.4	.1	4
40.	95.	15.0800	123.55	23.9	20.0	.1	-13.2	.3	4
40.	95.	15.1000	125.11	24.0	19.7	.6	-13.8	.3	4
40.	95.	15.1200	127.21	24.7	19.7	.3	-14.9	.2	4
40.	95.	15.1400	128.81	25.2	19.6	.5	-15.8	.4	4
40.	95.	15.1600	129.53	25.0	19.7	.6	-16.3	.3	4
40.	95.	15.1800	130.44	25.9	19.6	.7	-17.0	.7	4
40.	95.	15.2000	130.75	22.7	17.2	.4	-14.8	.5	4
40.	95.	15.2200	129.52	20.4	15.7	.1	-13.0	.1	4
40.	95.	15.2400	131.20	20.5	15.4	.2	-13.5	.2	4
40.	95.	15.2600	130.44	19.1	14.5	.1	-12.4	.3	4
40.	95.	15.2800	129.47	18.7	14.3	.1	-12.0	.1	4
40.	95.	15.3000	133.22	18.2	13.9	.3	-11.7	.2	4
40.	95.	15.3200	129.11	17.8	13.8	.0	-11.2	.3	4
40.	95.	15.3400	128.00	17.3	13.7	.0	-10.3	.1	4
40.	95.	15.3600	125.10	17.4	13.9	.0	-10.4	.1	4
40.	95.	15.3800	127.20	17.4	13.9	.0	-10.5	.1	4
40.	95.	15.4000	127.44	17.5	13.0	.0	-10.7	.2	4
40.	95.	15.4200	129.02	17.1	13.8	.0	-10.0	.2	4
40.	95.	15.4400	124.19	16.7	13.8	.0	-9.4	.1	4
40.	95.	15.4600	124.43	16.8	13.8	.0	-9.6	.1	4
40.	95.	15.4800	129.53	17.0	13.3	.0	-9.3	.1	4

TIME SECS	TIME SECS	ALT KM	WZ DEG	VEL M/S	VEN M/S	WN M/S	NP		
40.	45.	10.4200	160.90	9.8	3.2	.6	-9.3	.2	4
40.	45.	10.4400	162.73	9.9	2.9	.6	-9.5	.3	4
40.	45.	10.4600	164.15	10.2	2.0	.6	-9.0	.5	4
40.	45.	10.4800	165.70	11.2	2.8	.6	-10.0	.9	4
40.	45.	10.5000	167.30	11.9	2.6	.7	-11.6	1.0	4
40.	45.	10.5200	168.54	13.2	2.6	1.2	-12.9	1.3	4
40.	45.	10.5400	170.48	13.6	2.2	1.4	-13.4	.9	4
40.	45.	10.5600	172.43	13.9	1.8	1.9	-13.8	1.1	4
40.	45.	10.5800	173.65	14.0	1.6	1.0	-14.7	1.4	4
40.	45.	10.6000	174.67	15.7	1.5	2.0	-15.6	1.9	4
40.	45.	10.6200	175.72	16.7	1.2	1.9	-16.6	2.3	4
40.	45.	10.6400	176.65	17.7	1.0	1.0	-17.7	2.4	4
40.	45.	10.6600	177.47	18.6	.8	1.0	-18.6	2.6	4
40.	45.	10.6800	178.31	19.5	.6	1.7	-19.5	3.2	4
40.	45.	10.7000	179.09	20.6	.3	1.4	-20.6	3.7	4
40.	45.	10.7200	179.86	21.5	.1	1.2	-21.5	3.0	4
40.	45.	10.7400	180.92	22.2	-.3	1.0	-22.2	3.9	4
40.	45.	10.7600	181.61	22.3	-.6	.0	-22.3	4.0	4
40.	45.	10.7800	215.13	7.7	-4.4	.0	-6.3	.1	4
40.	45.	10.8000	215.37	7.8	-4.5	.0	-6.3	.1	4
40.	45.	10.8200	215.11	8.1	-4.4	.1	-6.0	.1	4
40.	45.	10.8400	212.45	8.3	-4.4	.1	-7.0	.1	4
40.	45.	10.8600	214.01	8.5	-4.8	.2	-7.0	.6	4
40.	45.	10.8800	220.26	8.3	-5.4	.1	-6.3	.5	4
40.	45.	10.9000	220.51	4.3	-4.1	.3	-1.4	.3	4
40.	45.	10.9200	241.30	4.4	-3.9	.1	-2.1	.1	4
40.	45.	10.9400	231.7	4.7	-3.7	.1	-2.9	.1	4
40.	45.	10.9600	227.11	4.3	-3.5	.1	-3.3	.1	4
40.	45.	10.9800	225.59	4.8	-3.5	.1	-3.4	.1	4
40.	45.	10.9900	223.31	4.8	-3.4	.0	-3.6	.0	4
40.	45.	19.0200	224.74	4.8	-3.4	.0	-3.4	.1	4
40.	45.	19.0400	229.70	4.6	-3.5	.0	-3.0	.2	4
40.	45.	19.0600	240.19	4.2	-3.8	.0	-1.7	.2	4
40.	45.	19.0800	247.14	3.6	-3.4	.1	1.1	.2	4
40.	45.	19.1000	273.73	3.5	-3.5	.1	.6	.2	4
40.	45.	19.1200	270.35	3.6	-3.6	.1	.0	.2	4
40.	45.	19.1400	260.76	3.8	-3.7	.1	-.6	.2	4
40.	45.	19.1600	250.49	4.1	-3.8	.2	-1.4	.2	4
40.	45.	19.1800	241.51	4.5	-4.0	.2	-2.1	.2	4
40.	45.	19.2000	234.20	5.0	-4.1	.2	-2.5	.2	4
40.	45.	19.2200	227.54	5.6	-4.1	.3	-3.8	.1	4
40.	45.	19.2400	221.08	6.3	-4.2	.2	-4.7	.1	4
40.	45.	19.2600	216.78	7.0	-4.2	.2	-5.6	.1	4
40.	45.	19.2800	212.50	7.8	-4.2	.2	-6.6	.2	4
40.	45.	19.3000	207.74	8.7	-4.1	.1	-7.7	.2	4
40.	45.	19.3200	204.35	9.6	-4.0	.1	-8.7	.1	4
40.	45.	19.3400	202.24	10.4	-4.0	.2	-9.7	.2	4
40.	45.	19.3600	201.43	11.2	-4.1	.4	-10.4	.3	4
40.	45.	19.3800	199.36	12.0	-4.1	.4	-11.3	1.2	4
40.	45.	19.4000	199.49	12.5	-4.2	.3	-11.8	1.2	4
40.	45.	19.4200	199.57	12.7	-4.2	.3	-11.9	1.2	4
40.	45.	19.4400	221.44	8.6	-5.6	.3	-6.5	.1	4
40.	45.	19.4600	224.00	8.4	-5.8	.0	-6.0	.1	4
40.	45.	19.4800	224.5	8.5	-6.8	.0	-6.8	.0	4
40.	45.	19.5000	226.03	8.6	-6.2	.1	-5.9	.1	4
40.	45.	19.5200	225.39	9.0	-6.4	.1	-6.3	.2	4
40.	45.	19.5400	232.20	9.3	-7.1	.1	-5.4	.1	4
40.	45.	19.5600	234.30	9.0	-7.4	.1	-5.2	.2	4
40.	45.	19.5800	242.45	8.6	-7.6	.0	-4.0	.1	4
40.	45.	19.6000	244.24	8.5	-7.6	.0	-3.7	.0	4
40.	45.	19.6200	244.65	8.5	-7.7	.0	-3.6	.0	4
40.	45.	19.6400	245.39	8.5	-7.8	.0	-3.6	.1	4
40.	45.	19.6600	243.40	8.6	-7.0	.0	-3.1	.1	4
40.	45.	19.6800	240.35	8.4	-7.3	.0	-1.4	.1	4
40.	45.	19.7000	240.63	8.5	-8.4	.0	-1.4	.0	4
40.	45.	19.7200	241.22	8.6	-8.5	.0	-1.8	.0	4
40.	45.	19.7400	259.84	8.8	-9.6	.3	-1.5	.1	4
40.	45.	19.7600	265.37	8.1	-8.0	.1	-.7	.5	4
40.	45.	19.7800	272.55	8.9	-6.9	.1	.3	.2	4
40.	45.	19.8000	267.04	8.8	-8.0	.1	-.3	.1	4
40.	45.	19.8200	262.49	8.7	-8.6	.1	-.9	.1	4
40.	45.	19.8400	257.43	8.3	-8.6	.1	-1.5	.1	4
40.	45.	19.8600	252.32	8.9	-6.5	.1	-2.1	.1	4

TIME SEC	LINE SEC	ALT KM	AZ DEG	REL M/S	VEN M/S	VNS M/S	NP		
40.	35.	19.0000	245.33	0.3	-0.3	.1	-2.8	.1	4
40.	35.	19.0000	243.20	7.2	-0.5	.1	-3.3	.0	4
40.	35.	19.0200	239.41	7.4	-6.4	.1	-3.7	.1	4
40.	35.	19.0400	237.27	7.7	-6.4	.1	-4.1	.1	4
40.	35.	19.0600	231.17	7.3	-6.1	.0	-4.3	.1	4
40.	35.	19.0800	227.38	8.2	-0.0	.1	-5.6	.5	4
40.	35.	20.0000	244.1	0.2	-7.4	.0	-3.5	.1	4
40.	35.	20.0200	250.19	6.1	-7.6	.0	-2.8	.1	4
40.	35.	20.0400	206.14	7.5	-7.5	.0	-5	.1	4
40.	35.	20.0600	200.14	7.3	-7.3	.0	-5	.1	4
40.	35.	20.0800	204.5	7.2	-7.1	.0	-7	.1	4
40.	35.	20.1000	207.48	0.9	-6.9	.0	-2	.1	4
40.	35.	20.1200	200.72	7.1	-7.1	.0	-4	.1	4
40.	35.	20.1400	203.05	7.2	-7.1	.0	-0	.0	4
40.	35.	20.1600	200.52	7.3	-7.2	.0	-1.2	.0	4
40.	35.	20.1800	253.04	7.4	-7.3	.0	-1.3	.2	4
40.	35.	20.2000	208.35	7.2	-7.2	.0	-2	.0	4
40.	35.	20.2200	272.15	6.8	-6.8	.1	.3	.1	4
40.	35.	20.2400	277.27	6.2	-6.2	.1	.8	.1	4
40.	35.	20.2600	270.16	5.0	-5.7	.1	.6	.0	4
40.	35.	20.2800	274.19	5.4	-5.4	.1	.4	.1	4
40.	35.	20.3000	273.32	5.2	-5.2	.1	.3	.1	4
40.	35.	20.3200	273.73	4.7	-4.7	.1	.3	.0	4
40.	35.	20.3400	274.70	4.4	-4.4	.0	.4	.1	4
40.	35.	20.3600	207.02	4.3	-4.3	.0	-2	.1	4
40.	35.	20.3800	200.03	4.5	-4.5	.1	-8	.1	4
40.	35.	20.4000	203.44	4.9	-4.7	.1	-1.4	.0	4
40.	35.	20.4200	249.31	5.1	-4.8	.0	-1.8	.1	4
40.	35.	20.4400	244.41	5.3	-4.1	.1	-2.3	.2	4
40.	35.	20.4600	240.00	5.5	-4.8	.0	-2.8	.1	4
40.	35.	20.4800	234.57	5.9	-4.8	.0	-3.4	.7	4
40.	35.	20.5000	250.00	5.1	-4.3	.0	-1.3	.0	4
40.	35.	20.5200	250.24	5.2	-4.9	.0	-1.4	.1	4
40.	35.	20.5400	244.33	5.4	-4.8	.0	-2.3	.1	4
40.	35.	20.5600	239.34	5.7	-4.9	.0	-2.8	.1	4
40.	35.	20.5800	235.31	6.0	-4.9	.1	-3.4	.1	4
40.	35.	20.6000	234.1	6.3	-5.1	.2	-3.6	.6	4
40.	35.	20.6200	201.23	6.1	-6.0	.1	-0.3	.5	4
40.	35.	20.6400	204.79	4.9	-4.7	.1	1.3	.1	4
40.	35.	20.6600	201.35	4.2	-3.9	.1	1.6	.1	4
40.	35.	20.6800	303.23	3.6	-3.0	.2	2.0	.0	4
40.	35.	20.7000	300.07	2.7	-2.1	.0	1.6	.0	3
40.	35.	20.7200	233.34	2.6	-2.3	.1	1.3	.1	3
40.	35.	20.7400	205.58	2.4	-2.3	.1	.7	.0	3
40.	35.	20.7600	204.11	2.1	-2.1	.0	.5	.1	3
40.	35.	20.7800	273.36	1.7	-1.7	.0	.2	.0	3
40.	35.	20.8000	200.72	1.3	-1.3	.0	-0	.0	3
40.	35.	20.8200	250.22	1.2	-1.1	.0	-0.3	.0	3
40.	35.	20.8400	233.18	2.2	-1.7	.1	-1.1	.1	3
40.	35.	20.8600	223.40	3.1	-2.1	.2	-2.2	.0	3
40.	35.	20.8800	221.90	3.0	-2.4	.0	-2.7	.0	3
40.	35.	20.9000	224.37	4.0	-2.6	.1	-3.0	.1	3
40.	35.	20.9200	220.33	4.4	-2.9	.1	-3.4	.0	3
40.	35.	20.9400	218.78	4.9	-3.1	.0	-3.8	.1	3
40.	35.	20.9600	217.35	5.4	-3.2	.0	-4.3	.1	3
40.	35.	20.9800	214.25	6.0	-3.4	.1	-4.0	.2	3
40.	35.	21.0000	209.43	6.7	-3.3	.1	-5.8	.2	3
40.	35.	21.0200	207.47	7.3	-3.4	.1	-6.5	.2	3
40.	35.	21.0400	203.33	3.0	-3.3	.0	-7.3	.2	3
40.	35.	21.0600	200.78	8.9	-3.2	.2	-3.3	.0	3
40.	35.	21.0800	137.00	10.0	-2.9	.3	-9.6	.0	3
40.	35.	21.1000	193.26	12.0	-2.8	.5	-11.7	.4	3
40.	35.	21.1200	191.31	14.2	-2.9	.5	-13.9	.3	3
40.	35.	21.1400	192.70	15.3	-3.3	.4	-15.0	1.0	3
40.	35.	21.1600	191.21	15.5	-3.1	.5	-15.6	1.1	3
40.	35.	21.1800	190.57	16.9	-3.1	.5	-16.6	1.1	3
40.	35.	21.2000	189.71	17.6	-3.0	.5	-17.3	1.2	3
40.	35.	21.2200	187.03	18.0	-2.5	.6	-14.0	1.2	3
40.	35.	21.2400	180.73	20.8	-2.5	.7	-20.7	1.0	3
40.	35.	21.2600	235.50	10.2	-8.7	.0	-5.2	.0	3
40.	35.	21.2800	238.74	10.2	-8.8	.0	-5.3	.2	3
40.	35.	21.3000	237.90	10.4	-8.8	.0	-5.5	.3	3
40.	35.	21.3200	245.70	9.2	-8.4	.0	-3.8	.1	3

TIME SEC	TIME SEC	ALT KM	AZ DEG	VEL M/S	VEW M/S	VNz M/S	NP
00.	45.	21.3400	243.13	9.0	-8.0	.0	3
00.	45.	21.3600	243.57	8.8	-7.9	.0	3
00.	45.	21.3800	240.46	9.0	-7.8	.0	3
00.	45.	21.4000	239.5	9.2	-7.0	.0	3
00.	45.	21.4200	236.41	9.4	-7.9	.0	3
00.	45.	21.4400	240.26	9.4	-7.8	.0	3
00.	45.	21.4600	241.51	9.2	-8.1	.0	3
00.	45.	21.4800	242.55	9.4	-8.3	.0	3
00.	5.	21.5000	250.5	9.2	-7.7	.0	3
00.	45.	21.5200	256.34	8.7	-8.5	.0	3
00.	45.	21.5400	254.57	8.6	-8.3	.0	3
00.	45.	21.5600	253.53	8.7	-8.3	.0	3
00.	45.	21.5800	251.36	8.6	-8.2	.0	3
00.	45.	21.6000	249.54	8.6	-8.1	.0	3
00.	45.	21.6200	246.04	8.7	-8.0	.0	3
00.	45.	21.6400	245.74	8.7	-8.0	.0	3
00.	45.	21.6600	245.30	8.7	-7.9	.0	3
00.	45.	21.6800	244.94	8.4	-7.9	.0	3
00.	45.	21.7000	252.48	8.3	-7.9	.0	3
00.	45.	21.7200	254.54	8.4	-8.1	.0	3
00.	45.	21.7400	271.23	8.5	-8.5	.0	3
00.	45.	21.7600	270.22	8.5	-8.4	.0	3
00.	45.	21.7800	262.62	8.4	-8.2	.0	3
00.	45.	21.8000	298.41	8.0	-7.5	.0	3
00.	45.	21.8200	290.1	7.0	-7.3	.0	3
00.	45.	21.8400	287.48	7.6	-7.2	.0	3
00.	45.	21.8600	286.1	7.3	-7.0	.0	3
00.	45.	21.8800	285.17	7.2	-7.0	.0	3
00.	45.	21.9000	279.30	7.2	-7.1	.0	3
00.	45.	21.9200	272.35	7.4	-7.4	.0	3
00.	45.	21.9400	269.35	7.3	-7.3	.0	3
00.	45.	21.9600	267.00	7.7	-7.7	.0	3
00.	45.	21.9800	264.56	7.5	-7.4	.0	3
00.	45.	22.0000	264.44	7.4	-7.3	.0	3
00.	45.	22.0200	258.55	7.2	-7.0	.0	3
00.	45.	22.0400	251.35	7.1	-6.7	.0	3
00.	45.	22.0600	247.17	7.1	-6.6	.0	3
00.	45.	22.0800	240.23	7.3	-6.4	.0	3
00.	45.	22.1000	247.73	7.1	-6.6	.0	3
00.	45.	22.1200	251.5	6.8	-6.0	.0	3
00.	45.	22.1400	249.74	7.2	-6.8	.0	3
00.	45.	22.1600	250.70	7.4	-7.0	.0	3
00.	45.	22.1800	240.61	7.5	-7.1	.0	3
00.	45.	22.2000	247.35	7.7	-7.1	.0	3
00.	45.	22.2200	244.54	7.5	-7.1	.0	3
00.	45.	22.2400	241.3	8.4	-7.3	.0	3
00.	45.	22.2600	233.30	8.7	-7.5	.0	3
00.	45.	22.2800	241.30	8.0	-7.5	.0	3
00.	45.	22.3000	240.7	8.0	-7.7	.0	3
00.	45.	22.3200	243.18	9.1	-8.1	.0	3
00.	45.	22.3400	246.30	9.1	-8.3	.0	3
00.	45.	22.3600	249.55	9.3	-8.7	.0	3
00.	45.	22.3800	249.79	9.3	-8.7	.0	3
00.	45.	22.4000	250.18	9.4	-8.8	.0	3
00.	45.	22.4200	248.47	9.7	-9.0	.0	3
00.	45.	22.4400	248.27	10.4	-9.7	.0	3
00.	45.	22.4600	246.0	11.1	-10.2	.0	3
00.	45.	22.4800	250.37	10.5	-10.0	.0	3
00.	45.	22.5000	258.03	10.9	-10.7	.0	3
00.	45.	22.5200	270.40	9.7	-9.7	.0	3
00.	45.	22.5400	269.03	9.3	-9.3	.0	3
00.	45.	22.5600	260.74	9.2	-9.1	.0	3
00.	45.	22.5800	266.43	8.6	-8.5	.0	3
00.	45.	22.6000	262.54	8.5	-8.5	.0	3
00.	45.	22.6200	260.24	8.5	-8.3	.0	3
00.	45.	22.6400	257.48	8.4	-8.2	.0	3
00.	45.	22.6600	256.42	8.5	-8.3	.0	3
00.	45.	22.6800	253.41	8.5	-8.2	.0	3
00.	45.	22.7000	261.27	8.5	-8.4	.0	3
00.	45.	22.7200	273.50	7.0	-7.7	.0	3
00.	45.	22.7400	280.00	7.8	-7.6	.0	3
00.	45.	22.7600	277.85	7.8	-7.7	.0	3
00.	45.	22.7800	270.44	7.8	-7.7	.0	3

TIME SECS	TIME SECS	ALT KM	AZ DEG	VEL M/S	VEN M/S	VNS M/S	NP		
00.	95.	22.0000	278.19	7.0	-7.7	.0	1.1	.3	1
00.	95.	22.0200	278.52	7.0	-7.7	.0	1.3	.1	1
00.	95.	22.0400	278.81	6.1	-8.0	.0	1.2	.1	1
00.	95.	22.0600	277.11	6.3	-8.2	.0	1.1	.1	1
00.	95.	22.0800	276.13	6.4	-8.3	.0	1.0	.2	1
00.	95.	22.1000	276.20	6.6	-8.4	.0	.9	.2	1
00.	95.	22.1200	280.27	6.5	-8.4	.0	1.5	.0	1
00.	95.	22.1400	277.51	6.7	-8.7	.0	1.1	.2	1
00.	95.	22.1600	278.74	6.5	-8.7	.0	1.0	.1	1
00.	95.	22.1800	277.32	6.6	-8.8	.0	1.2	.1	1
00.	95.	22.2000	274.50	5.1	-9.1	.0	.7	.0	1
00.	95.	22.2200	287.17	6.6	-8.2	.0	2.5	.2	1
00.	95.	23.0400	284.69	6.2	-8.0	.0	2.1	.1	1
00.	95.	23.0600	276.09	7.9	-7.9	.0	.9	.1	1
00.	95.	23.0800	273.75	7.7	-7.7	.0	.5	.1	1
00.	95.	23.1000	274.39	7.2	-7.2	.0	.5	.1	1
00.	95.	23.1200	274.74	6.9	-6.9	.0	.6	.1	1
00.	95.	23.1400	273.47	6.5	-6.5	.0	.4	.2	1
00.	95.	23.1600	270.71	6.4	-6.4	.0	.1	.1	1
00.	95.	23.1800	267.40	6.3	-6.3	.0	-.3	.1	1
00.	95.	23.2000	271.49	6.0	-6.0	.0	.2	.1	1
00.	95.	23.2200	271.39	5.8	-5.8	.0	.2	.1	1
00.	95.	23.2400	265.41	5.9	-5.9	.0	-.2	.0	1
00.	95.	23.2600	264.12	6.3	-6.2	.0	-.6	.1	1
00.	95.	23.2800	260.57	6.5	-6.4	.0	-1.1	.1	1
00.	95.	23.3000	255.25	7.0	-6.8	.0	-1.8	.0	1
00.	95.	23.3200	240.66	7.7	-7.2	.0	-2.0	.0	1
00.	95.	23.3400	243.84	8.4	-7.5	.0	-3.7	.0	1
00.	95.	23.3600	243.17	6.6	-7.7	.0	-3.9	.1	1
00.	95.	23.3800	241.29	9.0	-7.9	.0	-4.3	.1	1
ALTS=	468	V-N ERROR =	.1550	V-N ERROR =	.2576				

END

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1-83