

Flt ID: I011005	From: MMBT	To: MMBT
Flt No.: 02-03	Blk In: 2306Z	ATA: 2259Z
ETD: 1530Z	Blk Out: 1512Z	ATD: 1519Z
ETE:	Blk Time: 7:54 (7.9)	Flt Time: 7:40 (7.7)
Sponsor Org: OGP	Program: EPIC	Purpose: FLT #10

AOC Personnel

AC: KENUL ✓	Sys Eng:
CP: TEBEEST / HALVERSON ✓	Data Sys: LYNCH ✓
Nav: NEWMAN ✓	Radar: BARR
FE: WADIE / FLOYD ✓	GPS/BT: SMITH ✓
Avionics: ROGERS ✓	Cld Phys:
FD: DAMIANO ✓	

Participating Scientists/Visitors/AOC

Name (Last, First)	Activity on Aircraft	Affiliation
LOPEZ ✓	PI	U of New Mexico
SHAY ✓	ASST. PI	RSMAAS
JACOB ✓		RSMAAS
LASK, D ✓	OBS	JOSS
SMITH, R ✓	OBS	U of Munich

Proposed/Actual Mission/Remarks (Recco, Fixes, Storm, PENET, NHOP #)

2994
 AA=0
 1544Z

16422 T₂

1857Z
 Pete Black
 called

File ID: 1011005 Time Off: 1519Z Time On: 2259Z

	A/C (Take Off)	Wx Stn (Take Off)	A/C (Land)	Wx Stn (Land)
Pressure	<u>997.4</u>	<u>29.94</u>	<u>992.8</u>	<u>29.85</u>

	Number	Data Disposition/Date/Quality
Slow/Fast Fit Lvl Tapes		
Radar Tapes		
Cloud Physics Tapes		
Video Tapes		
AXBT		
AXCP	<u>27</u>	<u>22 good; 5 bad</u>
AXCTD	<u>19</u>	<u>17 good; 2 bad</u>
Dropsondes	<u>14</u>	<u>12 good; 2 bad</u>

Video					Remarks
	Forward	Left Side	Right Side	Down	
Time On					
Time Off					
Rate					

Remarks

NOAA • AOC • SED Flight Performance Log

Aircraft : N43RF

Project : Hurricane '01 / Epic

Mission : EPIC #10SED Crew: Smith, Rogers, Lynch, BARRFlight ID : 011005IPre-Flight: 13:30Take-Off: 15:19Landing: 23:01

System		Pre-Flight	In-Flight	Post-Flight		
NAV	INE #1	Aligned to: <u>0</u>	<u>TL</u> ①		<u>-10</u>	<u>+1.6</u>
	INE #2	Aligned to: <u>0</u>	<u>TL</u>		<u>-6</u>	<u>+2.4</u>
	GPS		<u>TL</u>		Lat	Long
	Diff GPS		<u>TL</u>			GS
RADAR	Nose		<u>JMB</u>			
	L/F	R/T SN: <u>102</u>	<u>TL</u>		Mod Switch Off?	<u>MB</u>
	Tail	R&T SN: <u>201/123</u>	<u>TL</u>		Mod Switch Off?	<u>MB</u>
	MARS Data System		<u>Clean DAT?</u> <u>TL</u>		# DATs:	<u>1</u>
PMS	2DG-C	Ch 1/64: <u>/</u>	<u>N/I</u>			
	2DG-P	Ch 1/64: <u>/</u>	<u>N/I</u>			
	FSSP	Ref VDC: <u>B.4</u>	<u>TL</u>			
	SEA Data System	<u>DAT</u>	<u>TL</u>		# DATs:	
TEMP		Cal High	Cal Low		Cal High	Cal Low
	Temp #1	<u>+30.4</u>	<u>-30.3</u>	<u>TL</u>	<u>30.6</u>	<u>-30.1</u>
	Temp #2			<u>TL</u>		
	Temp #3 (Starboard)			<u>- NI -</u>		
	Dewpoint #1 (General Eastern)			<u>TL</u>		
	Dewpoint #2 (Edge Tech 137)			<u>TL</u>		
PRES	Dewpoint #3 (Buck 1011C)			<u>TL</u>		
	Attack Angle (AP/DAP)			<u>TL</u>		
	Slip Angle (BP/DBP)			<u>TL</u>		
	Differential (PQ1/PQ2/PQ3/PQ4)			<u>TL</u>		
	Absolute (PS1/PS2)			<u>TL</u>		
	Radome Transducers		Plugs? <u>JAS</u>			
FLTLVL	Cabin Transducer (Station 5)		<u>TL</u>			
	Apn-159	SN: <u>66-024</u>	<u>TL</u>		Off?:	<u>JMB</u>
	Apn-232	SN: <u>1761</u>	<u>TL</u>		Off?:	<u>JMB</u>
	King Liquid Water		<u>N/I</u>			
	J&W Liquid Water		<u>JAS</u>			
	Down PRT-5 (SST)		<u>JMB</u>			
	Side PRT-5 (CO ²)		<u>N/I</u>			
	RAMS Data System		<u>Clean DAT?</u>		# DATs:	<u>2</u>
	F/D Laptop		<u>JMB</u>		Off?	
	C.I. Printer		<u>TL</u>			
MISC	ASDL		<u>TL</u>		Off?:	<u>JAS</u>
	Sat Comm Workstation		<u>JAS</u>			<u>MBR</u>
	Exterior Walk Around		<u>JAS</u>			
	Video	<u>(N) L R (D)</u>	<u>TL</u>		Lens Covers?:	<u>JAS</u>
	AXBT Receivers					
	AXBT Sonobouys		#On Board: <u>48</u>	# Dropped: <u>47</u>	# Good:	
	AXBT CAD's		#On Board: <u>0</u>	# Fired:	#On Board:	<u>0</u>
	AVAPS		<u>JAS</u>			
	GPS Dropsondes		#On Board: <u>21</u>	# Dropped: <u>14</u>	# Good:	<u>12</u>
	FCU	<u>B C D</u>	<u>JMB</u>		UPS Off?:	
USER	NASA SRA		<u>N/I</u>		Accelerometers	
	Quadrant SFMR		<u>TL</u>		#1 (2 G):	<u>819.6</u>
	HRD Workstation		<u>N/I</u>		#2 (2.5 G):	<u>668.6</u>
	Lawrence Water Collection		<u>N/I</u>		#3 (3 G):	<u>596.7</u>
	AXCP				#4 (3.5 G):	<u>289.2</u>

Please Note any Discrepancies

[illegible]

Flight ID: I 011005

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U.S. Dept. of Commerce/NOAA/Aircraft Operations Center

Form 413-50

Time	Lat	Long	Trk	Hdg	Wind Dir	Wind Spd	T _a	T _s	Press. Alt.	Geo. Alt.	Sfc Press.	Press. Sfc	Dyn. Press	Remarks
154400	1430	9506	140	141	129	8	17.5	14.4	1825	1937	1013.6	812.4	87.1	HAZE
161200	1258	9350	141	138	71	19	18.5	12.4	1821	1927	1012.2	812.7	90.6	HAZE
163049	1158	9300	180											CP
163051	1158	9300	180	175	69	28	18.2	12.7	1714	1806	1012.3	823.5	61.5	⑤ DROP
163830	1130	9300			75	30								CTD
164634	1059	9300			80	24	17.7	14.7						CP
165424	1030	9300			82	29								CTD
170222	1000	9300			7									CP
170225	1000	9300			78	28	16.3	14.6						⑩ DROP
171043	928	9300												CTD
171824	900	9300			76	26								CP
172625	830	9300			75	22	16.5	14.7		63.2				CTD
173459	800	9303												CP
173505	800	9304			58	25	16.9	14.0						④ DROP
173923	800	9320			62	24								CP
174425	800	9340			68	27								CTD
174925	800	9400			57	21								CP
175562	803	9420												CP
175568	803	9420												② DROP
180233	830	9420			80	29								CTD
181114	900	9420			85	27								CP
181947	930	9420			85	25								CTD
182825	1000	9420												CP
182828	1000	9420			94	20								⑦ DROP
183817	1036	9420												CTD
184458	1100	9420												CP
185313	1130	9420			81	26								CTD
190210	1200	9425												CP
190211	1200	9425			85	24								③ DROP
190549	1200	9440			86	27								CP
191042	1200	9500			85	25								CTD
191538	1200	9520			85	26								CP
192104	1158	9540												CP
192111	1157	9540			88	25	17.1	16.0						⑧ DROP
192843	1130	9540			86	27								CTD
193700	1100	9540			91	25								CP
194520	1030	9540			100	19								CTD

12 CTD

16 CP

1750

Flight ID: 1011005Page 2 of 2

U.S. Dept. of Commerce/NOAA/Aircraft Operations Center

Form 413-50

Time	Lat	Long	Trk	Hdg	Wind Dir	Wind Spd	T _a	T _d	Press. Alt.	Geo. Alt.	Sfc Press.	Press. Sfc	Dyn. Press	Remarks
195341	1000	9540			9									CP
195347	1000	9540			95	21								(44) DROP
200203	930	9540			100	22								CTD
201026	900	9540			81	24								CP
201839	829	9541												CTD
202727	758	9544												CP
202727	758	9544												(20) DROP
203339	801	9608			48	15								CP
203643	800	9620			49	16								CTD
204238	800	9643			40	12	16.5	15.9						CP
204739	802	9700												CP
204744	802	9700			10	8								(42) DROP
205541	830	9700			99	20								CTD
210355	900	9700			111	25								CP
211208	930	9700			114	26								CTD
212018	1000	9700												CP
212020	1000	9700			130	22								now DROP
212159	1006	9700			115	26								(20) DROP
212832	1030	9700			114	23								CTD
213640	1100	9700			107	23								CP
214455	1130	9700			101	25								CTD
215305	1200	9700												BAD CP
215309	1200	9700			101	24								now DROP
215451	1207	9700			101	23								(19) DROP
215604	1211	9700												CP
222900	1420	9634	10	13	145	14	18.3	14.5	1752	1829	1010.0	819.9	78.9	CLR / WTE

7000 11CP 7500

EPIC #10

Flight #10 011005I

<u>Sensor or system</u>	<u>Number or Name</u>
INE	2
Accelerometer	2
Temperature Probe	1
Dew Point Probe	2(EdgeTech)
Altitude (for vertical wind)	RA159
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO3015.CON

Notes:

There was one time/data gap: 152241Z - 152250Z.

Two spikes in both the pitch and roll output, PC2 and RL2, were noted from 2129Z - 2130Z. These spikes were removed and patched over.

A spike in the fuselage static pressure, PSF, was noted from 1640Z - 1643Z. This spike was removed and patched over.

During periods of heavy precipitation, the dewpoint temperature, TD, was greater than ambient temperature, TA.

The King Liquid Water probe was inoperative for the entire flight.

The ground speed data from both inertials was marginal at best. INE2 was selected as being the best of the two.

All other instruments worked optimally during the flight.

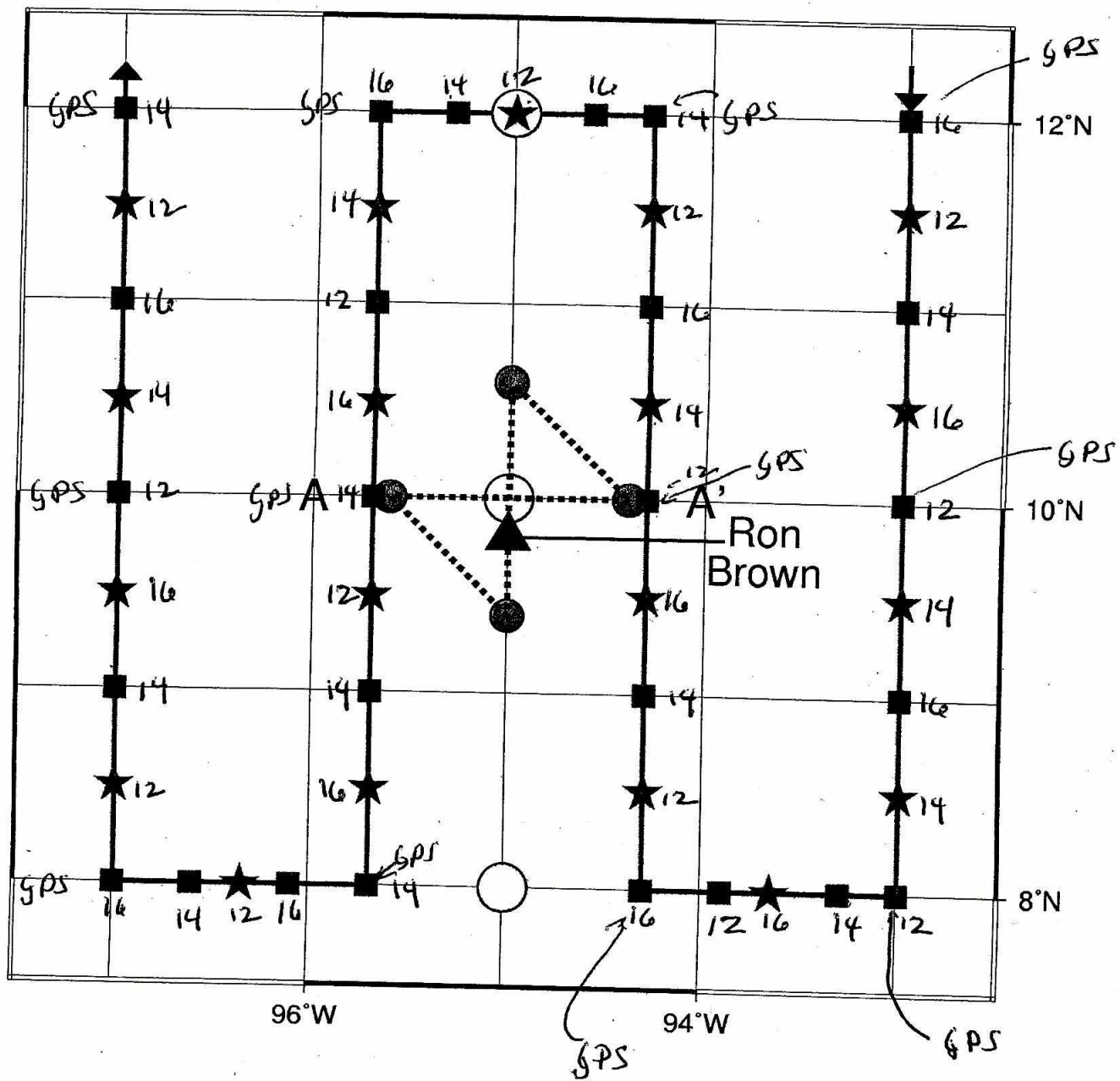
	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	997.4mb	992.8mb
Corrected tower pressure	NA	NA

The aircraft INE positions were renavigated with respect to GPS.

SPECIAL NOTE!!! Locations 80, 81 and 82 of record five on the standard tape contain vertical ground, vertical air and vertical speeds, respectively, computed using Dave Jorgensen's vertical wind algorithm.
It is recommended that these values be used for vertical wind analysis.

Flight Director: A. Barry Damiano, (813) 828-3310 ext. 3073

011005Z 065 A&CP(A&CTD)



OCEAN GRID DROP LOCATIONS (05October2001):

#	LAT	Lon	DROP/ TYPE
1.	12-00	93-00	CP16/GPS
2.	11-30	93-00	CTD12
3.	11-00	93-00	CP14
4.	10-30	93-00	CTD16
5.	10-00	93-00	CP12/GPS
6.	9-30	93-00	CTD14
7.	9-00	93-00	CP16
8.	8-30	93-00	CTD14
9.	8-00	93-00	CP12/GPS
10.	8-00	93-20	CP14
11.	8-00	93-40	CTD16
12.	8-00	94-00	CP12
13.	8-00	94-20	CP16/GPS
14.	8-30	94-20	CTD12
15.	9-00	94-20	CP14
16.	9-30	94-20	CTD16
17.	10-00	94-20	CP12/GPS
18.	10-30	94-20	CTD14
19.	11-00	94-20	CP16
20.	11-30	94-20	CTD12
21.	12-00	94-20	CP14/GPS
22.	12-00	94-40	CP16
23.	12-00	95-00	CTD12
24.	12-00	95-20	CP14
25.	12-00	95-40	CP16/GPS
26.	11-30	95-40	CTD14
27.	11-00	95-40	CP12
28.	10-30	95-40	CTD16
29.	10-00	95-40	CP14/GPS
30.	9-30	95-40	CTD12
31.	9-00	95-40	CP14
32.	8-30	95-40	CTD16
33.	8-00	95-40	CP14/GPS
34.	8-00	96-00	CP16
35.	8-00	96-20	CTD12
36.	8-00	96-40	CP14

28 Sunders

1534

6317

15192

3036

37.	8 00 97 00	CP16/GPS
38.	8 30 97 00	CTD12
39.	9 00 97 00	CP14
40.	9 30 97 00	CTD16
41.	10 00 97 00	CP12/GPS
42.	10 30 97 00	CTD14
43.	11 00 97 00	CP16
44.	11 30 97 00	CTD12
45.	12 00 97 00	CP14/GPS

8/182

19 CTD

12 nob

19.5

75 KTS

82.0

27 CP

5 fail 22 good

14 sand

N43RF AVAPS DROP LOG

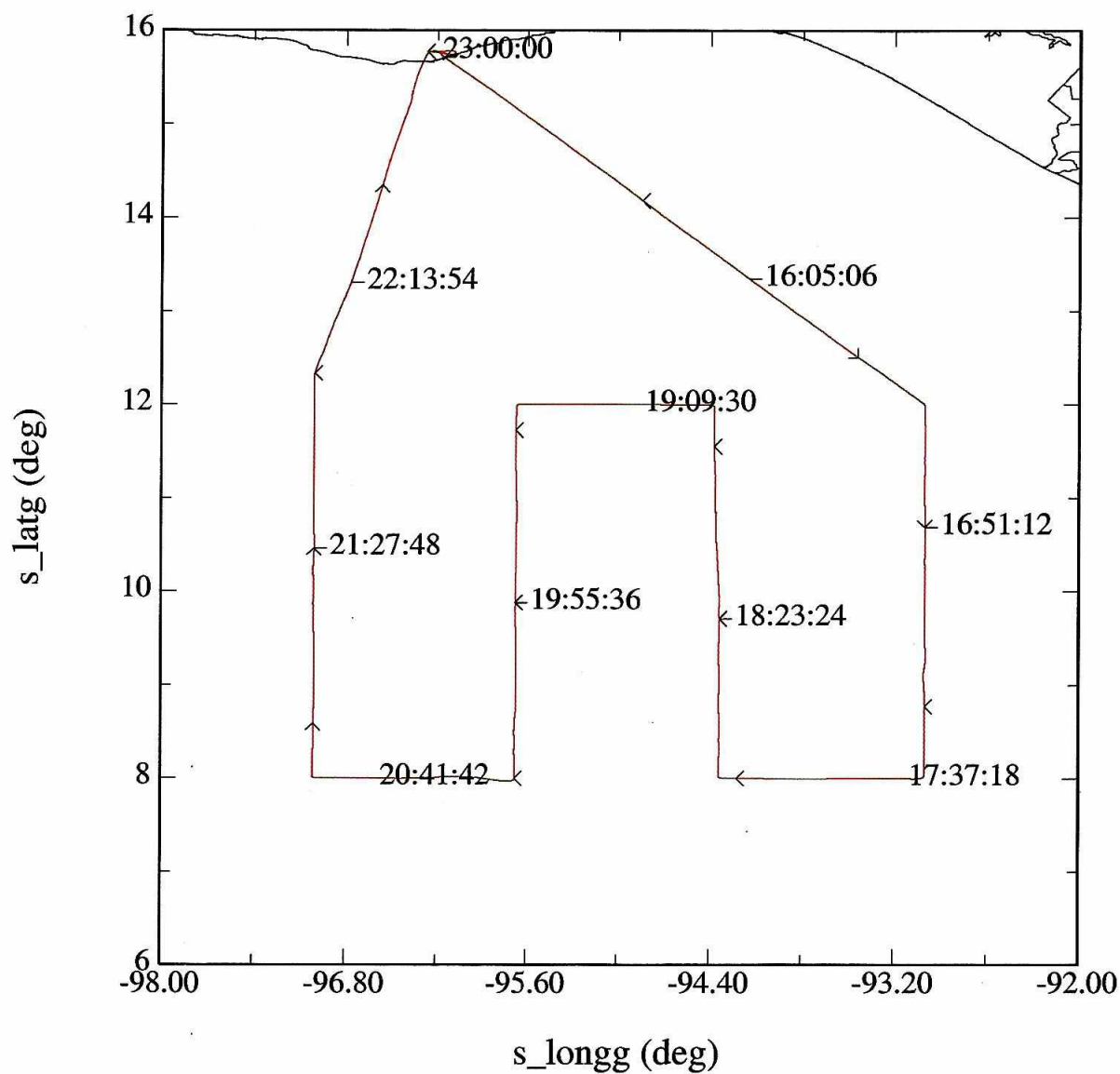
Flight ID : 0110051

Landing : _____

CHARGE ALL SONAES TO
EPIC - These 50-les from
AOE inventory - EPIC had 28 left - preflight
14 left post flight

EPIC Flight #10

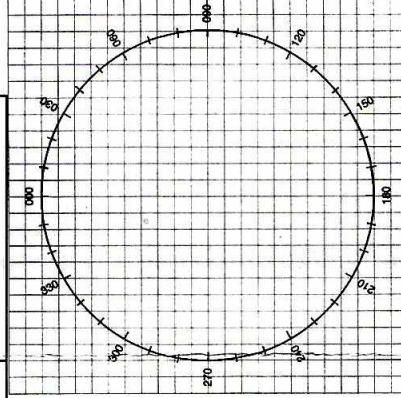
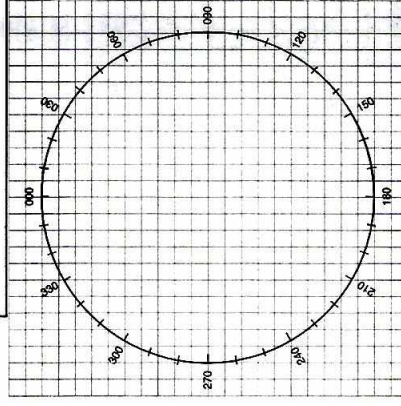
011005Is_P, 15:19:00-23:00:00



	mean	sigma	min	max
s_latg (deg), 1 s/sec	11.11	2.30	7.97	15.78
s_longg (deg), 1 s/sec	-95.19	1.39	-97.01	-93.00

PAGE _____ **OF** _____

FREQ	ALT	HDG	OTHER
			1141
			3:19
			2300



POSITION REPORT

1. POSITION
2. TIME
3. ALTITUDE
4. NEXT POSITION
5. ETA
6. NEXT POSITION

EMERGENCY MESSAGE

TRANSMIT THE FOLLOWING MESSAGE TO ANY AGENCY ON THE AIR-GROUND FREQUENCY IN USE, IF UNABLE TO ESTABLISH COMMS, ATTEMPT CONTACT ON ANY OF THE FOLLOWING EMERGENCY FREQUENCIES:

UHF/VOICE	VHF/VOICE	MF/VOICE	HF/CW	MF/CW
243.0	121.5	2182 KHZ	8364 KHZ	500 KHZ

MAYDAY, MAYDAY, MAYDAY
THIS IS NOAA . NOAA

- POSITION _____ N/S _____ E/W AT _____ Z _____

- HEADING _____ TRUE/MAG _____
- AT _____ KTS TRUE/INDICATED _____

- FLIGHT LEVEL OR ALTITUDE
- WE ARE A P-3 AIRCRAFT WITH

- NATURE OF EMERGENCY
- ASSISTANCE DESIRED

- PILOT INTENTIONS
- WE HAVE

[illegible]