

FLT ID: H950919	FM: KMCF	TO: KMCF
FLT NO: 95-	BLK IN: 22:23Z	ATA: 2217Z
ETD: 1200Z	BLK OUT: 1257Z	ATD: 1308Z
ETE: 11	BLK TIME: 9:26	FLT TIME: 9:09
SPONSOR ORG: HRD	PROGRAM: ARCW RESEARCH	PURPOSE: BUOY DROPS AXBT H-MARELYN

DAO PERSONNEL

AC McKim	SYS ENG ROLES
CP KENUL / OMARA	DATA SYS LYNCH
NAV RATHBON	RADAR BARR
FE WADE / TOAREY	BT/ODW
RADIO ARNASON	CLD PHYS
FD DAMIANO	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/DAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
BLACK, P	PE	HRD
BLACK, M	RADAR	HRD
DODGE, P	RADAR	HRD
BRIEGL, LISA	OBS	PSU
LAWRENCE		Univ of Houston
STAELY / HANSON	MEDIA	Channel 28
HAN / PENDECK	MEDIA	EARTH MAG.
47 YOUNG	Crest	AOL

PROPOSED/ACTUAL MISSION/REMARKS (RECCO, FIXES, STORM, PENET, NHOP #)

T/O delayed due to fueling. After engine start we had a fuel prop problem on #1 engine and had to shut down.

J-W not working at all, 1903Z 1800Z

140450 RA Spiking
PSF **BAUAPT**
2023Z
1400Z

32°47'6"
67°39'

32°31'
67°43'

SAW AF PLANE THIS PASS (#2)

1703Z
32°20'
67°50'

974MB
(3)

AF FIX TEAL 38
31°56'
67°59'
1458Z 974MB

TEAL 07
1510Z
32°35'
67°47'

U.S. DEPT. COMM./NOAA/ORD - DATA SECTION WORK FORM NO.2 DROWF2 FILE

FLT ID: I950919

TIME OFF: 1308Z

TIME ON: 2217Z

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	1013.5		1011.8	

NO

DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES

1

FAST FLT LVL TAPES

RADAR TAPES

DOPPLER TAPES

ODW CASSETTES

HARD COPIES

PMS

1

AXBT

35

AXCP

ODW

BUOYS

3

PHOTOGRAPHY

	FWD	LS	RS	VERT
ON				
OFF				
RATE				

REMARKS

-2°C 500mb
2200Z

H. Marilyn AXBT

FLIGHT #01 H950919

TYPE OF DATA -----	SENSOR OR OPTION -----
INE	2
Accelerometer	1
Temperature probe	1
Altitude change option (for vertical winds)	RA159
Static pressure	Rosemount fuselage
Dynamic pressure	Rosemount fuselage
Time source	Micro 99
Constants file	CO2952.CON

Notes:

There were three time/data gaps: 133954Z - 134010Z
140033Z - 140050Z
140111Z - 140130Z

Dewpoint temperature #1, DW1, exceeded ambient temperature when the aircraft penetrated the eyewall of Marilyn.

A number of downward spikes in static pressure, PSF, and dynamic pressure, PQF1, occurred during the flight. During the following time frames, the spikes generated from both sensors were removed and patched:

1356Z - 1403Z
1601Z - 1606Z
1609Z - 1613Z
1617Z - 1623Z
1630Z - 1636Z
1656Z - 1704Z
1738Z - 1744Z
1817Z - 1820Z
1925Z - 1932Z
2006Z - 2013Z
2025Z - 2030Z
2030Z - 2035Z

Downward spikes in radar altimeter values were generated from overflying land.

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.

	Takeoff -----	Landing -----
Aircraft static pressure	1013.5mb	1011.8mb
Corrected tower pressure	1013.8mb	1011.5mb

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

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TITLE (MAX 21 CHARACTERS) -- EX HURRICANE PAINE
H. Marilyn AXBT FLT
YYMMDDL FLT I.D.
950919H
HHMMSS START TIME -99999 DEFAULT TO START OF DATA FOR PRINTOUT ONLY
130501
HHMMSS END TIME 999999 DEFAULT TO END OF DATA FOR PRINTOUT ONLY
222000
HHMMSS TAKE OFF TIME
130800
* NUMBER OF TAPES (I2) ...FOR STANDARD TAPE OUTPUT ONLY
01
* -----LOGICAL UNIT OF INPUT DATA (I1) 5, 8 OR 9 FOR TAPE DRIVE
9
* -----LOGICAL UNIT OF OUTPUT TAPE DRIVE (I1) [FOR STANDARD TAPE ONLY]
9
* -----LOGICAL UNIT OF PRINTER (I1)
6
* -----DATE OF PROGRAM (MMDDY)
06094
* -----STATIC PRESSURE PROBE (I1)
* 1 = PSW (WINGTIP)
* 2 = PSF (CO-PILOT/FUSELAGE)
* 3 = FUTURE USE
2
* -----DYNAMIC PRESSURE PROBE (I1)
* 0 = PQW(WINGTIP)
* 1 = PQF1 (FUSELAGE 1281)
* 2 = PQF2 (FUSELAGE 1221)
* 3 =FUTURE US
1
* -----INE SELECTION (I1)
* 1 = INE 1
* 2 = INE 2
2
* -----ACCELEROMETER (I1) - USUALLY THE SAME AS YOUR INE SELECTION
1
* ----- TOTAL TEMPERATURE PROBE (I1) [1 OR 2]
1
* ----- DEWPONT TEMPERATURE PROBE (I1) [1 OR 2]
1
* -----ALTIMETER OPTION (I1) - FOR VERTICAL WIND COMPUTATION
* 0 = PRESSURE ALTITUDE (OVER LAND)
* 1 = RADAR ALTITUDE APN-159 (OVER WATER)
* 2 = RADAR ALTITUDE APN-232 (OVER WATER)
1
* -----PRINTOUT RATE SECONDS (I2)
20
* -----WINDSPEED/DIRECTION RUNNING AVERAGE TIME, SECONDS (I2)
10 ! FOR STANDARD TAPE OUTPUT ONLY
* -----TIME OPTION (I1)
* 1 = MICRO 29
* 2 = TIME BASED GENERATOR #1
* 3 = TIME BASED GENEATOR #2
1
* -----NAME OF CONSTANTS FILE EX CO3863.CON
CO2952.CON
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~~H~~ 950919

RENAV INER

142000, +.4, -.5
152000, +.1, -.1
162000, -.2, -.3
172000, -.8, -.2
182000, -.1, -.9
192000, -.7, -.7
202000, -.8, -.1
212000, -.9, -.6
222000, -.9, -.2

DWAG-APS

133954-134010

140033-140050

140111-140130

PSF speaker

~~135030, 1601-1605, 1611,~~
~~1617-1623, 1631-1635, 165730~~
~~192630, 193100~~

PAF2

1602, 1617-1623

163130, 165730,

202730

~~2007-2012, 202730,~~
203330

1738-1744 1817-1820

~~DAR-APS~~

~~1308~~

~~RA 159 RA 159~~

~~221230 2210~~

RA 159 fix

1307-1309

221730 - 222000

RA 159 = 0.

133100 - 142700

RA 159 = RA-APS

I950919

TIME	LAT	LONG	TRK	HD	WD	WS	PA	GA	TA	TD	SP	PS		PC
131800	2738	8154	69	69	283	13	2809	2959	10.6	-10.4	1012.6	714	CLR	68.6
142100	2848	7633	79	78	284	16	5176	5363	-4.7	-20.8	1001.0	527.4	SCT CLD	74.8
143200	2858	7534	79	79	264	17	5176	5472	-4.7	-18.4	1014.1	527.7	SCT CLD	72.8
145000	2913	7353	82	81	281	23	5175	5468	-5.0	-9.9	1014.0	527.7	CLD BLW	72.4
150600	2924	7221	82	80	283	27	5175	5467	-4.4	-10.3	1012.0	527.4	SCT CLD	75.6
152800	2934	7021	86	82	311	27	1445	1512	16.8	14.8	1012.9	551.3	SCT CLD	87.2
153325	2936	6954			300	27								
153758													BUOY XBT	
154061													BUOY XBT	
154019													BUOY XBT	
155216													XBT	
155630					252	45							XBT	
160600	2937	6712	93	100	238	50	1440	1495	17.2	16.7	1010.5	851.8	BUOY + XBT	
161450													RW -	67.8
162800	3021	6704	325	310	229	59	1488	1517	16.6	15.8	1008.1	846.5	XBT	
163300	3036	6716	326	311	232	61	1491	1501	16.5	16.9	1005.9	846.4	SCT CLD	72.8
180800	3217	6709	116	131	206	64	1686	1543	17.8	18.3	986.4	826.5	IN CLD	75.0
182800	3206	6604	350	340	199	83	1510	1493	17.3	15.9	1002.4	844.6	IN CLD	75.4
183500	3242	6613	345	337	184	88	1555	1503	18.0	14.7	997.9	839.3	BTN CLD	79.0
185300	3308	6700	233	216	153	74	1654	1520	17.5	18.3	987.4	830.1	BTN CLD	70.7
193000	3146	6912	235	247	324	44	1515	1525	17.6	10.9	1005.6	843.9	BTN CLD	72.4
200700	3100	7144	264	265	254	13	6729	7084	-14.0	-15.9	1006.7	426.5	BTN CLD	69.0
201800	3054	7243	264	267	300	19	6729	7082	-15.1	-16.0	1009.0	426.5	IN CLD	65.1
203400	3046	7405	264	266	301	13	6729	7092	-15.7	-23.6	1011.9	426.4	CLR	62.5
210700	3014	7208	233	236	23	19	6732	7120	-13.0	-44.2	1008.4	426.4	CLR	69.9
211700	2942	7757	233	236	2	15	6731	7129	-12.6	-48.1	1008.0	426.4	CLR	71.4
213400	2903	7926	245	247	5	8	6730	7140	-12.3	-42.3	1008.3	426.5	CLR	71.9
214600	2837	8029	245	247	344	9	6730	7146	-12.0	-47.1	1007.6	426.5	CLR	71.8
215500	2818	8117	245	247	313	9	6358	6707	-8.1	-39.0	1002.7	455.1	CLR	70.8

CLEARANCES			
FREQ	ALT	HDG	OTHER
			MICF
			32 30 70W
			TROUT AREA 700
			NOBOK
			1452 CLR 220
			TAXIWAY 134.85
			327.1
			OCT NOBOK ACT LAKELAND

MISSION LOG

POSITION REPORT

1. POSITION

2. TIME

3. ALTITUDE

4. NEXT POSITION

5. ETA

6. NEXT POSITION

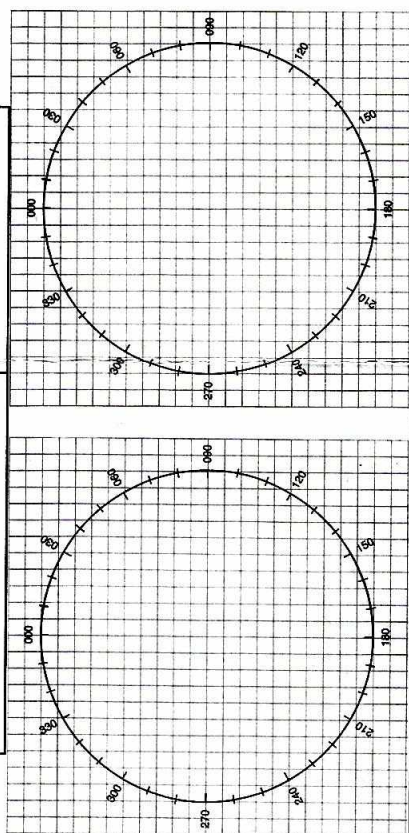
EMERGENCY MESSAGE

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, 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 SOULS ON BOARD
-NATURE OF EMERGENCY
-ASSISTANCE DESIRED
-PILOT INTENTIONS
-WE HAVE ENDURANCE REMAINING



TIME	FIX TYPE	POSITION	INS 1 POSITION	KERR	INS 2 POSITION	KERR	MH	VAR	TH	DR	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
1253																					
1256																					
1347																					ENG START TAKEOFF
1338		2806.6 8022.1	2806.6 8022.1	1.4 -1.3	2806.6 8022.1	0			077	2R	079	266	291	13	17K	256	IP	551	2104	18422	
1416		2843.9 7652.4	2843.9 7652.4	1.1 -1.4	2843.9 7652.4	1.3			078	1R	079	291	280	18	17K	278	IP	370	1415	18022	
1441		2906.4 7443.8	2906.4 7443.8	1.1 -1.4	2906.4 7443.8	1.3			078	1R	079	299	267	19	17K	280	IP	250	1454	18022	SWITCH TO FUEL INS #2
1513		2929.0 7140.1	2929.0 7140.1	1.1 -1.1	2929.0 7140.1	1.1			079	2R	082	282	290	30	17K	258	IP				
1533		2933.7 6954.2	2933.7 6955.5	1.2 -1.3	2933.7 6955.3	1.1			087	2R	089	257	284	32	51K	225	AT2	146	134	16072	AXBT
1558		2936.5 6751.0	2936.5 6752.7	1.2 -1.7	2936.5 6752.1	0			094	1L	089	272	241	49	51K	229	AT2	35	1407	16045	FUEL 43.3K
1614		2939.4 6631.0	2939.4 6633.2	1.2 -2.2	2939.4 6632.3	1.3			313	12R	325	227	221	48	51K	220	5	167	144	1658	
170300		3220.5 6750.8	3221.7 6753.3	1.2 -2.5	3221.4 6752.2	1.4			333	2L	331	239	095	13	51K	232					FUEL 38K
1800		3228.2 6743.6	3228.5 6747.0	1.2 -3.4	3232.0 6745.2	1.8			127	1L	120	242	208	36	51K	242					FUEL 33.2
1900		3257.2 6719.6	3254.1 6723.6	1.3 -4.0	3258.4 6720.9	1.2			233	1R	247	225	188	49	51K	221	5				FUEL 28.5
1903:25		3242.0 6734.0	3244.0 6742.9	1.3 -3.9	3248.3 6740.3	1.3			244	1L	233	239	330	47	51K	238					
2006		3100.5 7142.8	3050.0 7140.2	1.0 -1.7	3102.3 7144.3	1.1			265	3L	262	270	308	20	51K	281	1000	270	1400		FUEL 22.8
2047		3030.2 7517.9	3036.5 7522.7	1.7 -4.8	3040.3 7519.4	2.1			264	5L	259	294	351	27	51K	294	1000				
2217		2751.5 8230.8	2750.4 8236.3	1.1 -5.5	2753.5 8232.7	2.0															LAND