

Florida Bay ETL Ocean Remote Sensing

Flight #4 H000530

DATA TYPE	SENSOR or OPTION
INE	1
Accelerometer	1
Temperature Probe	1
Altitude (for vertical wind)	RA159
Static Pressure	Fuselage
Dynamic Pressure	Fuselage
Dewpoint Probe	1
Constants File	CO2003.CON

Notes:

There was one data/time gap: 135121Z - 135230Z

The Johnson-Williams Liquid water probe was not operating.

The King Liquid water probe was operating but could not be zeroed-out.

There were a few electronically-generated spikes in dewpoint sensor #2, DW2 output.
These spikes occurred during the following times:

1347Z - 1350Z
1359Z - 1401Z

The erroneous data was removed and patched over.

The selected dewpoint sensor, DW1, had some erroneous data during the following time:

1524Z - 1527Z

The erroneous data was removed and patched over.

Also related to the selected dewpoint sensor, DW1, values from DW2 were substituted for DW1 during the time 133908Z - 140037Z. This was done due to DW1 being balanced by the flight director.

During the low altitude pass over the buoy, 42036, the RA159 radar altimeter produced erroneous values during the time 143525Z - 143900Z.

The erroneous data was removed and replaced with values from the RA232 radar altimeter.

Downward spikes in radar altimeter values were due to overflying land.

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 wind speeds, respectively, derived from Dave Jorgensen's vertical wind algorithm. It is recommended that these values be used for vertical wind analysis.

	Takeoff	Landing
Aircraft static pressure	1013.0 mb	1011.1 mb
Corrected tower pressure	1013.5 mb	1012.0 mb

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

FLT ID: H000530	FM: KMCF	TO: KMCF
FLT NO: 00-53	BLK IN: 21022	ATA: 2053Z
ETD: 1300Z	BLK OUT: 1316Z	ATD: 1328Z
ETE:	BLK TIME: 7:46 (7.8)	FLT TIME: 7:25 (7.4)
SPONSOR ORG: NSF/ETL	PROGRAM: OCEAN REMOTE SENSING	PURPOSE: OIL SLICKS + RUNOFF

DAO PERSONNEL

AC: DEBARA KENUL	SYS ENG
CP: O'MARA	DATA SYS: LYNCH
NAV: NEWMAN	RADAR
FE: MOORE	BT/ODW: HORN BROOK
RADIO	CLD PHYS
FD: DAMIANO	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/DAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
FEDOR	PT	ETL
FALLS	ASST. PT	ETL

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

NO IW AT 12K PA TT2>TT1 0.5°C

Bal DW1
 DW2 13.48Z, 1400Z
 Spikes 1349Z
 13 DW2 165330Z
 5530Z

U.S. DEPT. COMM./NOAA/OAO - DATA SECTION WORK FORM NO.2 OROWFZ FILE

FLT ID: H000530TIME OFF: 1328ZTIME ON: 2053Z

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	1012.0 1013.0	1013.95	1011.1	1012.0

NO DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES

2

FAST FLT LVL TAPES

RADAR TAPES

DOPPLER TAPES

ODW CASSETTES

HARD COPIES

AXBT

AXCP

ODW

PHOTOGRAPHY

	FWD	LS	RS	VERT
ON				
OFF				
RATE				

REMARKS

30
H0005

TIME	LAT	LOX	TRK	HD	WD	WS	TA	TD	PA	GA	SP	PS	CLR	PG
133200	2742	8230	265	266	245	14	10.5	-30.8	2827	2967	1010.8	712.2	CLR	55.5
134200	2740	8250	263	266	247	11	-6.5	-16.8	3663	3851	1009.7	643.7	CLR	71.0
141000	start leg		to buoy											
141119						RD=26.1			over buoy					
141250	end leg													
141745	start NE leg													
141911	2830	8430				RD=26.2			over buoy	103.0				
142045	end NE leg													
142640	start SE leg													
142759						RD=26.3			over buoy	1013.0				
142950	end SE leg													
143625						RD=26.6			over buoy	at 100 ft				
143950	End climb over													
151100	2659	8240	130	131	306	14	3.7	-29.7	3981	4175	1009.9	617.8	CLR	91.7
154335	2541	8117	243	244	226	5	21.0	16.6	844	895	1014.4	915.9	start leg 1	67.1
154800	2534	8132	243	244	216	3	20.8	17.2	844	894	1014.2	915.7	CLD	71.6
155330	2525	8151	243	244	240	4	21.1	16.5	846	898	1014.3	915.8	end leg 1	68.5
155920	2520	8148	62	63	255	4	21.5	15.6	844	896	1014.4	915.9	start leg 2	68.0
160200	2528	8131	62	63	245	5	20.9	16.0	846	898	1014.5	915.7	CLD	67.4
160650	2536	8113	62	63	242	5	21.5	15.3	848	897	1014.2	915.6	end leg 2	70.2
161120	2543	8119	242	242	225	8	20.4	17.3	845	896	1014.1	915.8	start leg 3	67.2
161800	2532	8142	241	242	261	6	21.0	17.2	846	897	1014.4	915.9	CLD	67.5
162140	2526	8154	240	242	282	6	21.6	16.2	846				end leg 3	
162640	2525	8151	62	62	260	10	23.7	21.4	415	434	1013.1	964.4	start leg 4	64.7
163610	2541	8117	63	63	253	11	24.4	20.9					end leg 4	
164125	2533	8112	243	245	272	4	21.6	13.6	850	901	1014.4	915.3	start leg 1	67.5
164700	2524	8132	244	245	281	2	21.0	15.6	848	899	1014.5	915.4	-CLD	69.6
165130	2517	8148	243	245	321	4	21.9	14.4	845	896	1014.1	915.7	end leg 1	62.0
165505	2512	8144	63	62	277	9	21.5	13.6	847	898	1014.2	915.3	start leg 2	66.2
170000	2521	8126	62	62	275	8	21.8	11.8	846	897	1014.3	915.7	-CLD	65.1
170450	2529	8109	62	62	278	6	22.5	8.8	848	895	1014.3	915.5	end leg 2	68.3
170915	2536	8114	244	244	235	3	21.6	14.7	848	899	1014.1	915.4	start leg 3	69.5
171400	2528	8131	243	243	249	2	21.5	15.6	847	898	1014.2	915.4	-CLD	68.4
171900	2520	8148	242	243	220	2							end leg 3	
172230	2517	8146	61	61	250	9	23.6	21.2	431	452	1013.3	962.8	start leg 4	69.1
172800	2527	8126	61	62	248	11	24.0	20.0	427	447	1013.0	962.9	-CLD	66.8
173205	2534	8112	60	61									end leg 4	
173705	2525	8108	242	243	250	4	22.8	11.3	854	901	1013.5	914.8	start leg 1	66.8
174200	2516	8124	241	242	260	6	20.5	16.5	854	905	1014.2	914.6	-CLD	69.4
174710	2507	8142	240	242	285	6	21.3	14.4	853	901	1013.9	914.8	end leg 1	66.5
174955	2504	8140	61	61	270	8	21.8	11.7	855	903	1013.9	914.7	start leg 2	68.1
175300	2510	8129	61	61	283	8	21.2	13.8	855	904	1014.3	914.8	CLD	70.2
175945	2522	8105	61	60	294	8	22.3	9.0	853	898	1013.1	914.9	end leg 2	66.3
180410	2530	8111	241	243	328	4	22.2	9.0	854	902	1013.6	914.7	start leg 3	69.2
180700	2525	8121	242	244	321	5	21.8	14.1	854	901	1013.9	914.7	-CLD	67.3
181400	2514	8145	242	245									end leg 3	
181750	2510	8142	61	61	287	9	23.8	20.3	425	444	1012.9	963.0	start leg 4	66.9
182100	2515	8131	61	61	280	9	23.9	20.0	428	446	1013.0	963.1	CLD	66.3
182730	2527	8108	61	61									end leg 4	

H000530

TIME	LAT	LONG	TRK	HD	WD	WS	TA	TD	PA	GA	SP	PS		FC
183630	2500	8111	89	91	254	14	21.7	15.2	860	907	1013.6	914.1	start leg 1	66.3
184100	2500	8152	90	91	256	12	21.8	13.7	860	901	1012.8	914.1	CLR	68.2
184740	2500	8025	90	91	265	13	21.5	17.0	858	904	1013.4	914.0	end leg 1	68.5
185100	2505	8025	270	270	242	11	21.2	17.3	859	903	1012.7	913.9	start leg 2	66.7
185500	2505	8046	271	270	243	9	22.2	10.9	859	902	1013.0	914.2	CLR	67.2
190300	2505	8111	271	271	251	10	22.5	8.8	861	903	1013.1	914.2	end leg 2	67.8
190750	2455	8110	89	90	264	10	21.6	15.1	861	903	1013.0	914.0	start leg 3	68.7
191300	2455	8049	91	91	284	10	21.6	15.9	860	896	1012.7	914.1	CLR	66.8
191850	2455	8025	93	91									end leg 3	
192245	2500	8025	270	271	289	9	24.9	20.0	429	441	1012.1	963.2	start leg 4	68.1
192700	2500	8041	270	272	305	5	24.9	18.5	425	437	1011.9	963.3	CLR	67.3
193500	2500	8111	269	272	323	6	24.3	20.2					end leg 4	
194010	2502	8111	90	90	284	11	22.4	10.5	860	900	1012.8	914.1	start leg 1	68.6
194800	2502	8039	90	90	288	11	22.4	10.6	859	897	1012.5	914.1	CLR	67.2
195125	2502	8025	90	90	292	9	21.7	15.5	861	899	1012.5	914.1	end leg 1	66.4
195515	2457	8025	271	271	275	7	21.2	16.2	860	898	1012.6	914.2	start leg 2	65.6
200100	2457	8047	271	271	262	10	22.1	15.1	859	894	1012.0	914.2	CLR	67.6
200725	2457	8111	271	271	254	10	21.7	14.6	859	897	1012.7	914.1	end leg 2	65.1
201600	2527	8125	348	346	282	12	06	-21.8	4289	4499	1011.2	593.4	ABV CLD	95.2

CLEARANCES

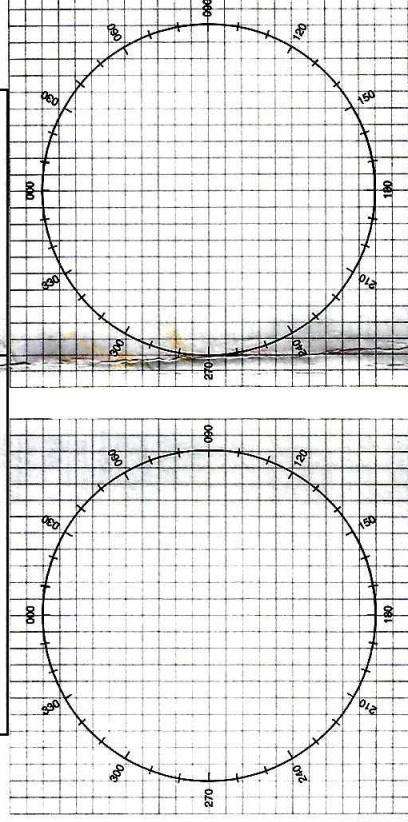
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MISSION LOG

PAGE OF

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 _____

- HEADING _____ TRUE/MAG _____

-AT _____ KTS TRUE/INDICATED

- FLIGHT LEVEL OR ALTITUDE _____

- WE ARE A B-3 AIRCRAFT WITH _____

- SO I'll SON BOARD _____

- WE ARE AT A CROSSROADS
- NATURE OF EMERGENCY

- ASSISTANCE DESIR

- PILOT INTENTIONS
- WE HAVE ENDURANCE REMAINING

[illegible]

