

Flt ID: 010921I	From: MMBT	To: MMBT
Flt No: 01-053	Blk In: 2054	ATA: 2048
ETD: 152	Blk Out: 1505	ATD: 1512 5+36
ETE: 7+30	Blk Time: 5.8	Flt Time: 5.6
Sponsor Org: NHC	Program: R Invest	Purpose: Invest

AOC Personnel

AC: Kennel ✓	Sys Eng: Goldstein ✓
CP: Halperin, Tebeest ✓	Data Sys: Barr ✓
Nav: Adler ✓	Radar:
FE: Wade / Floyd	GPS/BT: Smith ✓
FD: White ✓	Cld Phys:
Avionics: San Souci	

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
Carillo ✓		
Shay ✓		
Jacob ✓		
Meitner ✓		
Zehnder ✓		

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

21/17252 13 24/94 08
 21/1835 13 29/94 28
 21/1953 13 40/94 47

Flt ID: 010921I Time Off: 1512Z Time On:

Pressure: 1011.2

	Number	Data Disposition / Date / Quality
Flt Lvl Tapes	2	1 copy
Radar Tapes	1	C.J.L.
Cloud Physics Tapes	1	CLC
Video Tapes	2	CLC
AXBT		
AXCP		
AXCTD		
Dropsondes	1	CD - CLC
		CLL

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

Remarks

LNT - GPS SPIKES 1515:30-1516:30(2), 1528-1528:30, 1534-1534:30, 1547-1548, 1550-1551,
1609:30-1611(2), 1624-1625, 1633:30-1634, 1642:30-1643:30, 1645:30-1646, 1650:30-1651,
1652:30-1653, 1714:30-1715, 1752-1753, 1812:30-1813, 1816-1816:30, 1822-1823(2),
✓ 1831:30-1832, 1842-1842:30, 1844:30-1845:30(2), 1847-1847:30, 1920-1921,
1933-1934, 1952:30-1953:30(3), 1957:30-1958, 2005-2006(3), 2018-2020:30(3),
2022-2028:30, 2040-2040:30,

Low - GPS SPIKES 1512:30-1513:30(2), 1515:30-1516:30, 1528-1528:30, 1534-1534:30, 1547-1548,
1550-1551, 1604:30-1605, 1609:30-1611(2), 1624-1625, 1633:30-1635(2), 1642:30-1643:30,
1645:30-1646, 1650-1651, 1652:30-1653, 1658:30-1659:30, 1714:30-1715, 1728:30-1729:30,
1740-1740:30, 1744-1745(2), 1749-1750(2), 1752-1753(2), 1812:30-1813(2),
1816-1816:30, 1822-1823(2), 1831:30-1832(2), 1842-1842:30, 1844:30-1845:30,
1847-1847:30, 1918-1918:30, 1920-1921(2), 1933:30-1934, 1952:30-1953:30(3),
2040-2040:30,

PO-GPS 1512:30-1513:30, 1515:30-1516:30, 1534-1534:30, 1621-1622, 1633-1634,
✓ 1659-1659:30, 1719-1719:30, 1723-1724, 1729-1730, 1741-1742, 1801:30-1804:30,
1809:30-1810:30, 1857-1858, 1929:30-1930:30, 1951:30-1952:30, 2001-2001:30,

PITCHER SPIKE 1825-1825:30 ✓

PO-232 SPIKE 1514:30-1515 ✓

* NO KNOG LW ~~000000~~ ✓

* DW3 NOT FUNCTIONING OPTIMALLY 1600:00-1755 ✓

* pan + psw SPIKE ✓

* PRIME ✓

* TAT 2 DUMPING ✓

010 921 I

1512-2048
1518-2043

RENAV

160000	-0.6, -0.2	13 27.5	-94 8.6
163200	0.9, -0.1	12 7.0	-92 45.4
70000	0.9, -0.3	13 27.9	-92 21.7
73000	-0.2, 0.2	13 28.8	-94 25.7
80606	1.6, -0.7	12 25.7	-95 29.3
83500	1.0, -0.5	13 28.6	-94 22.6
92200	2.2, -0.1	14 37.1	-95 8.6
103000	1.5, 0.4	15 52.0	-95 3.0
205500	3.0, -0.5	15 46.4	-96 15.5

AVI

DWZ

INEI

TI1

RA, 159

DWI OSCILLATING THAN MUCH OF FLIGHT

RA-159 SPIKE & TAKEOFF REPLACE W/132 REG 1512:37 X

RA-159 SPIKE & LANDING REPLACE W/132 2047:05-END X

RA-159 SPIKE 2041-2041:30 X

TI1 SPIKE 2050-2051 (X) ✓

53MGPS SPIKES, 1512:30-1513:30, 1515:30-1516:30, 1534-1534:30, 1547-1547:30,
~~1621-1621:30~~, 1623-1623:30, 1633-1634, 1635:30-1636, 1652:30-1653, 1659-1659:30,
 1719-1719:30, 1721-1721:30, 1729-1729:30, 1740-1740:30, 1741-1742, 1803:30-1804:30,
 1810-1810:30, 1915-1915:30, 1952-1953, 1957-1957:30, 2001-2001:30, 2007:30-2008:30,
 2025-2026, 2027-2027:30, 2043-2043:30,

53MGPS SPIKES 1512:30-1513:30, 1515:30-1516:30, 1528-1528:30, 1547-1548,
 1609:30-1611, 1624:30-1625, 1633:00-1633:30, 1634:30-1635, 1659-1659:30,
 1719-1719:30, 1721-1721:30, 1729-1729:30, 1740-1742, 1803:30-1804,
~~1810-1810:30~~, 1915-1915:30, 1952:30-1953, 2001-2001:30, 2043-2043:30,

64MGPS SPIKES 1512:30-1513:30, 1515:30-1516:30, 1528-1529, 1547:00-1548,
 1609:30-1611, 1623-1623:30, 1624:30-1625, 1633-1633:30, 1634:30-1635, 1659-1659:30,
 1721-1721:30, 1729-1729:30, 1740-1742, 1842:00-1842:30, 1915-1915:30, 1945:30-1946:30,
 1952:30-1953, 2001-2001:30, 2043-2043:30

NO KING LW

01-053

Flight ID: 0109

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

Form 413-50

Time	LAT	CON	TK	HD	TA	TD	WD	WJ	PA	GA	PS	SP	Remarks, Eng. Stat T/O
1459													
1512													
16000	13.15	9342	114	134	18.9	15.6	254	26.4	1538	1544	1065.4	1005.7	RT 11
16100	13.17	9345.4	133	139	17.0	13.1	200	14.4	1527	1556	849.6	1002.5	BT 14/6PS
16305	12.16.6	925.7	000	162	19	12.4	164	21.9	1516	1563	844.3	1009.9	BT 16/6PS
164300	12.14	934.6	024	029	18.9	12.3	164	24.4	1570	1559	844.5	1009.3	GPS
165927	12.22.9	9240.5	270	266	17.2	15.4	127	28.8	1571	1587	841.7	1010.2	BT 16/6PS
171630	13.30	9374.4	277	269	17.1	16.6	149	36.1	1570	1578	842.4	1007.3	BT 12/6PS
173300	13.22.9	9455.7	230	277	16.8	16.8	036	22.7	1574	1564	841.9	1007.9	BT 16/6PS
175130	13.19.2	9551.1	159	154	17.6	14.7	048	24.3	1574	1559	843.1	1008.1	BT 16/6PS
182300	12.50.6	9458.8	037	037	16.8	15.9	8	11.5	1527	1553	842.8	1007.3	BT 14/6PS
184000	13.12.4	9426.7	44	56	18.6	15.3	95	57.3	1525	1520	843.1	1007.1	BT 12/6PS
185500	14.1.9	1347.4	47	54	17.8	15.3	110	22.9	1526	1558	843.6	1008.4	BT 14



NOAA P-3 N43RF
EPIC
Mission #8/Tropical Storm Juliette



Flight ID: 010921I

<u>Sensor or system</u>	<u>Number or Name</u>
INE	1
Accelerometer	1
Temperature Probe	1
Dew Point Probe	2 (Edge Tech)
Altitude (for vertical wind)	Radar Altitude (RA-159)
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO2015.CON

Notes:

Radar altimeter (RA-159) had a spike prior to takeoff and was replaced by RA-232 from 1509:01-1512:37. There was one spike in RA-159 that was removed 2041:00-2041:30. The RA-159 had a spike at landing and was replaced by RA-232 from 2047:05-2050:00.

Dewpoint exceeded ambient temperature during times of heavy precipitation.

Other unedited problems:

GPS x-axis groundspeed (GX_GPS) spikes occurred at 1512:30-1513:30, 1515:30-1516:30, 1528:00-1528:30, 1547:00-1548:00, 1609:30-1611:00, 1624:30-1625:00, 1633:00-1633:30, 1634:30, 1635:00, 1659:00-1659:30, 1719:00-1719:30, 1721:00-1721:30, 1729:00-1729:30, 1740:00-1742:00, 1803:30-1804:00, 1915:00-1915:30, 1952:30-1953:00, 2001:00-2001:30 and 2043:00-2043:30.

GPS y-axis groundspeed (GY_GPS) spikes occurred at 1512:30-1513:30, 1515:30-1516:30, 1528:00-1529:00, 1547:00-1548:00, 1609:30-1611:00, 1623:00-1623:30, 1624:30-1625:00, 1633:00-1633:30, 1634:30-1635:00, 1659:00-1659:30, 1721:00-1721:30, 1729:00-1729:30, 1740:00-1742:00, 1803:30-1804:00, 1915:00-1915:30, 1952:30-1953:00, 2001:00-2001:30 and 2043:00-2043:30.

LAT_GPS spikes occurred at 1515:30-1516:30 (2), 1528:00-1528:30, 1534:00-1534:30, 1547:00-1548:00, 1550:00-1551:00, 1609:30-1611:00 (2), 1624:00-1625:00, 1633:30-1634:00, 1642:30-1643:30, 1645:30-1646:00, 1650:30-1651:00, 1652:30-1653:00, 1714:30-1715:00, 1752:00-1753:00, 1812:30-1813:00, 1816:00-1816:30, 1822:00-1823:00 (2), 1831:30-1832:00, 1842:00-1842:30, 1844:30-1845:30 (2), 1847:00-1847:30, 1920:00-1921:00, 1933:00-1934:00, 1952:30-1953:30 (3), 1957:30-1958:00, 2005:00-2006:00 (3), 2018:00-2020:30 (3), 2028:00-2028:30 and 2040:00-2040:30.

1970 10/10/70

Flight ID: 010921I

Landing : _____

CHARGE 10	to EPIC
CHARGE 1	to NHC

[illegible]

[illegible]