

Flt ID: <i>I011003</i>	From: <i>MMBT</i>	To: <i>MMBT</i>
Flt No.: <i>02-02</i>	Blk In: <i>2320Z</i>	ATA: <i>2314Z</i>
ETD: <i>1530Z</i>	Blk Out: <i>1523Z</i>	ATD: <i>1531Z</i>
ETE:	Blk Time: <i>7:57 (8.0)</i>	Flt Time: <i>7:43 (7.7)</i>
Sponsor Org: <i>OGP</i>	Program: <i>EPIC</i>	Purpose: <i>FLT #9</i>

AOC Personnel

AC: <i>KENUL</i> ✓	Sys Eng:
CP: <i>HALVERSON</i> ✓ / <i>TEBEEST</i>	Data Sys: <i>BARR</i> ✓
Nav: <i>NEWMAN</i> ✓	Radar:
FE: <i>WADE</i> ✓ / <i>FLOYD</i>	GPS/BT: <i>SMITH</i> ✓
Avionics: <i>ROGERS</i> ✓	Cld Phys: <i>LYNCH</i> ✓
FD: <i>DAMPANO</i> ✓	

Participating Scientists/Visitors/AOC

Name (Last, First)	Activity on Aircraft	Affiliation
<i>SHAY</i> ✓	<i>ASST. PI</i>	RASMAS <i>RASMAS</i>
<i>JACOB</i> ✓	<i>ASST. PI</i>	<i>RASMAS</i>
<i>MEITIN</i> ✓	<i>OBS</i>	<i>JOSS</i>
<i>LOPEZ</i> ✓	<i>PI</i>	<i>U of New Mexico</i>
<i>SOBREVILLA, O</i>	<i>MEDIA</i>	Televisa <i>Televisa</i>

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

Bal DW1 1546Z NO RLWC
Bal DW2 1550Z

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

ACCWE

File ID: 7011003 Time Off: 15312 Time On: 23142

	A/C (Take Off)	Wx Stn (Take Off)	A/C (Land)	Wx Stn (Land)
Pressure	<u>998.6</u>	<u>29.99</u>	<u>998.6</u>	<u>29.92</u>

	Number	Data Disposition/Date/Quality
Slow/Fast Fit LVI Tapes	<u>2</u>	
Radar Tapes	<u>1</u>	
Cloud Physics Tapes	<u>1</u>	
Video Tapes	<u>4</u>	
AXBT		
AXCP	<u>26</u>	<u>4 bad ; 22 good</u>
AXCTD	<u>20</u>	<u>1 bad ; 19 good</u>
Dropsondes	<u>15</u>	<u>2 no winds ; 1 lost winds</u>

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

Remarks N136AR

NOAA • AOC • SED Flight Performance Log

Aircraft : N43RF

Project : Hurricane '01 / Epic

Mission : EPIC #9SED Crew: LYNCH, BARR, SMITH, ROGERSFlight ID : 011003IPre-Flight: 13:30

Take-Off: _____

Landing: _____

System			Pre-Flight	In-Flight	Post-Flight		
NAV	INE #1	Aligned to :	TL		-8	+1.7	4
	INE #2	Aligned to :	(2) TL		+7	-3.0	4
	GPS		TL		Lat	Long	GS
	Diff GPS		TL				
RADAR	Nose		JMB				
	L/F	R/T SN: 102	JMB				Mod Switch Off ? TL
	Tail	R&T SN 201 / 123	JMB				Mod Switch Off ? TL
	MARS Data System		Clean DAT? y JMB				# DATs : 1
PMS	2DG-C	Ch 1/64: /	N/I				
	2DG-P	Ch 1/64: /	N/I				
	FSSP	Ref VDC:	N/I				
	SEA Data System		JMB				# DATs : 1
TEMP		Cal High	Cal Low			Cal High	Cal Low
	Temp #1	+30.5	-30.3	JMB		31	-30.1
	Temp #2			JMB			
	Temp #3	(Starboard)		N/I			
	Dewpoint #1	(General Eastern)		JMB			
	Dewpoint #2	(Edge Tech 137)		JMB			
	Dewpoint #3	(Buck 1011C)		JMB			
PRES	Attack Angle	(AP/DAP)	#2 = -4.1 mb				
	Slip Angle	(BP/DBP)	JMB				
	Differential	(PQ1/PQ2/PQ3/PQ4)	JMB				
	Absolute	(PS1/PS2)	JMB				
	Radome Transducers		Plugs ? JAS				
	Cabin Transducer	(Station 5)	JMB				
	Apn-159	SN: 66-024	JMB			Off ? : JMB	
FLTLVL	Apn-232	SN: 1761	JMB			Off ? : JMB	
	King Liquid Water		N/I				
	J&W Liquid Water		JMB				
	Down PRT-5	(SST)	JMB				
	Side PRT-5	(CO ²)	N/I				
	RAMS Data System	(3)	Clean DAT? y			# DATs : 2	
	F/D Laptop		JMB			Off ? JAS	
MISC	C.I. Printer		JMB				
	ASDL		JMB			Off ? : JAS	
	Sat Comm Workstation		JAS				
	Exterior Walk Around		JAS				
	Video	(N) L R (D)	(1) JMB			Lens Covers ? : JAS	
	AXBT Receivers						
	AXBT Sonobouys		#On Board : 49	# Dropped : 42		# Good :	
AXBT CAD's		#On Board : 4	# Fred: D200014		#On Board : 0		
AVAPS		JAS					
GPS Dropsondes		#On Board : 36	# Dropped : 15		# Good : 11		
FCU	B.C.D.	JMB			UPS Off : ?		
USER	NASA SRA		N/I		Accelerometers		
	Quadrant SFMR		TL		#1 (2 G):	8194	
	HRD Workstation		N/I		#2 (2.5 G):	6686	
	Lawrence Water Collection		N/I		#3 (3 G):	5967	
	AXCP				#4 (3.5 G):	2892	

2017

[illegible]

Time	Lat	Long	Trk	Hdg	Wind Dir	Wind Spd	T _a	T _s	Press. Alt.	Geo. Alt.	Slc Press.	Press. Slc	Dyn. Press	Remarks
153800	1528	9605	138	139	134	5	18.1	9.3	1804	1925	1015.0	814.5	89.6	HAZE/CLR
161900	1321	9411	139	137	108	20	16.8	11.7	1779	1893	1015.2	817.1	88.4	SET CLD BLW HAZE
163600	1229	9325	141	137	77	23	16.2	13.4	1733	1831	1014.8	822.4	90.4	SET CLD BLW HAZE
164619	1159	9301	1											CP
164623	1159	9301	178	174	82	24	17.4	13.5						(16) DROP
165419	1130	9300			76	20	16.1	14.8						CTD
170230	1100	9300			78	23								CP
171033	1030	9300			89	22	17.4	13.5						CTD
171849	1000	9300												CP
171855	1000	9300			93	28	17.0	14.3						(22) DROP
172707	930	9300			85	27	17.3	13.6						CTD
173513	900	9300			90	22	16.4	13.8						CP
174328	830	9300			84	21	16.9	13.2						CTD
175156	801	9303												CP
175201	801	9303			55	18	16.2	13.5						(20) DROP
175628	800	9320			56	21	16.0	13.6						CP
180136	800	9340			59	22	16.3	13.3						CTD
180643	800	9400	(650)		63	23	16.7	13.0						CP
181230	804	9420												CP
181235	804	9420			78	21	17.4	11.5						(90) DROP
181949	830	9420			86	19	16.2	13.5						CTD
182815	900	9420			101	22	16.4	13.9						CP
183631	930	9420			110	22	16.2	14.5						CTD
184446	1000	9420												CP
184456	1000	9420			111	27	16.2	14.7						(21) DROP
185252	1030	9420			115	25	16.1	14.2						CTD
190100	1100	9420			100	25	16.5	14.3						CP
190913	1130	9420			92	20	16.7	13.9						CTD
191809	1200	9424			80	27	17.2	14.0						CP
191815	1200	9424			80	27	17.2	14.0						(24) DROP
192212	1200	9440			70	25								CP
192610	1200	9500			80	24	16.6	13.4						CTD
193208	1200	9520			88	21	16.8	13.2	93	23				CP
193752	1157	9540												CP
193755	1157	9540			91	22	16.8	13.3						(34) DROP
194532	1130	9540			97	26	16.4	13.6						CTD
195413	1100	9540			112	28								CP

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I011003

Flight ID: ~~F010728~~

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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
200300	1030	9540			113	25	16.4	14.0						CTD
201145	1000	9540			114	24								CP
201150	1000	9540			114	24	16.1	13.8						(22) DROP
202026	930	9540			107	21	16.4	13.0						CTD
202836	900	9540			103	15	16.8	12.8						CP
203724	830	9540			80	16	16.0	13.9						CTD
204614	800	9542												CP
204620	800	9543			82	21	16.9	13.2						BAD (42) DROP
205049	800	9600												CP
205057	800	9600			95	21	16.9	13.2						(20) Drop
205554	800	9620			84	21								CTD
210059	800	9640			86	17	16.3	15.6						CP
210643	802	9700												CP
210647	802	9700			119	7	16.0	15.2						(18) DROP
211430	830	9700			110	17	17.0	14.0						BAD CTD
211922	840	9700			120	17	16.6	14.1						CTD
212245	900	9700			114	17								near B CP
213102	930	9700			124	29								CTD
213909	1000	9700												CP
213918	1000	9700												NO W DROP
214104	1007	9700			123	29								(580) DROP
214717	1030	9700			118	25								CTD
215523	1100	9700			108	24								CP
220332	1130	9700			107	24								CTD
221146	1200	9700												CP
221150	1200	9700			104	22	16.6	13.9						NO W DROP
221315	1206	9659			105	24	16.8	13.6						(20) DROP
224800	1432	9630	11	14	154	17	10.5	5.7	2884	3029	1011.2	711.5	81.8	CLR

EPIC #9

Flight #9 011003I

<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 were no time/data gaps.

Two spikes in the accelerator #2 output, ACC2, were noted from 1654Z - 1656Z and 1658Z - 1701Z. These spikes were removed and patched over.

Two spikes in the fuselage dynamic pressure, PQF1, were noted from 1655Z - 1658Z and 1803Z - 1805Z. These spikes were removed and patched over.

Two spikes in the EdgeTech dewpointer, DW2, were noted from 1548Z - 1552Z and 1803Z - 1805Z. These spikes were removed and patched over.

There were several small spikes in the output of the radar altimeter, RA159, during the following periods: 1548Z - 1550Z, 1606Z - 1608Z, 1740Z - 1742Z, 1815Z - 1817Z, 1820Z - 1822Z, 2029Z - 2031Z, 2120Z - 2122Z. All of these spikes were 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	998.6mb	995.6mb
Corrected tower pressure	NA	NA

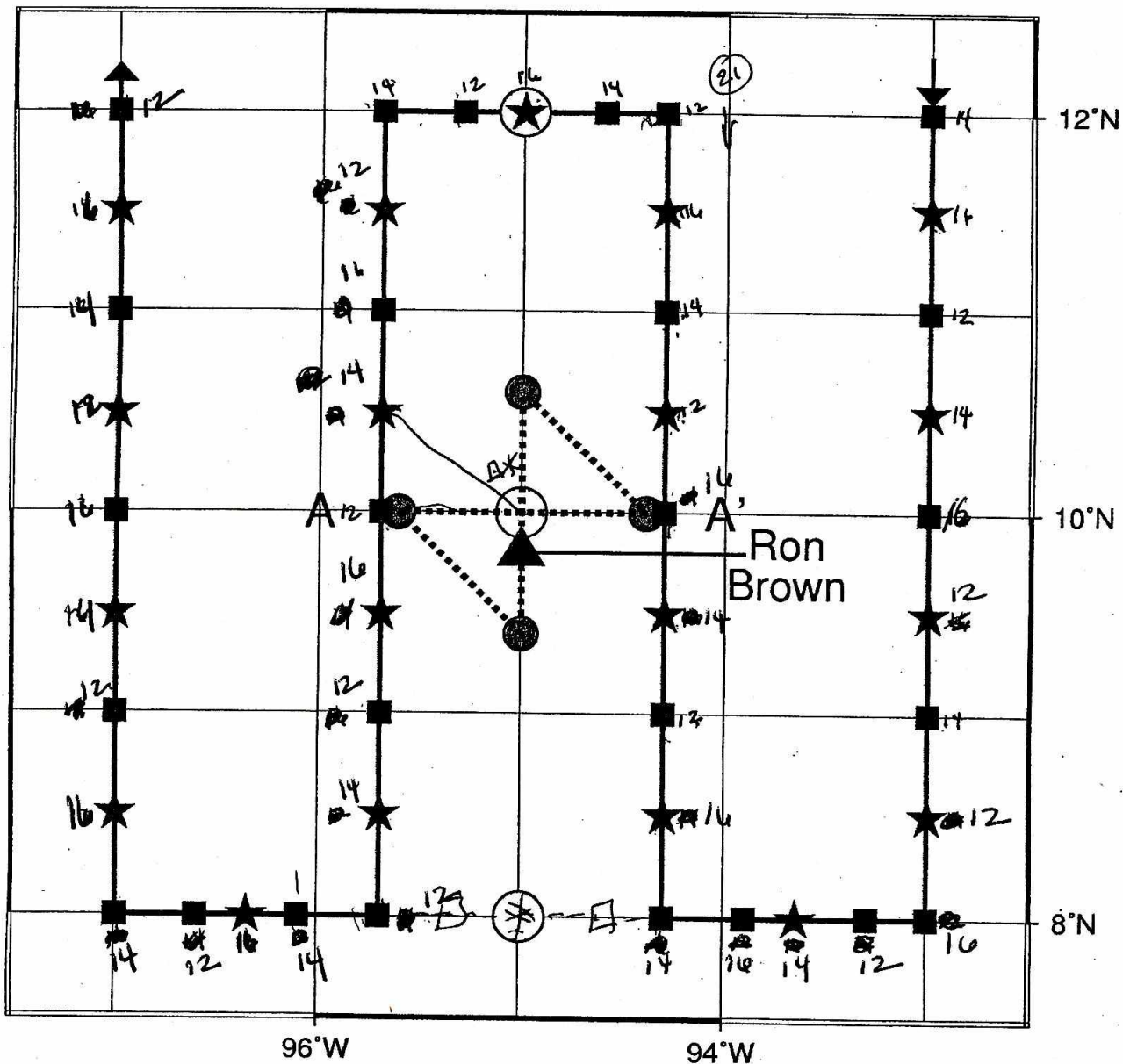
The aircraft INE positions were renavigated with respect to GPS.

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

010928I -094 Asep 100
011003I

[Handwritten signature]



XCPD Chan 165 6 XCPD 8 165
145 9 6 PMS 145
125 11 5 125

03 Oct 2001

OCEAN GRID DROP LOCATIONS (28 September 2001):For the ITCZ Flights the drops will be all ~~ATLIS~~ CP/CTDs

#	LAT	LOX	DROP/ TYPE
1.	12 00	93 00	CP14/GPS G
2.	11 30	93 00	CTD16 <i>Turned on - weak Xmission ← same ARCTO batch</i>
3.	11 00	93 00	CP12/GPS G
4.	10 30	93 00	CTD14 G
5.	10 00	93 00	CP16/GPS G
6.	9 30	93 00	CTD12 G
7.	9 00	93 00	CP14/GPS G - WB @ 600m
8.	8 30	93 00	CTD12 <i>lost an engine</i>
9.	8 00	93 00	CP16/GPS
10.	8 00	93 20	CP12
11.	8 00	93 40	CTD14/GPS
12.	8 00	94 00	CP16
13.	8 00	94 20	CP14/GPS
14.	8 30	94 20	CTD16
15.	9 00	94 20	CP12/GPS
16.	9 30	94 20	CTD14
17.	10 00	94 20	CP16/GPS
18.	10 30	94 20	CTD12
19.	11 00	94 20	CP14/GPS
20.	11 30	94 20	CTD16
21.	12 00	94 20	CP12/GPS
22.	12 00	94 40	CP14
23.	12 00	95 00	CTD16/GPS
24.	12 00	95 20	CP12
25.	12 00	95 40	CP14
26.	11 30	95 40	CTD12
27.	11 00	95 40	CP16/GPS
28.	10 30	95 40	CTD14
29.	10 00	95 40	CP12/GPS
30.	9 30	95 40	CTD16
31.	9 00	95 40	CP12/GPS
32.	8 30	95 40	CTD14
33.	8 00	95 40	CP12/GPS
34.	8 00	96 00	CP14

CP 12 1 CTD 12 1

14 11

14 1

16 1

16 1

4

3

ARCT

12

14

16

5

14

16

18

16

18

8

19 + 1 = 20

35.	8 00	96 20	CTD16/GPS
36.	8 00	96 40	CP12
37.	8 00	97 00	CP14
38.	8 30	97 00	CTD16
39.	9 00	97 00	CP12/GPS
40.	9 30	97 00	CTD14
41.	10 00	97 00	CP16/GPS
42.	10 30	97 00	CTD12
43.	11 00	97 00	CP14/GPS
44.	11 30	97 00	CTD16
45.	12 00	97 00	CP12/GPS

NOAA • AOC • SED
N43RF AVAPS DROP LOG

Project : Hurricane/EPIC '01

Mission : EPIC #9

Flight ID : 011003I

Take Off: 15.31

Landing :

[illegible]

