

Flt ID: 011104H	From: KMCF	To: KMCF
Flt No: 02-06	Blk In: 1854	ATA: 1847
ETD: 1000Z	Blk Out: 0954Z	ATD: 1008Z
ETE: 9+30	Blk Time: 9.0	Flt Time: 8.7 839
Sponsor Org: NOAA/NHC	Program: HURRICANE 2001	Purpose: HURRICANE Michelle

AOC Personnel

AC: KENUL, P ✓	Sys Eng: ROLES, J ✓
CP: TAGGART, B ✓	Data Sys: DELGADO, J ✓
Nav: NEWMAN, C ✓	Radar:
FE: BAST, G ✓	GPS/BT:
FD: SHEPHERD, T ✓	Cld Phys:
Avionics:	

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
SHAY, N ✓	PI	U. Miami
JACOB, D ✓	PI	U. Miami
YATES, G ✓	OBS	AOC
BISSETT, P ✓	OBS	AOC
SUNNER, L ✓	OBS	AOC

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

12/18Z Fix FORECAST 12Z/ 2100 8230

NOAA2 1515A MICHELLE

RADAR DOWN ~ 1803

6 1157 2046 8232

6 1320 2051 8224

6 1428 2103 8216

6 1536 2115 8205

6 1713 2130 8200

Flt ID: 011104H	Time Off: 1008Z	Time On: 1847Z
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	Wx Station (Take Off)	Wx Station (Land)		
Pressure	1015.6	29.99	1012.4	29.93

	Number	Data Disposition / Date / Quality	
Flt Lvl Tapes	2		
Radar Tapes	1		
Cloud Physics Tapes		WRITTEN TO DISK	
Video Tapes	4		
AXBT	16	6 BAD	
AXCP			
AXCTD			
Dropsondes	14		

Video

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

Remarks

w

Hurricane 2001

Hurricane Michelle

Flight #2 011104H

<u>Sensor or system</u>	<u>Number or Name</u>
INE	2
Accelerometer	2
Temperature Probe	1
Dew Point Probe	1
Altitude (for vertical wind)	RA-159
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO2012.CON

Notes:

Takeoff: 1008Z

Land: 1847Z

There were data gaps from 103630 - 103645 and 173240 - 173251.

The radar altimeter (APN-159) was replaced by the APN-232 due to spiking during takeoff (100501 - 101130) and landing (183930 - 185000). In addition, there was a spike and subsequent drop out of the APN-159 from 145900 - 152000. From 145900 - 152000, the APN-159 was replaced by the APN-232 with a +18.0 meter offset.

During times when the aircraft was flying through heavy precipitation, the dew point temperature exceeded the ambient temperature resulting in humidities greater than 100%. This could also be due in part to wet bulbing effect on the total temperature sensor. No adjustments were made.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	1015.6	1012.4
Corrected tower pressure	1015.6	1013.5

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 resectively, computed using Dave Jorgensen's vertical wind algorithm. It is recommended that these values be used for vertical wind analysis.

Flight Director: Tom Shepherd, (813) 828-3310 ext. 3053

011104A

TT# 1

DP# 1

INE #2

AZI# 2

DATA GAP

103630 - 103645

173240 - 173251

RA 159 spike

150412 - 150422

Sub ^{RA}232 ^{RA}for 159

T.O. 100501 - 101130

LAND. 183930 - 185000

145900 - 152000 +18.0 (159 dropout)

RA

~~1201~~, 1543 OK

1505-1510

1500-1515

RENAU (OVER)

1)	104500	0.3	0.1	25 24.7	81 41.8	✓
	113000	0.2	-0.4	22 17.1	81 32.6	✓
	121500	0.7	-0.2	19 53.9	83 25.2	✓
	130000	0.6	-0.4	19 57.6	81 17.9	✓
5)	134500	1.4	-0.4	22 0.9	83 39.8	✓
	143000	1.3	-0.6	21 3.2	82 9.1	✓
	151500	2.8	-0.9	22 10.5	81 2.2	✓
	160000	2.4	-0.9	20 5.2	83 6.7	✓
	164500	3.7	-1.8	19 35.3	81 53.5	✓
10)	173000	4.0	-0.9	22 30.8	81 44.0	✓
	181500	4.9	-2.2	26 3.0	81 39.7	✓
12)	185000	5.3	-2.0	27 51.5	82 30.5	✓

173251 Bad position
 INE#1 INE#2
 Lat 15.218 22.677
 Lon -54.958 -81.681

173241
 173300

Flight ID: 011104H

H. Michelle

Page 1 of 1

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
104515	2524	8114	161	158	081	20.0	-2.2	-1.8	4570	4790	1011.2	572.1	74.1	
113500	2200	8147	222	210	119	61.0	8.9	10.2	3050	3113	1000.5	697.5	74.6	
115410	2055	8230												D1 BT1
✓ 2044	8233		(1157)											D2 BT2
120505	2019	8257												BT3 D stuck
122740	1930	8326	89	87	288	46.0	9.5	7.2	3076	3156	1006.2	694.4	71.4	
130530	2013	8136												BT4
131230	2027	8200												D3 B5
132045	2051	8224												D4 B6
132605	2109	8242												D5 B7
140940	2052	8334	091	080	344	50.0	10.4	5.9	3051	3101	998.4	696.7	70.4	
142253	2054	8236												D6 B8
142800	2101	8213												D7 B9
143806	2104	8137	092	116	181	98.2	9.7	10.8	3080	3046	987.1	694.3	66.3	D8 B10
153142	2127	8152												D9 B11
154230	2055	8220												D11 B12
165156	2006	8153												BT13
170355	2054	8204												D12
171345	2125	8158												D13 B14
171915	2128	8157												D14 B15
180815	2527	8132	349	352	140	18.0	-9.6	-10.8	6101	6394	1003.6	465.3	77.0	
1537														D10

90 1720 2051 8224 17132130 8200

#1

DATE 011104		SCHEDULED RX TIME	AIRCRAFT NUMBER	FLIGHT DIRECTOR
WX MISSION IDENTIFIER				OB NUMBER 7
VORTEX DATA MESSAGE				
A	04 1157 Z	DATE and TIME of FIX		
B	20 DEG 46 MIN N S	LATITUDE of FIX		
	82 DEG 32 MIN W E	LONGITUDE of FIX		
C	700 MB 2674M	MINIMUM HEIGHT of STANDARD LEVEL		
D	NA KT	ESTIMATE of MAXIMUM SURFACE WIND OBSERVED		
E	NA DEG NM	BEARING and RANGE FROM CENTER of MAXIMUM SURFACE WIND		
F	114 DEG 108 KT	MAXIMUM FLIGHT LEVEL WIND NEAR CENTER		
G	11 DEG 11 NM	BEARING and RANGE FROM CENTER OF MAXIMUM FLIGHT LEVEL WIND		
H	EXTRAP 949 MB	MINIMUM SEA LEVEL PRESSURE COMPUTED FROM DROPSONDE OR EXTRAPOLATED FROM FLIGHT LEVEL. IF EXTRAPOLATED, CLARIFY IN REMARKS.		
I	16 C / 3049M	MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE OUTSIDE EYE		
J	18 C / 3040M	MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE INSIDE EYE		
K	14 C / NA C	DEWPOINT TEMP / SEA SURFACE TEMP INSIDE EYE		
L	OPEN SE	EYE CHARACTER: Closed wall, poorly defined, open SW, etc.		
M	C 30	EYE SHAPE/ORIENTATION/DIAMETER: Code eye shape as: C - Circular; CO - Concentric; E - Elliptical. Transmit orientation of the major axis in tens of degrees, i.e., 01-010 to 190; 17 - 170 to 350. Transmit diameter in nautical miles. Examples: C8= Circular eye 8 miles in diameter. E09/15/5=Elliptical eye, major axis 090-270, length of major axis 15 NM, length of minor axis 5 NM. CO8-14=Concentric eye, diameter inner eye 8 NM, outer eye 14 NM.		
N	12345/7	FIX DETERMINED BY / FIX LEVEL. FIX DETERMINED BY: 1-Penetration; 2-Radar; 3-Wind; 4-Pressure; 5-Temperature. FIX LEVEL (Indicate surface center if visible; indicate both surface and flight level centers ONLY when same): 0-Surface; 1-1500 ft; 9-925mb; 8-850mb; 7-700mb; 5-500mb; 4-400mb; 3-300mb; 2-200mb; NA-Other		
O	1 1 3 NM	NAVIGATION FIX ACCURACY / METEOROLOGICAL ACCURACY		
P	REMARKS MAX FL WIND 108 KT NE QUAD 1154 Z DROPSONDE SLP 947 mb 30			

INSTRUCTIONS: Items A thru G (and H when extrapolated) are transmitted from the aircraft immediately following the fix. The remainder of the message is transmitted as soon as available for scheduled fixes and at the Flight Director's discretion for unscheduled (intermediate) fixes.

#2

DATE 011104	SCHEDULED RX TIME	AIRCRAFT NUMBER N42RF	FLIGHT DIRECTOR TS
WX MISSION IDENTIFIER NOAA2 1515A MICHELLE			OB NUMBER 12
VORTEX DATA MESSAGE			
A	041 1320 Z	DATE and TIME of FIX	
B	20 DEG 51 MIN N S	LATITUDE of FIX	
	82 DEG 24 MIN W E	LONGITUDE of FIX	
C	700 MB 2688M	MINIMUM HEIGHT of STANDARD LEVEL	
D	90 KT	ESTIMATE of MAXIMUM SURFACE WIND OBSERVED	
E	141 DEG 20 NM	BEARING and RANGE FROM CENTER of MAXIMUM SURFACE WIND	
F	217 DEG 133 KT	MAXIMUM FLIGHT LEVEL WIND NEAR CENTER	
G	136 DEG 24 NM	BEARING and RANGE FROM CENTER OF MAXIMUM FLIGHT LEVEL WIND	
H	950 MB	MINIMUM SEA LEVEL PRESSURE COMPUTED FROM DROPSONDE OR EXTRAPOLATED FROM FLIGHT LEVEL. IF EXTRAPOLATED, CLARIFY IN REMARKS.	
I	16 C / 3027M	MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE OUTSIDE EYE	
J	17 C / 3026M	MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE INSIDE EYE	
K	13 C / 144C	DEWPOINT TEMP / SEA SURFACE TEMP INSIDE EYE	
L	Poor DEFINED	EYE CHARACTER: Closed wall, poorly defined, open SW, etc.	
M	C 50	EYE SHAPE/ORIENTATION/DIAMETER: Code eye shape as: C - Circular; CO - Concentric; E - Elliptical. Transmit orientation of the major axis in tens of degrees, i.e., 01-010 to 190; 17 - 170 to 350. Transmit diameter in nautical miles. Examples: C8= Circular eye 8 miles in diameter. E09/15/5=Elliptical eye, major axis 090-270, length of major axis 15 NM, length of minor axis 5 NM. CO8-14=Concentric eye, diameter inner eye 8 NM, outer eye 14 NM.	
N	12345/7	FIX DETERMINED BY / FIX LEVEL. FIX DETERMINED BY: 1-Penetration; 2-Radar; 3-Wind; 4-Pressure; 5-Temperature. FIX LEVEL (Indicate surface center if visible; indicate both surface and flight level centers ONLY when same): 0-Surface; 1-1500 ft; 9-925mb; 8-850mb; 7-700mb; 5-500mb; 4-400mb; 3-300mb; 2-200mb; NA-Other	
O	114 NM	NAVIGATION FIX ACCURACY / METEOROLOGICAL ACCURACY	
P	REMARKS MAX FL WIND 133 KT SE QUAD 1314 Z DROP sonde SEA SFC PRESS 950 mb		

INSTRUCTIONS: Items A thru G (and H when extrapolated) are transmitted from the aircraft immediately following the fix. The remainder of the message is transmitted as soon as available for scheduled fixes and at the Flight Director's discretion for unscheduled (intermediate) fixes.

#3

DATE 011104		SCHEDULED RX TIME	AIRCRAFT NUMBER	FLIGHT DIRECTOR
WX MISSION IDENTIFIER NOAAZ 1515A Michelle				OB NUMBER 19
VORTEX DATA MESSAGE				
A	0411428 Z	DATE and TIME of FIX		
B	21 DEG 03 MIN (N) S	LATITUDE of FIX		
	82 DEG 16 MIN (W) E	LONGITUDE of FIX		
C	700MB 2696 M	MINIMUM HEIGHT of STANDARD LEVEL		
D	NA KT	ESTIMATE of MAXIMUM SURFACE WIND OBSERVED		
E	NA DEG NM	BEARING and RANGE FROM CENTER of MAXIMUM SURFACE WIND		
F	001 DEG 87 KT	MAXIMUM FLIGHT LEVEL WIND NEAR CENTER		
G	249 DEG 26 NM	BEARING and RANGE FROM CENTER OF MAXIMUM FLIGHT LEVEL WIND		
H	950 MB	MINIMUM SEA LEVEL PRESSURE COMPUTED FROM DROPSONDE OR EXTRAPOLATED FROM FLIGHT LEVEL. IF EXTRAPOLATED, CLARIFY IN REMARKS.		
I	12 C / 3044M	MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE OUTSIDE EYE		
J	16 C / 3042M	MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE INSIDE EYE		
K	13 C / NAC	DEWPOINT TEMP / SEA SURFACE TEMP INSIDE EYE		
L	Poorly DEFINED	EYE CHARACTER: Closed wall, poorly defined, open SW, etc.		
M	C45	EYE SHAPE/ORIENTATION/DIAMETER: Code eye shape as: C - Circular; CO - Concentric; E - Elliptical. Transmit orientation of the major axis in tens of degrees, i.e., 01-010 to 190; 17 - 170 to 350. Transmit diameter in nautical miles. Examples: C8= Circular eye 8 miles in diameter. E09/15/5=Elliptical eye, major axis 090-270, length of major axis 15 NM, length of minor axis 5 NM. CO8-14=Concentric eye, diameter inner eye 8 NM, outer eye 14 NM.		
N	12345/7	FIX DETERMINED BY / FIX LEVEL. FIX DETERMINED BY: 1-Penetration; 2-Radar; 3-Wind; 4-Pressure; 5-Temperature. FIX LEVEL (Indicate surface center if visible; indicate both surface and flight level centers ONLY when same): 0-Surface; 1-1500 ft; 9-925mb; 8-850mb; 7-700mb; 5-500mb; 4-400mb; 3-300mb; 2-200mb; NA-Other		
O	1 1 3 NM	NAVIGATION FIX ACCURACY / METEOROLOGICAL ACCURACY		
P	REMARKS MAX FL WIND 133 KT SE QUAD 1314 Z			

INSTRUCTIONS: Items A thru G (and H when extrapolated) are transmitted from the aircraft immediately following the fix. The remainder of the message is transmitted as soon as available for scheduled fixes and at the Flight Director's discretion for unscheduled (intermediate) fixes.

#4

DATE		SCHEDULED RX TIME	AIRCRAFT NUMBER	FLIGHT DIRECTOR
WX MISSION IDENTIFIER				OB NUMBER <u>24</u>
VORTEX DATA MESSAGE				
A	<u>104 / 1536Z</u>	DATE and TIME of FIX		
B	<u>21 DEG 15MIN (N) S</u>	LATITUDE of FIX		
	<u>82 DEG 05MIN (W) E</u>	LONGITUDE of FIX		
C	<u>700 MB 2688M</u>	MINIMUM HEIGHT of STANDARD LEVEL		
D	<u>NA</u> KT	ESTIMATE of MAXIMUM SURFACE WIND OBSERVED		
E	<u>NA</u> DEG NM	BEARING and RANGE FROM CENTER of MAXIMUM SURFACE WIND		
F	<u>141 DEG 133</u> KT	MAXIMUM FLIGHT LEVEL WIND NEAR CENTER		
G	<u>054 DEG 21</u> NM	BEARING and RANGE FROM CENTER OF MAXIMUM FLIGHT LEVEL WIND		
H	<u>950</u> MB	MINIMUM SEA LEVEL PRESSURE COMPUTED FROM DROPSONDE OR EXTRAPOLATED FROM FLIGHT LEVEL. IF EXTRAPOLATED, CLARIFY IN REMARKS.		
I	<u>17 C 13053M</u>	MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE OUTSIDE EYE		
J	<u>18 C 13052M</u>	MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE INSIDE EYE		
K	<u>13 C / NA C</u>	DEWPOINT TEMP / SEA SURFACE TEMP INSIDE EYE		
L	<u>OPEN SE</u>	EYE CHARACTER: Closed wall, poorly defined, open SW, etc.		
M	<u>E05/45/30</u>	EYE SHAPE/ORIENTATION/DIAMETER: Code eye shape as: C - Circular; CO - Concentric; E - Elliptical. Transmit orientation of the major axis in tens of degrees, i.e., 01-010 to 190; 17 - 170 to 350. Transmit diameter in nautical miles. Examples: C8= Circular eye 8 miles in diameter. E09/15/5=Elliptical eye, major axis 090-270, length of major axis 15 NM, length of minor axis 5 NM. CO8-14=Concentric eye, diameter inner eye 8 NM, outer eye 14 NM.		
N	<u>12345/7</u>	FIX DETERMINED BY / FIX LEVEL. FIX DETERMINED BY: 1-Penetration; 2-Radar; 3-Wind; 4-Pressure; 5-Temperature. FIX LEVEL (Indicate surface center if visible; indicate both surface and flight level centers ONLY when same): 0-Surface; 1-1500 ft; 9-925mb; 8-850mb; 7-700mb; 5-500mb; 4-400mb; 3-300mb; 2-200mb; NA-Other		
O	<u>1 1 4</u> NM	NAVIGATION FIX ACCURACY / METEOROLOGICAL ACCURACY		
P	REMARKS EXT. 949 MAX FL WIND <u>133</u> KT <u>NE</u> QUAD <u>1531 Z</u>			

INSTRUCTIONS: Items A thru G (and H when extrapolated) are transmitted from the aircraft immediately following the fix. The remainder of the message is transmitted as soon as available for scheduled fixes and at the Flight Director's discretion for unscheduled (intermediate) fixes.

#5

DATE 011104	SCHEDULED RX TIME 18Z	AIRCRAFT NUMBER N42	FLIGHT DIRECTOR TS
WX MISSION IDENTIFIER NOAA2 1515A Michelle			OB NUMBER 29
VORTEX DATA MESSAGE			
A	0411713Z	DATE and TIME of FIX	
B	21 DEG 30 MIN (N) S	LATITUDE of FIX	
	82 DEG 00 MIN (W) E	LONGITUDE of FIX	
C	700 MB 2693 M	MINIMUM HEIGHT of STANDARD LEVEL	
D	90 KT	ESTIMATE of MAXIMUM SURFACE WIND OBSERVED	
E	185 DEG 20 NM	BEARING and RANGE FROM CENTER of MAXIMUM SURFACE WIND	
F	265 DEG 126 KT	MAXIMUM FLIGHT LEVEL WIND NEAR CENTER	
G	190 DEG 27 NM	BEARING and RANGE FROM CENTER OF MAXIMUM FLIGHT LEVEL WIND	
H	949 MB	MINIMUM SEA LEVEL PRESSURE COMPUTED FROM DROPSONDE OR EXTRAPOLATED FROM FLIGHT LEVEL. IF EXTRAPOLATED, CLARIFY IN REMARKS.	
I	19 C 13068 M	MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE OUTSIDE EYE	
J	21 C 13061 M	MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE INSIDE EYE	
K	10C / NAC	DEWPOINT TEMP / SEA SURFACE TEMP INSIDE EYE	
L	Poor DEF	EYE CHARACTER: Closed wall, poorly defined, open SW, etc.	
M	C 50	EYE SHAPE/ORIENTATION/DIAMETER: Code eye shape as: C - Circular; CO - Concentric; E - Elliptical. Transmit orientation of the major axis in tens of degrees, i.e., 01-010 to 190; 17 - 170 to 350. Transmit diameter in nautical miles. Examples: C8= Circular eye 8 miles in diameter. E09/15/5=Elliptical eye, major axis 090-270, length of major axis 15 NM, length of minor axis 5 NM. CO8-14=Concentric eye, diameter inner eye 8 NM, outer eye 14 NM.	
N	12345/7	FIX DETERMINED BY / FIX LEVEL. FIX DETERMINED BY: 1-Penetration; 2-Radar; 3-Wind; 4-Pressure; 5-Temperature. FIX LEVEL (Indicate surface center if visible; indicate both surface and flight level centers ONLY when same): 0-Surface; 1-1500 ft; 9-925mb; 8-850mb; 7-700mb; 5-500mb; 4-400mb; 3-300mb; 2-200mb; NA-Other	
O	1 1 3 NM	NAVIGATION FIX ACCURACY / METEOROLOGICAL ACCURACY	
P	REMARKS MAX FL WIND 133 KT NE QUAD 153 / Z		

INSTRUCTIONS: Items A thru G (and H when extrapolated) are transmitted from the aircraft immediately following the fix. The remainder of the message is transmitted as soon as available for scheduled fixes and at the Flight Director's discretion for unscheduled (intermediate) fixes.

HAVANA

8230

124.55

PRIORITY ← E F →		ADDRESSEE(S)	
FILING TIME		ORIGINATOR	
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR			
3. MESSAGE TYPE ← E (FPL)	7. AIRCRAFT IDENTIFICATION ← N041A421	8. FLIGHT RULES ←	TYPE OF FLIGHT ← X
9. NUMBER ←	TYPE OF AIRCRAFT ← P131	WAKE TURBULENCE CAT. ←	10. EQUIPMENT ← SIC
13. DEPARTURE AERODROME ← K161C1F	TIME ← 110100		
15. CRUISING SPEED ← N111	LEVEL ← F11501	ROUTE ← SRQ V579 RSW MTH G448 UCL	
MATIN (DELAY 8+00 150 NM RADIUS) DCT UVA G448 MTH			
DCT RSW V579 SRQ MCF			
SRQ MTH			
MM RSW 579 SRQ			
16. DESTINATION AERODROME ← K161C1F	TOTAL FEET HR/MIN ← 014130	ALTN AERODROME ← K161P1A	2ND ALTN AERODROME ←
18. OTHER INFORMATION			
← EET MUFH 1+00 KZMA 9+00			
STS WEATHER RECON HURRICANE MICHELLE			
OPR NOAA			
REM DELAY 100 NM RADIUS AROUND MATIN			
REG N42RF			
REM CUBAN AIRSPACE CLEARANCE/OVERFLIGHT			
NOT FOR TRANSMISSION			
19.	SUPPLEMENTARY INFORMATION		
ENDURANCE	PERSONS ON BOARD	EMERGENCY AND SURVIVAL EQUIPMENT	
← FUEL/ 11700	→ POB/ 12 → RDO/	121.5 → 243 → 500 → 8364	
TYPE OF EQUIPMENT		LIFE JACKETS	RADIO FREQUENCY
← POLAR → DESERT → MARITIME → JUNGLE → GLOBAL →		← JACKETS → LIGHT → FLUORESCIN →	
DINGHIES	COLOR	NUMBER	TOTAL CAPACITY
			OTHER EQUIPMENT
DINGHIES	COVER	ORANGE/ 2/24	→ RMK/ RAFT PRC90/ PORTABLE 121.5
REMARKS		AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT	
HURRICANE RESEARCH		N42RF	
P-3			
CREW LIST	ATTACHED	LOCATED AT:	MCF - NOAA DUTY
PASSENGER MANIFEST	ATTACHED	LOCATED AT:	OFFICE 813-828-3310
NAME OF PILOT IN COMMAND		SIGNATURE OF APPROVING AUTHORITY	
AIRCRAFT HOME STATION OR ORGANIZATION			

N42RF AVAPS DropSonde Log

1515A

N42RF Project: Hurricane 2001

Flight ID 0111046

Mission: Michelle II 2 Flight #: _____

System Status: _____

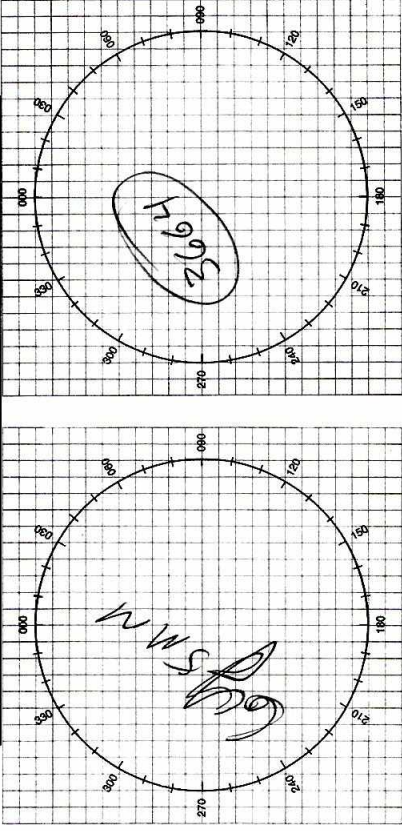
Drop #	Sonde Serial Number	Chn. #	Time (Zulu)	Press. offset	Winds time	Operator Initials	Comments / Drop Status / Failure Reason	GOOD ☒
1	011335082	1	115418		30	VED	IM Good	✓
2	011245456	2	115710		430	VED	IM Good	✓
3	003135138	3	---			VED	No out (m tube trapped)	
4	003135058	1	131220			VED	Good ✓ TM	
5	003115397	2	132030		25	VED	Good ✓ TM	
6	003115394	3	1326		30	VED	Good ✓ TM	
7	003155443	1	1422		35	VED	Good ✓ TM	
8	003115396	2	1428		40	VED	Good TM ✓	
9	002428045	3	1438		35	VED	Good TM ✓	
10	003115217	1	Bad				No Drop	
11	003135304	1	1531		40	VED	Good ✓ No sent	
12	002428047	2	1537		20	VED	Good ✓ TM	
13	003135039	3	1542			VED	Good ✓ TM	
14	003115413	1	170355		30	VED	Good ✓ TM	
15	003115404	2	171340			VED	interm. winds TM	
16	003115273	3	171920		54	VED	Good ✓ TM	
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
32								
33								

16 Total

1515A

UNBC

CLEARANCES			
FREQ	ALT	HDG	OTHER



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 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	K ERR	INS 2 POSITION	K ERR	MH	VAR +E=>	TH	DR +R=>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
0954	TAXI																				29.94 59.1K
1008	OFF																				
1026	A	26 45.8 82 09.8	26 45.9 82 09.6	-1 +2	26 45.5 82 09.5	+3 +3			164		164	270	114	5	15K	275	TAXI	168	37	1104	
1133	A	22 07.3 81 41.3	22 07.3 81 41.2		22 07.1 81 41.7																
1157	(FIX)	20 46.7		82	31.9			center													950MB
1240																					44.2K 43K
1310	A	20 23.8 81 51.5	20 23.3 81 50.5	+5 -1.0	20 22.7 81 51.8	+9 -3					304		218	94	10K	252					
1320		20 50.7		82	23.7			center													
1400								5.5 hours													38.0K (4700)
1428		21 03.1			82	15.7		center													952MB
1451	A	21 04.4 80 41.7	21 02.2 80 39.6	+2.2 +2.1	21 02.3 80 42.1	+2.4 -4			103		090	216	182	52	10K	249					
1504	APN-159			OFF				BACK													
1530			21 15 N		82 05 W																
1540																					
1713		center			21	29.30			81		59.6										29K
1733	A	22 42.3 81 40.5	22 36.3 81 38.1	+6.0 +2.4	22 38.3 81 41.4	+4.0 -9					016		090	47	10K	248					949MB 90KURT