

Fit ID: 020903H	From: KMCF	To: KMCF
Fit No: 02-	Blk In: 2358	ATA: 2347
ETD: 1700Z	Blk Out: 1720	ATD: 1731
ETE: 7+00	Blk Time: 6.6	Flt Time: 6.3
Sponsor Org: NOAA/NESDIS	Program: OCEANWINS PND	Purpose: T.S. Edouard

AOC Personnel

AC: KENUL, P	Sys Eng: BARR, J
CP: SILAH, M / TEBEEST, R	Data Sys: MC Millan, S
Nav: NEWMAN, C	Radar:
FE: WADE, S	GPS/BT: PEEK, B
FD: SHEPHERD	Cld Phys:
Avionics: ROGERS, M	

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
CHANG, P	PI	NESDIS
CONNOR, L	Co PI	NESDIS
ZHANG, A	SFMR / IWRAP	UMASS
ESTABAN, D	↓	UMASS
DODGE, P	HAPS	HRD
GOLDENBERG, S	↓	↓

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

30.3 78.4

TEAL 63

TEAL 43

123.05

18Z forecast

1002 mb

out by 1730

2330 um

30.3 78.6

CONV NE Quad

00Z 30.2 78.7

1720 3001

NOAA2 WXWXA Edouard

30.3 79.8 1P

APN232 ↓ 1929

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

AOCWF2

Flt ID:

020903H

Time Off:

1731Z

Time On:

2347

A/C (Take Off)

Wx Station (Take Off)

A/C (Land)

Wx Station (Land)

Pressure

1014.7

29.98

29.96

Number

Data Disposition / Date / Quality

Flt Lvl Tapes

Radar Tapes

Cloud Physics Tapes

Video Tapes

AXBT

12

AXCP

AXCTD

Dropsondes

24

21 HRD 4 NES DIS

2/20 BAD 0/4 BAD

Video

Forward

Left Side

Right Side

Down

Remarks

Time On

Time Off

Rate

Remarks



NOAA P-3 N42RF
Ocean Winds 2002
T.S. Edouard



Flight ID: H020903

Sensor or system

Number or Name

INE	2
Accelerometer	2
Temperature Probe	1
Dew Point Probe	3 (Buck Research)
Altitude (for vertical wind)	Radar Altitude (RA-232)
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO2023.CON

Take off: 1731Z

Land: 2347Z

Notes:

There were time gaps from 192611 - 192630 and 194311 - 194320.

Both radar altimeters were out from 193000 - 194330. Therefore there was no means available to make corrections. All derived data during this time period that requires altimeter input should be viewed with caution.

All other instruments worked optimally during the flight; however, there were multiple times when the dewpoint temperature exceeded ambient temperature resulting in an RH >100%. These times were during heavy rain events (as noted by the Johnson-Williams Liquid Water sensor) and were likely due to a wet-bulb effect on the total temperature sensor.

The aircraft INE positions were re-navigated 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	1014.7 mb	1013.6 mb
Corrected Tower Pressure	1015.2 mb	1014.6 mb
Flight Director:	Tom Shepherd	
Phone #:	(813) 828-3310 ext. 3053	

Time	Lat	Long	Trk	Hdg	Wind Dir	Wind Spd	T _a	T _d	Press. Alt.	Geo. Alt.	Sfc Press.	Press. Sfc	Dyn. Press.	Remarks
181440	2944	8021	36	35	337	10.0	1.9	-16.6	4308	4532	1011.9	597.8	62.7	DESCENDING
182850	2957	7931	105	98	009	31.2	17.4	13.2	2024	2106	1008.2	793.0	62.5	BT1 Drop 1
184320	2955	7830												BT 2
184905	2955	7802												DZ
185100	2955	7754												3
185125	2955	7753												4
185145	2955	7751												5
185205	2955	7750												6
185225	2955	7748												7
185245	2955	7747												8
185446	2956	7736												9
190645	3024	7804	307	309	115	24.2	15.2	12.7	2047	2151	1012.3	790.4	84.3	BT3 D10
191225	3039	7827												D14
191905	3056	7853												BT4 D12
193540	3017	7911	179	173	73	28.3	16.1	12.2	2042	2130	1009.2	790.8	64.4	BT5 D13
194830	2928	7910	180	186	282	20.5	16.1	13.9	2041	2130	1009.1	791.8	65.9	BT6 D14 RA
195810	2859	7904	34	31	269	23.6	14.9	14.3	2044	2130	1009.5	790.2	87.9	
200445	2817	7842												BT7 D15
200625	2912	7838												D19 NO GOOD D16
200840	2905	7832	144	150	240	19.6	15.9	10.4	2042	2144	1011.3	790.9	66.1	
201205	2858	7831	316	314	235	14.6	15.6	11.8	2042	2145	1011.4	791.1	69.6	BT8 D17
201820	2917	7847	Q	Q	239	18.7	16.5	12.5	2044	2138	1009.8	790.6	76.7	
202930	2935	7822	235	234	202	21.8	16.3	11.6	2016	2115	1011.2	793.4	72.7	BT9 D18
203645	2926	7846												END WORK
205558	2942	7726												D19 NESOIS
214005	3002	7714												D20 PND
212431	3012	7710	40	45	156	19.6	13.9	13.5	2020	2135	1014.5	793.1	79.2	
213220	3011	7721												D21 PND
214210	3008	7729												D22 PND
214610	3014	7712	65	72	158	19.0	13.5	13.7	2010	2124	1015.3	794.3	73.2	
222605	3029	7919	345	349	061	15.3	17.7	9.8	2025	2123	1009.9	792.6	83.8	BT10 D23
223230	3043	7931												BT11 D24
224600	3021	7957	255	259	040	21.1	16.7	10.9	2022	2125	1011.3	793.0	80.6	
225050	3014	8002												BT12 D25

Flight ID: 020903H

Takeoff: 1731

Land: 2347

TT # 1

TD # 3

INE # 2

AZI # 2

RA ~~159~~ 232

Time gap 192611 - 192630
194311 - 194320

TT 2 appears to be wet bulking in presence
spikes Hdg 210336 - 210340, 210455 - 210500,
210502 - 210509

RA 232 - Sub w/ RA232 ~ 182815 - 184205, 191529 - 192200
Sub w/ RA159 193000 - 194250

192730 - 195630 ✓
23 (42) 19

Both altimeters bad from 193000 to 194330
neither can be subbed for the other.

Removed RA232 data from 193000 - 194330

Bin 5255

1) 175600	-0.6	+0.1	2834.2	8115.2	—
183600	-1.0	+0.2	2953.8	791.4	—
190100	-1.5	+0.3	307.4	7737.6	—
193900	-2.1	+0.5	303.8	7911.1	—
5) 201700	-2.2	+0.5	2913.0	7842.7	—
211700	-2.8	+1.4	2953.7	7721.6	—
220000	-3.0	+1.4	2958.7	7743.9	—
223700	-3.0	+1.9	3027.0	7925.7	—
233100	-2.9	+1.9	2823.1	8135.9	—
10) 235000	-2.9	+1.9	2750.6	8231.4	—

N42RF AVAPS DropSonde Log

N42RF Project: OCEAN WINDS

Flight ID 020903H

Mission: NOAAZ WYWX-A EDW Flight #: 1

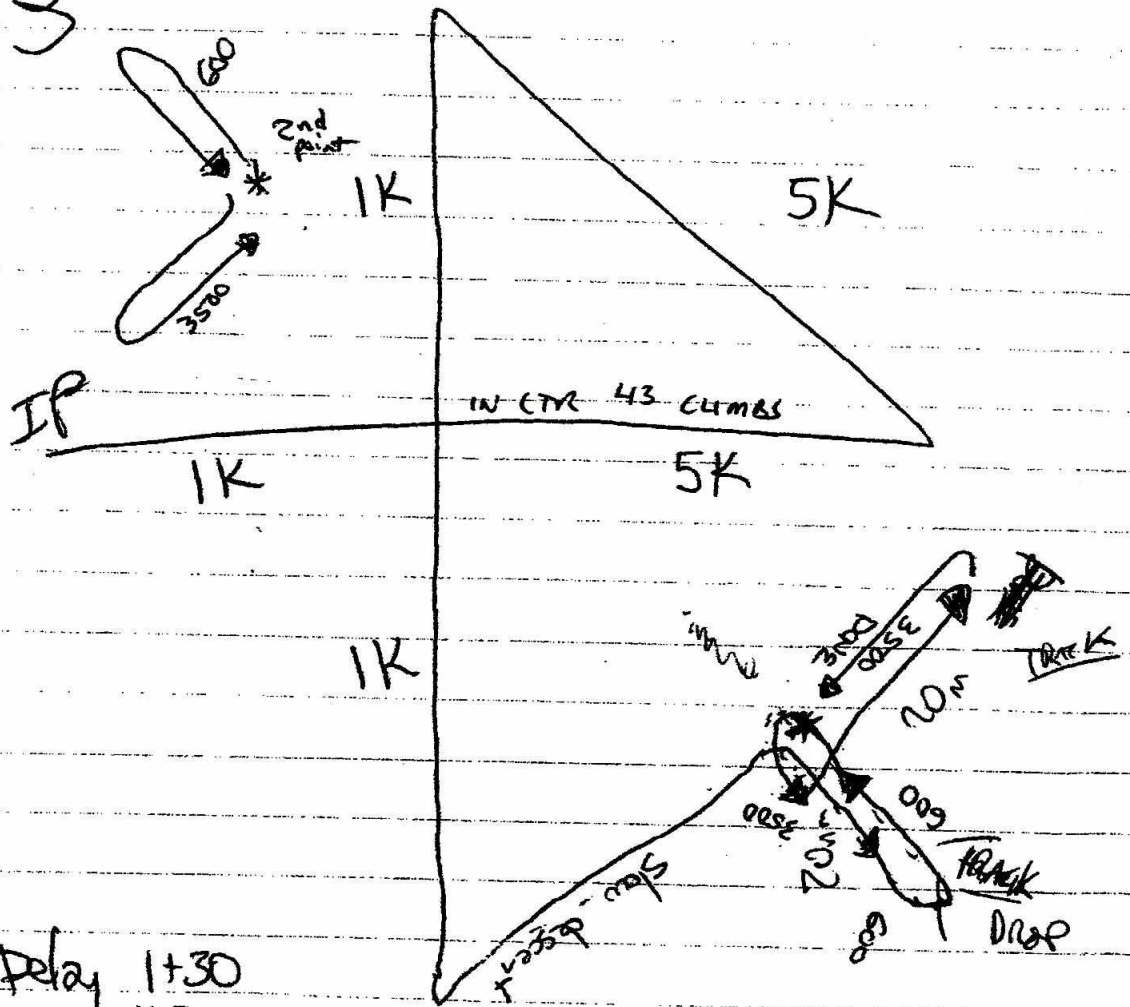
System Status: ✓

TAKE OFF 173100

Drop #	Sonde Serial Number	Chn. #	Time (Zulu)	Press. offset	Winds time	Operator Initials	Comments / Drop Status/ Failure Reason	GOOD ☒
✓1	003 815 265	1	1829	-	29	MER	Winds int	✓?
✓2	003 825 039	1						✓
✓3	003 825 056	2						✓
✓4	003 825 053	3						✓
✓5	003 718 073	4						✓
✓6	003 825 051	1	1846					✓
✓7	003 815 264	2						✓
✓8	003 248 028	3						✓
✓9	003 825 041	4						✓
✓10	003 115 003	1	1906		37			✓
✓11	003 115 008	2	1912		24			✓
✓12	003 115 012	3	1919	+12	28			✓
✓13	003 718 068	4	1935	+11	27			✓
✓14	003 115 002	1	1948	+11	-		No launch Det	✓
✓15	003 718 067	2	2004	+13	-		No winds	✓
✓16	003 115 025	3	2006	-	26			✓
✓17	003 115 017	4	2012	+6	16			✓
✓18	003 825 043	1	2029	-4	17			✓
✓19	003 718 075	2	2056		37			✓
✓20	003 718 076	3	2114		38			✓
✓21	003 115 007	4	2132		31			✓
✓22	003 115 015	1	2142		24			✓
✓23	003 718 074	1	2226		25			✓
✓24	003 115 006	2	2232	16	27			✓
✓25	003 115 018	3	2251		16			✓
26	003 115 013	4		+4				
27								
28								
29								
30								
31								
33								

21 HRD
4 Paul Chang

43



Delay 1+30
 then 43
 calls 42 with
 2nd point *

RAIDAR ALTITUDE @ 0 miles W of CTR

42- 7000

30.3 78.6

NOAA • AOC • SED

N42RF DROP STATION LOG

Project : Hurricane '01

Mission : EDUARDO

Flight ID : 020903H

Operators: Rogers, PEEK, BARR

Take Off: 1731

Landing :

[illegible]

345 075

12

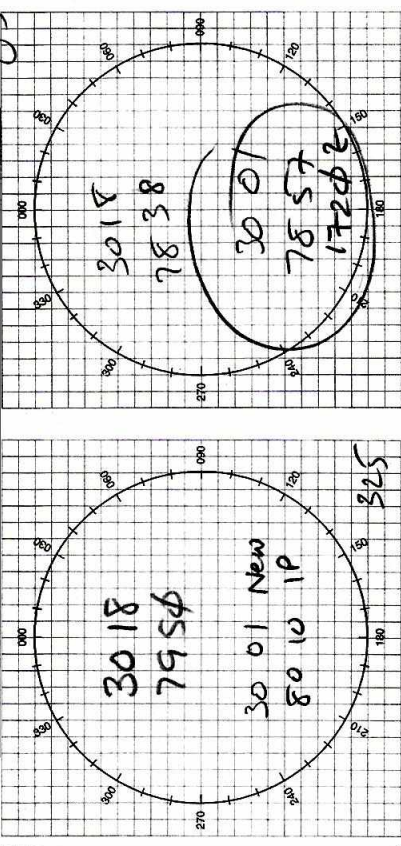
2036

2036

CLEARANCES			
FREQ	ALT	HDG	OTHER
		12080	150 +10
		1331	(MCP)
2920W			
08855			
		29.8	79.8 (7)
		2013	22008 30202
			09915W

MISSION LOG

PAGE 1 OF 1



POSITION REPORT	
1. POSITION	2018
2. TIME	7838
3. ALTITUDE	3001
4. NEXT POSITION	7857
5. ETA	172035
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:

UHFVOICE 121.5 2182 KHZ HF/CW 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	VAR +E=>	TH	DR +R=>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
1720																				Taxi 2995
1731																				Taxi
1754	Δ	2831.9 8119.6	2832.3 8119.2	-4 +1.4	2832.5 8119.5	-6 +1.1		077	W				2026							
1810																				
1836	Δ	2953.8 7858.5	2954.3 7858.3	-5 +1.2	2954.9 7858.3	-7 +1.2		040												
1855																				
1920	Δ	3059.9 7859.4	3100.8 7859.7	-7 +1.3	3101.8 7858.9	+1.9 +1.1		312												030/29d
2000																				
2014																				
2033	Δ	2924.6 7825.4	2923.4 7824.3		2929.0 7834.8															
2055																				
2130																				
2225	Δ	3016.3 7713.2	3019.2 7710.4	-2.9 +2.8	3019.1 7711.9	-2.8 +1.3														
2212																				
2300	Δ	3012.7 7950.6	3016.0 7952.4		3015.5 7954.5															
2347																				

LAND