

Flt ID: 020911H	From: KPSM	To: KMCF
Flt No: 02-75	Blk In: 0056	ATA: 0044
ETD: 1600Z	Blk Out: 1553	ATD: 1613
ETE: 8+00	Blk Time: 9.1	Flt Time: 8.5
Sponsor Org: NOAA/NESDIS	Program: OCEAN WINDS	Purpose: HURV, GUSTAV

AOC Personnel

AC: TAGGART, B ✓	Sys Eng:
CP: STRONG, T ✓ / TE BEEST, R ✓	Data Sys: M ^S MILLAN, M ✓
Nav: NEWMAN, C ✓	Radar:
FE: BAST, G ✓ / CURRY, J ✓	GPS/BT: PEEK, B ✓
FD: SHEPHERD, T ✓	Cld Phys:
Avionics: ROGERS, M ✓	AA: M ^S FADDEN, J ✓

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
CHANG, P ✓	PI	NOAA/NESDIS
CARSWELL, J ✓	Co PI	UMASS
ZHANG, A ✓	SFMR/CSCAT	↓
ESTABAN, D ✓	↓	↓
BLACK, B ✓	EFM	NOAA/HRD
LEIGHTON, P ✓	HAPS	↓

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

FCST 18Z 4012 6748
 AFR ~1645Z 40.0 68.0

PEN 1 1718
 2 1816
 3 1857
 4 1940

020911H

1613

00	44
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WX Station 1140

985.4

29.21

1012.0

29.90

Data Disposition / Date / Quality		
1	2023-10-27	High
2	2023-10-27	High
3	2023-10-27	High
4	2023-10-27	High
5	2023-10-27	High
6	2023-10-27	High
7	2023-10-27	High
8	2023-10-27	High
9	2023-10-27	High
10	2023-10-27	High
11	2023-10-27	High
12	2023-10-27	High
13	2023-10-27	High
14	2023-10-27	High
15	2023-10-27	High
16	2023-10-27	High
17	2023-10-27	High
18	2023-10-27	High
19	2023-10-27	High
20	2023-10-27	High
21	2023-10-27	High
22	2023-10-27	High
23	2023-10-27	High
24	2023-10-27	High
25	2023-10-27	High
26	2023-10-27	High
27	2023-10-27	High
28	2023-10-27	High
29	2023-10-27	High
30	2023-10-27	High
31	2023-10-27	High
32	2023-10-27	High
33	2023-10-27	High
34	2023-10-27	High
35	2023-10-27	High
36	2023-10-27	High
37	2023-10-27	High
38	2023-10-27	High
39	2023-10-27	High
40	2023-10-27	High
41	2023-10-27	High
42	2023-10-27	High
43	2023-10-27	High
44	2023-10-27	High
45	2023-10-27	High
46	2023-10-27	High
47	2023-10-27	High
48	2023-10-27	High
49	2023-10-27	High
50	2023-10-27	High
51	2023-10-27	High
52	2023-10-27	High
53	2023-10-27	High
54	2023-10-27	High
55	2023-10-27	High
56	2023-10-27	High
57	2023-10-27	High
58	2023-10-27	High
59	2023-10-27	High
60	2023-10-27	High
61	2023-10-27	High
62	2023-10-27	High
63	2023-10-27	High
64	2023-10-27	High
65	2023-10-27	High
66	2023-10-27	High
67	2023-10-27	High
68	2023-10-27	High
69	2023-10-27	High
70	2023-10-27	High
71	2023-10-27	High
72	2023-10-27	High
73	2023-10-27	High
74	2023-10-27	High
75	2023-10-27	High
76	2023-10-27	High
77	2023-10-27	High
78	2023-10-27	High
79	2023-10-27	High
80	2023-10-27	High
81	2023-10-27	High
82	2023-10-27	High
83	2023-10-27	High
84	2023-10-27	High
85	2023-10-27	High
86	2023-10-27	High
87	2023-10-27	High
88	2023-10-27	High
89	2023-10-27	High
90	2023-10-27	High
91	2023-10-27	High
92	2023-10-27	High
93	2023-10-27	High
94	2023-10-27	High
95	2023-10-27	High
96	2023-10-27	High
97	2023-10-27	High
98	2023-10-27	High
99	2023-10-27	High
100	2023-10-27	High

2

7

~~18~~

1

100

14

ALL GOOD - NESDIS

Video

Down

Remarks

Time Off

Rate

Remarks



NOAA P-3 N42RF

Ocean Winds 2002

H. Gustav



Flight ID: H020911

Sensor or system

Number or Name

INE	1
Accelerometer	1
Temperature Probe	1
Dew Point Probe	3 (Buck Research)
Altitude (for vertical wind)	Radar Altitude (RA-159)
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO2023.CON

Take off: 1613Z

Land: 0044Z

Notes:

The Radar Altimeter (RA-159) was replaced by the RA-232 during take off and landing due to spiking (161001 - 161730 Take off and 003830 - 004700 Landing).

The Buck Dewpointer (TD3) was replaced by the Edge Tech Dewpointer (TD2) due to spiking (170859 - 173115). An offset of +1.83 °C was applied.

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 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.

	Takeoff	Landing
Aircraft Static Pressure	985.4 mb	1012.0 mb
Corrected Tower Pressure	989.2 mb	1012.5 mb

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

Flight ID: 020911H

Takeoff: 1613

Land: 0044

TT # 1

TD # 3

INE # 1

AZI # 1

Altimeter 159

Sub DP2 for DP3

~ 170859 - 173115 ✓

+1.83 +1.83

Sub RA232 for 159

Take off 161001 - 161730 ✓

Land 003830 - 004700 ✓

7 49 59

49
60
2990
120
2820

420
60
25200
2940
59
2820
31019

Renav (OVER)

1) 165700	0.0	-0.6	40 59.9	68 27.4 ✓
174600	+0.6	-1.0	39 28.3	67 49.4 ✓
183200	+0.2	-1.3	40 32.0	66 57.1 ✓
191600	+0.7	-1.8	40 25.6	67 28.5 ✓
5) 200200	+0.8	-2.6	19.3 40 19.4	65 7.1 X 65 7.0 OK
205000	+0.8	-3.1	39 40.5	65 37.7 ✓
212900	+0.7	-3.5	38 7.7	68 16.4 ✓
221300	+0.4	-3.6	35 59.2	71 30.6 ✓
225800	+0.3	-4.1	33 28.4	74 49.6 ✓
10) 233700	-0.3	-3.6	31 13.8	77 46.3 ✓
002400	-0.3	-4.6	28 48.3	81 34.8 ✓
12) 004700	-0.1	-5.4	27 51.0	82 31.3 ✓

N42RF AVAPS DropSonde Log

N42RF Project: HURRICANE 02

Flight ID 020911H

Mission: GUSTAV

Flight #: 1

System Status:

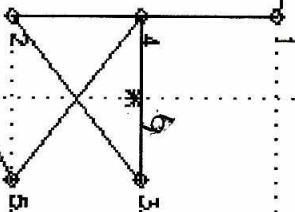
Drop #	Sonde Serial Number	Chn. #	Time (Zulu)	Press. offset	Winds time	Operator Initials	Comments / Drop Status / Failure Reason	GOOD ☒
1	003 115 119	1	1658		25	MER		☒
2	003 115 106	1	1703		55			☒
3	003 828 034	2	1719		18			☒
4	003 115 117	3	1726	+1.5	12			☒
* 5	003 115 114	4	1746		13			☒
6	003 148 183	1	1748	+1.3	57			☒
7	003 115 113	2	1805		37			☒
8	003 148 181	3	1816		49			☒
9	003 115 122	4	1835	+1.3	25			☒
10	003 148 182	1	1836	+1.2	70			☒
11	003 115 115	2	1851		41			☒
12	003 148 187	3	1853		26			☒
13	003 148 184	4	1910		24			☒
	003 115 100	1	1939		17			☒
14	003 148 185	2		+1.5				☒
15	003 148 180	3		+1				☒
16								☒
17								☒
18								☒
19								☒
20								☒
21								☒
22								☒
23								☒
24								☒
25								☒
26								☒
27								☒
28								☒
29								☒
30								☒
31								☒
32								☒
33								☒

48. TS. Gustav. Initial Flight Track.

02SEP11 N42RF

46. Race, trace, dropsonde pattern may be performed between points 2-3 and/or 4-5.

44. leg in addition to the race, trace pattern, drops. Plan for approximately 3 dropsondes along each flight



* Forecast Center. 9/11/02 12Z 34.7N 200.0W

182

39.9N 68.2W

- Point 1 - 69.0000, 42.0000
- Point 2 - 69.0000, 38.0000
- Point 3 - 67.0000, 40.0000
- Point 4 - 69.0000, 40.0000
- Point 5 - 67.0000, 38.0000

