

Flt ID: 7020918	From: KMCF	To: KMCF
Flt No.: 02-32	Blk In: 0012Z	ATA: 0004Z
ETD: 1600Z	Blk Out: 1549Z	ATD: 1603Z
ETE:	Blk Time: 8:23 (8.4)	Flt Time: 8:01 (8.0)
Sponsor Org: HRD	Program: HURRICANE RESEARCH	Purpose: PRE-STORM OCEAN SURVEY TS ISIDORE

AOC Personnel

AC: TENNESEN ✓	Sys Eng: SMITH ✓
CP: HALVERSON / STRONG ✓	Data Sys: LYNCH ✓
Nav: ADLER ✓	Radar:
FE: FLOYD / CURRY ✓	GPS/BT: TONG ✓
Avionics: SANS SOURCE ✓	Cid Phys:
FD: DAMIANO ✓	

Participating Scientists/Visitors/AOC

Name (Last, First)	Activity on Aircraft	Affiliation
BLACK, P. ✓	PI	HRD
SHAY, L. (NECK) ✓	PI	RSMAS
COOK, T. ✓	AXBT	
GUHIN, S. ✓	AXBT	
WALSH, E. ✓	SAR	NASA

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

DWI Logging until 1615Z

NO KLV

Bal DWI 1632Z

RAMS down (Data System)
192422Z-1935Z

Teal 73

1830Z

1500 FT

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

AOCWF2

Flt ID: I020918 Time Off: ~~1549Z~~ 1603Z Time On: 0004Z

	A/C (Take Off)	Wx Stn (Take Off)	A/C (Land)	Wx Stn (Land)
Pressure	<u>1014.2</u>	<u>29.98/1014.5</u>	<u>1011.5</u>	<u>29.89 1011.7</u>

	Number	Data Disposition/Date/Quality
Slow/Fast Flt Lvl Tapes	<u>4</u>	
Radar Tapes	<u>1</u>	
Cloud Physics Tapes		
Video Tapes	<u>3</u>	
AXBT	<u>20</u>	
AXCP	<u>17</u>	
AXCTD	<u>22</u>	
Dropsondes	<u>11</u>	<u>3 no winds; no messages Xmitted</u>

Video

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

Remarks



NOAA P-3 N43RF Hurricane Research TS ISIDORE PRE-STORM SURVEY



Flight ID: I020918

<u>Sensor or system</u>	<u>Number or Name</u>
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	CO3022.CON

Notes:

There were several long lasting time/data gaps due to main aircraft scientific data system. The times of their occurrence are as follows:

183722Z - 183730Z due to erroneous latitude/longitude values,
191201Z - 191220Z, 192421Z - 193600Z, 194511Z - 194530Z, 194931Z - 194950Z, and
202641Z - 202650Z.

The radar altimeter 159, RA159, had a spike between 1714Z - 1718Z. The spike was removed and patched over using the RA232 (radar altimeter 232) as a reference.

The King liquid water probe was not operating for the entire mission.

All other instruments worked optimally during the flight.

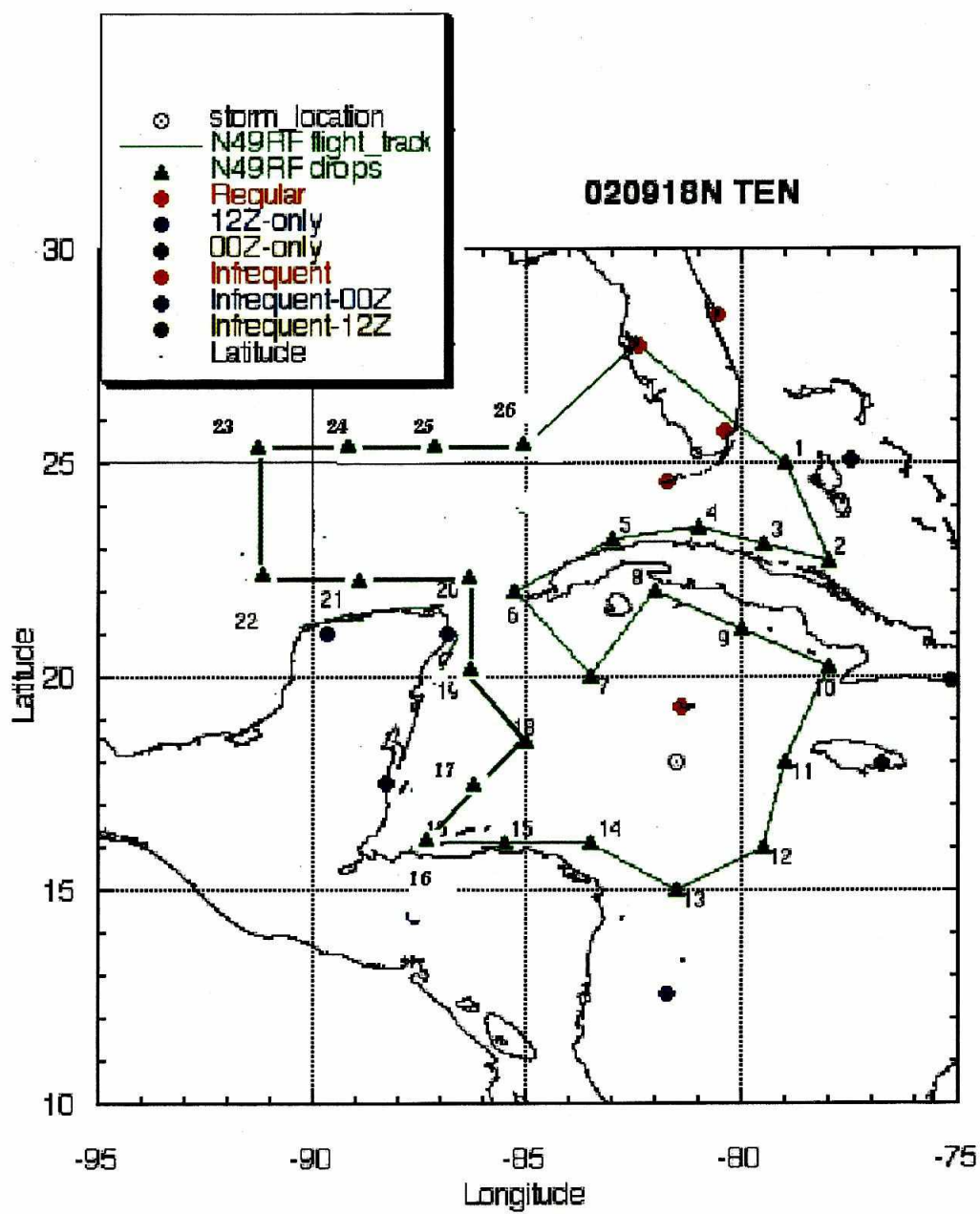
The aircraft INE positions were renavigated with respect to GPS.

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	1014.2 mb	1011.5 mb
Corrected Tower Pressure	1014.5 mb	1011.7 mb
Flight Director:	A. Barry Damiano	(813) 828-3310 ext. 3073

Time	Lat	Long	Trk	Hdg	Wind Dir	Wind Spd	T _a	T _s	Press. Alt.	Geo. Alt.	Slc Press.	Press. Slc	Dyn. Press	Remarks
161900	2704	8216	170	170	60	6	9.0	-9.1	3337	3535	1012.4	671.6	72.0	ABV CLD
163100	2614	8149	156	156	115	4	9.4	-24.7	3350	3546	1012.6	670.4	89.4	ABV CLD
165300	2443	8106	160	159	88	8	9.1	3.4	3339	3523	1011.3	671.7	83.6	MARATHON
165600	2429	8108	190	189	99	10	8.3	5.7	3335	3529	1012.0	671.8	87.9	DROP (6)
165619	2428	8108												DROP (75)
172600	2216	8127	185	185	144	8	8.2	3.6	3357	3528	1009.3	669.8	80.6	OVR CUBA
174500	2130	8048	100	98	58	16	15.4	12.4	1828	1915	1012.3	812.0	74.5	CLR
175159														DROPSCTD
175205														SONDE 1010.0
175231														SONDE 1010.0
175804	2103	8057	236	236	61	19	15.7	12.4	1820	1902	1011.5	812.9	65.3	CP
180421	2049	8119	237	238	64	16	16.1	14.8	1819	1899	1011.3	813.0	63.0	CTD
181044	2036	8141	236	238	33	12	16.1	14.0	1816	1892	1010.7	813.6	59.9	CP/CLD
181735	2020	8207									1010.7			CTD
182338	2007	8225	236	239	24	15	16.7	12.9			1010.2	812.0		CP
182956	1953	8247	235	238	19	15	16.5	13.0			1010.4			CTD
183617	1938	8308	234	238	25	16	17.0	12.2			1010.1			CP
184247	1923	8330	235	238	20	14	16.7	12.8			1010.1			CTD
184912	1909	8351	235	238	32	13	17.3	12.2			1010.0			CP
185545	1855	8413	236	239	51	15	17.7	11.7			1009.8			CTD
190221	1841	8435	235	237	39	10	17.3	10.8			1009.9			CP
190855	1826	8456	235	237	45	8					1009.8			CTD
191605	18	85												CP
191609	1814	8520	322	325	9	6								NO WS 43K Sonde Bad
191631	1815	8520									1009.9			Sonde Bad
192105	1828	8532	321	324	14	6					1009.8			CTD
192630	1844	8546												CP
193647	1903	8558	54	55	6	7	17.1	12.1			1009.9			Sonde
193800	1905	8555	54	55	43	5	17.4	11.5						CP
194255	1916	8540	54	54	21	6					1010.2			CTD
194637	1930	8519												CP
195240	1943	8500	55	55	43	7					1010.5			CTD
195909	1956	8440	56	57	4	8					1010.1			CP
200556	2010	8419	55	56	50	12								CTD
201204	2022	8400	55	56	50	13					1010.2			CP
201841	2035	8340	55	55	42	14								CTD
202541	2048	8319	54	54	36	17					1009.9			CP
203302	2104	8302	303	309	31	20								CTD/SONDE

Time	Lat	Long	Trk	Hdg	Wind Dir	Wind Spd	T _a	T _s	Press. AIL	Geo. AIL	Slc Press.	Press. Slc	Dyn. Press	Remarks
203713	2112	8315	308	313	28	14	16.4	12.8	1841	1916	1010.0	810.7	61.8	CP
204231	2124	8331	308	313	35	17	17.0	10.0			1010.4			CTD
204827	2134	8350	237	240	33	16	17.2	10.9			1010.3	810.7		CTD / ⁽³³⁾ SONDE
205305	2124	8407	236	240	26	16								CP
205820	2113	8425	238	241	35	17					1010.2			CTD
210336	2102	8445	238	241	35	15								CP
210857	2051	8503	238	240	41	13					1010.2			CTD
211412	2041	8521	239	240	46	9					1010.1			CP
211931	2029	8539	236	238	41	9					1010.4			CTD
212526	2017	8558	238	238	48	10					1010.5			CP
213045	2005	8617	236	237	73	8					1010.0			CTD
213826	1952	8634	16	18	55	7					1009.8			CP
214523	2015	8624	26	27	53	7					1010.3			BT ¹⁶ CAL
215007	2030	8616												BT ¹⁶ CAL
215138	2035	8614	29	30	39	8	17.3	12.2			1010.3			CTD
215842	2058	8603	25	27	41	13	17.1	11.1			1010.4			BT ¹⁶ ⁽³³⁾ 12
220509	2118	8552	25	27	49	9	16.6	14.0			1010.9			BT ¹⁶ ⁽³³⁾ 12
221141	2139	8541	26	27	13	8	17.2	10.6			1011.4			BT ¹⁶
221802	2202	8531	0	2	50	8	16.1	12.4			1011.8			BT ¹⁶
222204	2219	8531	0	2	67	7	9.4	-3.4	3238	3430	1011.3			BT ¹⁶
222656	2240	8531	0	2	55	5	8.5	-5.1	3363	3547	1011.3			BT ¹⁶
223130	2300	8531	0	1	326	2	8.2	-4.6	3361	3540				BT ¹⁶
223549	2319	8531	0	1	145	2	8.7	-5.2	3362	3544	1010.7			BT ¹⁶
224031	2340	8531	1	2	84	2	8.6	-4			1010.4			BT ¹⁶
224506	2400	8531	359	2	86	8	9.2	-6.7			1010.4			BT ¹⁶
224927	2419	8532	359	2	100	9	8.7	-2.0			1010.8			BT ¹⁶
225412	2440	8532	358	2	104	13	9.2	-7			1009.7			BT ¹⁶
225840	2500	8532	2	5	100	15	8.7	2.0			1010.4			BT ¹⁶
230255	2519	8531	2	5	102	14	8.9	.7			1010.3			BT ¹⁶
230737	2540	8530	1	5	90	15	8.5	0			1010.8			BT ¹⁶
231245	2602	8528												BT ¹⁶ ⁽³³⁾ / SONDE
231800	2614	8507												BT ¹⁶
232300	2627	8447												BT ¹⁶
233200	2649	8412	55	57	90	13	8.5	-0.6	3357	3543	1010.8	669.9	80.1	CLR



Flight ID : G20918 I

Landing : 00.03Z

ALL OTHERS CHARGE TO HRD

CLEARANCES

FREQ	ALT	HDG	OTHER
			2080° 21600'
			214K
			160°
			6170°
			23K
			40500'
			070° 21K

MISSION LOG

PAGE OF

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:

UHFVOICE	VHFVOICE	MFVOICE	HF/CW	MF/CW
243.0	121.5	2182 KHZ	8364 KHZ	500 KHZ

MAYDAY, MAYDAY, MAYDAY

- POSITION _____ N / S _____

- HEADING _____ TRUE/MAG _____

- AT _____ KIS 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

[illegible]

2/503

TERMINAL ERRORS		
	INS 1	INS 2
DELTA LAT	+9	-5
DELTA LON	-17	+6
RGS	3	5
RADIAL ERROR	1	1.

REMARKS

[illegible]