

Flt ID: 020919H	From: KMCF	To: KMCF
Flt No: 02-	Blk In: 0033	ATA: 0023
ETD: 1600Z	Blk Out: 1612	ATD: 1625
ETE: 8+30	Blk Time: 8.4	Flt Time: 8.0
Sponsor Org: NOAA/NESDIS	Program: OCEAN WINDS	Purpose: H. ES. ISODORE

AC: KENUL, P	Sys Eng: DELGADO, J ✓
CP: TEBEEST, R ✓ / SILAH, M ✓	Data Sys: McMillan, S ✓
Nav: NEWMAN, C ✓	Radar:
FE: BAST, G ✓	GPS/BT: PEEK, B ✓
FD: SHEPHERD, T ✓	Cid Phys:
Avionics: ROGERS, M ✓	

Participating Scientists/Volunteers		
Name (Last, First)	Activity on Aircraft	Affiliation
CHANG, P ✓	PI	NOAA/NESDIS
CONNOR, L ✓	Co-PI	1
ZHANG, A ✓	SEMR/CSCAT	UMASS
ESTEBAN, D ✓	↓	1
BLACK, M ✓	HAPS	HRD
CIONE, Joe ✓	RADAR	1
WACHUNAS, WAYNE ✓	MEDIA	PHOTOG WTSP CHLO
MICHAELSEN, CLIFF ✓	1	Met. REPORTER WTLV JAX
ALMEIDA, REBECCA ✓	GBS	NWS - MELBOURNE

Proposed/Actual Mission Remarks (Recco, Fixes, Storm, PENET, NHOP #)	PEN: 1 2022
TEAL 75 294 NOAA 924	2 2154
2017 8147	3 2209
2026 8140 1756 60-65	4 2221
	5 2234

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AOCW-1

Fit ID: 020919H	Time Off: 1625	Time On: 0023
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	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	1012.9	29.93	1010.4	29.85

	Number	Data Disposition / Date / Quality
Fit Lvl Tapes	2	TRS
Radar Tapes	1	HRD
Cloud Physics Tapes		
Video Tapes	4	HRD
AXBT	28	
AXCP		
AXCTD		
Dropsondes	25	20 HRD / 5 NESDIS

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

Remarks



NOAA P-3 N42RF
Ocean Winds 2002
H. Isidore



Flight ID: H020919

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-159)
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO2023.CON

Take off: 1625Z

Land: 0023Z

Notes:

There was a time gap at 190141 - 190150.

The Radar Altimeter (RA-159) was replaced by the RA-232 during take off and landing due to spiking (162201 - 163400 Take off and 001030 - 002600 Landing).

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 and/or an artificial warming of the dewpoint sensor as it tried to burn off excess moisture. No corrections were made during these events.

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	1012.9 mb	1010.4 mb
Corrected Tower Pressure	1013.5 mb	1010.8 mb

Flight Director:
Phone #:

Tom Shepherd
(813) 828-3310 ext. 3053

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Form 413-50

[illegible]

Flight ID: 02091914

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Form 413-50

[illegible]

Takeoff: 1625

Land: 0023

Flight ID: 020919H

H. ISIDORE

TT # 1

TD # 3

INE # 2

AZI # 2

Altimeter 159

Time gap 190141-190150 ?
Spoke RA 159 CHK 190140-190143 ?
232 ~ 600' / 300' ~ 300' / 3

Replace RA 159 w/ RA 232

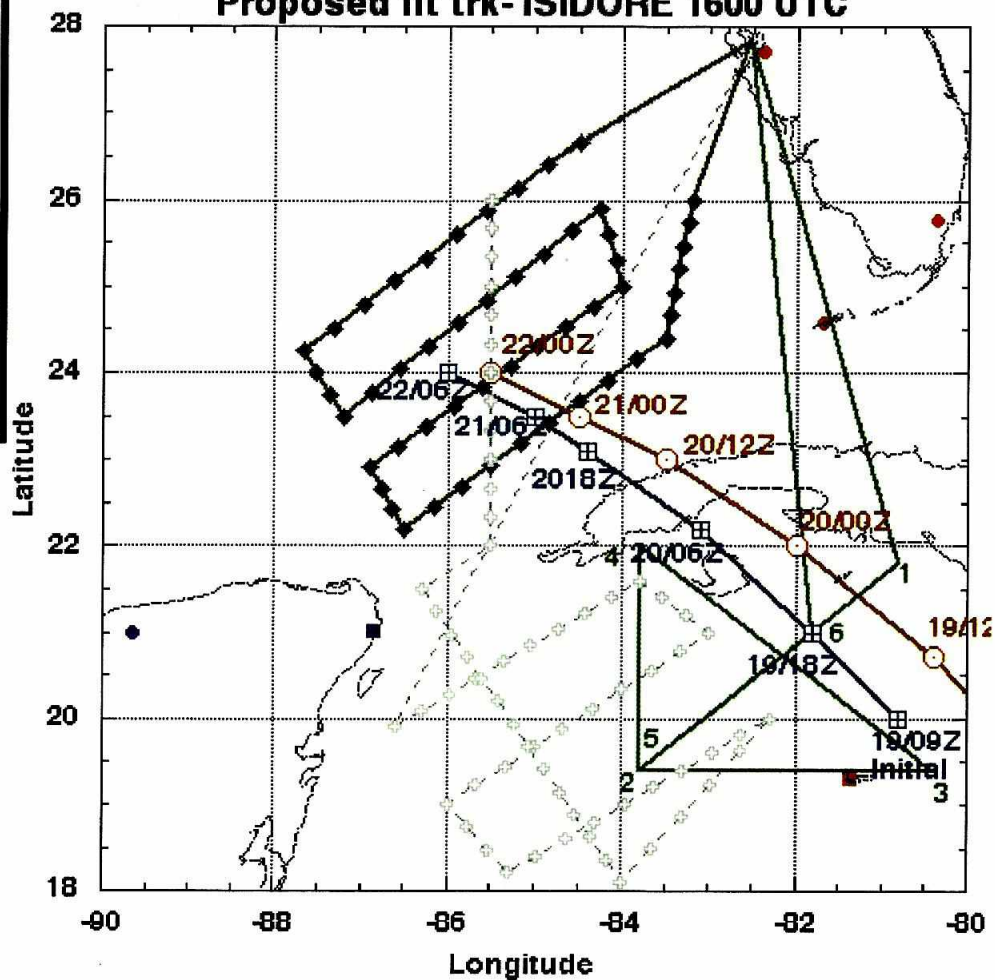
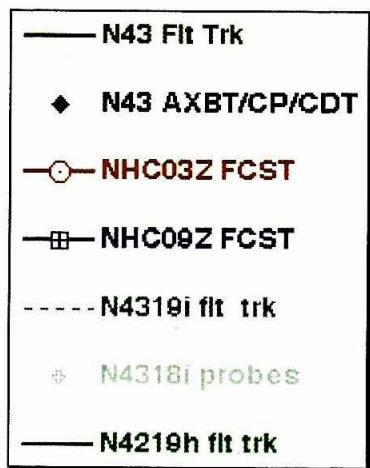
T.O. 162201-163400

Land 001030-002600

Renav (OVER)

1)	173600	-0.4	+0.2	23	16.5	81	20.8	✓
	181400	-0.6	0.6	21	38.2	80	56.7	✓
	185500	-0.9	0.4	19	27.7	82	34.4	✓
	193500	-1.2	0.8	19	3.4	80	35.5	✓
				20	20.8	81	38.3	✓
5)	202000	-1.4	0.7					
	212400	-1.5	1.0	18	58.7	81	41.2	✓
	220200	-2.3	1.0	21	8.4	82	12.4	✓
	223900	-2.1	1.6	20	43.7	82	7.2	✓
	232500	-3.0	1.6	23	38.9	81	21.4	✓
10)	002600	-2.4	1.5	27	51.7	82	30.6	✓

NOAA NESDIS, AOC, HRD 020919hi Proposed flt trk- ISIDORE 1600 UTC



2014 08127w

EMERGENCY MESSAGE

TRANSMIT THE FOLLOWING MESSAGE TO ANY CRAFT ON THE AIR-GROUND FREQUENCY IN USE. IF UNABLE TO ESTABLISH COMMS, ATTEMPT CONTACT ON ANY OF THE FOLLOWING EMERGENCY FREQUENCIES:

HF/VOICE	VHF/VOICE	MF/VOICE	HF/VOICE	MF/VOICE
243.0	121.5	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 _____