

Flt ID: 020922H	From: KMCF	To: KMCF
Flt No: 02-82	Blk In: 0033	ATA: 0023
ETD: 1900Z	Blk Out: 1929	ATD: 1939
ETE: 6+00	Blk Time: 5.1	Flt Time: 4.7
Sponsor Org: NOAA/NESDIS	Program: Ocean Winds	Purpose: Hurricane Isidore

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

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
CHANG, P ✓	PI	NESDIS
CONNOR, L ✓	SEMR	1
ESTEBAN, D ✓		UMASS
ZHANG, A ✓		
BROCK, S ✓		
KERR, ELIZABETH ✓	OBS	
BLACK, M ✓	HAPS/RADAR	HRD
EIPSER, E ✓		1
CAPELLA, Chris ✓	MEDIA	USA TODAY

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

1848 2133 8904 935 110 KTS

PEN 1 2148

TEAL 27

TEAL 40

6+20 INE 2 T.U. @ T.O.

 2383
 1939
 4.44

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

Flt ID:	020922H	Time Off:	1939	Time On:	0023
	AC (Take Off)	WS Station (Take Off)	AC (Land)	WS Station (Land)	
Pressure	1007.7	29.78	1008.8	29.79	
	Number	Data Disposition / Date / Quality			
Flt Lvl Tapes	2				
Radar Tapes	1				
Cloud Physics Tapes					
Video Tapes	4				
AXBT	19				
AXCP					
AXCTD					
Dropsondes	15	14 HRD / NESOL			

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



NOAA P-3 N42RF
Ocean Winds 2002
H. Isidore



Flight ID: H020922

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: 1658Z

Land: 0139Z

Notes:

The Radar Altimeter (RA-159) was replaced by the RA-232 during take off and landing due to spiking (193601 - 194700 Take off and 000500 - 002300 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 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	1007.7 mb	1008.8 mb
Corrected Tower Pressure	1008.5 mb	1008.8 mb

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

Page 1 of

Form 413-50

[illegible]

Takeoff: 1939

Land: 0023

Flight ID: 020922H

H. Isidore

TT # 1

TD # 3

INE # 1

AZI # 1

Altimeter 159

Sub RA159 w/ RA 232

T.O 193601-194700

Land 000500-002500

~~1) 193400~~

1 204300 1.2 -0.4

211600 1.7 -0.5

215600 1.8 -1.0

224600 2.7 -0.7

5) 232900 3.4 -0.5

001700 4.0 0.0

7) 002600 4.0 0.3

24 39.0 85 52.9
85 52.8 ✓

23 0.5 88 2.1 ✓

21 41.2 89 48.9 ✓

22 56.4 87 58.7 ✓

25 6.7 85 14.9 ✓

27 42.7 82 42.5 ✓

27 51.6 82 30.5 ✓

N42RF AVAPS DropSonde Log

N42RF Project: Hurricane 2002

Flight ID 020922H

Mission: Isidore

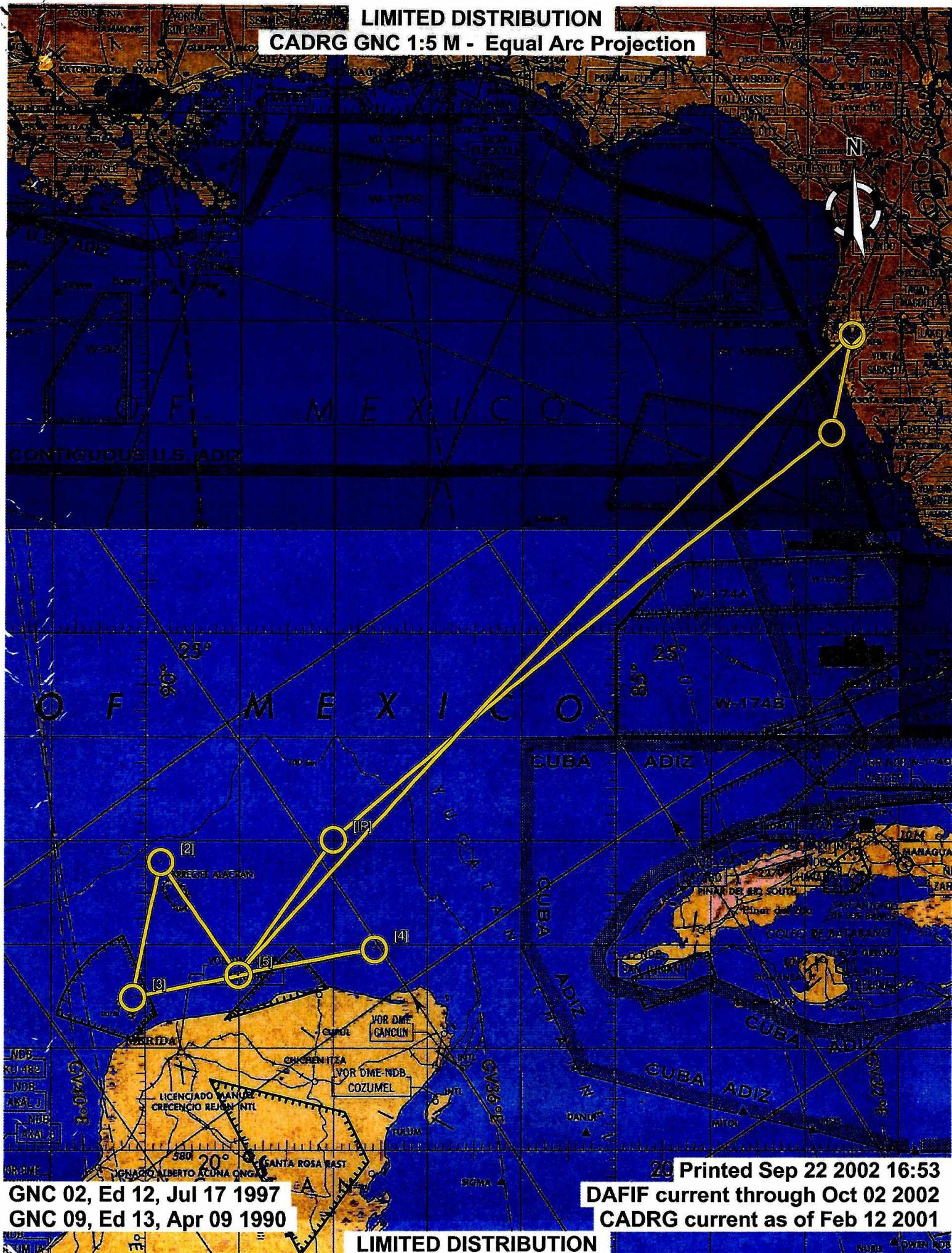
Flight #: _____

System Status: _____

Drop #	Sonde Serial Number	Chn. #	Time (Zulu)	Press. offset	Winds time	Operator Initials	Comments / Drop Status/ Failure Reason	GOOD ☒
1	004 255 185							
2	004 255 188							
3	003 825 192							
4	010 748 020							
5	010 715 195							
6	010 715 105							
7	020 615 024							
8	022 945 172							
9	003 825 226							
10	003 825 225							
11								
12								
13								
14								
15								
16	022 928 025							
17	022 928 027							
18	022 945 176							
19	022 945 118							
20	022 945 103							
21	022 928 028							
22	022 945 149							
23	022 945 174							
24	020 215 357							
25	020 615 257							
26	022 945 173							
27	020 615 030							
28	025 615 261							
29	022 815 006							
30	022 928 023							
31	020 615 319							
32								
33								

(17) Scrub 2 EMBT

LIMITED DISTRIBUTION
CADRG GNC 1:5 M - Equal Arc Projection



GNC 02, Ed 12, Jul 17 1997
GNC 09, Ed 13, Apr 09 1990

20 Printed Sep 22 2002 16:53

DAFIF current through Oct 02 2002

CADRG current as of Feb 12 2001

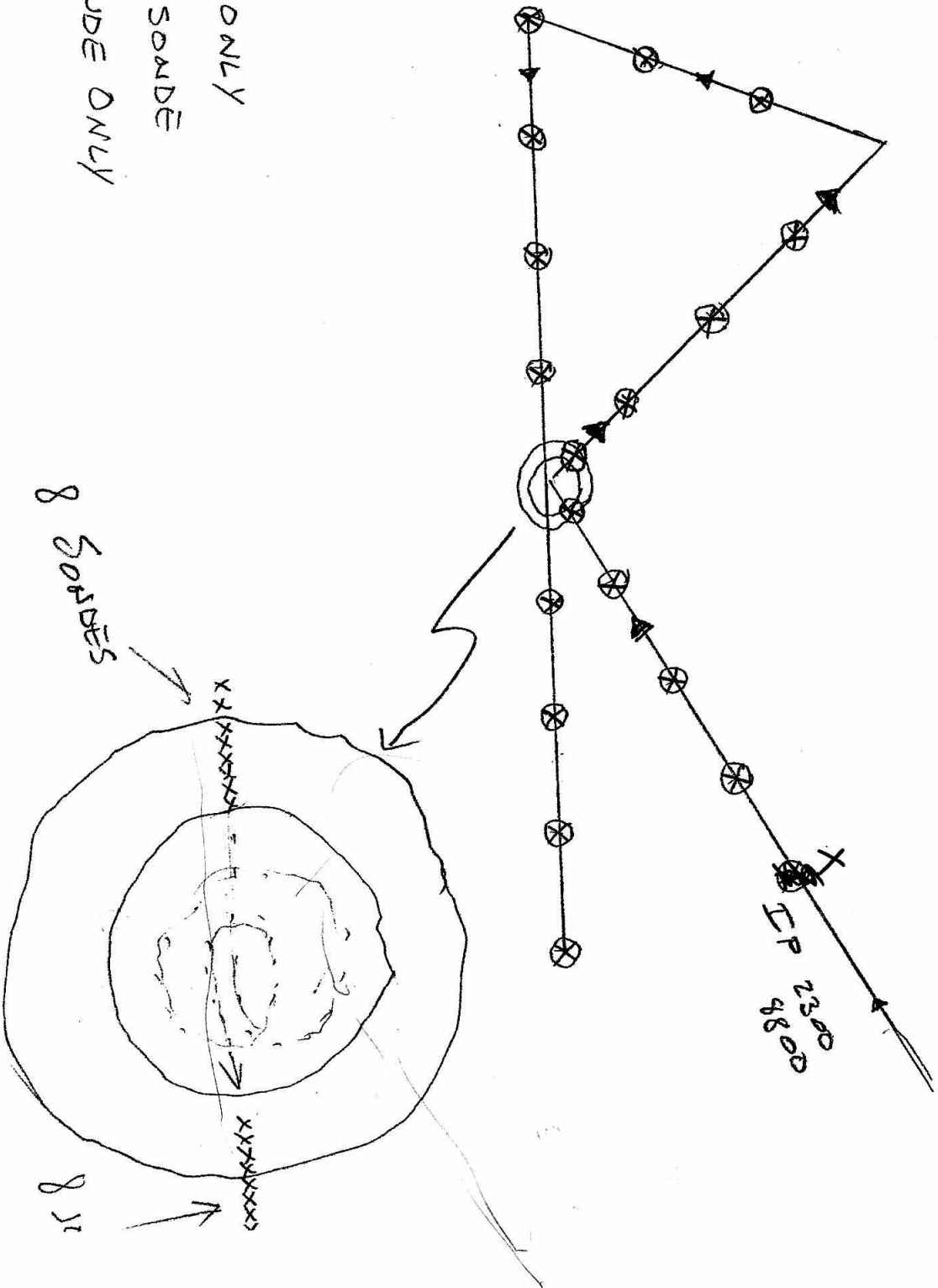
LIMITED DISTRIBUTION

49 SODDES (3 large)

19 BT's belly

3 INTERNAL

O = BT ONLY
⊗ = BT SODDE
X = SODDE ONLY



4.4 (10) 25¹⁰

MISSION LOG

PAGE 1 OF 1

The figure consists of two circular diagrams, each representing a celestial sphere or a map of the sky. Each diagram has a scale from 0 to 360 degrees, with major tick marks every 30 degrees and minor tick marks every 10 degrees. The left diagram shows a circled star at 23.75 degrees, with other stars at 21.4 and 21.7 degrees. The right diagram shows a circled star at 23.75 degrees, with other stars at 21.4 and 21.7 degrees. Both diagrams include a scale from 0 to 360 degrees.

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
243.0 121.5 2182 KHZ 8364 KHZ 500 KHZ

MAYDAY, MAYDAY, MAYDAY
THIS IS NOAA _____, NOAA _____, NOAA _____

- POSITION _____ N / S
 _____ E / W AT _____ Z

- HEADING _____ TRUE/MAG 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 _____

[illegible]