

Flight ID: 021002H	From: KMCF	To: KMCF
Flight No: 02-	Blk In: 0109	ATA: 0059
ETD: 1600	Blk Out: 1549	ATD: 1600
ETE: 8+30	Blk Time: 9.3	Flt Time: 9.0
Sponsor Org: NOAA/NESDIS	Program: OCEAN WINDS	Purpose: HURRICANE LILL

AOC Personnel

AC: KENUL, P / TAGGART, B ✓	Sys Eng: DELGADO, J ✓
CP: TEBEEST, R ✓ / STRUNG, T ✓	Data Sys: M ^C Millan, S ✓
Nav: NEWMAN, C ✓	Radar:
FE: BAST, G ✓ / WADE, S ✓	GPS/BT: PEEK, B
FD: SHEPHERD, T ✓	Cid Phys:
Avionics: ROGERS, M ✓	AA M ^C FADDEN, J ✓

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
CHANG, P ✓	PI	NESDIS
BROCK, S ✓	SFMR / CSAT	1
ZHANG, A ✓	1	UMASS
✓ DONALDSON, THOMAS RADH	OBS	U.S.N. METOC CMD
✓ MACNEIL, AL LtJg	OBS	1
LAMARTIRE, PAUL ✓	MEDIA	Palm BEACH POST
LEIGHTON, P ✓	RADAR / HAPS	HRD

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

NOAAZ WRWXA LILL 1309 24.6 88.6 12mi
 TEAL 54 OFF STATION 1730 } 953 DROP
 TEAL 55 ON STATION 2030 } 125KTS
 700MB
 10,000

PEN 1-1746
 2-1836
 9-2203
 10-2238 3-1918
 11-2245 4-1930
 12-2250 5-1952
 6-2010
 7-2110
 8-2139

2469
 1549 920

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

AOCW-2

FRID: 021002H Time Off: 1600 Time On: 0059

	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	1017.4	30.06	1015.2	30.01

	Number	Data Disposition / Date / Quality
Flt Lvl Tapes	2	
Radar Tapes	1	
Cloud Physics Tapes		
Video Tapes	4	
AXBT	20	
AXCP		
AXCTD		
Dropsondes	47	NESDIS

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

Remarks



NOAA P-3 N42RF Ocean Winds 2002 H. Lili



Flight ID: H021002

<u>Sensor or system</u>	<u>Number or Name</u>
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: 1600Z

Land: 0059Z

Notes:

There were time gaps at 202141 - 202150 and 211951 - 212010.

The Radar Altimeter (RA-159) was replaced by the RA-232 during take off and landing due to spiking (155701 - 160600 Take off and 004800 - 010200 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	1017.4 mb	1015.2 mb
Corrected Tower Pressure	1017.9 mb	1016.3 mb

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

Flight ID: 021002H

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Form 413-50

Time	Lat	Long	Trk	Hdg	Wind Dir	Wind Spd	T _a	T _d	Press. Alt.	Geo. Alt.	Sfc Press.	Press. Sfc	Dyn. Press	Remarks
213110	2551	8938	280	265	204	67.6	15.3	15.0	2183	2108	989.0	777.0	74.2	NEAR BYOR
213618	2602	8956												D27 NES
213914	2610	9005												D28 B15 NES
214200	2618	9003												D29 BIG ^{UT}
214256	2620	9001												D30 NES
220115	2624	9000												D31 NES
220218	2622	9004												D32 NES
220520	2614		9016											D33 NES
221405	2610	9026	57	44	331	55.5	18.3	14.0	2259	2113	979.5	769.5	70.6	B17
222031	2624	9004												D34 NES
222105	2625	9002												D35 NES
223510	2632	9008	236	204	128	143.0	16.0	17.5	2553	2288	941.1	730.7	80.2	
223655	2630	9007												D36 NES
224100	2626	9006												D37
224719	2627	9005												D38
224736	2627	9003												D39
224758	2627	9002												D40
230212	2636	9015												D41
230240	2638	9015												D42
230306	2640	9015												D43
230336	2641	9015												D44 ✓
230455	2647	9015	359	023	101	95.6	15.0	16.2	2422	2300	983.1	755.8	68.7	
230802	2704	9015												B19
231003	2708	9015												D45 NES
231258	2720	9015												D46 ↓
231400	2733	9015												D47 B20 NES
232055	2746	9009	087	093	106	62.9	9.6	9.1	3202↑	3333↑	1001.4	674.2	71.3	climb to RTB

Takeoff: 1600

Land: 0059

Flight ID: 021002H

H. Lili

TT # 1

TD # 3

INE # 2

AZI # 2

Altimeter 159

Time gap

202141 - 202150 ✓

211951 - 212000 ✓

Replace RA159 w/ RA232

T.O. 155701 - 160600 ✓

Land 004800 - 010200 ✓

Renav (OVER)

1)	164100	0.0	0.0	2649.2	8453.2 /
	172500	-0.2	-0.1	2537.1	8753.2 /
	180800	0.1	-0.2	2510.9	9027.9 /
	184800	-0.1	-0.1	2559.3	8958.9 /
5)	193800	-0.3	-0.1	2548.8	8943.9 /
	201400	-0.3	0.2	2554.3	8954.7 /
	210200	-0.3	0.1	2626.9	8925.0 /
	220600	0.0	0.5	2612.5	9017.6 /
	225500	-0.7	0.5	2632.9	8956.0 /
10)	232600	0.0	0.6	2746.8	8950.7 /
	235500	-0.6	0.9	2750.0	8740.7 /
	003100	-0.4	0.9	2751.8	8428.2 /
13)	010200	-0.1	1.0	2751.5	8230.5 /

NOAA • AOC • SED
N43RF AVAPS DROP LOG

Project: Hurricane '98 02

Mission: C104

Flight ID: 021002H

Take Off: _____

Landing: _____

12-12
16-3
14-1

Drop #	Sonde Serial #	Rcvr #	Press Offset	Launch Time	Winds Time	Operator	Comments
1	013 718 053	1	—	1734	33	BGP	
2	013 635 234	2	—	1745	60	BGP	OK
3	013 635 266	3	—	1748		BGP	OK
4	013 215 024	4	—	1836		BGP	OK
5	013 635 265	1	—	1837		BGP	OK
6	013 945 144	2	—	1838		BGP	OK
7	013 715 053	2	—	1917		BGP	OK
8	013 968 039	4	—	1918		BGP	OK
9	013 715 045	1	—	1919		BGP	
10	013 715 051	2	—	1931			
11	013 715 019	3	—	1931			
12	013 968 038	4	—	1932			
13	013 945 151	1	—	1932			
14	013 945 191	2	—	1942			
15	013 715 048	3		1943			ND
16	013 968 036	4		1950			
17	013 718 054	1		1951			
18	013 715 052	2		1954			
19	013 715 046	1		2013			
20	013 945 137	2		2016	25		
21	013 945 156	3		2017			
22	013 945 152	4		2059			
23	013 968 126	2		2105			
24	013 968 091	3		2110			
25	013 968 005	4		2112			
26	013 968 123	1		2118			
27	013 968 088	2		2136			
28	013 968 128	3		2139			
29	013 968 075	4		2142			
30	013 968 076	1		2142			ND
31	013 968 079	2		2201			
32	013 968 096	3		2202			
33	013 945 186	4		2205			ND

BT

BT

BT

BT

BT

BT

NOAA • AOC • SED
N43RF AVAPS DROP LOG

Flight ID : _____

Landing :

[illegible]

228...TS. Lili. Initial. Flight. Track.

020CT02: N42RF

27. Race, troc. dropside pattern, will be performed.
in rain and high wind bands during this pattern.

15
16

25

72

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ip - 66.5000; 24.8000
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23 Point 1. - 89,5000, 24,9000

Point 2 - \$9.5000, 25.9000

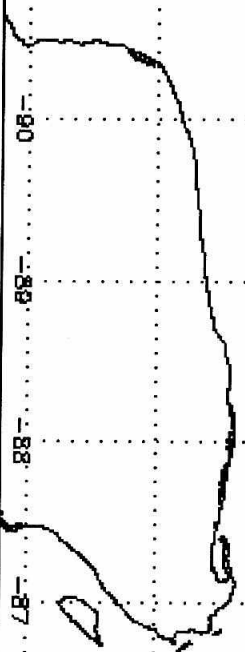
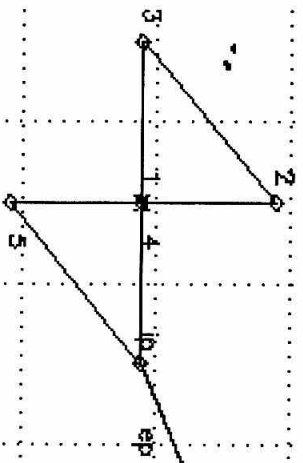
22 Point 5. - 90,5000, 24,9000.

Point 4 - 89.5000, 24.9000

21. . . . Point 5. - 88.5000, 23.9000

4

94
-93
-92
-91
-90
-89
-88
-87
86
85

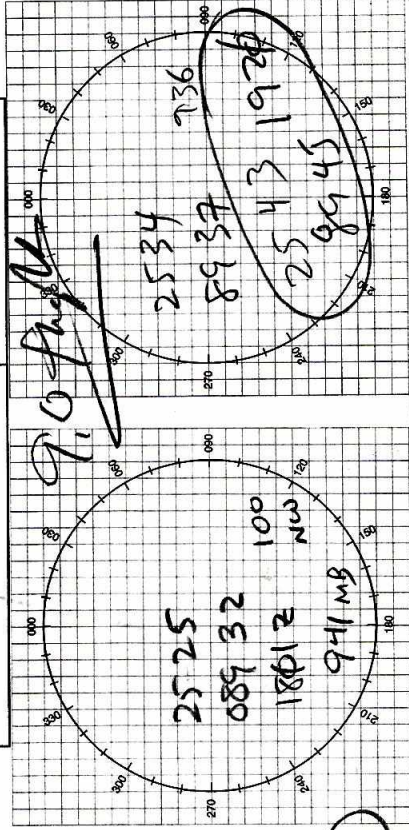


1

26.20	9009	① 26.51	90.17	② 26.47	90.17	26.25	9002	47 min	26.27	9002
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CLEARANCES					
FREQ	ALT	HDG	OTHER		
26 ²⁰			2506	8912	1613
26 ⁰¹					1440
90			2614 9016		
					317/16
					316/15
					8967
					2558
					25.5
					2557 8940

MISSION LOG	PAGE ____ OF ____
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POSITION REPORT

26 32.0

1. POSITION

2. TIME 9015

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:

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**

- POSITION _____ N/S _____

- HEADING _____ TRUE/MAG _____

- AT _____ KTS TRUE/INDICATED
 FUEL CONSUMPTION _____ LBS/HR
 FUEL OIL LEVEL OR A FUTURE

- FLIGHT LEVEL OR ALTITUDE _____

- WE ARE A P-3 AIRCRAFT WITH _____

SOULS ON BOARD _____

- NATURE OF EMERGENCY

- ASSISTANCE DESIR

- PILOT INTENTIONS

[illegible]