

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

Fit ID: 030608 H	From: KBLV	To: KBLV
Fit No: 03-014	Blk In: 2017 z	ATA: 2002 z
ETD: 15z	Blk Out: 1524 z	ATD: 1537z
ETE: 10 + φφ	Blk Time: 4.9	Flt Time: 4.4
Sponsor Org: NOAA / NSSL	Program: BAMEX	Purpose: TOP 6

AOC Personnel

AC: KENNEDY, P ✓	Sys Eng:
CP: STRONG, T ✓ / HALVERSON, H	Data Sys: McMillen, S ✓
Nav: BRADOB, DV ✓	Radar: PEEK B ✓
FE: CURRY, J / BAST G	GPS/BT:
FD: FLAHERTY, P ✓ / DAMIANO, A.B. ✓	Cid Phys:
Avionics: SANS Souci, D ✓	2.2. SHEPHERD, T ✓

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
JORGENSEN, DAVE ✓	PI	NOAA / NSSL
SMOLL, BRAD	RADAR	NOAA / NSSL
McFARQUHAR, GREG ✓	CLOUD PHYSICS	NOAA / NSSL
HUANG, CAI ✓ (B)	CLOUD PHYSICS	NCAR
ZHANG, FUQING ✓ (B)	CLOUD PHYSICS	TEXAS A.M.

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

#48- 123.05

DELAYED - WAITING ON FUELING

TAKE OFF 1 ABORTED - 1532

JW-KAPUT - SHOT off 1823 ON AT 1824 - Looks OK / 1825 down
1826 - BACKUP

- 1820 MISSION CANCELED - ENGINE 2 PROBLEM

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Flight ID: 030608 H Time Off: 1537 Z Time On: 2002 Z

	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	994.4	29.84	992.7	29.74

	Number	Data Disposition / Date / Quality
Fit Lvl Tapes	2	
Radar Tapes	1	
Cloud Physics Tapes	1 CD	
Video Tapes	3	
AXBT		
AXCP		
AXCTD		
Dropsondes		

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

Remarks



NOAA P-3 N43RF
BAMEX 2003
Flight # 7 (IOP 6)



Flight ID: H030608

<u>Sensor or system</u>	<u>Number or Name</u>
INE	2
Accelerometer	2
Temperature Probe	1
Dew Point Probe	2
Altitude (for vertical wind)	Pressure Altitude
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO2032.CON

Take off: 1537Z

Land: 2002Z

Notes:

There were time gaps in the data between 182131-182150 and 191431-191440.

Radar Altitude (RA-159) was used for surface pressure calculations. RA-232 was substituted for RA-159 from 153400-154530 (takeoff) and from 193300-200500 (landing) due to spiking.

There was a few instances when the dewpoint temperature exceeded the ambient temperature resulting in a RH% above 100%. These times were during heavy rain events 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. The J/W liquid water data also reflected these periods. No corrections were made during these events. DP1 was substituted for DP2 for small periods of time in 6 instances (162714, 164005, 173507, 182131, 190713, 194935).

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	994.4 mb	992.7 mb
Corrected Tower Pressure	1010.5mb	1007.1 mb

Flight Director:
Phone #:

Paul Flaherty
(813) 828-3310 ext. 3094

TIME GAP 181702 - 181708

(182131)
(182158)
(191431)
(191446)

182127 - 182141
191428 - 191436
170028 170030

195058 - 195058

TT 2

TD 2

RA 1

FN 2

RZ 2

~~SUB TD IN FOR TD~~

TD 2 FOR TD 2

(162716 - 162814)

164005 - 164026

173587 173732

182131 - 182200

190713 - 191544

194935 - 195058
200252

~~(155341 - 155736)~~

~~(160609 - 161856)~~

~~(162916 - 163720)~~

~~(185620 - 190501)~~

~~(191857 - 193724)~~

NTV

162800 .3 .2

170200 .7 .4

175800 .8 -.2

184000 1.3 .2

193000 1.3 -.4

200200 1.4 -.2

6

RA ~~182127~~ 184530

20223 193300

