U.S. Dept. of Commerce / NOAA / Aircraft Operations Center — AOC#

Flt ID: 030610H	From: KBLV	To: KBLV *(KDSM)
Flt No: 03-015	Blk In: 1104Z	ATA: 1058Z
ETD: 0230Z	Blk Out: 0222Z	ATD: 0230Z 28
ETE: 10+00	Blk Time: 8.7	Flt Time: 8.5
Sponsor Org: NOAA/NSSL	Program: BAMEX	Purpose: IOP 7

AOC Personnel

AC:	KENNEDY, P ✓	Sys Eng:	
CP:	STRONG, T / HALVERSON, H	Data Sys:	PEEK, B ✓
Nav:	BRAKOB, D ✓	Radar:	McMILLEN, S
FE:	TORREY, R	GPS/BT:	
FD:	FLAHERTY, P ✓ / DAMIANO, B ✓	Cld Phys:	
Avionics:	SANS SOUCI, D ✓		P/M SHEPHERD, T

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
JORGENSEN, D ✓	IP	NOAA/NSSL
SMULL, B ✓	RADAR	NOAA/NSSL
JEWETT, B ✓	CLOUD PHYSICS	UNIV OF ILL

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

14 13x3=39 ORIGINAL TAKEOFF SCHEDULED FOR 01Z, DELAYED TO WAIT FOR WX
PROBLEMS W/ J.W. EARLY, +LATE SEVERAL BALANCES EARLY - IFT'S AWARE OF PROBLEM.

0515 TT2 OUT

INE 2 @ 0629 (NAV SWITCHED)

* DIVERTED TO KDSM DUE TO EXPECTED WX AT KBLV

U.S. Dept. of Commerce / NOAA / Aircraft Operations Center — AOC WP-3

Flt ID: 030610H	Time Off: 0230	Time On: 1058Z

	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	996.7	29.91	969.8	29.68

	Number	Data Disposition / Date / Quality
Flt 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 # 8 (IOP 7)
KBLV - KDSM

Flight ID: H030610

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

Take off: 0230Z
Land: 1058Z

Notes:

There was a 20 second data gap from 044831 - 044850

Radar Altitude (RA-159) was used for surface pressure calculations. RA-232 was substituted for RA-159 from 022701 - 023430 (takeoff) and from 104200 - 110100 (landing) due to spiking.

There were 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. These periods were also reflected in the J/W liquid water data. No corrections were made during these events. There were some problems with the J/W liquid sensor around takeoff and landing, but otherwise appears to have worked fine. Due to water discovered (later) in the lines, pressures were slightly erratic for the first 80 minutes of the flight. This may cause the wind data (speed and direction) to be slightly inaccurate during this time period.

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	996.7 mb	969.8 mb
Corrected Tower Pressure	1012.9mb	1005.1 mb

Flight Director: Paul Flaherty
Phone #: (813) 828-3310 ext. 3094

"Y" 32R ILS 2355Z V/S 5/5 MCI PWE BJE 2991 587 425AS

CLEARANCES

FREQ	ALT	HDG	OTHER
125.2	4K	RV	HAUSVILLE DEP 1104
119.15	10K	DSM	
125.75		10K	
128.75			
			D> DSM

MISSION LOG

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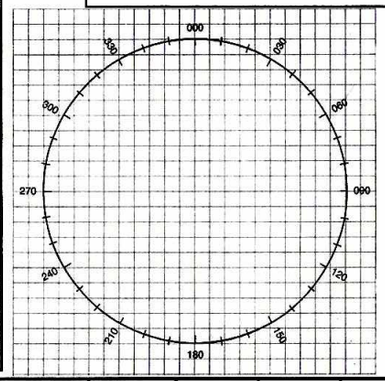

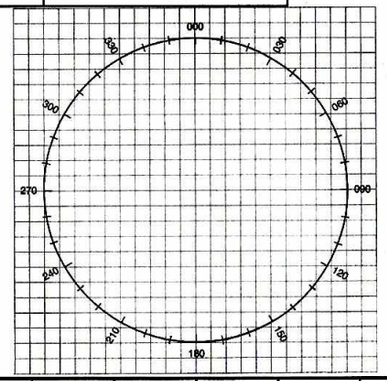

POSITION REPORT

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:

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 42, NOAA 42 NOAA 42

- 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 14 SOULS ON BOARD
- NATURE OF EMERGENCY
- ASSISTANCE DESIRED
- PILOT INTENTIONS
- WE HAVE _____ ENDURANCE REMAINING

TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	MH	VAR +E==>	TH	DR +R==>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
0218	ENG	N	N		N																
0222	TAKI	W	W		W																
0222	BLOCK																				
0230	TO																				
0235	XV	38-43.0 / 89-59.7	38-43.3 / 89-59.8	-.3 / -.1	38-43.1 / 89-59.8	-.1 / -.1			321	1R	322	220	180	18	4K	213			#1 PRY	110/25	✓
0329	△	39-15.2 / 94-16.1	39-15.8 / 94-15.5	-.6 / +.6	39-15.0 / 94-15.8	+.2 / +.3			271	1R	272	242	155	8	14K	240					
0430	△	41-05.0 / 96-57.5	41-05.7 / 96-56.7	-.7 / +.8	41-04.9 / 96-57.2	+.1 / +.3			079	4R	083	335	275	75	16K	260					
0530	△	41-24.1 / 95-34.7	41-25.7 / 95-34.8	-1.6 / -.1	41-24.0 / 95-34.7	+.1 / 0			179	12L	167	293	350	70	16K	281					
0630	△	40-34.2 / 95-19.8	40-36.8 / 95-19.0	-2.6 / +.8	40-34.3 / 95-19.8	-.1 / 0			262	12L	250	223	315	60	16K	247			INS#2 PRY		
0730	△	40-29.1 / 94-09.7	40-30.7 / 94-07.9	-1.6 / +1.8	40-28.9 / 94-09.6	+.2 / +.1			139	12L	127	310	295	80	11K 30K	230				0700	E
0830	△	39-42.0 / 93-55.8	39-44.0 / 93-54.1	-2.0 / +1.7	39-41.9 / 93-55.6	+.1 / +.2			124	9L	115	235	250	55	16K	247					
0930	△	39-23.7 / 92-42.1	39-25.8 / 92-40.8	-2.1 / +1.3	39-23.4 / 92-42.0	+.3 / +.1			092	3L	089	317	250	50	17K	263					
1030	△	40-33.8 / 92-31.3	40-34.1 / 92-28.6	-.3 / +2.7	40-33.3 / 92-31.2	+.5 / +.1			317	2R	319	225	235	20	5K	229					
1058	LAND	41-32.0 / 93-39.4	41-33.4 / 93-36.7	-1.4 / +2.7	41-31.5 / 93-39.2	+.5 / +.2															

41.0 94.6 40 95.5 40 92.5