

U.S. Dep't. of Commerce / NMAO / NOAA / Aircraft Operations Center

FLT ID: 050629I	From: Kmcf	To: Kmcf
Flt No: 05-028	In: 1635 Z	On: 1625 Z
ETD: 1300 Z	Out: 1259	Off: 1311
ETE: 4+00	Blk Time: 3+36 (3.6) Hrs	Flt Time: 3+14 (3.2) Hrs
Sponsoring Org: AOC	Program: SFMR/IFEX	Purpose: Calibration

AOC Flight Crew

Aircraft Commander: Strong, T	Data System: Lynch, T
Co-Pilot: Nelson, M 1	AVAPS: King, R
Navigator: Blakob, D 1	System Engineer:
Flight Eng: Floyd, D 1	AA: San Souci, D
Flight Director: Mayeaux, M 1	AA:
Avionics:	Crew Chief:

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation
Popstearija, I	SC/SEMR	Prosening
Whelan, E	Sci	HRD
Wills, P	Sci	HRD Affiliate
Rogals, R	Sci	HRD

Remarks (Storm Name, Mission ID, Recco Times, Fix Times) Recco Times Fix # Fix Time

Storm Name: _____

Mission ID: _____

Asd1 Printer is dead. Security
 Oron inst.
 CPU

A, A VHF1
 No King LWC

untho

5.8 m/s Soud
 wind

Adjust LWCW at 160230
 Pass through cloud

(See reverse for additional remarks)

U.S. DEP'T OF COMMERCE / NMAO / NOAA / AIRCRAFT OPERATIONS CENTER

FLT ID: 050629I

TIME OFF: 1311

Z

TIME ON: 1425

Z

A/C - Takeoff

WX Station - Takeoff

A/C - Land

WX Station - Land

Pressure

1016.3

~~3000~~ 3002 1016.6 1012.0~~3004~~ 1017.3

ATIS - Takeoff

N/A 09007KT

ATIS - Land

Data Source

Number

Data Disposition / Date / Quality

Flight Level Tapes

Radar Tapes

Cloud Physics Tapes /
Cds

Video Tapes

Dropsondes

Good:

Bad:

Total:

AXBT

AXCP

AXCTD

SONOBUOY

REMARKS:



NOAA P-3 N42RF Calibration Flight



Flight ID: I050629

Sensor or system

Number or Name

INE	1
Accelerometer	1
Temperature Probe	1
Dew Point Probe	2
Altitude (for vertical wind)	Radar Altitude 159
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO3051.CON

Notes:

There were three data/time gaps during this flight. These occurred at the following times: 150131Z-150150Z, 160401Z-160420Z, and 160611Z-160630Z.

The King Liquid Water probe was not working during the flight.

Radar Altimeter 159 was replaced with 232 during the following times, 130800Z-131145Z and 161830Z-162800Z.

Dewpoint sensor number three (TDL) was inoperative from takeoff to 1430Z. Also, a spike was removed in TD2 from 160450-160555Z in order to bring relative humidity values to reasonable levels.

PDAF and PDAR displayed a 25mb difference.

Otherwise, all other instruments worked optimally during the flight.

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	1016.3	1012.0 mb
Corrected Tower Pressure	1016.6	1017.3 mb

Flight Director:
Phone #:

Marty Mayeaux
(813) 828-3310 ext. 3086

Mission Test / Cal FlightFlt ID 050629ISED Crew Lynch Sans SouciPre-Flight 1110ZTake-Off 13:11

Landing

System		Pre-Flight		In-Flight		Post-Flight			
NAV	GPS	FM: 1	DS			LAT	Lon	GS	RE
	INE #1	Time On: 1110Z	Aligned to: 0	DS		7.8	+1.2	1	1
	INE #2	Time On: 1110Z	Aligned to: 0	DS		+1	+1.2	3	0
	Diff GPS			TL					
RADAR	MARS Data	Start	Stop	Ready?	HRD?	# DATs ? / Given To: PL			
	MARS	13:19	16:16	TL	Y/N				
	MARS Data / Tape Status				LFRec	TARec	EOF's		
	MARS LU8	Clean		TL					
PMS	MARS LU9	Clean		TL					
	RADAR R/T SN	Tail 202/102	LF 102	TL	Mod Switches	ON	Mod Switches	OFF	
	Nose			DS			Power	OFF	
	ETL DMT DAS			NY					
TEMP	NCAR FSSP Ref VDC:	Covers	OFF	NY			Covers	ON	
	NCAR PIP	Covers	OFF	NY			Covers	ON	
	NCAR CIP	Covers	OFF	NY			Covers	ON	
PRE	Cal High	Cal Low				Cal High	Cal Low		
	Temp #1	30.1	-30.4	TL					
	Temp #2			TL			Power	OFF	
	Dewpoint	#1 (F) #2 (Vig) #3 (TD)		TL	114		Power	OFF	
FLTLVL	Attack / Slip Angle	AP1 DAP BP DBP		TL			Power	OFF	
	Differential	PO1 PO2 PO3 PO4		TL			Power	OFF	
	Absolute	PS1 PS2 BPS		TL			Power	OFF	
	Apn-159 SN:	101		TL			Power	OFF	
RAMS	Apn-232 SN:	1761		TL			Power	OFF	
	Liquid Water	J&W King		TL	28V WOW: ON		Power	OFF	
	Radiometer	X2 SST		TL	28V WOW: ON		Power	OFF	
MISC	RAMS Data	Start	Stop	Ready?	Errors 8:	Errors 9:	# DATs ?	Given To: MM	
	CPU: A B	12:55	14:35	TL	1	19	Power	OFF	
	RAMS Data / Tape Status				Slow Rec	Fast Rec	Disk Records:	1319	
	RAMS LU8	Clean		TL	1318	1319			
USER	RAMS LU9	Clean		TL	13200	13191			
	Flight Director Laptop			TL			Power	OFF	
	Network: Server1 Server2 Switches			TL					
	ASDL Mission #: 10X0A	Name: TRAIN		TL	Freq: 30	Block: 10	Power	OFF	
MISC	C.I. Printer	Start	Stop	Ready?	Paper Bin Stores		Given To:		
	PRATE: 10	12:55	14:35	TL	0% 23% 50% 75% 100%		Power	OFF	
	Exterior Walk Around	Plugs	Covers	DS			Plugs	Covers	
	SATCOM: W/S Inmarsat						Power	OFF	
MISC	GlobalStar								
	AXBT Internal	# Loaded: 2		DS			# Launched: 2		
	AXBT External	# Loaded: 2		N/A	28V WOW		# Launched: 2		
	AVAPS	# On Board: 2		DS			# Dropped: 1		
USER	Video Cameras	Start	Stop	Ready?	Cameras	Mode	# Tapes ?	Given To: -	
	VHS SVHS			TL	N L R D	2 / 12	Lens Cap ?		
	FCU	A-B-C		TL			UPS	OFF	
	SFMR: HRD AOC			DS					
USER	HRD Work Station			TL			Accelerometers		
	NASA SRA			NY			#1 (2 G): 8205		
	ARL BAT Probe & SST			HI			#2 (2.5 G): 16687		
	RSMAS Licor			TL			#3 (3 G): 5967		
USER	AOML Teco Ozone			HI			#4 (3.5 G): 2892		
	Chang Server			HI					

Please Note any Discrepancies

[illegible]

Flight ID : 050629I

Launcher S/N:

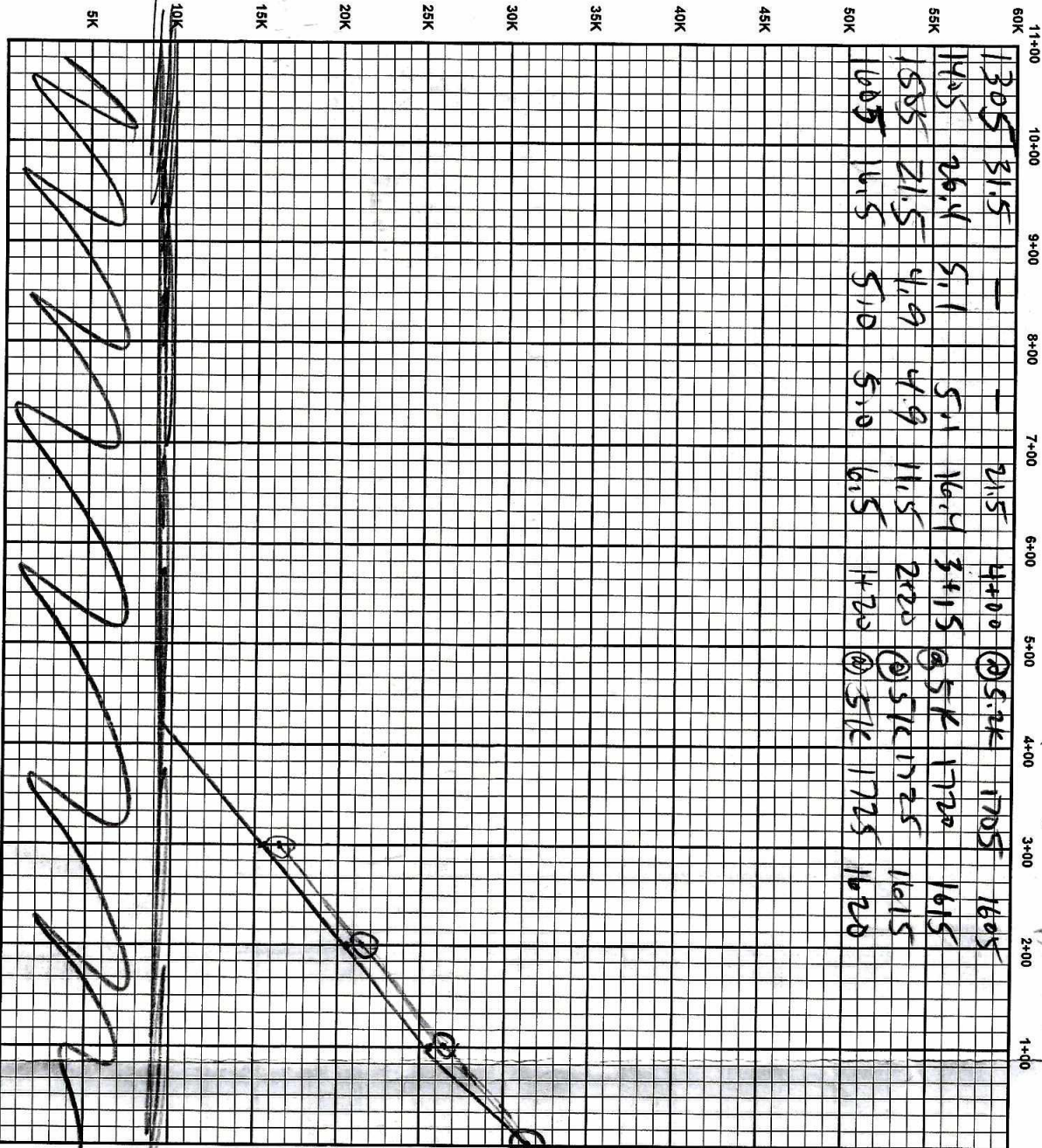
[illegible]

[illegible]

RANGE CONTROL GRAPH

TIME REMAINING

1705 1605 1505 1405 1305



DISTANCE REMAINING

ETP = .5(TOTAL DISTANCE x OUTBOUND WIND FACTOR)

WIND FACTOR		
WINDSPEED	HEADWIND	TAILWIND
10	1.03	.97
20	1.06	.94
30	1.10	.92
40	1.14	.89
50	1.18	.87
60	1.22	.85

ENROUTE FUEL	
ENROUTE TIME	3+00
ENROUTE FUEL (6K, 5K, 4K, 3K, 2K, 1K)	16K
RESERVE AT DESTINATION	10K
REQUIRED RAMP	26K
ACTUAL RAMP FUEL	31.5

TACTICAL (OFFSTA TO DESTINATION)	
4 ENG 3 ENG	
DISTANCE (OFFSTA TO DEST)	
ENROUTE TIME (OFFSTA TO DEST)	
BURN RATE (LBS/HR)	4500 5500
ENROUTE FUEL REQUIRED	
RESERVE AT DESTINATION	
FUEL AT OFFSTA	

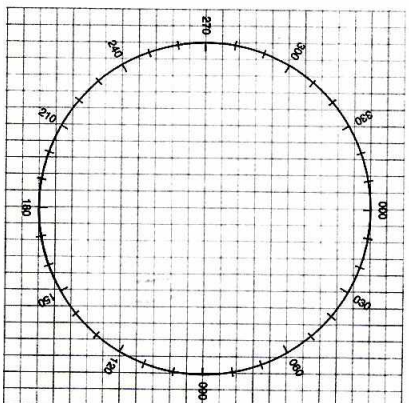
POINT OF SAFE RETURN	
4 ENG 3 ENG	
ETP DISTANCE (TO DEPARTURE)	
ENROUTE TIME (TO DEPARTURE)	
BURN RATE (LBS/HR)	4500 5500
FUEL REQUIRED	
RESERVE AT DEPARTURE	
PSR FUEL	

WIND FACTOR	
PRESS ALT	200 250 300 350
10,000	1.0 1.0 .99 .99
20,000	.99 .98 .97 .97
30,000	.97 .96 .95 .94
40,000	.96 .94 .92 .90

CEX - TRUE BEARING METHOD			
COMPASS TYPE	INS1	INS2	WET
MCH (READING)			
- MTH (SEXTANT)			
CE			
- VAR			
DEV			

CEX SIGHT			
GMT			
GHA			
CORR			
GHA			
LONG - W - E			
EXACT LHA			
LAT			
BODY			
DEC			
HC/D			
CORR			
HC			
Z			
ZN			

CEX - ERB METHOD			
COMPASS TYPE	INS1	INS2	WET
MERB (DIAL 000)			
+ ZN			
= MTH			
MCH (READING)			
CE			
- VAR			
= DEV			



TRUE AIRSPEED CROSS-CHECK					
TIME	IAS	PRESS ALT	"F" FACTOR	EAS	OAT TAS ITAS

OTHER

FREQ

119.6

ALT	11.6K
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HDG	Rwy
10	10
20	20
30	30
40	40
50	50
60	60
70	70
80	80
90	90
100	100
110	110
120	120
130	130
140	140
150	150
160	160
170	170
180	180
190	190
200	200
210	210
220	220
230	230
240	240
250	250
260	260
270	270
280	280
290	290
300	300
310	310
320	320
330	330
340	340
350	350
360	360

45

OT
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MISSION LOG

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POSITION REPORT

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

- WE ARE A P-3 AIRCRAFT WITH 11 SOULS ON BOARD

- ASSISTANCE DESIRED

- WE HAVE _____ ENDURANCE REMAINING

[illegible]