



NOAA P-3 N42RF
IFEX/Hurricane 2005
MROC-KNQX



Flight ID: H050705

Sensor or system

Inertial + Accelerometer Data

Temperature Probe

Dew Point Probe

Altitude (for vertical wind)

Static and Dynamic Pressure

Time Source

Constants File

Number or Name

1

1

1

Radar Altitude 159

Rosemount Fuselage

Micro 99

CO2054.CON

Notes:

There were SEVERAL time/data gaps found between 141913Z and 185550Z (12 total) Be aware of data spikes as a result of these data gaps.

RA-232 was substituted for RA-159 during take-off and landing due to spiking in RA-159.

There were instances when the dew point temperature exceeded the ambient temperature resulting in a RH% above 100%. These times were during heavy precipitation events and were likely due to a wet-bulb effect on the total temperature sensor, and/or an artificial warming of the dew point sensor as it tried to burn off excess moisture. No corrections were made during these events.

There were no working Liquid Water Sensors for this flight.

All other instruments worked optimally during the flight.

The aircraft INE positions were renavigated with respect to GPS.

Due to AOC equipment/printer failure, the last step of our Quality Control process (visual QC) was not able to be performed. While other measures were taken to ensure there were no problems with the data, questions concerning questionable data should be brought to the attention of the Flight Director ASAP.

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.

Flight Director:
Phone #:

Contact Paul Flaherty
(813) 828-3310 ext. 3094

Flight ID : 050705H

Landing :

[illegible]

00 506 377 2436

U.S. Dept. of Commerce / NOAA / Aircraft Operations Center			AOCWF-1
Flt ID: 050705H	From: MROC	To: KNQX	
Flt No: 05-030	Blk In: 2223z	ATA: 2219z	
ETD: 1330z	Blk Out: 1331z	ATD: 1344z	
ETE: 8+45	Blk Time: 8+52 (8.9)	Flt Time: 8+35 (8.6)	
Sponsor Org: NOAA-NHC	Program: HUP 05	Purpose: TS CINDY	

AOC Personnel

AC:	KENNEDY	Sys Eng:	
CP:	CHDY / SMTH	Data Sys:	McMILLEN
Nav:	GAWATTER	Radar:	
FE:	WADE / KLIPPEL	GPS/BT:	HILL
FD:	FLAHERTY	Cld Phys:	
Avionics:	ROGERS	CC	TORREY

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
UHLHORN LEIGHTON	SFMR RADAR	H&D HRD
		(1856 Barnes)

Proposed/Actual Mission Remarks (Recco, Fixes, Storm, PENET, NHOP #) **NOMAD 0503A CINDY**

FD LOG INOP ALPHA PATTERN FROM SE

IP 27.3 90.7 18 + 212 FIX 2 VORTEX

850 mb 5 DROP

OVER N. YUCATAN 1625Z 11 RECCOS

PRINTOUT TO 10 SECS 1630Z

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

AOCWF-2

Flt ID: 050705 14 Time Off: 1344z Time On: 2219

A/C (Take Off)

Wx Station (Take Off)

A/C (Land)

Wx Station (Land)

Pressure

914.1 mb

911.4

1015.9

1015.8

Number

Data Disposition / Date / Quality

Flt Lvl Tapes

1

(ONLY 120)

Radar Tapes

1

Cloud Physics Tapes

Video Tapes

4

AXBT

AXCP

AXCTD

Dropsondes

5

(NHC)

Video

Forward

Left Side

Right Side

Down

Remarks

Time On

Time Off

Rate

Remarks

1255z

T/O A3006

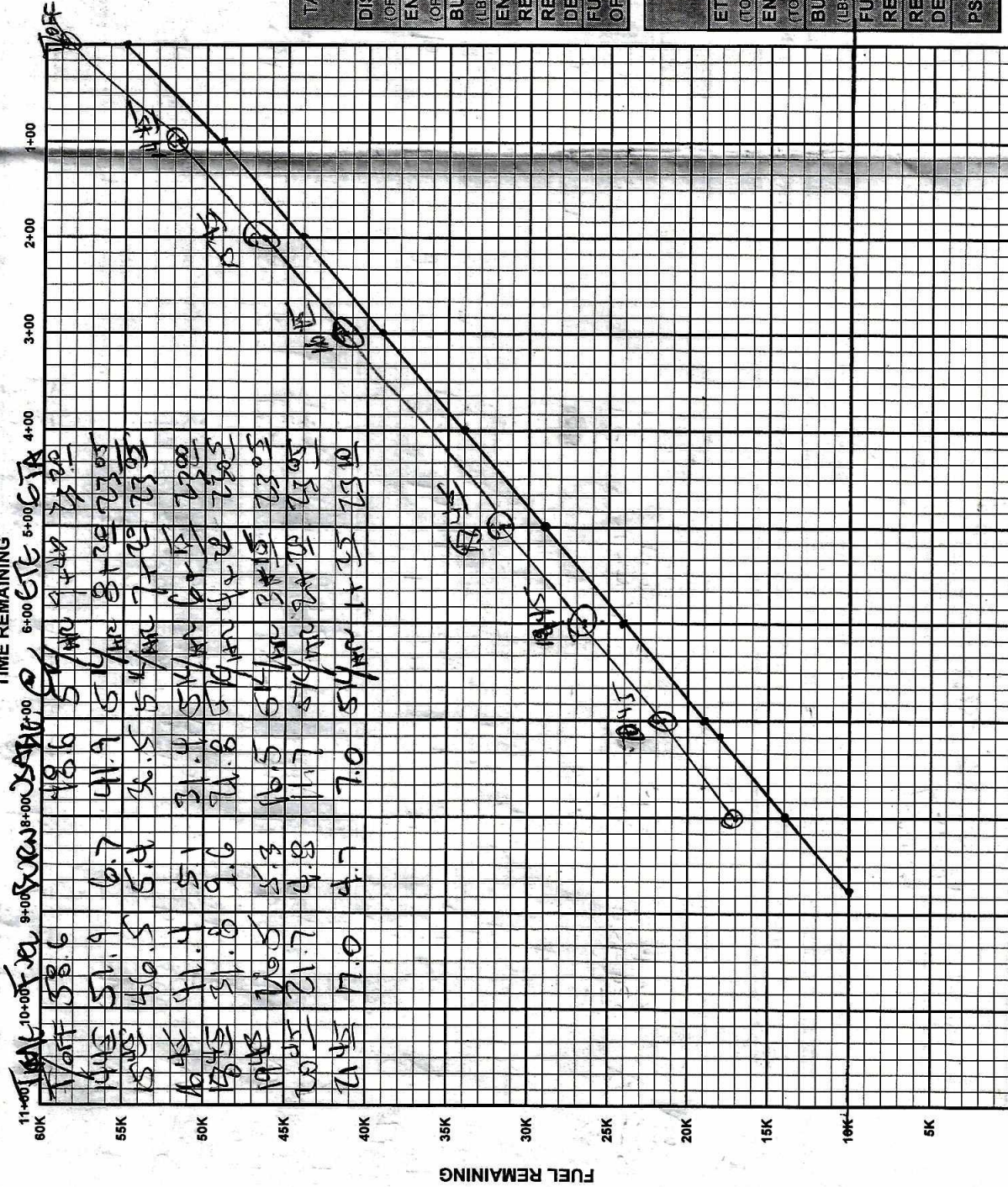
060 09 KTS

10SM

LAND A3005

RANGE CONTROL GRAPH

TIME REMAINING



ENROUTE FUEL	
ENROUTE TIME	24.5
ENROUTE FUEL (6K (5K+5K RULE))	45.0
RESERVE AT DESTINATION	10.0
REQUIRED RAMP	55.0
ACTUAL RAMP FUEL	58.6

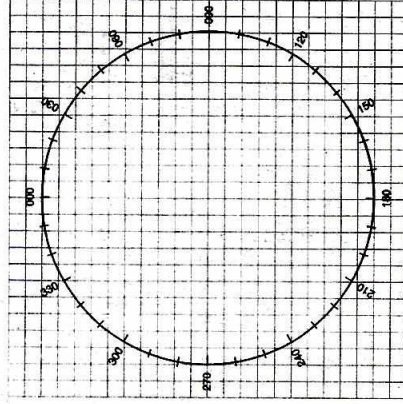
TACTICAL (OFFSETA TO DESTINATION)		
4 ENG	3 ENG	
DISTANCE (OFFSETA TO DEST)		
ENROUTE TIME (OFFSETA TO DEST)		
BURN RATE (LBS/HR)	4500	5500
ENROUTE FUEL REQUIRED		
RESERVE AT DESTINATION		
FUEL AT OFFSETA		

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			

CEX - TRUE BEARING METHOD				CEX SIGHT	
COMPASS TYPE	INS1	INS2	WET	GMT	
MCH (READING)				GHA	
MTH (EXTANT)				CORR	
CE				GHA	
-VAR				LONG +W -E	
DEV				EXACT GHA	
				LAT	
				BODY	
				DEC	
				HC/D	
				CORR	
				HC	
				Z	
				ZN	

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

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



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

DISTANCE REMAINING

ETP = .5(TOTAL DISTANCE x OUTBOUND 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

TRUE AIRSPEED CROSS-CHECK							
TIME	IAS	PRESS ALT	"F" FACTOR	EAS	OAT	TAS	ITAS
1441	221	FL190			407	305	283 310