



NOAA P-3 N42RF
IFEX/Hurricane 2005

~~KMCF~~ ~~KMCF~~ KNQX-MROC



Flight ID: H050708

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 time/data gaps from 163011-20Z, 220741-50Z, and 220811-30Z. Be aware of data spikes as a result of these data gaps.

RA-232 was substituted for RA-159 during the following times: 135401-135702Z (take off), and 220721-221100Z (landing) due to spiking.

There were several instances (i.e. 1936-1940Z) 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. These periods are typically reflected in the J/W liquid water data. No corrections were made during these events unless noted above.

There were no working Liquid Water Sensors for this flight.

All other instruments worked optimally during the flight.

The aircraft INE positions were re-navigated 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

AOCWF1

AOC Personnel

Participating Scientists / Visitors / AOC

3 PENES

PENNES

0300Z 19.9 77-6
New HP 2110 80

MOE 0959.6
08412.5

NOSE (P4F4) OUT AT HIGH ALT (FREEY HOME)
FLING

1) 0522 z
2) 0622
3) 0651

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

AOCWF2

Flt ID: 050708H Time Off: 0732Z Time On: 0950Z

	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	1013.4	1012.4	910.4	909.9

	Number	Data Disposition / Date / Quality
Flt Lvl Tapes	5	(ONLY 1 LU)
Radar Tapes	1	
Cloud Physics Tapes		
Video Tapes	NH	
AXBT		
AXCP		
AXCTD		
Dropsondes	12	(1 bad) 3 H2O 9 NITZ

Video

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

Remarks

2356Z 09010KTS 10SM 31/26 A2994
UPDATE 08007 *2995

(LAND) 0855Z CLR 5SM TOCOKETS A3001

(T/O) SONDES

(H2O)
1 0514
2 0523
(3) 0526
(H2O) 5 0549
6 0625 6 0653
7 0628 11 0655
8 0641 (20717)
9 0651 (H2O)

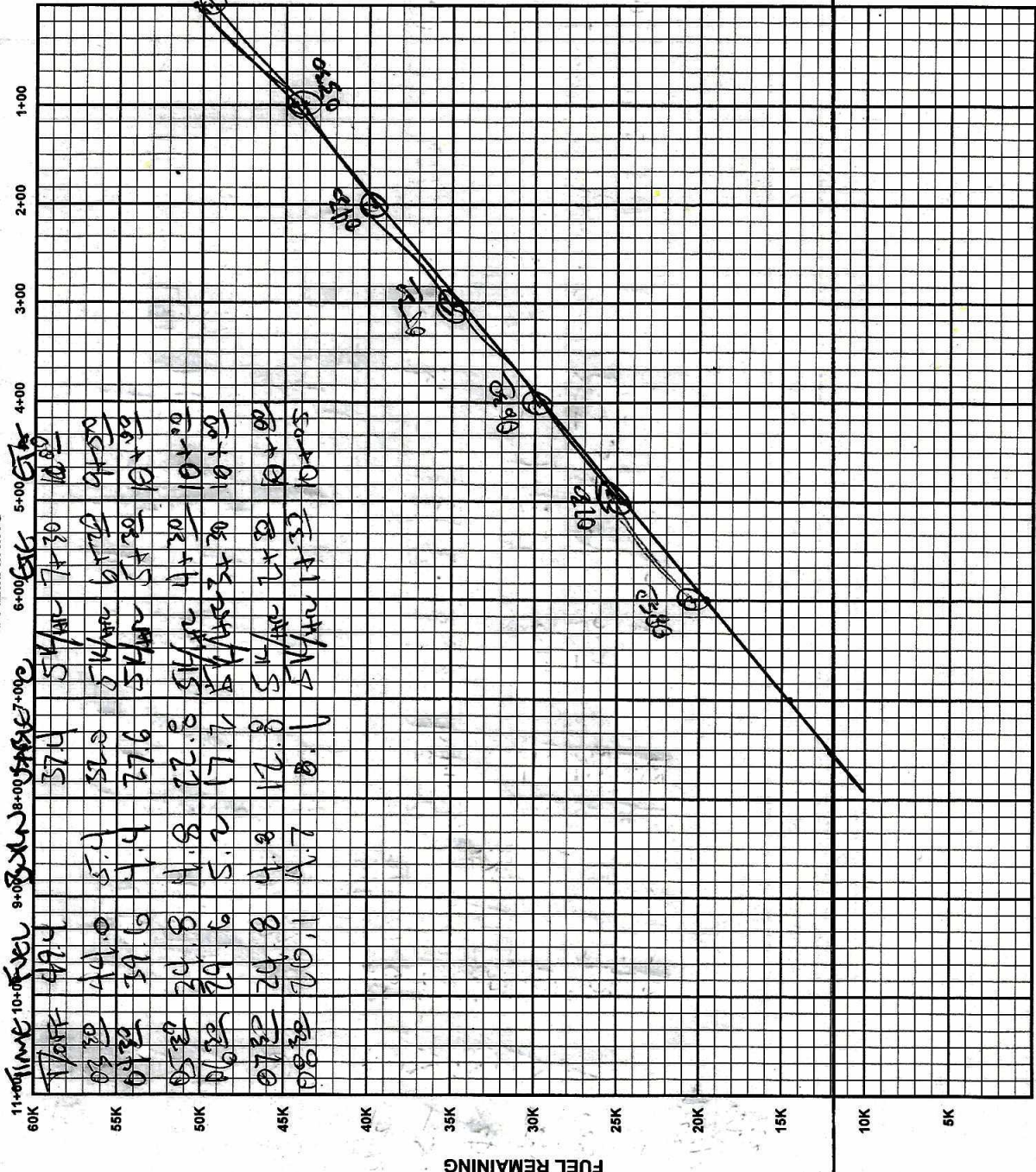
TERMINAL ERRORS		
	INS 1	INS 2
DELTA LAT	+8.2	41.5
DELTA LON	-5.7	-4.5
RGS	3	3
RADIAL ERROR	10	13

[illegible]

11
20
30
38.5

RANGE CONTROL GRAPH

TIME REMAINING



ENROUTE FUEL	
ENROUTE TIME	7:30
ENROUTE FUEL (6K 5K 4K 3K RULE)	38.5
RESERVE AT DESTINATION	12.0
REQUIRED RAMP	50.5
ACTUAL RAMP FUEL	49.4

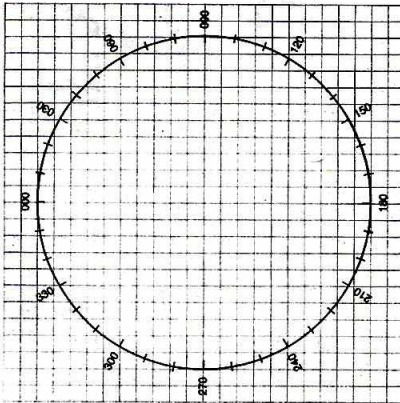
TACTICAL (OFFSTA TO DESTINATION)	
DISTANCE (OFFSTA TO DEST)	
ENROUTE TIME (OFFSTA TO DEST)	
BURN RATE (LBS/HR)	4500
ENROUTE FUEL REQUIRED	5500
RESERVE AT DESTINATION	
FUEL AT OFFSTA	

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

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

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

CEX - ERB METHOD		WET	
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

PRESS ALT				
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	TAS
0322	209			10°	276
					269/280

DISTANCE REMAINING

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

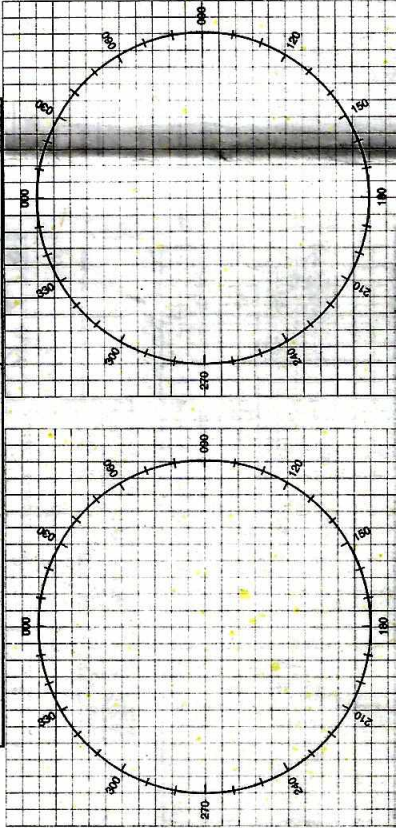
33 67

CLEARANCES

[illegible]

MISSION LOG

PAGE **OF**



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 _____, NOAA _____, NOAA _____

- 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 _____

- 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
0720	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
0735	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
0750	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
0810	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
0825	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
0840	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
0855	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
0910	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
0920	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
0930	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
0940	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
0950	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
0955	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1000	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1005	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1010	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1015	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1020	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1025	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1030	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1035	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1040	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1045	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1050	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1055	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1100	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1105	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1110	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1115	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1120	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1125	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1130	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1135	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1140	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1145	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1150	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1155	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1200	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1205	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1210	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1215	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1220	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1225	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1230	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1235	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1240	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1245	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1250	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1255	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1300	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1305	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1310	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1315	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1320	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1325	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1330	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1335	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1340	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1345	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1350	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1355	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1400	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1405	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	
1410	GPS	8.03-18.00	8.03-18.00	2.1	8.03-18.00	2.1	152	4M	247	11	247	241	0.8	32	1000	282	CAN	74	48	0750	

954

72

99.

25-28

41-389a 52

~~10#3~~
~~Cindy~~ ~~Recco~~
HARR DENNIS
050708H

Flight ID : ~~05070911~~

Landing :

[illegible]