



NOAA P-3 N42RF
IFEX/Hurricane 2005

~~KMCF-KMCF~~ MROC-KNIP



Flight ID: H050709

Sensor or system

Number or Name

Inertial + Accelerometer Data

2

Temperature Probe

1

Dew Point Probe

1

Altitude (for vertical wind)

Radar Altitude 159

Static and Dynamic Pressure

Rosemount Fuselage

Time Source

Micro 99

Constants File

CO2054.CON

Notes:

There were time/data gaps from 055552-055600Z. Be aware of data spikes as a result of these data gaps.

RA-232 was substituted for RA-159 during the following times: 050301Z-050749Z (take off), and 123957-124400Z (landing) due to spiking.

There were several 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 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

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

AOCWF1

Flt ID: 050709H	From: MROC	To: KNIP
Flt No: 05-032	Blk In: 1247Z	ATA: 1241Z
ETD: 5Z	Blk Out: 0447Z	ATD: 0506Z
ETE: 7+30	Blk Time: 8+00 (8.0)	Flt Time: 7+35 (7.6)
Sponsor Org: NOAA	Program: Hur 05	Purpose: Hurricane Dennis

AOC Personnel

AC: KENNEDY	Sys Eng: McMillen
CP: CHDY / SILAH	Data Sys: HILL
Nav: GAWAGH, T	Radar:
FE: KLIPPEL / WADE	GPS/BT:
FD: FLAHERTY	Cld Phys:
Avionics: ROGERS	cc TORREY

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
LEIGHTON, P	RADAR	HRD
ROGERS, R	SFMR	HRD
MURRAY, S	SCI	HRD

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

NOAA2 1204A DENNIS

04Z 23-1N 82.2W

T/O ABORTED (low power)

23 15 844

233 82.4 0530Z

3 PENES

0846Z

1013Z

1111Z

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

AOCWF2

Flt ID: 05070914 Time Off: 0306Z Time On: 1201Z

	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	912.0	910.2	1013.0	1014.4

	Number	Data Disposition / Date / Quality
Flt Lvl Tapes	2	
Radar Tapes	1	
Cloud Physics Tapes		
Video Tapes	4	
AXBT		
AXCP		
AXCTD		
Dropsondes	13	8 PHC 15 HCP

Video

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

Remarks

T/O CLR 0000KTS 22/19 A300Z

11008KTS 75m 28/26 A3001

6A00K

RANGE CONTROL GRAPH

$$= 0.05/0$$


ENROUTE FUEL	74.00
ENROUTE TIME	36.0
ENROUTE FUEL (6K15K45KRU1E)	10.0
RESERVE AT DESTINATION	46.0
REQUIRED RAMP	59.0
ACTUAL RAMP FUEL	

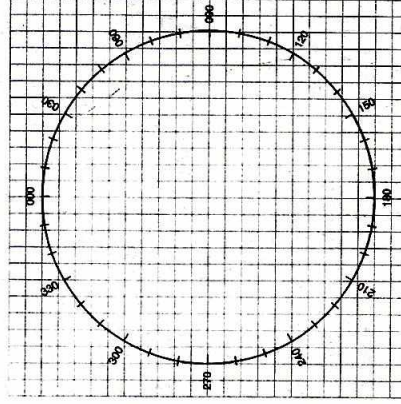
TACTICAL (OFFSETA TO DESTINATION)		4 ENG	3 ENG
DISTANCE (OFFSETA TO DEST)			
ENROUTE TIME (OFFSETA TO DEST)			
BURN RATE (LBS/HR)		4500	5500
ENROUTE FUEL REQUIRED			
RESERVE AT DESTINATION			
FUEL AT OFFSETA			

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 (SXTANT)				CORR			
CE				GHA			
- VAR				LONG W - E			
DEV				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)			

CEX - ERB METHOD				
COMPASS TYPE	INS1	INS2	WET	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

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

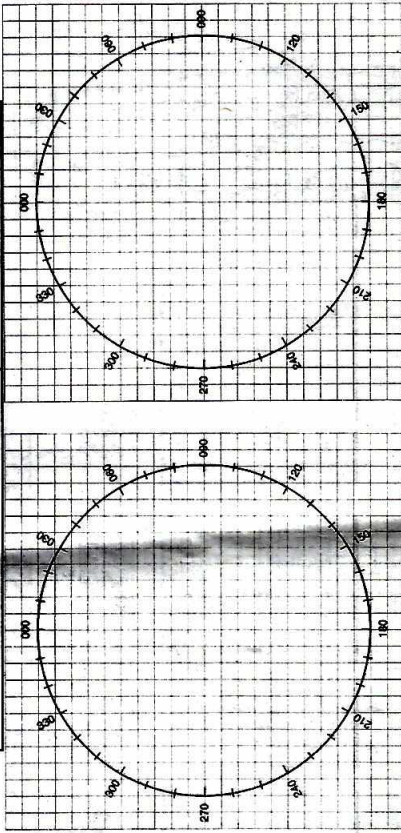
TRUE AIRSPEED CROSS-CHECK							
TIME	IAS	PRESS ALT	"F" FACTOR	EAS	OAT	TAS	ITAS
0531	710				09		782 763

2344082524

304.8

CLEARANCES				OTHER	
FREQ	ALT	HDG			
119.6	12000			QUIP ASZL APPROX DO 11/18/84	
124.1	SOUND MODE			PARAZ APPROX DEPT 11/16/84	4620

MISSION LOG



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 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
0510	A	10-18.7 084-07.6	10-18.5 084-05.7	+1.2 +1.9	10-18.3 084-07.3	+1.4 +1.3	0602	-	002	11	060	255	242	25	FL170	249	FL170	13	3.0	0513	105#2 PRU
0610	A	10-18.7 084-07.6	10-18.5 084-05.7	+1.2 +1.9	10-18.3 084-07.3	+1.4 +1.3	0602	-	002	11	060	255	242	25	FL170	249	FL170	13	3.0	0513	105#2 PRU
0710	A	10-18.7 084-07.6	10-18.5 084-05.7	+1.2 +1.9	10-18.3 084-07.3	+1.4 +1.3	0602	-	002	11	060	255	242	25	FL170	249	FL170	13	3.0	0513	105#2 PRU
0810	A	10-18.7 084-07.6	10-18.5 084-05.7	+1.2 +1.9	10-18.3 084-07.3	+1.4 +1.3	0602	-	002	11	060	255	242	25	FL170	249	FL170	13	3.0	0513	105#2 PRU
0846	A	10-18.7 084-07.6	10-18.5 084-05.7	+1.2 +1.9	10-18.3 084-07.3	+1.4 +1.3	0602	-	002	11	060	255	242	25	FL170	249	FL170	13	3.0	0513	105#2 PRU
0910	A	10-18.7 084-07.6	10-18.5 084-05.7	+1.2 +1.9	10-18.3 084-07.3	+1.4 +1.3	0602	-	002	11	060	255	242	25	FL170	249	FL170	13	3.0	0513	105#2 PRU
1010	A	10-18.7 084-07.6	10-18.5 084-05.7	+1.2 +1.9	10-18.3 084-07.3	+1.4 +1.3	0602	-	002	11	060	255	242	25	FL170	249	FL170	13	3.0	0513	105#2 PRU
1030	A	10-18.7 084-07.6	10-18.5 084-05.7	+1.2 +1.9	10-18.3 084-07.3	+1.4 +1.3	0602	-	002	11	060	255	242	25	FL170	249	FL170	13	3.0	0513	105#2 PRU
1110	A	10-18.7 084-07.6	10-18.5 084-05.7	+1.2 +1.9	10-18.3 084-07.3	+1.4 +1.3	0602	-	002	11	060	255	242	25	FL170	249	FL170	13	3.0	0513	105#2 PRU
1130	A	10-18.7 084-07.6	10-18.5 084-05.7	+1.2 +1.9	10-18.3 084-07.3	+1.4 +1.3	0602	-	002	11	060	255	242	25	FL170	249	FL170	13	3.0	0513	105#2 PRU
1210	A	10-18.7 084-07.6	10-18.5 084-05.7	+1.2 +1.9	10-18.3 084-07.3	+1.4 +1.3	0602	-	002	11	060	255	242	25	FL170	249	FL170	13	3.0	0513	105#2 PRU
1221	A	10-18.7 084-07.6	10-18.5 084-05.7	+1.2 +1.9	10-18.3 084-07.3	+1.4 +1.3	0602	-	002	11	060	255	242	25	FL170	249	FL170	13	3.0	0513	105#2 PRU
1232	A	10-18.7 084-07.6	10-18.5 084-05.7	+1.2 +1.9	10-18.3 084-07.3	+1.4 +1.3	0602	-	002	11	060	255	242	25	FL170	249	FL170	13	3.0	0513	105#2 PRU

N42RF AXBT DropSonde Log

N42RF Project: Hurricane 05

Flight ID: 650709H

Mission: ~~ISCP~~ Recco

Flight #: 3
STM

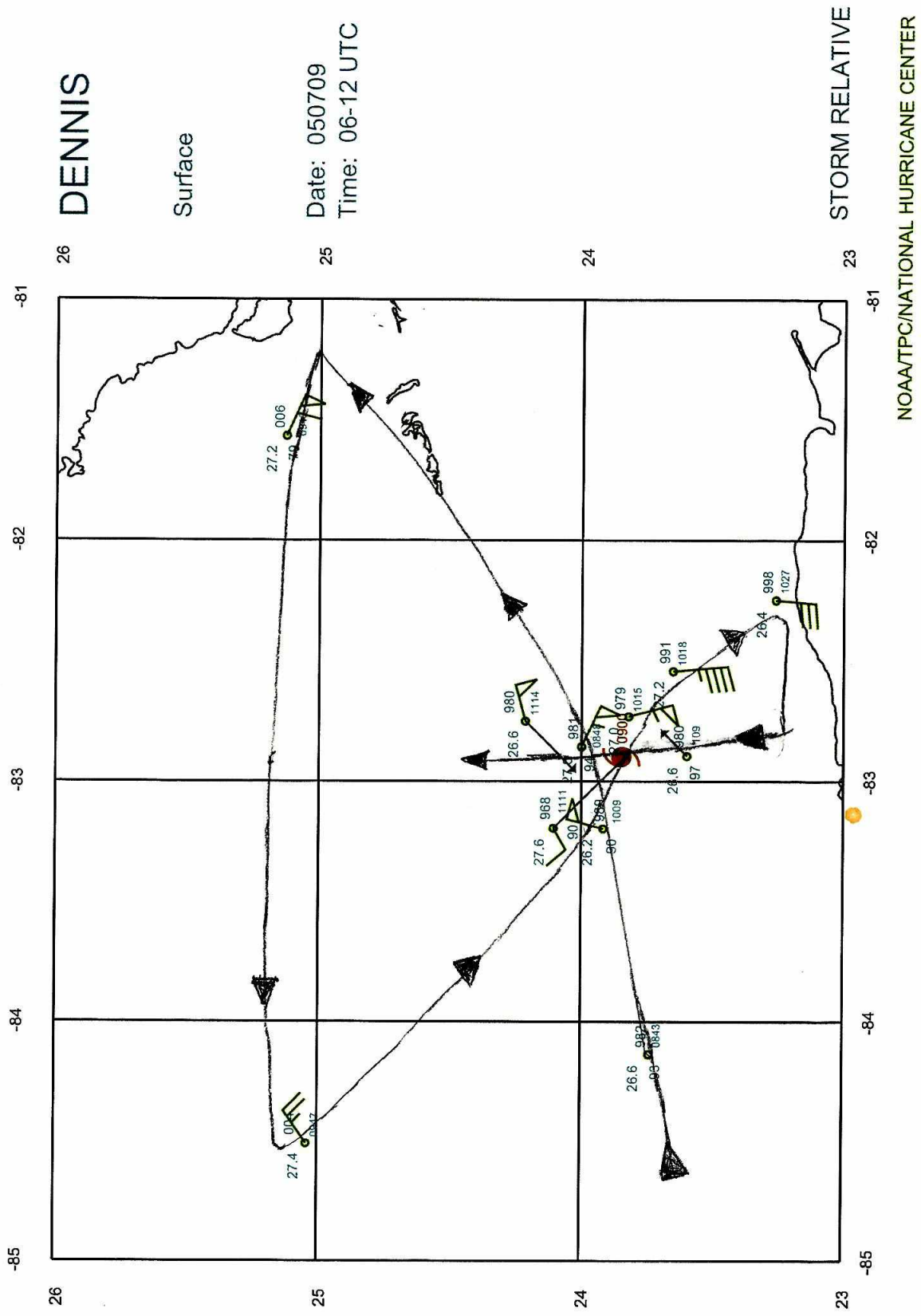
System Status: UP

[illegible]

5 HARD / 8 NHC

64 13
56 6 | 0

(STM



NY2RF
 05079H
 05079M + WL50
 SPWMS
 W002
 (0005 649)
 W002 8200M

