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

AOCWF1

Flt ID:	050724I	From:	KMCF	To:	KMCF
Flt No:	05-	Blk In:	0116z	ATA:	0106z
ETD:	17z	Blk Out:	1654z	ATD:	1706z
ETE:	8+30	Blk Time:	8+22 (8.4)	Flt Time:	8+00 8.0
Sponsor Org:	NOAA/HRD	Program:	IFEX	Purpose:	MISSION

AOC Personnel

AC:	TEBEEST	Sys Eng:	HILL
CP:	SILAH	Data Sys:	McMILLEN
Nav:	GALLAGHER	Radar:	
FE:	WADE	GPS/BT:	
FD:	FLAHERTY	Cld Phys:	
Avionics:	ROGERS		

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
ROGERS, R	PI	HRD
DODGE, P	SCI	"
STERN, D	SCI	"

Proposed/Actual Mission Remarks (Recco, Fixes, Storm, PENET, NHOP #) 00Z (23Z) TEAL60 850

ROCK 813 760 4770 830-930

NOAA3 WX07A GERT

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AOCWF2

Flt ID: 050724I	Time Off: 1706Z	Time On: 0106Z

	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	1016.0		1014.5	

	Number	Data Disposition / Date / Quality
Flt Lvl Tapes	2	
Radar Tapes	1	
Cloud Physics Tapes		
Video Tapes	4	
AXBT	2	(BOTH BAD)
AXCP		
AXCTD		
Dropsondes	14	ALL HRD 13 of 14 (a) (1 NO WNDS)

Video

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

Remarks

1355Z VRB06KT 10SM 30/25 3002

0055Z TRA 08007KT VOG 120 3001

NOAA P-3 N42RF
IFEX/Hurricane 2005
KMCF - KMCF

Flight ID: I050724b

Sensor or system	*Number or Name*
Inertial + Accelerometer Data	*1*
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	*CO3051.CON*

Notes:
There were time gaps from 170531-170540Z, 201141-201200Z, and 213001-213010Z Be aware of data spikes as a result of these gaps.

RA-232 was substituted for RA-159 during the following times: 170301-171120Z (take off) and 005836-010900Z (landing) due to spiking in RA-159.

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 King Liquid Water Sensor was not working for this flight.

The aircraft INE positions were re-navigated with respect to GPS.

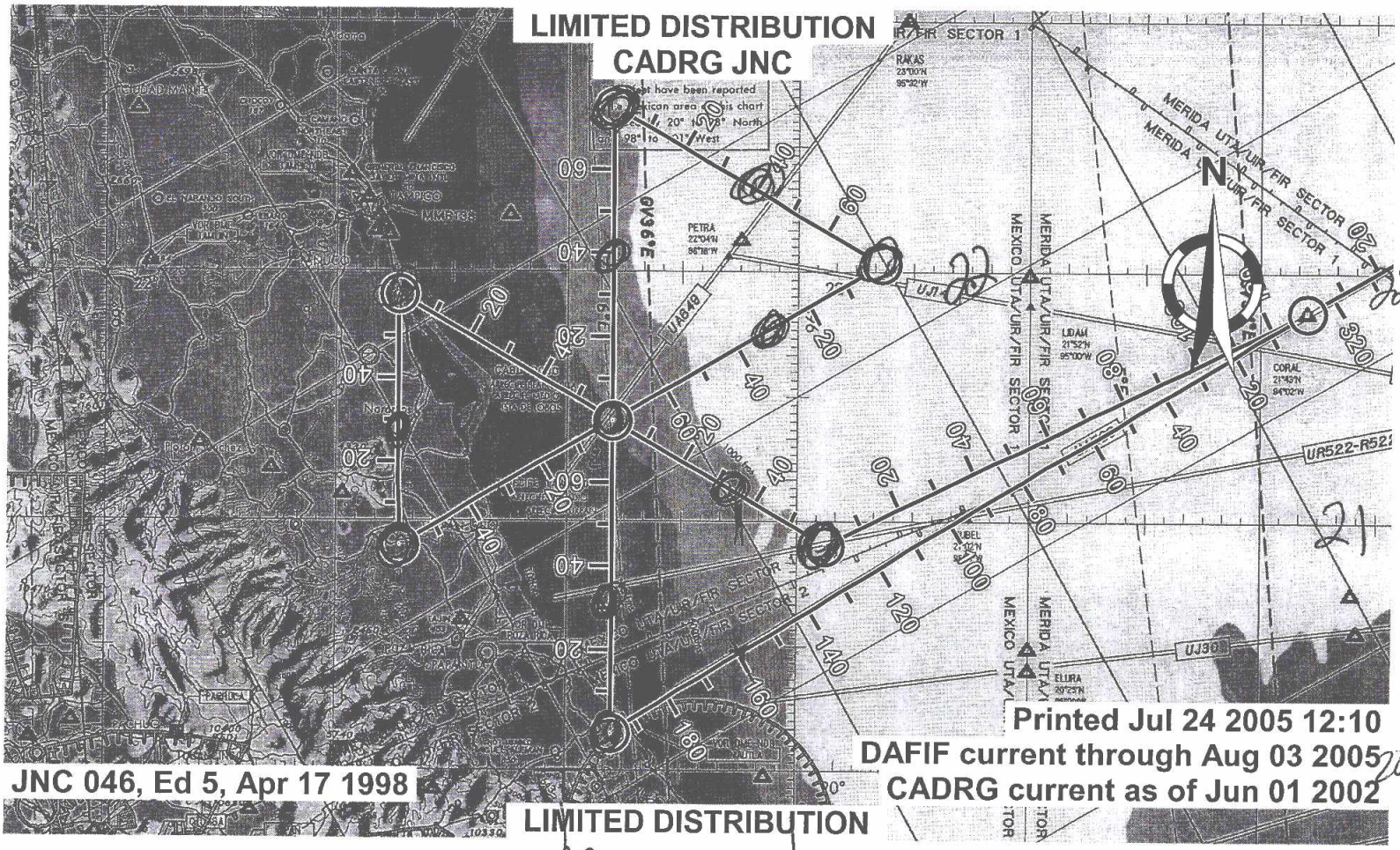
Due to an AOC equipment/printer failure, the last step of our Quality Control process (visual QC) was not able to be performed on the HP. While other measures were taken to ensure there were no problems with the data, questions concerning questionable data should be brought to the attention of the Flight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

	Take-off	**Landing**
Aircraft pressure	**1016.0 mb**	**1014.5 mb**
Station pressure	**1016.3 mb**	**1016.0 mb**

1355Z VRB06KT 10SM 30/25 A3002
0055Z +RA 08007KT 060V120 27/25 A3001

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



HALF
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