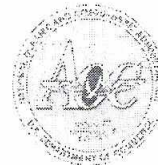




NOAA P-3 N42RF

Ocean Winds Test Flight



Flight ID: 060913H

Sensor or system

INE

Accelerometer

Temperature Probe

Dew Point Probe

Altitude (for vertical wind)

Static Pressure

Dynamic Pressure

Time Source

Constants File

Number or Name

2

2

1

1 (General Eastern)

Radar Altimeter 159

Rosemount Fuselage

Rosemount Fuselage 1281

Micro 99

CO2062.con

Notes:

There were two time/data gaps during this flight which occurred from 141645Z-141650Z and 142412Z-142440Z.

The King liquid water sensor was inoperative throughout the flight.

Altitude from inertial one and two were both inoperative throughout the entire flight.

Temperature and dewpoint values from sensor number 3 are also erroneous.

Otherwise, all sensors worked optimally during this flight.

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	1015.8 mb	1014.6 mb
Corrected Tower Pressure	1013.2 mb	1013.5 mb

Flight Director: Martin Mayeaux (813) 828-3310 ext. 3086

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

Flt ID: 06091317	From: Kmcf	To: Kmcf
Flt. No: 06 -061	Blk In: 1452 Z	Time On: 1442 Z
ETD: 1400 Z	Blk Out: 1339 Z	Time Off: 1349 Z
ETE: 1 + 00	Blk Time: 1 + 13 (1.2) Hrs	Flt Time: 0 + 53 (0.9) Hrs
Sponsoring Org: NESDIS	Program: Ocean Winds	Purpose: Test Flight

AOC Flight Crew

Aircraft Commander: Strong	Data System: Mcmillan
Co-Pilot: Giramonte	AVAPS: Kerr, B
Navigator: Gallagher, Bishop	System Eng:
Flight Eng: Klippel	A A:
Flight Director: Mayeux	A A:
Avionics: Olney	Crew Chief:

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation
Chu, T	Sci	UMASS
Contreras, R	Sc.	UMASS/UW

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

Recco Times

Fix # Fix Time

Storm Name: Buoy 27.5 83.72 1410+20=1430

Mission ID: WAWA A Train

Peneiration number and time

5000 ft, Up and back ~30-60 mins

Rudolp 27552

W08343.14

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

Flight ID: 060913H		Time Off: 1349 Z		Time On: 1442 Z			
A/C Takeoff		Wx Station Takeoff		A/C Land		Wx Station Land	
Pressure	1012.9 mb	2992 mb	1013.3 mb	2993 mb			
ATIS	Time	Observation					
Takeoff	1155 Z	12006KT P6sm 25/22 A2993 PA+4					
Land	1355 Z	15012KT P6sm 27/22 A2993					
	Number	Data Disposition / Date / Quality					
Flight Level Tapes							
Radar Tapes							
Cloud Physics Tapes / CDs							
Video Tapes							
Dropsondes		Good: Bad:					
AXBT							
AXCP							
AXCTD							

Remarks:

1255Z 13009KT P6sm 25/22 A2992
1355 15012 P6 27/22 A2993

MISSION PREFLIGHT LOG

NAVIGATOR
LCDR Bishop

FLIGHT DIRECTOR
Mayeana

SCHEDULED / ACTUAL TAKEOFF Z DATE OF TAKEOFF
1700Z 13 SEP 2006

WP	LAT / LON	RTE	MH	VAR +E==>	TH	DR +R==>	TRK	GS	WD	WS	ALT	TAS	LEG / TOT DIST	LEG / TOT TIME	PROP ETA	ETA	ATA	REMARKS	INS PERFORMANCE			
																			BEGIN ALIGN TIME	INS 1	INS 2	DELTA T
1	N 27-51.0 W 82-31.3		042	1W	041	0	041	250	L	✓	1.5	250						→ PIE	1230	1230		
2	N 27-54.5 W 82-41.0		272	1W	272	0	272	250	✓	✓	5K	250	9	02				→ RUDOF				
3	N 27-55.2 W 82-43.1		273	2W	271	0	271	250	✓	✓	5K	250	55	13				→ MCF				
4	N 27-51.0 W 82-41.3		094	1W	093	0	093	250	✓	✓	5K	250	64	15					0	0		
																			1455	1455		
																			1326	1326		
																			1429	1429		

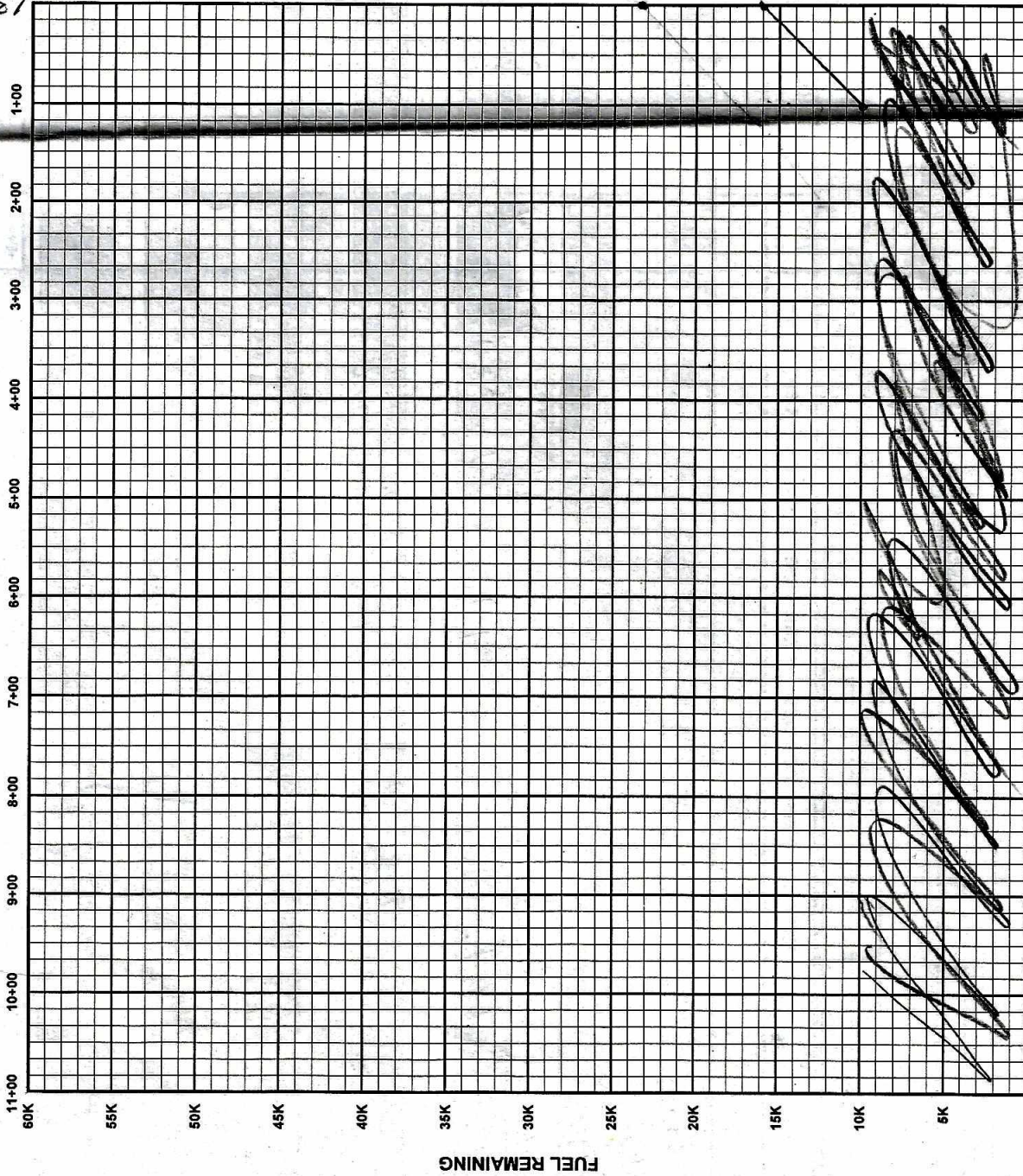
TERMINAL ERRORS				INS 1		INS 2	
DELTA LAT				+1	+9		
DELTA LON				-7	-4		
RCS				2	1		
RADIAL ERROR				1	1		

REMARKS			

RANGE CONTROL GRAPH

TIME REMAINING

1450
1+00
1350



ENROUTE FUEL	1700
ENROUTE TIME	6.0
ENROUTE FUEL (6K (SK 4 SK RULE))	10.0
RESERVE AT DESTINATION	16.0
REQUIRED RAMP	23.6
ACTUAL RAMP FUEL	

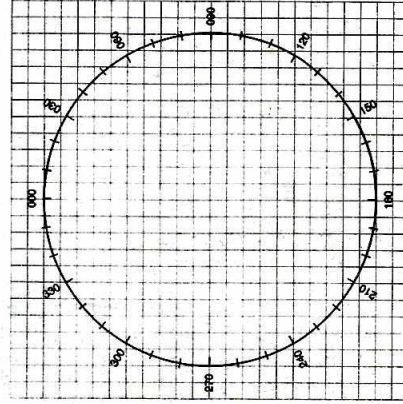
TACTICAL (OFFSTA TO DESTINATION)		
	4 ENG	3 ENG
DISTANCE (OFFSTA TO DEST)		
ENROUTE TIME (OFFSTA TO DEST)		
BURN RATE (LBS/HR)	4500	5500
ENROUTE FUEL REQUIRED		
RESERVE AT DESTINATION		
FUEL AT OFFSTA		

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		

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

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

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



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)

1. 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

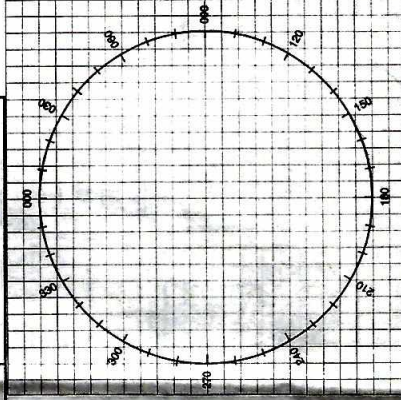
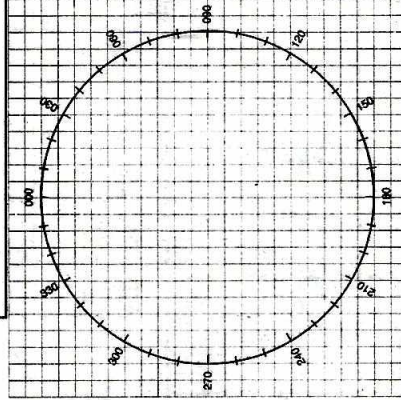
[illegible]

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 _____

- HEADING _____ TRUE/MAG _____

- AT _____ KTS TRUE/INDICATED

- FLIGHT LEVEL OR ALTITUDE _____

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

- NATURE OF EMERGENCY _____

-NATURE OF EMERGENCY
-ASSISTANCE DESIRED

- PILOT INTENTIONS

[illegible]

ENG

black

TAXI

T/O

X