

U.S. Dep't. of Commerce / NMAO / NOAA / Aircraft Operations Center

FLT ID: 070117H	From: KMCF	To: CYYT
Flt No: 67-007	In: 2115Z	On: 2058Z
ETD: 1400Z	Out: 1418Z	Off: 1428Z
ETE: 6+30	Blk Time: 6+57 ^{4.0} Hrs	Flt Time: 6+30 6.5 Hrs
Sponsoring Org: NOAA NESDIS	Program: OCEAN WINDS	Purpose: REPO

AOC Flight Crew

Aircraft Commander: NELSON, M	Data System: LYNCH, T
Co-Pilot: NEWMAN, C	AVAPS: BARR, J
Navigator: BISHOP, J SIEGEL, P	System Engineer:
Flight Eng: BAST, G KUPPEL, J	AA: McFADDEN, J
Flight Director: SHEPHERD, T	AA:
Avionics: OLNEY, B	Crew Chief: MITCHELL, R

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation
CHANG, P	PI	NOAA NESDIS
ESTEBAN, D	K&C SCAT	NOAA
CHU, T	"	UMASS

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

Recco Times

Fix #

Fix Time

Storm Name: _____

Mission ID: _____

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FLT ID: 070117H	TIME OFF: 1428 Z	TIME ON: 2058 Z
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	A/C - Takeoff	WX Station - Takeoff	A/C - Land	WX Station - Land
Pressure	1025.5	30.28	990.3	29.66

ATIS - Takeoff	
ATIS - Land	

Data Source	Number	Data Disposition / Date / Quality
Flight Level Tapes		
Radar Tapes		
Cloud Physics Tapes / Cds		
Video Tapes/DVDs		
Dropsondes		Good: Bad:
AXBT		
AXCP		
AXCTD		
SONOBUOY		

REMARKS:

Block out 1418



**NOAA P-3 N42RF
Ocean Winds 2007
Ferry KMCF-CYYT**

Flight ID: 070117H

Sensor or system

Number or Name

INE.....	2
Accelerometer.....	2
Temperature Probe.....	1
Dew Point Probe.....	1
Altimeter (for vertical wind).....	RA-159
Static Pressure.....	Rosemount (fuselage)
Dynamic Pressure.....	Rosemount (fuselage)
Time Source.....	Micro 99

Local Met. Data: Not copied at takeoff

Take off: 1428Z

Land: 2058Z

The RA-232 was substituted for the RA-159 during take off and landing due to spiking (T.O. 142801-143454; 205631-210000 Land).

Note: Only that portion of the flight (at Principle Investigator's request) that was at 3000 feet radar altitude was perused with any care. The beginning time for the 3000 feet portion began at 1950Z.

Radome differential sideslip pressure (PDSR) was substituted for fuselage differential sideslip pressure (PDSF) (193657-205831 (0.0 offset applied).

PQF1 was substituted for the fuselage dynamic slip pressure (PQSF) on one occasion: 195241-203818 (+8.4 offset applied).

There were data gaps noted: 144000-144018, 195641-195645, 200523-200526.

Special Note: The derived vertical winds, 'dpj-wz' (using the Dr. Dave Jorgensen method) should be viewed with caution at times near gaps in the raw data.

	Take off	Land
Aircraft Static Pressure	1025.5 mb	990.3 mb
Corrected Tower Pressure	1025.4 mb	1004.4 mb
Flight Director:	Tom Shepherd 813-828-3310 x3053	

070117H

TAKE OFF 1428-2

LAND 2058+2

RAISF

Sub 232 142801-143454

205631-210000

TT 1

DP 1

PQF 1

INE 2

ACC 2

PDSF

Sub PDSR
193657-205831(0.0)

PQSF

Sub PQF

~~195241-203218(+8.4)~~

195241-203218(+8.4)

Data gaps

144000-18

195640-45

200523-26

$$\begin{array}{r} 43.6 \\ 36.1 \\ \hline 7.5 \end{array}$$

$$\begin{array}{r} 84.9 \\ 74.6 \\ \hline 8.3 \end{array}$$

195241

$$\begin{array}{r} 77.2 \\ 69.1 \\ \hline 8.1 \end{array}$$

204607

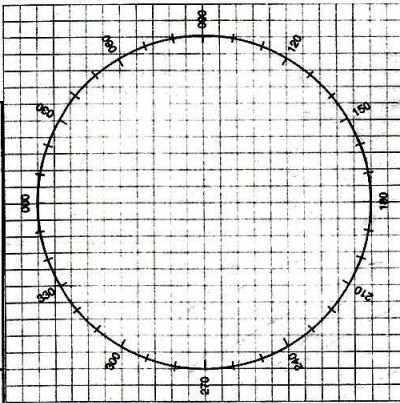
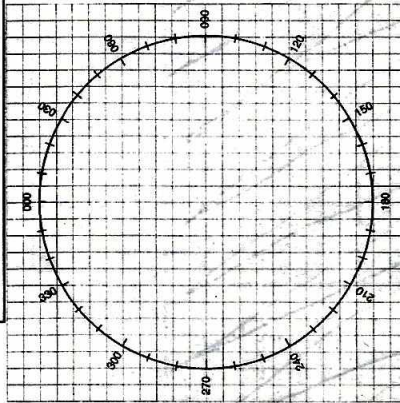
$$41.7$$

$$\begin{array}{r} 73.2 \\ 8.5 \\ \hline \end{array}$$

203218

[illegible]

OF



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- ## 6. NEXT POSITION

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:

- PILOT INTENTIONS

[illegible]