

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

FLT ID: 070126H	From: CYYT	To: CYYT
Flt No: 07-010	In: 1903Z	On: 1855Z
ETD: 1300Z	Out: 1303Z	Off: 1313Z
ETE: 5+00	Blk Time: 6+00 6.0 Hrs	Flt Time: 5+42 5.6 Hrs
Sponsoring Org: NOAA/NESDIS	Program: OCEAN WINDS	Purpose: MISSION 3

AOC Flight Crew

Aircraft Commander: NELSON, M	Data System: LYNCH, T
Co-Pilot: NEWMAN, C	AVAPS:
Navigator: SIEGEL, P	System Engineer: BARR, J
Flight Eng: KLIPPEL, J	AA:
Flight Director: SHANNON, T	AA:
Avionics: OLNEY, B	Crew Chief:

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation
CHANG P		
ESTEBAN, D		
CHU, T		
STOFFEL, A		

Remarks (Storm Name, Mission ID, Recco Times, Fix Times)	Recco Times	Fix #	Fix Time
Storm Name: _____			
Mission ID: _____			

U.S. DEP'T OF COMMERCE / NMAO / NOAA / AIRCRAFT OPERATIONS CENTER

FLT ID: 070126H		TIME OFF: 1313Z		TIME ON: 1855Z	
	A/C - Takeoff	WX Station - Takeoff	A/C - Land	WX Station - Land	
Pressure	986.6	29.62^{1003.0}	974.2	29.34	
ATIS - Takeoff	F 16510/15 M2/M5 2962				993.6
ATIS - Land	M 12512/23 V15 M1/M3 2934				
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: OUT 1303 OFF 1313 1315 CLIMB 12K ATTACK Press >1000 @ T.O. 40N62W 4737 5245					



**NOAA P-3 N42RF
Ocean Winds 2007
MISSION #3**

Flight ID: 070126H

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: 1313Z

Land: 1855Z

The RA-232 was substituted for the RA-159 during take off and landing due to spiking (T.O. 131101-131655; 185252-185700 Land).

The RA-159 had a spike that was removed and patched (132902-132908).

Dew Pointer #1 had a spike that was removed and patched (164425-164426).

The radome differential attack pressure (PDAR) was substituted for the fuselage differential attack pressure (PDAF): 131215-132121 (+8.0 offset applied).

The radome differential slip pressure (PDSR) was substituted for the fuselage differential slip pressure (PDSF) on two occasions: 145618-161748 (-7.0 offset applied). **Special note for this substitution: Although the PDSR was used for substitution, it too had some problems during a portion of the substitution time. Data from 1456Z-1511Z and data from 1608Z-1616Z should be viewed with caution.**

PDSF had spikes that were removed and patched: 164945-165116; 175933-175959.

PQF1 was substituted for the fuselage dynamic slip pressure (PQSF) on three occasions: 131852-135448 (+16.0 offset applied), 142323-165206 (+6.8 offset applied), and 174703-180043 (+6.3 offset applied).

There were data gaps noted: 164407-164724, 171813-171823, 184051-184059, 184100-184104.

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
Corrected Tower Pressure

986.6 mb
1003.0 mb

974.2 mb
993.6 mb

Flight Director:

Tom Shepherd
813-828-3310 x3053

070126H

TT1

DP1

PAF1

INE 2

ACC 2

T.O. 1313 -2

LAND 1855 +2

RA159

Sub 232

131101-131655 T.O. ✓

185252-185700 LAND ✓

Spikes

132902-08 ✓

DPI

Spoke 164425-26 ✓

PDAF

Sub PDAR ✓

131215-132121 (+8.0)

PDSF

Sub PDSR

145618-161748 (-70ff)

1456-1617

1456~~25~~-1511 suspicious

1608-1616 "

PDSF Spoke ✓

~~165046~~-165116, 175933-175959 ✓
164945

PQSF

Sub PQFI ✓

131852-135448 (+16.0) ✓

142323-165206 (+6.8) ✓

174763-180043 (+6.3) ✓

OVR

DATA GAPS

164~~4~~07-24

171813-23

184051-59

1841-04

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2905

40, 5 61 43

902-427-2502

N42RF AVAPS DROP LOG

Project: O.W. 07 N.F. CA

Mission : FLIGHT 3

Flight ID : 070126h

Take Off :

Landing :

Flt Dir :

Launcher S/N:

[illegible]

CLEARANCES			
FREQ	ALT	HDG	OTHER
			SID 3 DAP Rwy 16
			2442
		Gander	133.15
		lost comm	1730 HEMING 9K
			NY 13306
			Radio 8906 ✓
			709 651 5227
			5328

PAGE _____ **OF** _____

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**

- 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

[illegible]

Hani
1-142