

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

FLT ID: 070209H	From: CYT	To: CYT
Flt No: 07-014	In: 0054Z	On: 0043Z
ETD: 1830Z	Out: 1815Z	Off: 1823Z
ETE: 8+00	Blk Time: 6+39 6.6 Hrs	Flt Time: + Hrs
Sponsoring Org: NOAA/NESDIS	Program: OCEAN WINDS	Purpose: MISSION 7

AOC Flight Crew

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

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation
CHANG, P	PI	NOAA/NESDIS
CONTRERAS, R	Ku-CSCAT	UMass

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: <u>070209H</u>	TIME OFF: <u>1823 Z</u>	TIME ON: <u>0043 Z</u>
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	A/C - Takeoff	WX Station - Takeoff	A/C - Land	WX Station - Land
Pressure	<u>978.3</u>	<u>29.34 993.6</u>	<u>980.8</u>	<u>29.47</u>

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:

OP
2130Z
 4454N
 4100W

PT2

2045Z
 P1 4625N 4224W

55T14

<u>46.5</u>	<u>42</u>
<u>13.4</u>	<u>60</u>
	<u>2528</u>



**NOAA P-3 N42RF
Ocean Winds 2007
MISSION #7**

Flight ID: 070209H

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

Take off: 1823Z

Land: 0043Z

The RA-232 was substituted for the RA-159 during take off due to spiking (T.O. 182101-182446). The RA-159 had no noticeable spikes.

The fuselage differential slip pressure (PDSF) went to maximum amplitude during the Principle Investigator's request for a bank maneuver at approximately 1951Z. During the time period of 1951Z to 2010Z, the derived winds should be observed and used with caution.

During the bank maneuver, the dynamic attack pressure (PQAF) also had errors. PQF! Was substituted for PQAF 200228-200840. A +1.5 offset was applied.

There were no data gaps during the flight.

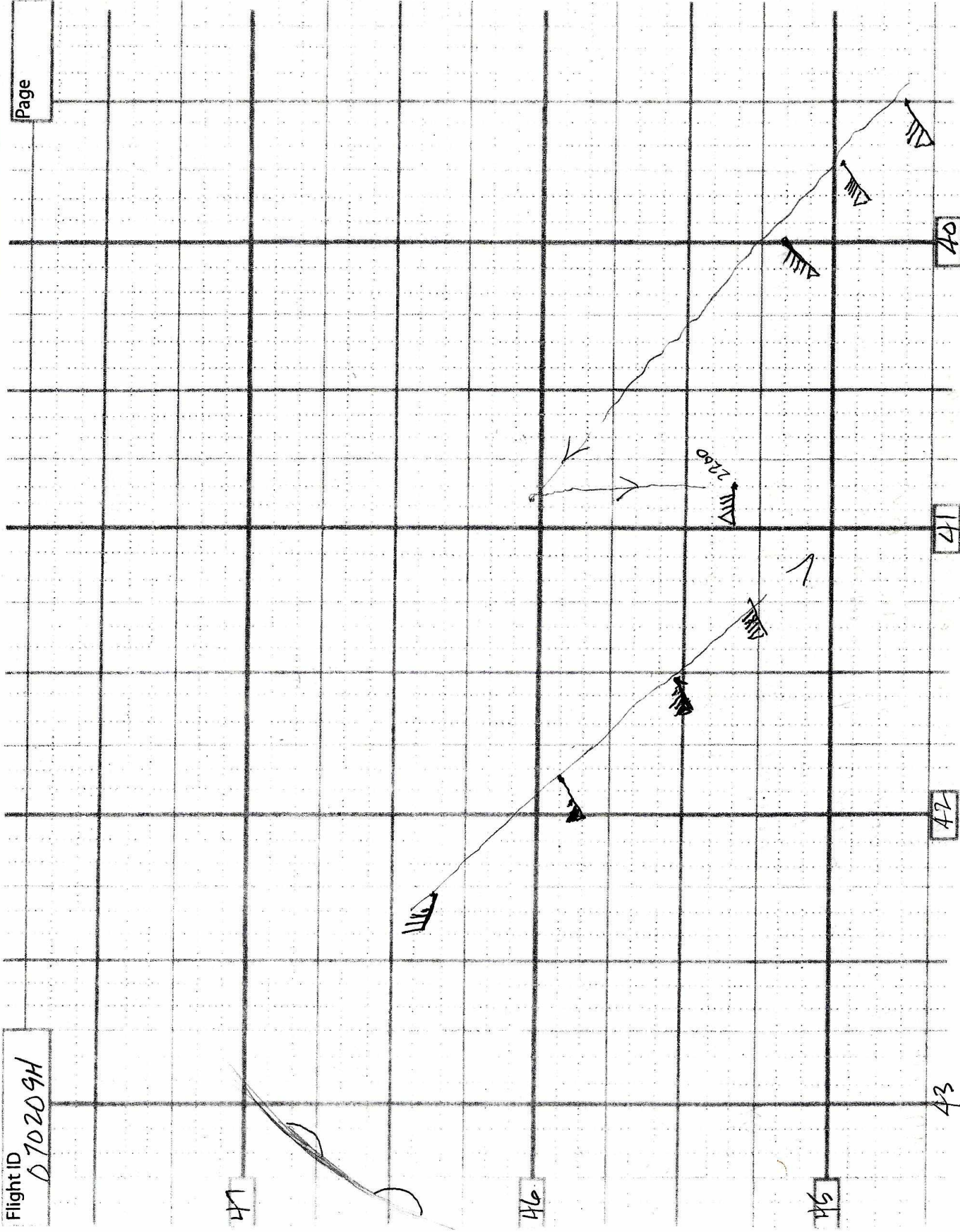
NOTE** There are errors in the horizontal winds just after take off (182353-182512). These errors appear to be the result of faulty ground speeds coming from the inertials. No corrections were made.

Special Note** The aircraft main data system (MDS) went down at 222150Z. The aircraft was in an emergency situation until its arrival back at CYYT. There is no scientific data after this time.

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	978.3 mb	980.8mb
Corrected Tower Pressure	993.6 mb	998.0 mb

Flight Director:	Tom Shepherd 813-828-3310 x3053
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A 2942

few0024

15sm

24005

232

cygt met

-SHSN OVCOIS

2sm

Temp 0002

tail

VV002

+SHSN

1/4

Prob 30 0002

A 2938

few 180

20 sm

20007

232

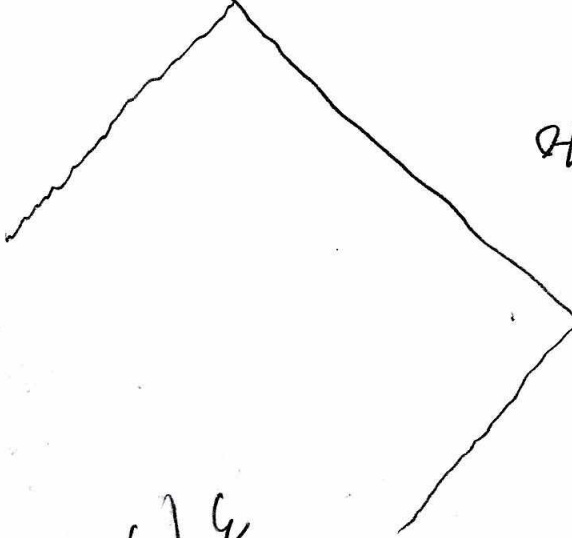
qx met

few 180

P6 sm

20005

tail



3 19

2050

2110

40 50 0

144

06

09

144

180

324

144

1915

330

2245

46

48

070209H

T.O. ¹⁸²³~~0043~~ - 2

LAND ⁰⁰⁴³~~1823~~ + 2

222150

Sub APN 232 for 159

182101 - 182446 T.O. ✓

Sub PQFI for PQAF ✓

200228 - 200840 +1.5

Winds 182353 - ¹⁸²⁵¹²~~182455~~
Initial ground speeds
in error.

no data gaps

TT1

TD1

PQFI

INE 2

ACC 2

Bank maneuver

1951

2010

Susp winds

200228 +1.5

200840

NOAA - AOC - SED
N42RF AVAPS DROP LOG

Flight ID: 070209H
Launcher S/N: _____

Project: OW 2007
Take Off: 1823Z La

Mission :

Filt Dír :

Launcher S/N:

[illegible]

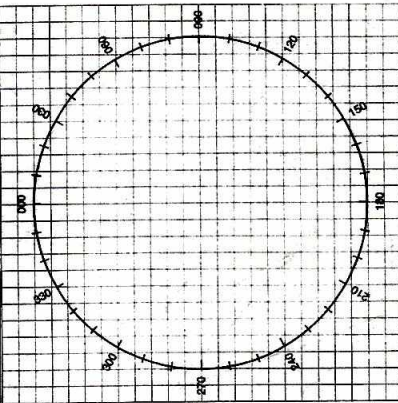
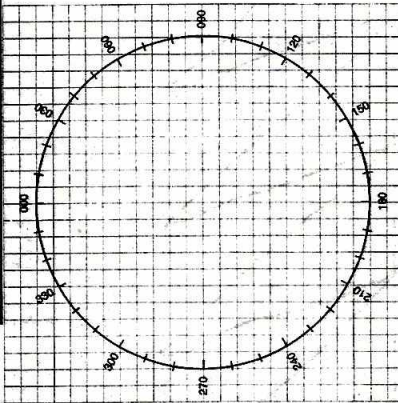
CLEARANCES

FREQ	ALT	HDG	OTHER
138.15	3K	030	(Lost Comm) 47N 4200E
			45W @ 0100Z
			PRI 8864
			SEC 5616
			NCB-54

MISSION LOG

PAGE _____ **OF** _____

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 _____**

- POSITION _____ N/S _____
 _____ E/W AT _____ Z _____

- HEADING: _____ TRUE/MAG _____

- AT KTS TRUE/INDICATED
FLIGHT LEVEL OR ALTITUDE

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

- NATURE OF EMERGENCY

- ASSISTANCE DESIGNED TO
- PILOT INTENTIONS

ENDURANCE REMAINING

[illegible]