

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

AOCWF1

Flt ID: 070921H	From: KMCF	To: KMCF
Flt No: 02	Blk In: 2226	ATA: 2219
ETD: 132	Blk Out: 1246 ²⁶	ATD: 1255 ¹⁴
ETE: 8+30	Blk Time: 9+40	Flt Time: 9+24
Sponsor Org: NOAA-NESDIS	Program: OCEAN WINDS	Purpose: INVEST

AOC Personnel

AC: STRONG	Sys Eng: HIL
CP: NEWMAN	Data Sys: MCMILLEN
Nav: SIZGEL	Radar:
FE: BAST	GPS/BT:
FD: FLATKERN	Cld Phys:
Avionics: OLNEY	AOC FINN

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
JELENAK, F	PI	UMASS
CONTRERAS, R	SCI	"
ESTEBAN, D	"	"
RODRIGUEZ, E	"	"
GAMACHE	RAOAR	Horiz
VALDE	RAOAR	"

Proposed/Actual Mission Remarks (Recco, Fixes, Storm, PENET, NHOP #)

OS FEA INVEST

132 287 85.3

2924 8528

New FP 2714 / 8407

PQYM OUT (NOSE)

2984 86

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AOCWF2

Flt ID: 07092114 Time Off: 1255Z Time On: 2219

	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	1011.2	2987	1012.1	2988

	Number	Data Disposition / Date / Quality
Flt Lvl Tapes		
Radar Tapes		
Cloud Physics Tapes		
Video Tapes		
AXBT	5	ALL NHC (1 BAD) BACKED UP
AXCP		
AXCTD		
Dropsondes	7	NHC (1 BAD)
	6	OW (1 BAD)

Video

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

Remarks: OFF-1155Z 15009KT 25/23 2987

IF 2645 8438

22/22 2988

ON-

Flight ID: 070921 H

Start: End:

1252 - 2221

PSW/PSF

X

PQW/PQF1/PQF2

X

INE 1 (2)

ACCI 1 (2) X

TT (1) 2 3 X

TDM 1 (2) 3 (X)

RA (159) 232 (X)

Time/Data Gaps

133504-133510

GAP

Substitutions

~~135420 - 135520~~

~~140554 - 140615~~

~~15021 160851~~

~~1903~~

~~1917~~

~~1922~~

~~1948~~

~~1952~~

~~1955~~

221806-EMD
232-2159

52
160851 - 161200 (-2)

132734-151436 (-2)

155633-192715 (-2)

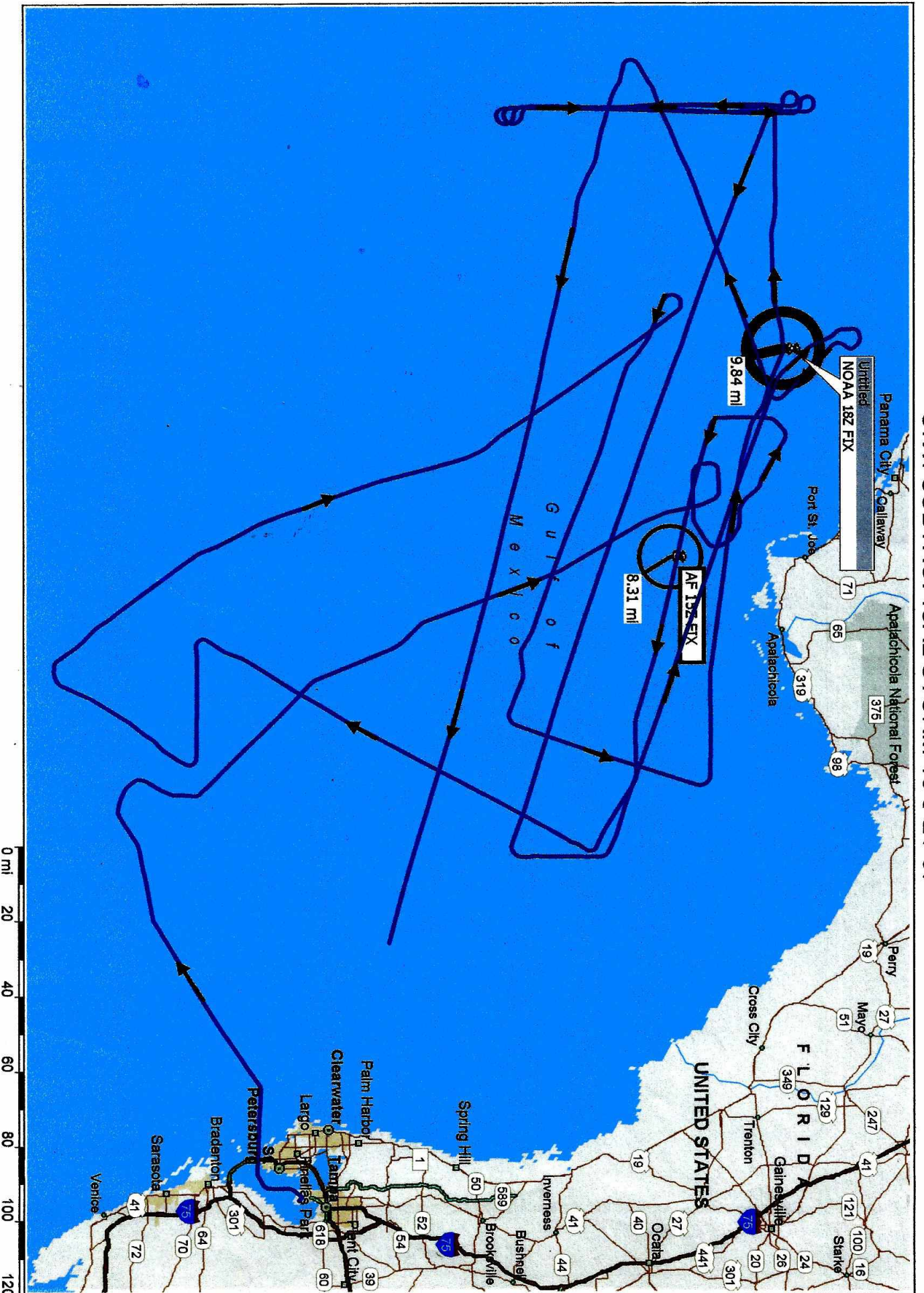
201831-212018 (-2)

213838-215200 (-2)

NOTES

TDM2
132243-212200
-1

O.W. SUBTROPICAL STORM 10 9-21-07



2037-2044

DATE		SCHEDULED RX TIME	AIRCRAFT NUMBER	FLIGHT DIRECTOR
WX MISSION IDENTIFIER				OB NUMBER
VORTEX DATA MESSAGE				
A	21 / 2031 Z	DATE and TIME of FIX		
B	29 DEG 57 MIN N S	LATITUDE of FIX		
	86 DEG 18 MIN W E	LONGITUDE of FIX		
C	850 MB 1463 M	MINIMUM HEIGHT of STANDARD LEVEL		
D	30 KT	ESTIMATE of MAXIMUM SURFACE WIND OBSERVED		
E	200 DEG 12 NM	BEARING and RANGE FROM CENTER of MAXIMUM SURFACE WIND		
F	200 DEG 12 24 KT	MAXIMUM FLIGHT LEVEL WIND NEAR CENTER		
G	195 DEG 24 NM	BEARING and RANGE FROM CENTER OF MAXIMUM FLIGHT LEVEL WIND		
H	1004 MB	MINIMUM SEA LEVEL PRESSURE COMPUTED FROM DROPSONDE OR EXTRAPOLATED FROM FLIGHT LEVEL. IF EXTRAPOLATED, CLARIFY IN REMARKS.		
I	18 C / 1516 M	MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE OUTSIDE EYE		
J	19 C / 1515 M	MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE INSIDE EYE		
K	19 C / NA C	DEWPOINT TEMP / SEA SURFACE TEMP INSIDE EYE		
L	NR	EYE CHARACTER: Closed wall, poorly defined, open SW, etc.		
M	NA	EYE SHAPE/ORIENTATION/DIAMETER: Code eye shape as: C - Circular; CO - Concentric; E - Elliptical. Transmit orientation of the major axis in tens of degrees, i.e., 01-010 to 190; 17 - 170 to 350. Transmit diameter in nautical miles. Examples: C8= Circular eye 8 miles in diameter. E09/15/5=Elliptical eye, major axis 090-270, length of major axis 15 NM, length of minor axis 5 NM. CO8-14=Concentric eye, diameter inner eye 8 NM, outer eye 14 NM.		
N	1345/8	FIX DETERMINED BY / FIX LEVEL. FIX DETERMINED BY: 1-Penetration; 2-Radar; 3-Wind; 4-Pressure; 5-Temperature. FIX LEVEL (Indicate surface center if visible; indicate both surface and flight level centers ONLY when same): 0-Surface; 1-1500 ft; 9-925mb; 8-850mb; 7-700mb; 5-500mb; 4-400mb; 3-300mb; 2-200mb; NA-Other		
O	1 / 2 NM	NAVIGATION FIX ACCURACY / METEOROLOGICAL ACCURACY		
P	REMARKS MAX FL WIND <u>36</u> KT <u>SE</u> QUAD <u>1704</u> Z MAX SURF WIND <u>32 KTS</u> <u>E 1705 Z</u> SCL BY <u>SMIDE</u> <u>SMIDE</u> CENTER <u>SMIDE</u> <u>17 KTS</u> <u>ASFS</u>			

INSTRUCTIONS: items A thru G (and H when extrapolated) are transmitted from the aircraft immediately following the fix. The remainder of the message is transmitted as soon as available for scheduled fixes and at the Flight Director's discretion for unscheduled (intermediate) fixes.

2032
SMC 202830

DATE		SCHEDULED RX TIME 18Z	AIRCRAFT NUMBER N42	FLIGHT DIRECTOR R. H. RY
WX MISSION IDENTIFIER				OB NUMBER
VORTEX DATA MESSAGE				
A	21 / 173 / Z		DATE and TIME of FIX	
B	29 DEG 46 MIN N S		LATITUDE of FIX	
	85 DEG 04 MIN W E		LONGITUDE of FIX	
C	850 MB 1477 M		MINIMUM HEIGHT of STANDARD LEVEL	
D	30 KT		ESTIMATE of MAXIMUM SURFACE WIND OBSERVED	
E	100 DEG 07 NM		BEARING and RANGE FROM CENTER of MAXIMUM SURFACE WIND	
F	180 DEG 36 KT		MAXIMUM FLIGHT LEVEL WIND NEAR CENTER	
G	100 DEG 07 NM		BEARING and RANGE FROM CENTER OF MAXIMUM FLIGHT LEVEL WIND	
H	1006 MB		MINIMUM SEA LEVEL PRESSURE COMPUTED FROM DROPSONDE OR EXTRAPOLATED FROM FLIGHT LEVEL. IF EXTRAPOLATED, CLARIFY IN REMARKS.	
I	17 C / 1522		MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE OUTSIDE EYE	
J	17 C / 1539 M		MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE INSIDE EYE	
K	17 C / C		DEWPOINT TEMP / SEA SURFACE TEMP INSIDE EYE	
L	N/A		EYE CHARACTER: Closed wall, poorly defined, open SW, etc.	
M	N/A		EYE SHAPE/ORIENTATION/DIAMETER: Code eye shape as: C - Circular; CO - Concentric; E - Elliptical. Transmit orientation of the major axis in tens of degrees, i.e., 01-010 to 190; 17 - 170 to 350. Transmit diameter in nautical miles. Examples: C8= Circular eye 8 miles in diameter. E09/15/5=Elliptical eye, major axis 090-270, length of major axis 15 NM, length of minor axis 5 NM. CO8-14=Concentric eye, diameter inner eye 8 NM, outer eye 14 NM.	
N	134 / 8		FIX DETERMINED BY / FIX LEVEL. FIX DETERMINED BY: 1-Penetration; 2-Radar; 3-Wind; 4-Pressure; 5-Temperature. FIX LEVEL (Indicate surface center if visible; indicate both surface and flight level centers ONLY when same): 0-Surface; 1-1500 ft; 9-925mb; 8-850mb; 7-700mb; 5-500mb; 4-400mb; 3-300mb; 2-200mb; NA-Other	
O	1 / 1 NM		NAVIGATION FIX ACCURACY / METEOROLOGICAL ACCURACY	
P	REMARKS MAX FL WIND 36 KT SE QUAD 1704 Z MAX SURF WIND 37 KTS 1705 Z SE QUAD CENTER SONDE 15 KTS AT SAC			

INSTRUCTIONS: items A thru G (and H when extrapolated) are transmitted from the aircraft immediately following the fix. The remainder of the message is transmitted as soon as available for scheduled fixes and at the Flight Director's discretion for unscheduled (intermediate) fixes.

