

Processing required?: Yes

U.S. DOC / NMAO / NOAA / AOC

HD?: Yes

hurricane penetrations

Flight ID: 100211I From: CYYT To: CYYT 0

Flight No: 10-016 In HH MM 2149 On_Hour 2135

Task Codes

charge to hours

PND 7.4

ETD: 1430Z Out HH MM 1425 Off_Hour 1435

ETE: 8+00 Block time: 7.4 Flight Time 7.0

Sponsor NESDIS Program: OW2010 Purpose: IWRAP

AOC FLIGHT CREW

Aircraft Commander:	Girimonte Al	
Co-Pilot:	Ebhardt Amelia	Martin Cathy
Navigator:	Sloan Chris	Bishop Joe
FE:	Darby Paul	Bast Greg
FD:	Sears Ian	Damiano A. Barry
Avionics:	Bosko Joe	

Data System:	Naeher Dana
AVAPS:	Olney Bill
System Engineer:	
AA 1:	Hill John
AA 2:	Miller Leonard
Crew Chief:	
Other AOC:	

Participating Scientist / Visitor

guests	activity:	affiliation 1:
Chang Paul	PI	NESDIS
Dvorsky Jason	Scientist	UMASS

Remarks Mission ID: wxwxa Storm Name: TRAIN

change prop de-ice motor

CYYT 111400Z 24002KT 15SM FEW015 SCT240 M02/M05 A2920 RMK SC1CI3 SC TR SLP894

CYYT 112100Z 08009KT 3SM -SN BR BKN006 OVC012 M03/M05 A2906 RMK SF7SC1 -SN INTMT SLP848



U.S. DOC / NMAO / NOAA / AOC

Flight ID: 100211I

On_Hour: 21 35 Off_Hour: 14 35

A/C Takeoff press:

WX Station takeoff press:

A/C Land press:

WX Station Land Pres

Pressure 971.9

972.5

966.0

967.8

Data Source

Number

Data Disposition / Quality

Flight level
tapes:

2

Radar tapes:

1

cloud physics
tapes/cds:

video tapes:

Expendables

Charge To

good

bad

total

Sent
Messages

Expendables	Charge to	# good	# bad	Total	Sent Message
dropsonde	PND	6	0	6	0 100211I
axbt	PND	3	1	4	0 100211I

Remarks

Processing required?: Yes

U.S. DOC / NMAO / NOAA / AOC

HD?:

hurricane penetrations

Flight ID: 10 02115

From:

C4YT

To:

0

Flight No:

In HH MM

2149

On_Hour

21 35

Task Codes

ETD:

~~1400~~
1430

Out HH MM

14 25

Off_Hour

14 35

ETE:

8+00

Block

time:

0.0
7.4

Flight Time

7.00

Sponsor

NESDIS

Program:

OW

Purpose:

IWRAP

49

25

24

AOC FLIGHT CREW

Aircraft Commander:	GIRIMONTÉ
Co-Pilot:	EBIHARDT
Navigator:	SLOAN
FE:	DARBY
FD:	Sears Ian
Avionics:	OLNEY

MARIN

BISHOP

BAST

DAMIAND

Data System:	NREITER
AVAPS:	BOSKO
System Engineer:	
AA 1:	HILL
AA 2:	MILLER
Crew Chief:	
Other AOC:	

Participating Scientist / Visitor

guests

CHANG

DVOZSKY

activity:

affiliation 1:

Remarks

Mission ID:

Storm Name:

CHANGE PROP DEICE motor
 1730 combo drop chan 1b
 1735 dropsonde
 1815 dropsonde

36 58
 1827 30 dropsonde



U.S. DOC / NMAO / NOAA / AOC

Flight ID: 10

On_Hour:

Off_Hour:

A/C Takeoff press:

WX Station takeoff press:

A/C Land press:

WX Station Land Pres

Pressure

Data Source

Number

Data Disposition / Quality

Flight level
tapes:

Radar tapes:

cloud physics
tapes/cds:

video tapes:

Expendables

Charge To

good

bad

total

Sent
Messages

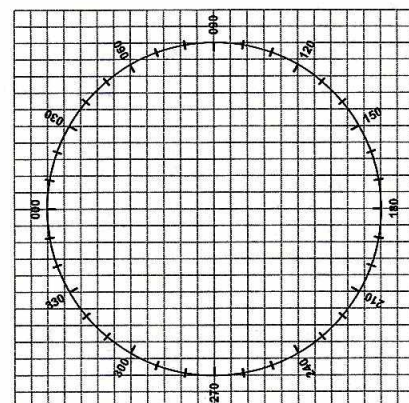
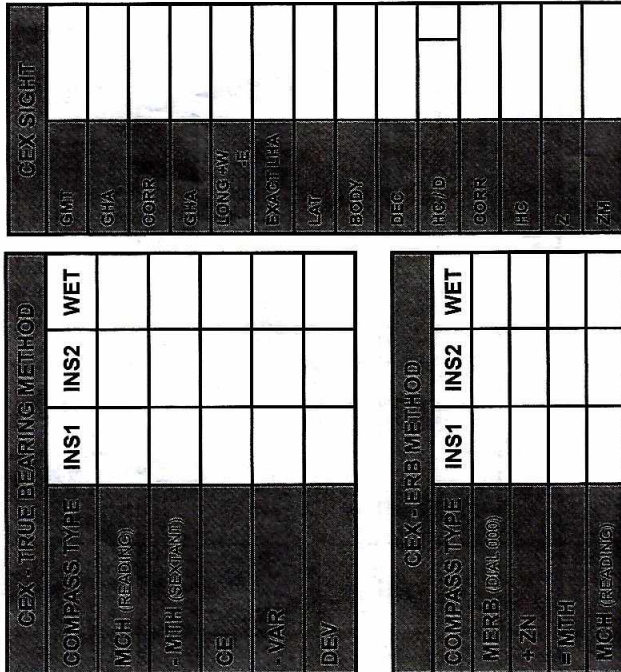
Remarks

24
25
25

192607 flying	39°49.50'	-56°57.42'	13.6	126.7	2422.3	242.1	7.8	-5.0	-12.7	968.0	719.9	0.0	0.0	beautiful
193051 nose	40° 8.70'	-56°51.42'	12.3	131.0	2420.2	228.1	9.3	-5.8	-10.0	968.4	719.8	0.0	0.0	ship off
193121	40°10.74'	-56°50.82'	11.8	131.3	2417.9	216.9	8.9	-6.0	-10.5	968.8	719.9	0.0	0.0	combo bt bad
193311	40°18.42'	-56°48.90'	10.5	130.0	2413.7	207.7	5.2	-6.0	-8.4	968.8	720.0	0.0	0.0	mark ship
193411 better	40°22.56'	-56°47.88'	11.5	128.3	2406.2	208.1	7.7	-6.8	-7.5	969.4	720.2	0.0	0.0	nose is
193704	40°34.38'	-56°44.16'	15.6	131.8	2423.3	241.6	10.5	-6.4	-7.2	969.2	719.4	0.0	0.0	bt 13C
193941	40°45.18'	-56°41.16'	11.7	132.0	2421.3	188.8	5.8	-5.6	-9.1	968.6	719.6	0.0	0.0	flew
through snow, nose dorked up														
194314	40°59.76'	-56°36.96'	11.6	130.1	2422.6	161.1	4.7	-4.4	-9.9	967.6	719.4	0.0	0.0	wind shift
195327	41°42.24'	-56°23.40'	13.4	131.0	2426.5	193.0	6.5	-4.4	-10.6	967.9	719.9	0.0	0.0	noting wdir
201431	43° 7.14'	-55°57.00'	13.2	128.4	2434.9	157.8	3.5	-2.4	-11.0	967.1	720.1	0.0	0.0	noting winds
201724 llc	43°18.72'	-55°53.70'	10.5	126.6	2437.2	129.6	4.0	-3.0	-8.8	967.8	720.1	0.0	0.0	combo bt=
203621	44°31.86'	-55°29.34'	12.0	119.4	2433.1	66.7	11.3	-4.4	-5.3	969.8	720.8	0.0	0.0	box
204241	44°53.34'	-55°12.30'	31.1	121.9	2643.2	72.3	15.4	-6.1	-7.0	971.3	702.3	0.0	0.0	wdir
204939	45°17.28'	-54°52.86'	28.3	128.3	2648.6	88.9	18.8	-5.7	-6.2	972.3	702.4	0.0	0.0	wdir
212507	47°22.32'	-53°12.06'	26.8	101.4	1496.9	90.7	7.9	-2.4	-23.8	980.0	805.7	0.0	0.0	tmp
212551 to m2, now going back down	47°24.48'	-53°10.56'	25.5	97.7	1256.7	81.0	8.4	-2.5	-8.2	981.1	837.2	0.0	0.0	tmp went ip
212616	47°25.62'	-53° 9.72'	27.2	96.7	1115.4	93.3	9.1	-1.2	-6.8	981.0	855.6	0.0	0.0	up
213056	47°36.48'	-53° 0.18'	51.1	79.3	647.1	83.0	9.8	-4	-5.1	981.3	899.0	0.0	0.0	tmp
213124	47°36.84'	-52°58.50'	84.6	78.9	490.3	78.1	9.4	-0	-5.1	981.5	909.8	0.0	0.0	t
213141	47°36.84'	-52°57.42'	89.0	74.7	496.3	73.9	10.9	-1.3	-4.9	981.7	913.0	0.0	0.0	t
213508	47°37.44'	-52°46.02'	86.4	61.7	3.3	70.0	3.2	-2.5	-3.4	984.3	967.5	0.0	0.0	land
213544	47°37.50'	-52°45.00'	86.9	12.7	2.2	22.3	3.5	.4	-3.3	982.0	966.0	0.0	0.0	...
214022	47°37.08'	-52°45.34'	121.4	.0	2.1	204.6	8.5	-9	-5.1	982.2	966.6	0.0	0.0	eff
214413	47°37.08'	-52°44.34'	54.1	.0	2.4	206.4	1.4	-1.9	-3.8	983.3	967.3	0.0	0.0	eff done
214858	47°37.14'	-52°44.16'	174.8	.5	2.1	300.3	1.9	-1.5	-4.7	982.9	967.6	0.0	0.0	block

9149

TIME REMAINING	3+00	4+00	5+00	6+00
45.5	2+00	1+00	56.4	56.4



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

TIME	IAS	PRESS ALT	"F" FACTOR	EAS	OAT	TAS	ITAS
1526	263	8700	/	/	-5	228	229
			/	/			

DISTANCE REMAINING

ETP = .5(TOTAL DISTANCE x OUTBOUND WIND FACTOR)

$$\frac{2.54 \text{ cm}}{1 \text{ in}} \cdot \frac{12 \text{ in}}{1 \text{ ft}} \cdot \frac{6000 \text{ ft}}{1 \text{ mi}} = \frac{1.8 \text{ km}}{1 \text{ mi}}$$

NEW YORK 631-244-2492 GMAER 709-651-5329 NY 13306 / 8906

CLEARANCES			
FREQ	ALT	HDG	OTHER
			SA 244 SJ3 PP RW16
			133.15 GMAER

TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	DR	TH	VAR	MH	K ERR	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
1341	START	4737 5244		0		0															
1350	TAXI																				
1420	START	4737 5245																			
1424	TAXI																				ALSO 16 TPH
1427	IV																				
1434	TWO																				
1435	IV																				
1439	III																				
1500	A	4617 5412	4613 5412	0	4617 5412	0	-1L	217	19W	236	0	234	170	11	8K	241	NM10	135	+37	1537	
1505	C	NM10					+60	205	19W	224		239	186	28	18K	235	3574 65W	646	2+53	1822	
1600	D	4305 5715	4306 5715	-1 0	4304 5716	-1 0	+25	204	18W	222	+1 -1	245	105	35	6K	239	"	551	2122	1622	
1630	C																	320		1827	
1701	A	3940 5944	3941 5945	-1 -1	3937 5947	-1 -1	-3	214	17W	231	+3 -3	225	255	14	6K	235	"	320	1126	1827	
1737	C																				
1801	A	3662 6111	3663 6111	-1 0	3661 6112	-1 0	-1	089	17W	106	+1 -1	296	290	61	6K	241	36H 058W	153	0+33	1824	
1830	C																				

POSITION REPORT

1. POSITION

2. TIME

3. ALTITUDE

4. NEXT POSITION

5. ETA

6. NEXT POSITION

MISSION LOG

MISSION LOG

PAGE 1 OF 1

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 243.0 VHF/VOICE 121.5 MF/VOICE 2182 KHZ HF/VOICE 8364 KHZ MF/VOICE 500 KHZ

MAYDAY, MAYDAY, MAYDAY THIS IS NOAA, NOAA, NOAA

- POSITION N / S E / W AT Z

- HEADING TRUE/MAG

- AT KTS TRUE/INDICATED

- FLIGHT LEVEL OR ALTITUDE

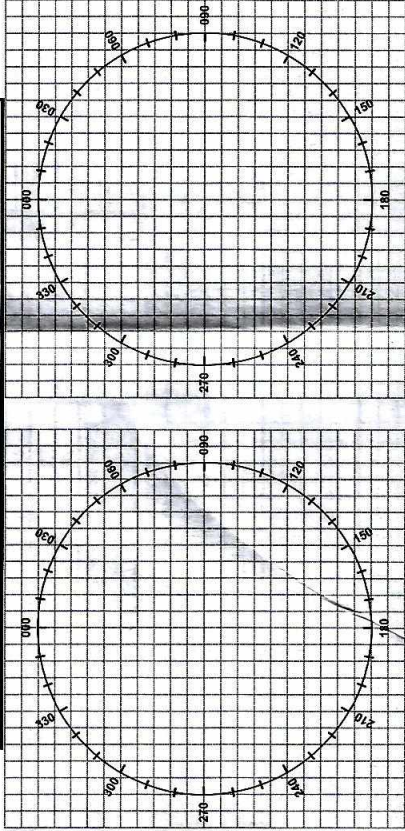
- WE ARE A P-3 AIRCRAFT WITH SOULS ON BOARD

- NATURE OF EMERGENCY

- ASSISTANCE DESIRED

- PILOT INTENTIONS

- WE HAVE ENDURANCE REMAINING



OF

FIX TYPES

FIX TYPES
(G) - GPS (I) - INS (R) - RADIO (V) - VISUAL (C) - CELESTIAL (D) - DR

[illegible]

