

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

FLT ID: 100604H	From: KBTR	To: KPQL
FLT #: 10-036	Blk In: 1854 Z	Lnd Time: 1849 Z
ETD: Z	Blk Out: 1632 Z	T/O Time: 1646 Z
ETE:	Total Blk: 2:22 (2.4)	Total Flt: 2:03 (2.1)
Sponsoring Org: BP	Program: Deepwater	Purpose: Research

AOC Flight Crew

Aircraft Commander: Gucimonte	Data System: Bosko
Co-Pilot: Halverson 1	Avaps: Peek
Navigator: Bishop 1	System Engineer: Warnecke
Flight Eng: Bast 1, Crouch	AA:
Flt Director: Parrish 1, Williams	AA:
Avionics: Kearse	Crew Chief:

Participating Scientists, Visitors, & Add'l Aircrew on back.		Total # of people on board: (20)	# of people listed on back: (9)
	A/C - Takeoff	Wx Station - Takeoff	A/C - Land
Pressure	1009.73	1006.02978 1008.17	1013.6

ATIS - Takeoff	29.86 29.78		
ATIS - Land	2155Z	22010KT	10SM CLR 31/27 A2995

Data Source	Number	Data Disposition / Date / Quality / File Name(s)	
Flight Level Tapes			
Radar Tapes			
Dropsondes	1	Good: 1	Bad: \emptyset Sent:
AXBT	8		

List other data sources on back in Remarks section.

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

for
KPQL
KMC

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FLT ID:	T/O Time: Z	Lnd Time: Z
Name (Last, First)	Activity on Aircraft	Affiliation
Shay, Nick	PI	RSMAS
Brewster, Jodi	Science	RSMAS
Meyers, Pat	Science	RSMAS
* Dr. Lubchenko, Jane	Dir observer	NOAA
* McDonald, Sandy	observer	NOAA - ESRL
* Kenney, Justin	observer	NOAA
* Austin, Jen	observer	NOAA
* Zak, Dan	media	Washington Post
* Mehra, Amrit	media	NOAA

Remarks:

* = only on for KBTR - KPAL

9

10-037

KPAL - KMCF

Blk IN: 2236 Land: 22262

Blk out: 20157 T/O: 20247

Total Blk: ²⁺²¹ 2.4 Tot FLT: 2.0 ²⁺⁰²



**NOAA P-3 N42RF
Deepwater Horizon 05
04 June 2010**



Flight ID: 100604H

<u>Sensor or system</u>	<u>Variable Name</u>
Inertial	INE1
Accelerometer	ACCI1
Temperature Probe	TT1
Dew Point Probe	TDM2X
Altitude (for vertical wind)	ALTI1
Static Pressure	PSF
Dynamic Pressure	PQF1
Constants File	n42_hur10v1.adc
Project Directory	/acdata/2010/deepwater

<u>Local Met Data:</u>	<u>Takeoff (1646Z)</u>	<u>Landing (2236Z)</u>
Aircraft Static Pressure	1009.0 mb	1013.6 mb
Tower Pressure	1006.0 mb	1013.7 mb

Notes

Flight around deepwater site with Dr. L, with stop at KPQL from 1849Z-2024Z.

There were 7 data gaps: 171029Z-171041Z, 175209Z-175221Z, 180220Z-180231Z, 181409Z-181421Z, 184920Z-184931Z, 210729Z-210740Z, and 221319Z-221331Z.

Novatel was out entire flight.

The Edge Tech Dewpoint probe TDM2 was chosen as the default since the Buck TDM1 was much noisier. There were periods when TDM2 exceeded the ambient temperature resulting in RH values > 100%. This was due to heavy rain, a wet-bulb effect on the total temperature sensor, and/or an artificial warming of the dewpoint sensor as it tried to burn off excess moisture. Corrections were not made to most of these times. Corrections were made using direct substitution of TDM1 for TDM2 highly amplified spikes during the following times: 204412Z-204439Z, 204709Z-204718Z and 212050Z-212224Z.

All other instruments appeared to work optimally.

There were 8 AXBT's and 1 Dropsonde launched. All were good.

Flight Director: Jack Parrish / Jess Williams
Phone #: (813) 828-3310 ext. 3041

Deepwater 4 June 10

ON GROUND
FROM 1849-2024

Arrival at entire fit

171029-171041z

- Data Gap 175209-175221, 180220-180231, 181409-181421,
221319-221331, 210729-210740, 184920-184931

POF

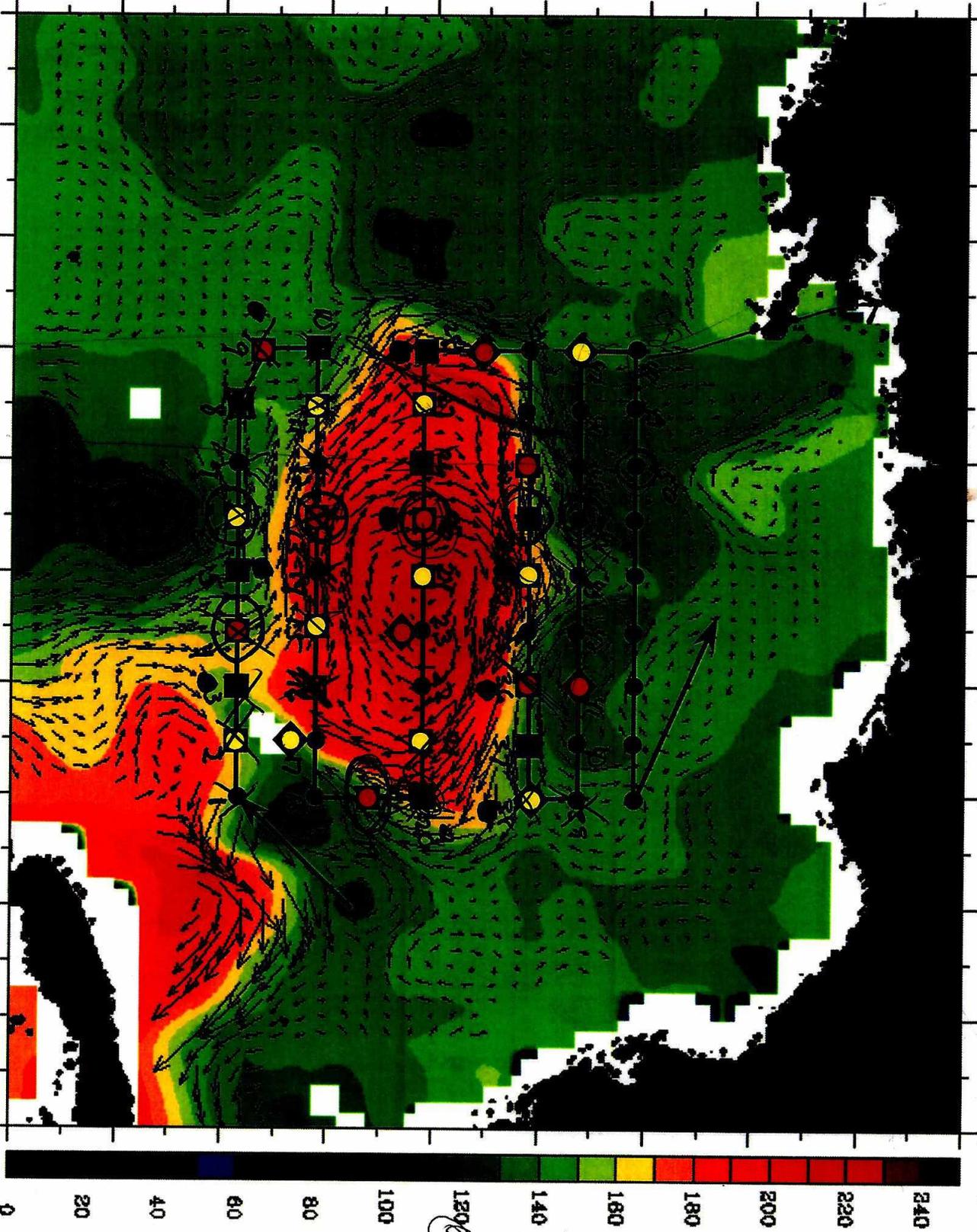
Why POF 1 p on but only 1 POF

Adm 2 sub tdm1 204412-204435, 204709-204718
212050-212284, spikes were too amplified in T02

Geostrophic Velocity with Dynamic SSH: 06/01/2010

SSH (cm)

28
24
6
58



AXBT

● Ch-12 (28) ~ 36

⊙ Ch-16 ~ 4

AXCP

■ Ch-12 (8)

◊ Ch-14 (8)

◆ Ch-16 (8)

AXCTD

◊ Ch-14 (3)

◆ Ch-16 (3)

Drapsondes

120
100
80
60
40
20
0

30°N

28°N

26°N

24°N

22°N

92.0°W

90.0°W

88.0°W

86.0°W

84.0°W

82.0°W

1.20 (m s⁻¹)

1643

27m

KSTR

KPOL → 1641 m

KPOL?

1030 fr: 1/10 Baton Rouge



pt #	Lon	Lat	Probe 1	Probe 2	Notes
1	-85	24.25	BT		
2	-85.5	24.25	CP		
3	-86	24.25	CP		
4	-86.5	24.25	CP	Sonde	
5	-87	24.25	CP		
6	-87.5	24.25	CP	Sonde	
7	-88	24.25	BT		
8	-88.5	24.25	BT		
9	-89	24.5	CP		
10	-89	25	CP		
11	-88.5	25	CP		
12	-88	25	BT		
13	-87.5	25	CP	Sonde	
14	-87	25	BT		
15	-86.5	25	CP		
16	-86	25	CP		
17	-85.5	25	BT	CTD	
18	-85	25	BT		
19	-85	25.5	CP	Sonde	
20	-85	26	CP		
21	-85.5	26	CP		
22	-86	26	BT		
23	-86.5	26	BT	CTD	
24	-87	26	CP		
25	-87.5	26	CP	Sonde	
26	-88	26	CP		
27	-88.5	26	CP		
28	-89	26	CP		
29	-89	26.5	CTD		
30	-89	27	BT		
31	-88.5	27	BT		
32	-88	27	CP		
33	-87.5	27	CP	Sonde	
34	-87	27	CP		
35	-86.5	27	BT		
36	-86	27	CP		
37	-85.5	27	CP		
38	-85	27	CTD		
39	-85	27.5	BT		
40	-85.5	27.5	BT		
41	-86	27.5	CTD		
42	-86.5	27.5	BT		
43	-87	27.5	BT		
44	-87.5	27.5	BT	Sonde	
45	-88	27.5	BT		
46	-88.5	27.5	BT		
47	-89	27.5	CTD		
48	-89	28	BT		

Head to Baton Rouge, finish pts 49 - 56 Fri 4 June

Fri 4 June KBTR - KPQL - KMCF					
pt #	Lon	Lat	Probe 1	Probe 2	Notes
49	-88.5	28	BT		
50	88	28	BT		
51	-87.5	28	BT	Sonde ↑	
52	-87	28	BT		
53	-86.5	28	BT		
54	86	28	BT		
55	-85.5	28	BT		
56	-85	28	BT		

Source 28°44'N
 (Depth) 88°23'W

T/O: -SHRA BKNO²³~~CB~~ BVC 040 15010kt
35kt

Flight: Cloud Tops! in sq 400kft
Bases: 014-020 Few-SCT
Precip/Ltg! Tops 400 30kts NNE
FL WIND: 40kt S → 20kt SW
Turb:
SFC wind

LAND: KPQL - S. 15-20kft
desc - Few-SCTTS ahead of line

Stay ahead of wx

Vert Stacked Low

2 BT'S

40

1 drops and
circle ~~low~~

Acknowledgment and Release

Name: _____ Tail Number: N ____ RF

Effective Dates: _____ to: _____

Emergency Point of Contact: (name, address, phone number)

This Acknowledgment and Waiver between the National Oceanic and Atmospheric Administration (NOAA) Aircraft Operations Center (AOC) and the above named participant establishes the basis on which the participant will be carried on board a NOAA aircraft during an operational mission.

Public Law 103-411, as interpreted by Federal Aviation Administration (FAA) Advisory Circular (AC No. 1-1), limits the extent to which government aircraft can be used without complying with certain certification and other safety requirements that apply to "civil aircraft." Under the law, the aircraft must be engaged in a "governmental function" and may transport only persons whose presence is required to perform, or is associated with the performance of, that function.

During the time period delineated above, the aircraft will be engaged in flight operations to accomplish a governmental function. The parties agree that the participant's role is associated with and will otherwise further the mission of the aircraft. Furthermore, the parties agree that if the participant is involved in the production of written article(s), audiovisual production(s) and/or other form(s) of communication, that such communication is associated with and will otherwise further this mission by advancing public awareness, information and/or education. The parties agree that this role cannot adequately be carried out unless the participant is carried aboard the aircraft.

NOAA reserves a royalty free, nonexclusive and irrevocable license to reproduce, publish, or otherwise use, and to authorize others to use the article(s), audiovisual production(s) or other materials that result from this mission for Federal Governmental purposes.

The participant affirms that he/she has read the AOC Crewmember Guidelines And Information, and that the Aircraft Commander will be advised prior to flight of any potentially relevant illness or medical condition, including but not limited to scuba diving within 24 hours prior to any flight, consumption of alcohol within 12 hours prior to any flight, any medications taken within 24 hrs of the flight, or any existing cold, sinus, or respiratory problem.

Signature

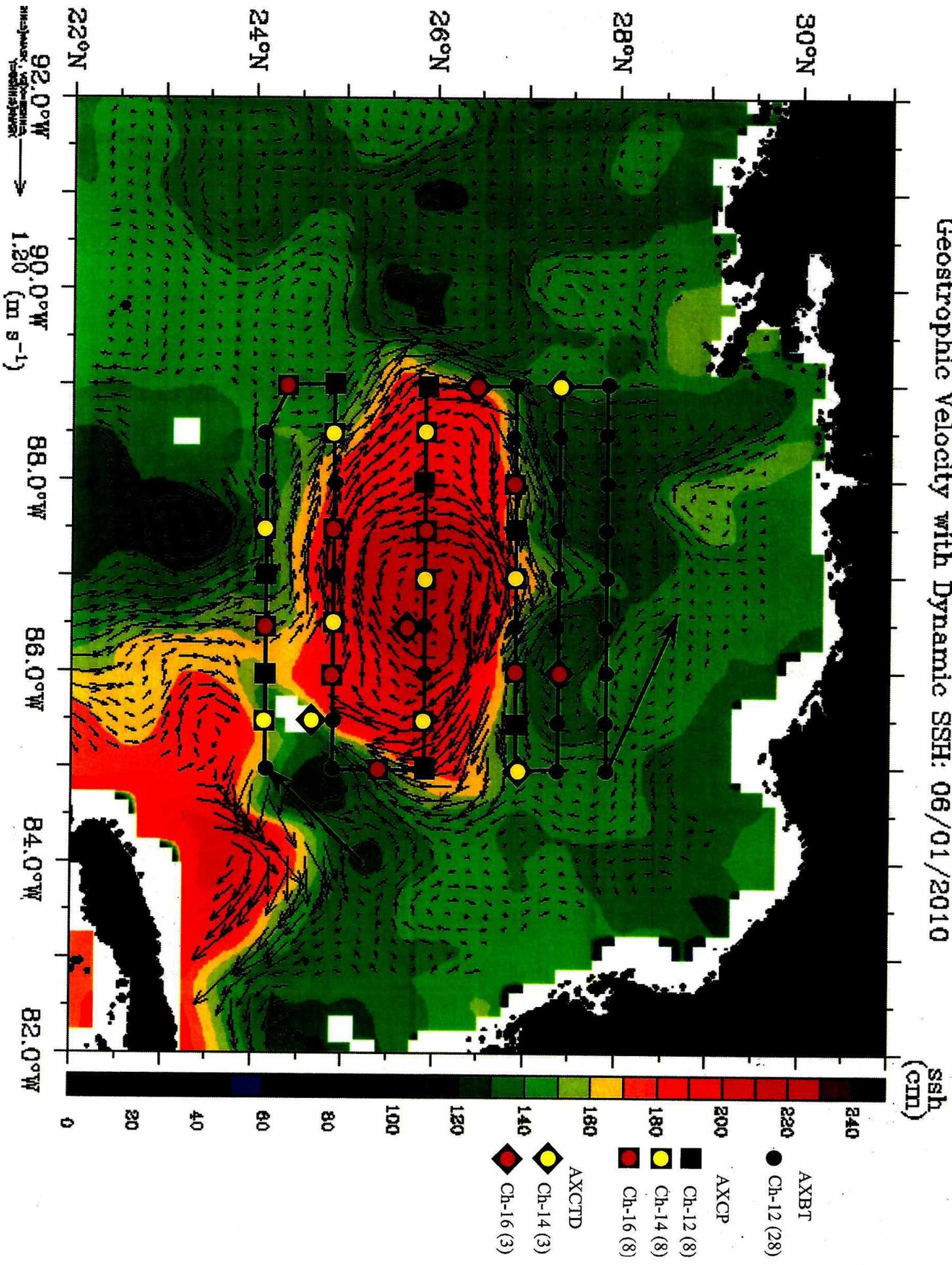
Date

The following release is applicable only to non-Federal Government employees: The participant further acknowledges the risks associated with this mission and agrees to hold the Government, its officers, agents and employees harmless for liability of any kind, including costs and expenses for or on account of any or all suits or damages of any character whatsoever resulting from injuries or participation on this flight.

Signature

Date

Geostrophic Velocity with Dynamic SSH: 06/01/2010



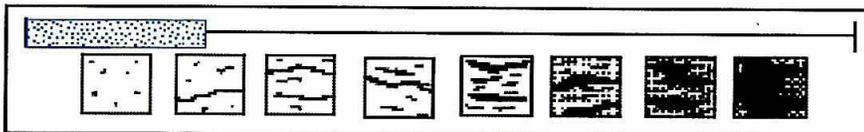
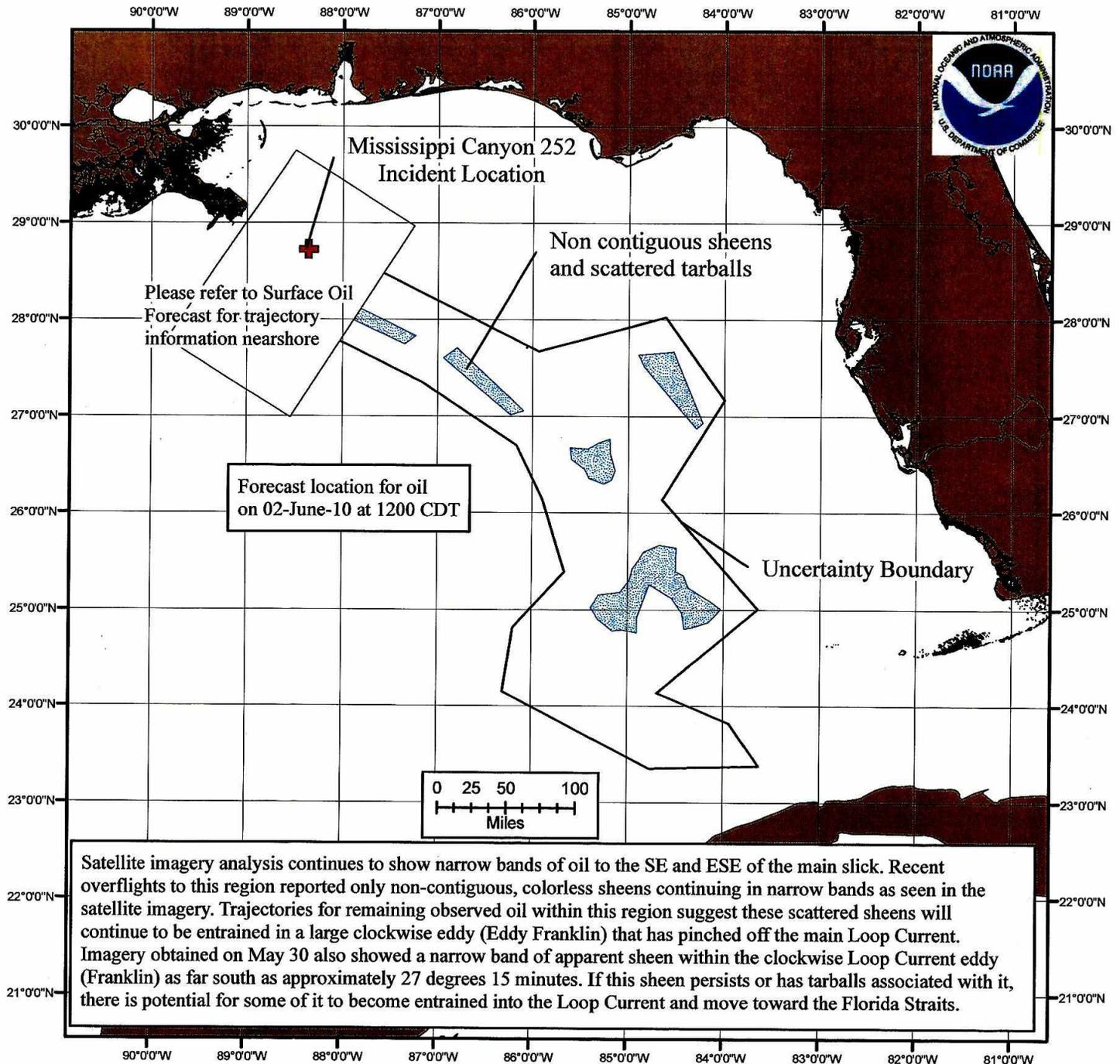
Offshore Surface Oil Forecast Deepwater Horizon MC252

NOAA/NOS/OR&R

Offshore

Estimate for: 1200 CDT, Wednesday, 6/02/10
Date Prepared: 1900 CD Tuesday, 6/01/10

Currents were obtained from three models: NOAA Gulf of Mexico, NavO/NCOM, and NRL/IASNFS. Each includes Loop Current dynamics. Gulf wide winds were obtained from the gridded NCEP product. The model was initialized from Sunday-Tuesday satellite imagery analysis (NOAA/NESDIS). The leading edge may contain tarballs that are not readily observable from the imagery (hence not included in the model initialization).



this scale bar shows the meaning of the distribution terms at the current time

Next Forecast:
June 2nd PM

Deepwater Horizon MC252, Gulf of Mexico

Type of Map: Overflight, Sector Mobile

Prepared by: NOAA (JJB)

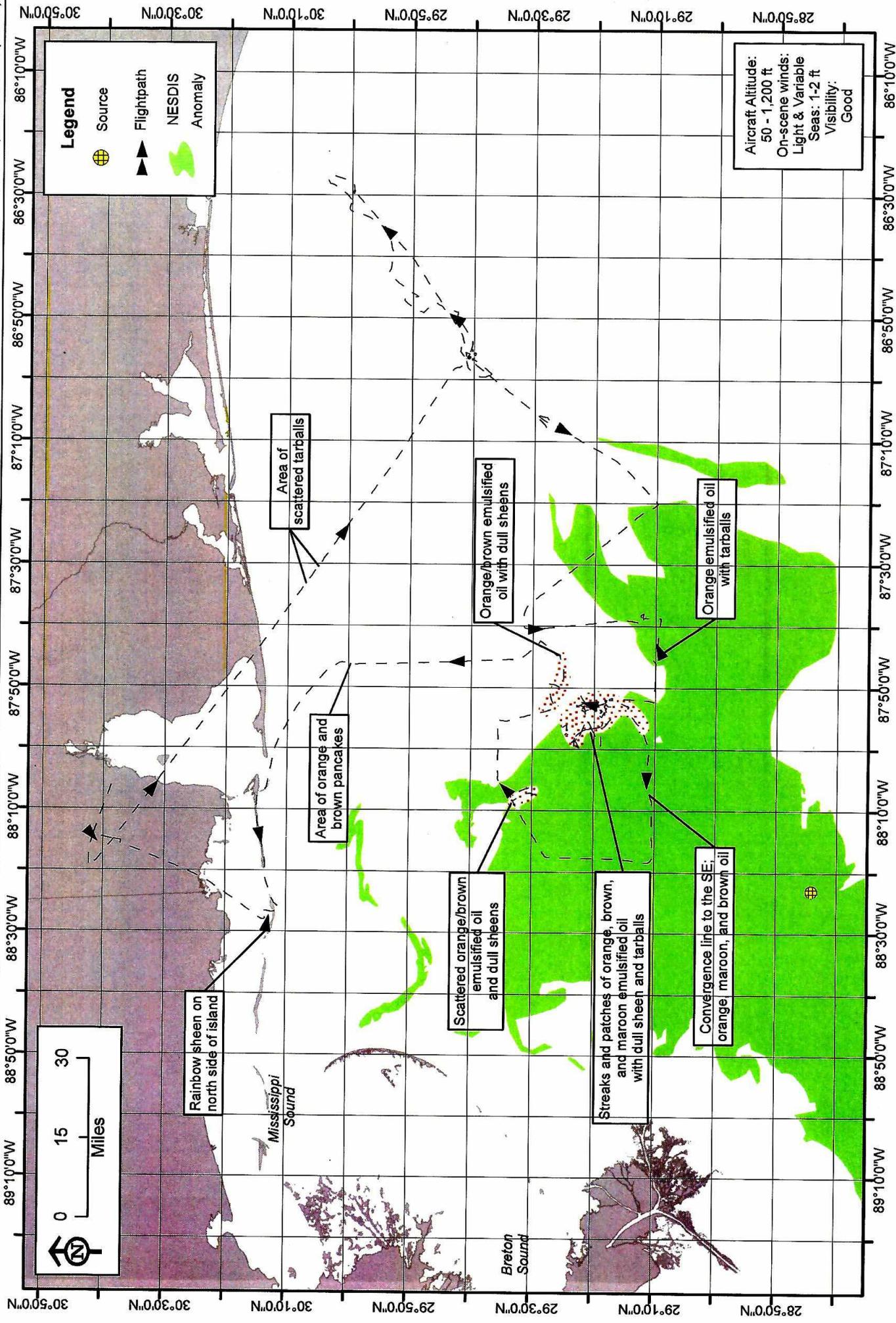
USE ONLY AS A GENERAL REFERENCE

Flight Date: 06-01-2010

Flight Time: 0900 - 1630 hrs CDT

Platform: USCG HH-65

Observers: Lankford (NOAA), Alenitsch (OPS)



Mississippi Canyon 252, Gulf of Mexico

Type of Map: Planned Overflights

Prepared by: NOAA

USE ONLY AS A GENERAL REFERENCE

Date/Time: 6-01-2010

Platform: Multiple

