

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

Flt ID: 20110527H1	From: KMCF	To: KMCF
Flt. No: 11 -	Blk In: 1502 z	Time On: 1453 z
ETD: 0700	Blk Out: 1108 z	Time Off: 1116 z
ETE: +	Blk Time: 3.54 Hrs 3.9	Flt Time: 3 + 37 (3.6) Hrs
Sponsoring Org: AOC Pmn/PRX	Program:	Purpose: SFMR + WSR A

AOC Flight Crew

Aircraft Commander: NEWMAN	Data System: BOSKO
Co-Pilot: KIBBEY	AVAPS: SMITH
Navigator: BISHOP, KIDDER	System Eng: CUILES
Flight Eng: KLIPPEL, DAREY HOYSTECK	AA: WARNECKE
Flight Director: DAMIANO, WILLIAMS / MORGAN	AA: MASERO
Avionics: RICHARDS	Crew Chief:

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation
Pop Stefanija, Ivan	PI	Pro Sensing
Slavich, Nicholas	Scientist	

Remarks (Storm Name, Mission ID, Recco Times, Fix Times)

Recco Times

Fix # Fix Time

Storm Name: _____

Mission ID: _____

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Flight ID: 2010527 H1

Time Off:

Time On:

A/C - Takeoff

Wx Station - Takeoff

A/C - Land

Wx Station - Land

Pressure

1013.9

1013.75

1014.9

1015.4

Number

Data Disposition / Date / Quality

Flight Level Tapes

Radar Tapes

Cloud Physics Tapes / CDs

Video Tapes

Dropsondes

6

Good: 5 Bad: 1 (PF)

AXBT

1

AXCP

AXCTD

Remarks:

T/O 1055 16004 10 84C 24/27 2995 =
1013.75

PS1M = 1013.3 = PSW.

PS2M 1013.9 = PSF

$t_{a1} = 24.2$
 $t_{a2} = 24.3$

Land 1355Z 18007 105M FEW044 28/27 A3000
1015.44

~~1013.9~~ 1014.9
1014.9
 $t_{a1} = 24.7$
 $t_{a2} = 24.85$

~~NO FL DATA TO AVAPS~~

SOME data not getting
to HDOB

~~AVAPS NOT WORKING~~, INTERAT, XCAT



NOAA P-3 N42RF
Hur11/SFMR/WSRA Checkout Flight
27 May 2011



Flight ID: 20110527H1

Sensor or system

Inertial

Accelerometer

Temperature Probe

Dew Point Probe

Altitude (for vertical wind)

Static Pressure

Dynamic Pressure

Variable Name

inel

accil

tt1

tdm1

alti1 (RINU GPS aided inertial alt)

psfX

pqf2

Local Met Data:

Aircraft Static Pressure

Tower Pressure

Takeoff (1116Z)

1013.9 mb

1013.8 mb

Landing (1453Z)

1014.9 mb

1015.4 mb

Notes

Static Pressure from the fuselage, psf, had stair steps of 1-2mb from 1149Z-1150Z and 1206Z-1208Z. Dynamic Pressure, pqf1, spikes slightly during these same time periods. Therefore, pqf2 was selected as default and psf was fixed during the time intervals it spiked using the following substitution: $Psf = psw + 3.94mb$ offset.

All 3 dewpointers had issues. Tdm3 responds well with the most accurate data, but contains erroneous data spikes to -60C for at least half of the flight. Tdm2 is way too cold the entire flight averaging at -35C. Tdm1 is the best, however the dewpoint values at 10k and 12kft are too warm (by 5-7C) and at 5k, 2k and 500ft too cold (also by about 5C) all compared to the sondes dropped in the same area and radiosonde from 12Z tampa sounding. Tdm1 was used as default for this flight.

Novatel GPS, altnvl, contained a spike down 10m at 115813Z.

Gsui and gsui drift apart from 0.05m/s to 0.6m/s during a roll from 132653Z-132709Z.

AOC and PRO SFMR data was not being displayed on HDOBS. In realtime, the data appeared higher than observed wind speeds.

All other instruments appeared to work optimally.

6 Dropsondes were released, 3 new ones from NCAR and 3 old (control sondes). The 3 new sondes were fast falls, the 3 old ones were good.

1 Ch12 AXBT was launched and was good.

Flight Director:

Phone #:

Jessica Williams

(813) 828-3310 ext. 3041

- where did you get coeff for dpl + 2?

- per file auto creates folder using old naming convention (from date?)

2011 05 27 H1 1116 - 1453

✓ * psw + psf : psf is $\approx 3-4 \text{ mb} \uparrow$ but will get lower
psf has stair steps (spikes) 1.5mb 1149162 - 1149572
120656 - 120720 G

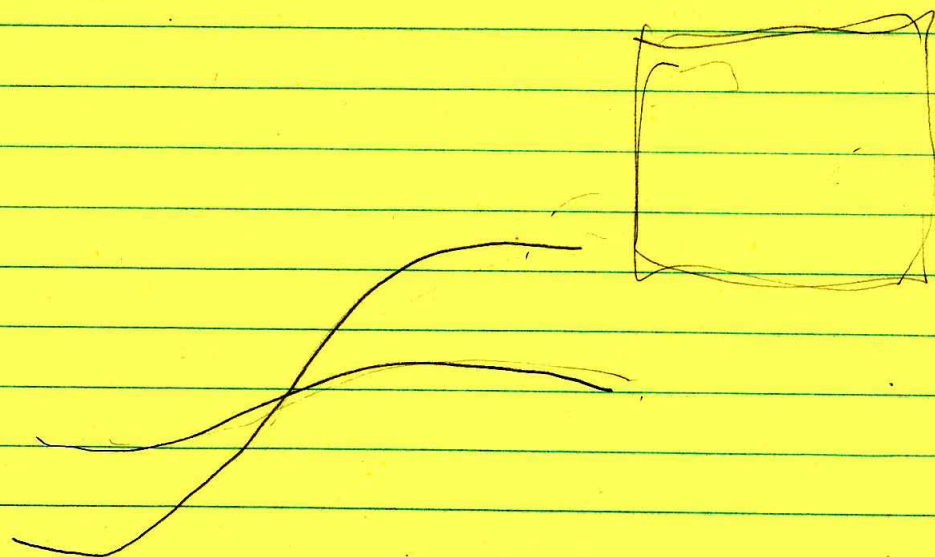
③ 000004 RA (3035m) AT on sonde 7.75 C, 7.75 C
707.55 sonde, 709.5 psw
④ 50004 RA (1510m) AT on sonde = 15.93
851.37, 853.75 psw sonde
AT1 16.4
AT2 16.3
15.9 (30mm later)

⑤ 5004 RA (165m) AT on sonde 24.65, 25.1, 25.01
ps sonde = 999.5, psw = 997, psw 993.6

TT, AT is good, TT 1/2 water, 25 diff

Tdms 15 off Tdm1, Tdm2

Altitudes Pic 2416 (RA 0000)
4446 alt



alt1 - blended low GPS + PA

alt2

altnav

ra 9550-1

ra 9550-60

SPPH ACK - recorded bnc file

in G

side rad

arbit channels - compare to buoy

5-31

- GTR has ready 8/15

June 9th Safety Shutdown, drill on 8^m

220 on 13's

205 6-11

fix p5E w/ psw offset	114917	764.12 - 760.16 = offset	3.96
	114959	763.97 - 760.04	3.93 3.92
		Subst +	(3.94) offset
psfX	120656	661.04 - 657.15	
pg2	120719	3.89	(3.91)
alt. 1		661.08 - 657.15	(3.93)

um3	dpi-we	12800 - 148500
alt. 1	.05	.05

SONDE 206 23

10K	sonde		Avg	FL
	ws	wd		
	4.7 m/s	305	ws	wd
5K	① ^{10k} 4.5	212-215	5 m/s	300-315
	② ^{10k} 4.7	217		
- 2K	2.5	212		281
	3.0	220		
		3,0225		

extr. SLP

12 (120630) 120616-120625z	10 125150 125146-125155	5 131745 131754 131758	2	500 134488 134805
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altit

altitvul

RA

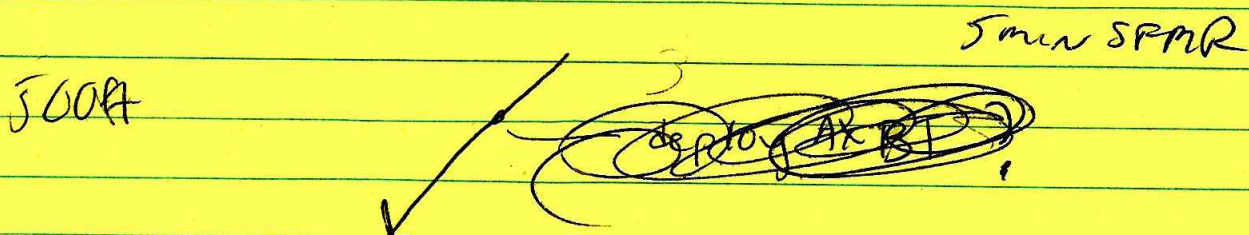
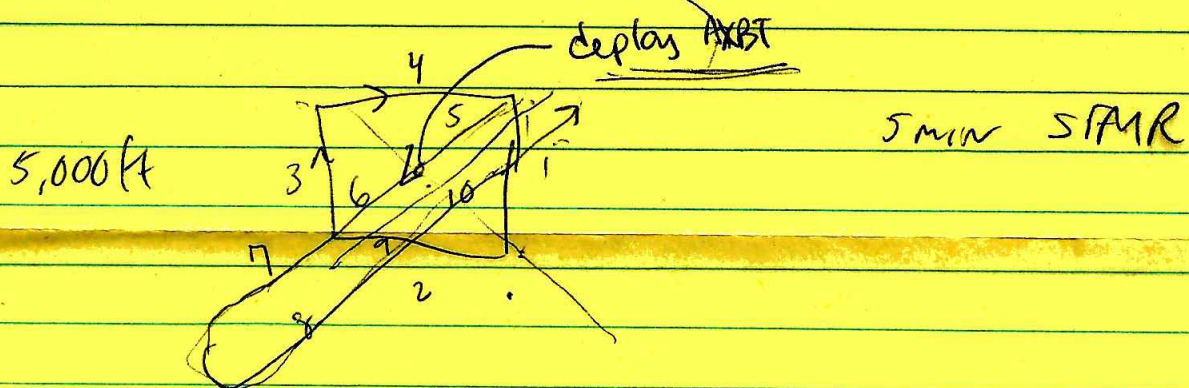
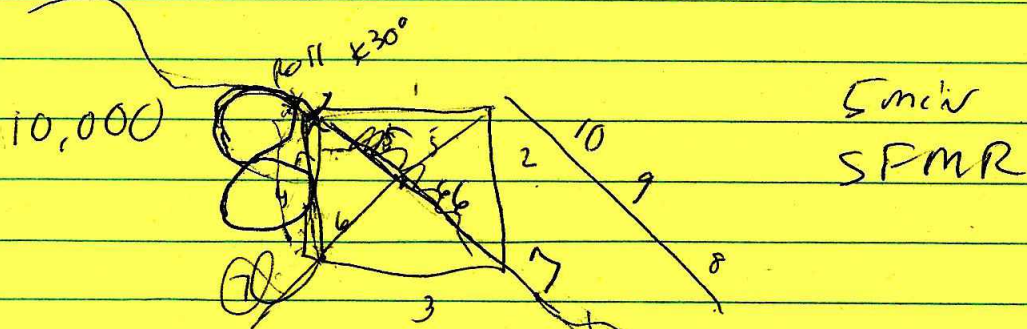
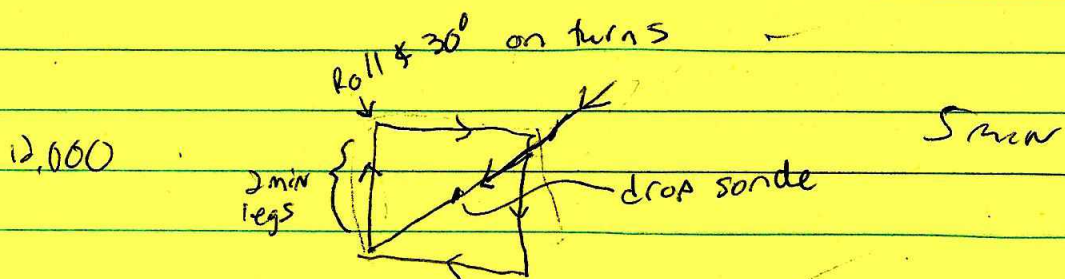
RACOR

sonde 1

sonde 2

26.04 85.61

8,000



AXBT ch. 12

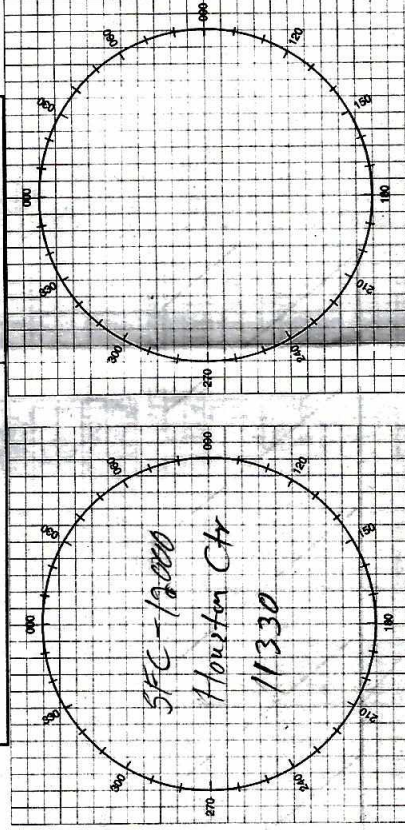


FREQ	ALT	HDG	OTHER
1253	8K	230°	SQUK 3641
118.8		260°	
13235		270°	H.F.
1339	5K	10° RT →	PV → HCF
125.3	3K	090°	135.77 Houston Ctr
119.65			Last Comm
119.9		060°	
	1600	040°	Be Advisor W-163
		↳ 320°	Effective Handcuffed
123.7		1250°	Fishers

Tampa Bay
App

Tower

PAGE **OF** _____



6. NEXT POSITION

- PILOT INTENTIONS

- WE HAVE

ENDURANCE REMAINING

[illegible]