

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

Flt ID: 20120816M1	From: KMCF	To: KMCF
Flt No: —	Blk In: 2031 Z	Time On: 2020 Z
ETD: 13Z	Blk Out: 1257 Z	Time Off: 1308 Z
ETE: 8 +	Blk Time: + 7:34 (7.6 ^{hrs})	Flt Time: 7 + 12 (7.2) hrs
Sponsoring Org: PHX	Program: OHC	Purpose: Pre-Hurricane Gulf

AOC Flight Crew

Aircraft Commander: Kibbey	Data System: Hill
Co-Pilot: Martin	AVAPS: Richards
Navigator: Sloan, Seigel	System Eng: Peek/Paul
Flight Eng: Darby, Hegstek	AA: C. Lynch
Flight Director: Parrish, Williams	AA:
Avionics:	Crew Chief:

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation
James, B.	P.I.	UM RSMAS
Brewster, J.	Science	↓
Schuster, R.	Science	

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

Storm Name:

Mission ID: NOAA2 WXXXA TRAIN

Notes:

Recco Times

Fix # Fix Time

H.D. for CAD person.
 Land V 1955Z 250/6 33/26 30.03
 SP 1018 fm IK 220/8
 13 1017

(See reverse for additional remarks)

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

Flight ID:		Time Off: Z		Time On: Z	
A/C - Takeoff		Wx Station - Takeoff		A/C - Land	
Wx Station - Land					
Pressure	30.03	1018.1	1018.1	30.03	1015.4
					1016.5
	Number	Data Disposition / Date / Quality			
Flight Level Tapes					
Radar Tapes					
Cloud Physics Tapes / CDs					
Video Tapes					
Dropsondes		Good: Bad:			
AXBT					
AXCP					
AXCTD					
Remarks:		TAKE OFF WEATHER:			
		LANDING WEATHER:			

0



N42RF ERROR SUMMARY
OHC PRE ISAAC, KMCF-KMCF
16 Aug 2012



Flight ID: 20120816H1

Sensor or system

Inertial Selected (for wind derivation)
Accelerometer
Temperature Probe
Dew Point Probe
Static Pressure
Dynamic Pressure
Altitude (for vertical wind)
Flight Directory
Constants File

Number or Name

INE 1
AccZfilterI-GPS.1
TTM.2
TDM.2
PSM.2
PQM.2
AltI-GPS.1
acdata/MET/2012/20120816H1
20120816H1/AAMPSCfg/core/n42.xml

Local Met Data:

Aircraft Static Pressure (PSM.2)
Tower Pressure (corrected)

Takeoff (1308Z)

1018.1 mb
1018.1 mb

Landing (2020Z)

1015.4 mb
1016.1 mb

Notes:

The Novatel position data, Alt, Lat and Lon GPS.3 all spiked erroneously numerous times throughout the flight from 14:43Z to 19:27Z.

The Edgetech dewpoint, TDM.2, performed best and was used as default.

During the last half hour of the flight, the transit back to KMCF, from 20:06:05Z until landing, several one second data gaps were observed in only some derived and reference parameters (with a .d or ref extension).

SPECIAL NOTE!!! The variable names GSZ_DPJ, ASZ_DPJ and WSZ_DPJ in the netCDF file represent vertical ground speeds, vertical air speeds and vertical wind speeds, respectively, computed using Dave Jorgensen's vertical wind algorithm. It is recommended that these values be used for vertical wind analysis.

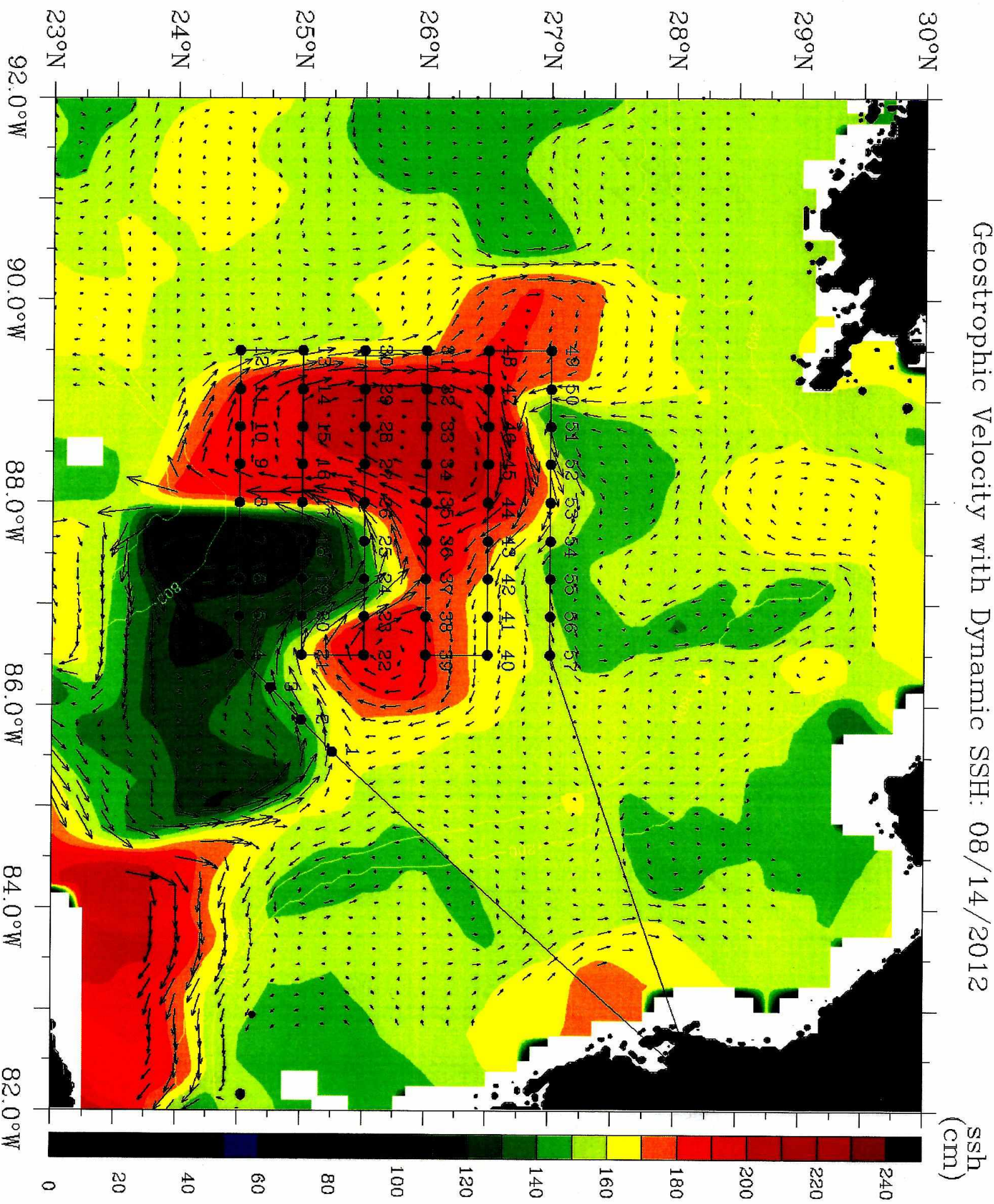
All other AOC instruments worked properly.

There were 8 GPS dropsondes, 20 AXBT's 21 CT's and 13 CP's released from the aircraft.

Flight Director:
Phone #:

Jess Williams / Jack Parrish
(813) 828-3310 ext. 3140/3077

Geostrophic Velocity with Dynamic SSH: 08/14/2012



Playback Log

Flight Number 20120816H1

Takeoff Time _____

Storm _____

Landing Time _____

Team _____

Drop Number	AXCTD AXBT AXCP	Channel Number	Serial Number	Actual Drop Time	Actual Latitude	Actual Longitude	SST	H26	Marantz Track Number	File Name	Comments
1	BT	12	—								
2	CP	14	10071019								
3	CT	16	11073933								
4	BT	12	—								
5	CT	14	11073919								
6	BT(s)	16	—								
7	CT/BT(s)	12/16	10069021								
8	CP	14	10061066								
9	CT	14	10069134								
10	CP	12	09061038								
11	CP	14	10021077								
12	CT/BT	16/12	11073934								
13	CT	14	09053824								
14	CP	16	10091049								
15	CT	12	10069036								
16	BT	14	—								
17	CP	16	10071022								
18	CT	12	10069040								
19	BT	14	—								
20	CP	16	10091011								
21	CP	12	09091007								
22	CT/BT	16/14	11073930								
23	CP	12	09061093								
24	CT	14	11073914								
25	CP	16	10061058								

Playback Log

Flight Number 20120816 H1

Takeoff Time _____

Landing Time _____

Storm _____

Team _____

Drop Number	AXCTD AXBT AXCP	Channel Number	Serial Number	Actual Drop Time	Actual Latitude	Actual Longitude	SST	H26	Marantz Track Number	File Name	Comments
26	CP	12	09081034								
27	BT	14	—								
28	CP	16	11073924								
29	BT	12	—								
30	CP	14	10091026								
31	CP	16	10091070								
32	BT(s)	12	—								
33	CT/BT(s)	14/12	09052818								
34	BT	16	—								
35	CP	12	10061019								
36	CT	14	09053628								
37	CP	16	10091411								
38	BT	12	—								
39	CT	14	11073920								
40	CT	16	11073935								
41	BT	12	—								
42	CT	14	11073917								
43	CP	16	10081010								
44	BT	12	—								
45	CP	14	10061019								
46	CT	16	10069124								
47	CP	12	10071007								
48	CT	14	11073913								
49	CT/BT	12/16	10069042								
50	CP	14	10061016								

Playback Log

Flight Number 20120816 H1

Takeoff Time _____

Landing Time _____

Storm _____

Team _____

Drop Number	AXCTD AXBT AXCP	Channel Number	Serial Number	Actual Drop Time	Actual Latitude	Actual Longitude	SST	H26	Marantz Track Number	File Name	Comments
1	BT	12	—								
2	CP	14	10071019								
3	CT	16	11073933								
4	BT	12	—								
5	CT	14	11073919								
6	BT(s)	16	—								
7	(D) CT/BT(s)	17/16	10069021								
8	(D) CP	14	10091066								
9	CT	16	10069134								
10	(D) CP	12	09041038								
11	CP	14	10021077								
12	CT/CT	16/12	11073934								
13	CT	14	09053824								
14	CP	16	10091049								
15	CT	12	10069036								
16	BT	14	—								
17	(D) CP	16	10071022								
18	CT	12	10069040								
19	BT	14	—								
20	CP	16	10091011								
21	CP	12	09091007								
22	CT/CT	16/14	11073930								
23	CP	12	09091093								
24	CT	14	11073914								
25	CP	16	10091058								

OHC 5587 RA

15 EXTERNAL BT'S
~ every 6-7 min

(16 fpp)
safety
brief

CTD

CP

8 sondes

T10 \$9005 UNL SRC

~~15~~ few shra earate

FL win 5-10kt fm SE

get clear from pulats

LND

Playback Log

Flight Number 20120816H1
 Takeoff Time _____

Landing Time _____

Storm _____

Team _____

Drop Number	AXCTD AXBT AXCP	Channel Number	Serial Number	Actual Drop Time	Actual Latitude	Actual Longitude	SST	H26	Marantz Track Number	File Name	Comments
1	BT	12	—								
2	CP	14	10071019								
3	CT	16	11073933								
4	BT	12	—								
5	CT	14	11073919								
6	BT(s)	16	—								
7	CT/BT(s)	12/16	10069021								
8	CP	14	10091066								
9	CT	14	10069134								
10	CP	12	09091038								
11	CP	14	10021077								
12	CT/BT	16/12	11073934								
13	CT	14	09053824								
14	CP	16	10091049								
15	CT	12	10069036								
16	BT	14	—								
17	CP	16	10071022								
18	CT	12	10069040								
19	BT	14	—								
20	CP	16	10091011								
21	CP	12	09091003								
22	CT/BT	16/14	11073930								
23	CP	12	09091093								
24	CT	14	11073914								
25	CP	16	10091058								

Flight Number 20120816 H1

Takeoff Time _____

Landing Time _____

Storm _____

Team _____

Drop Number	AXCTD AXBT AXCP	Channel Number	Serial Number	Actual Drop Time	Actual Latitude	Actual Longitude	SST	H26	Marantz Track Number	File Name	Comments
26	CP	12	09081034								
27	BT	14	—								
28	CP	16	11073924								
29	BT	12	—								
30	CP	14	10091026								
31	CP	16	10091070								
32	BT(s)	12	—								
33	CT/BT(b)	14/12	09053818								
34	BT	16	—								
35	CP	12	10061019								
36	CT	14	09053828								
37	CP	16	1009141								
38	BT	12	—								
39	CT	14	11073920								
40	CT	16	11073935								
41	BT	12	—								
42	CT	14	11073917								
43	CP	16	10061010								
44	BT	12	—								
45	CP	14	10061019								
46	CT	16	10069124								
47	CP	12	10071007								
48	CT	14	11073913								
49	CT/BT	12/16	10069042								
50	CP	14	10061016								

Flight Number 20120816-11

Takeoff Time

Storm

Landing Time

Team

[illegible]

Flight Number 20120816H1
 Takeoff Time 1308Z
 Storm OHC

Landing Time
 Team

Drop Number	AXCTD AXBT AXCP	Channel Number	Serial Number	Actual Drop Time	Actual Latitude	Actual Longitude	SST	H26	Marantz Track Number	File Name	Comments
1 ✓	BT	12	—	14105900	25.13	85.34	30.4				
2 ✓	CP	14	10071019	1417250	25.00	85.86	30.4	①142339	24.75	86.18	30.4
3 ✓	CT	14	11078933	143018	24.5	86.5					
4 ✓	BT ✓	12	—	143552	24.5	86.86	26.7				
5 ✓	CT	14	11078919	144445	24.5	87.25					
6 ✓	BT(s)	14	—	144722	24.51	87.6	27.1				
7 ✓	CT/①	12/16	10069021	145157	24.5	87.9	26.5				
8 ✓	CP	14	10091066	145856	24.5	88.4	26.95				
9 ✓	CT	14	10069184	150450	24.5	88.75	27.2				
10 ✓	CP	12	09041038	151014	24.5	89.1	27.2				
11 ✓	CP	14	10021077	151641	24.5	89.5	27.2				
12 ✓	CT/BT	16/12	11073934	152444	25.0	89.13	27.3				
13 ✓	CT	14	09053824	153559	25.0	89.75	26.2				
14 ✓	CP	16	10091049	154855	25	87.9	26.6				
15 ✓	CT	12	10069036	155316	25	87.24	26.4				
16 ✓	BT	14	—	155827	25	87.24	26.5				
17 ✓	CP	16	10071022	160454	25.03	86.4	25.2				
18 ✓	CT	12	10069040	160753	25.5	86.5	26.8				
19 ✓	BT	14	—	162415	25.5	86.75	26.8				
20 ✓	CP	16	10091011	162854	25.5	87.25	26.7				
21 ✓	CP	12	09091003	163446	25.5	87.6	26.7				
22 ✓	CT/BT	14/14	11078930	163446	25.5	87.6	26.7				
23 ✓	CP	12	09091093	163446	25.5	87.6	26.7				
24 ✓	CT	14	11078914	163446	25.5	87.6	26.7				
25 ✓	CP	16	10091058	163446	25.5	87.6	26.7				

Slightly early due to ship

↑ to 7.5114 Band ds

a little slower, ~182 IAS

1417-1427
1647-1657

Flight Number 20120816 H1

Takeoff Time

Landing Time

Storm

Team

Drop Number	AXCTD AXBT AXCP	Channel Number	Serial Number	Actual Drop Time	Actual Latitude	Actual Longitude	SST	H26	Marantz Track Number	File Name	Comments
26 ✓	CP	12	09091034	164026	25.5	88.0	26.4				
27 ✓	BT	14	—	164534	25.5	88.37	26.77				
28 ✓	CT	16	11073924	165049	25.5	88.76	26.65				
29 ✓	BT	12	—	165558	25.5	89.11	26.8				
30 ✓	CP	14	10091026	170129	25.53	89.49	26.57				
31 ✓	CP	16	10091070	170941	26.0	89.46	26.28				
32 ✓	BT(s)	12	—	171445	26	89.1	26.8				
33 ✓	CT/ BT	14/12	09052818	171441	26	88.73	26.54				
34 ✓	BT	16	—	172508	26	88.34	26.6				
35 ✓	BT	12	10061019	172935	26	87.9	26.6				
36 ✓	CT	14	09053828	173426	26	87.6	27.0				
37 ✓	BT	16	1009141	173925	26	87.2	26.7				
38 ✓	BT	12	—	174416	26.01	86.85	27.4				
39 ✓	CT	14	11073920	174924	26.03	86.49	26.4				
40 ✓	CT	16	11073935	175803	26.5	86.6	27				
41 ✓	BT	12	—	180156	26.5	86.9	27.1				
42 ✓	CT	14	11073912	180702	26.5	87.25	27.4				
43 ✓	BT	16	10081010	181224	26.5	87.6	26.5				
44 ✓	BT	12	—	181724	26.5	88.02	—				
45 ✓	CT	14	10091019	No drop							
46 ✓	CT	16	1009124	182640	26.5	88.7	26.6				
47 ✓	CT	12	10071002	No drop							
48 ✓	CT	14	11073913	183659	26.5	89.5	26.6				
49 ✓	CT/ BT	12/16	10069042	No drop							
50 ✓	CT	14	10061016	184503	27.0	89.5					

Cancel any for H26 C3

18552 280/7 10SM CLR 34/26 A 3005

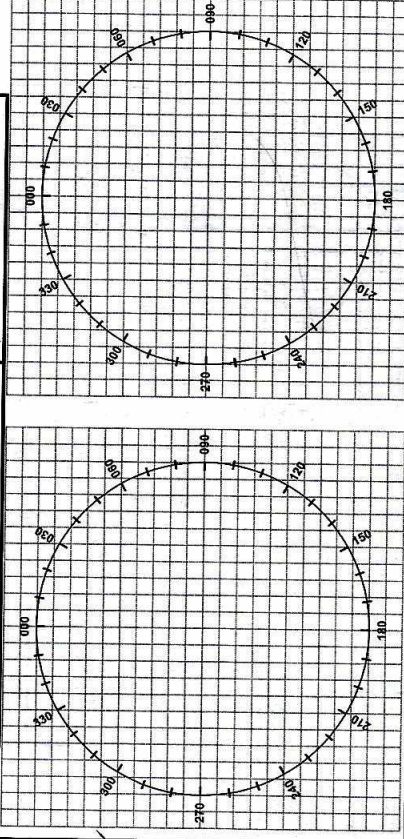
Dstnt 1st NE

ATIS 280/7 10 CLK 34/26 3005
280/6 10 CLK 33/26 3003 1016.3

CLEARANCES			
FREQ	ALT	HDG	OTHER
			MSA/MEA 085/12 2100ft
			1415 to 1st CP
			ATE 100-717K 200 240
			2000 alt
			last comm 135.77 relay for HCO
			@ 1352 radar fix terminated
			BLWD PIE MCF
			@ 7K
			118.8

MISSION LOG

PAGE 1 OF 1



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 121.5 2182 KHZ HF/CW 8364 KHZ 500 KHZ 243.0

MAYDAY, MAYDAY, MAYDAY

THIS IS NOAA 47, NOAA 47, NOAA 47

- 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

TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	VAR +E==>	TH	DR +R==>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
1249	START																			
1257	TAXI																			
1308	110	27 48.94	27 48.94	+0.1	27 48.94	+0.1	261 SW	250	0	256	229	282	4	740	234					MCE 115/8
1312	XV	82 22.37	82 22.37	-0.2	82 22.37	-0.2														
1400	Δ	25 45.60	25 45.60	+0.1	25 45.60	+0.1	222 SW	219	0	219	209	110	2	850R	209	CP2				
1500	Δ	85 05.71	85 05.71	+0.2	85 05.71	+0.2	222 SW	219	0	219	209	110	2	850R	209	CP2				
1600	Δ	24 30.47	24 30.47	+1.02	24 30.47	+1.02	269 W	268	0	271	213	131	11	850R	205	CP4				
1700	Δ	88 25.97	88 25.97	+1.5	88 25.97	+1.5	269 W	269	0	269	248	166	7	850R	247	CP6				
1800	Δ	25 30.11	25 30.11	+3.29	25 30.11	+3.29	269 W	269	0	269	215	122	6	850R	211	CP8				
1900	Δ	89 25.44	89 25.44	-0.56	89 25.44	-0.56	269 W	269	0	269	215	122	6	850R	211	CP8				
2000	Δ	26 30.23	26 30.23	+8.82	26 30.23	+8.82	269 W	269	0	269	215	122	6	850R	211	CP8				
2100	Δ	86 43.67	86 43.67	-0.99	86 43.67	-0.99	269 W	269	0	269	215	122	6	850R	211	CP8				
2200	Δ	27 10.64	27 10.64	+10.16	27 10.64	+10.16	269 W	269	0	269	215	122	6	850R	211	CP8				
2300	Δ	88 25.50	88 25.50	-2.48	88 25.50	-2.48	269 W	269	0	269	215	122	6	850R	211	CP8				
2400	Δ	27 37.72	27 37.72	+13.08	27 37.72	+13.08	269 W	269	0	269	215	122	6	850R	211	CP8				
2500	Δ	84 16.03	84 16.03	-2.64	84 16.03	-2.64	269 W	269	0	269	215	122	6	850R	211	CP8				
2600	LAND	27 51.34	27 51.34	+13.94	27 51.34	+13.94	269 W	269	0	269	215	122	6	850R	211	CP8				
2700	LAND	82 30.91	82 30.91	-5.07	82 30.91	-5.07	269 W	269	0	269	215	122	6	850R	211	CP8				
2800	BLWD						269 W	269	0	269	215	122	6	850R	211	CP8				