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

FLT ID: 20130814H1	From: KMCF	To: KMCF
FLT #:	Blk In: 0120z	Lnd Time: 0113z
ETD: 2200z	Blk Out: 2140z	T/O Time: 2149z
ETE: 3+00	Total Blk: 3.7	Total Flt: 3.4
Sponsoring Org: AOC	Program: PMM	Purpose: SFMR CAL + Checkout Flight

AOC Flight Crew

Aircraft Commander: KIBBEY	SSA: NAEHER
Co-Pilot: KERNS /	AVAPS: SMITH /
Navigator: GALLAGHER	Scientists: GAP in C.nc
Flight Eng: HEYSTEK	Scientists 23:39:33→
Flt Director: HENNING	Scientists 23:40:37
SEB: RICHARDS PEEK / MASCARO	Scientists:

Crew Chief: Visitors: (1014.3 STA) #1 (1012.6) (1014.8 STA) ~~1015.0~~

	A/C - Takeoff	Wx Station - Takeoff	A/C - Land	Wx Station - Land
Pressure	(#1 1010.8) 1014.4 PSM#2	29.95 (2158z)	1014.6 PSM#2	0158z 29.98 0058z 29.97

AS REQUIRED BY ORM	YES / NO	REMARKS
VOLCANIC ASH		
SCIENCE MISSION WITHIN BOUNDARY LAYER		
LACK OF PRECIPITATION		
RELATIVE HUMIDITY AT OR ABOVE 80%		
LARGE AIR-SEA TEMPERATURE GRADIENT		
HIGH SURFACE WINDS		
LONG FETCH AND/OR DURATION OF SFC WIND		
SEA SALT ACCRETION FORECAST		
SEA SALT ACCRETION OBSERVED		

Dropsondes	1	Good: 1	Bad: Ø	Sent: Ø
AXBT	1	Good: 1	Bad:	Sent: Ø

List other data sources in Remarks section

Remarks (Storm VDM Identifier, Mission ID, Fix Times)

Fix #	VDM Ob Num	Fix Time / SLP

Storm Number Identifier (VDM): _____
(ie: AL072012)

TCPOD/WSPOD Mission ID: WXWXA TRAIN
(ie: NOAA2 2418A SANDY)

Remarks:

AFU RINU#1 orig 1004mb 0309Z15 29SCT 50BKN
switched to
RA#2. corr then 1014.7 (SLP 1014.5)
2058 29.94
2103 29.95

pre t/o pcab: 1013.6

AAMPS restarted
23:37:18
backup 23:39:33

Sonde 2311z (1013.0)

N42RF ERROR SUMMARY
SFMR Cal + Shakedown KMCF

Flight ID: 20130814H1

Sensor or system	Number or Name
INE (for wind derivation)	INE1
Accelerometer	AccZfilterI-GPS.1
Temperature Probe	TTM.1
Dew Point Probe	TDM.2 (Edgetech)
Altitude (for vertical wind)	AltGPS.3 (NOVATEL)
Static Pressure	PSM.2
Dynamic Pressure	PQM.2
Project Directory	/acdata/2013/MET/20130814H1

Notes:
AAMPS needed to be rebooted in flight during the climb from 1500 to 5000 feet at 23:37:18z. (two netCDF files B.nc and C.nc) There was a gap in the C.nc file from 23:39:33 to 23:40:37z.

PSM#1 (wingtip) was approx 5.5 millibars lower than PSM#2 during most of the flight.

Dewpoint sensor #1 (TDM.1Buck) and #2 (TDM.2 Edgetech) both generally performed well throughout the flight. TDM.2 was selected for post processing. Upon leveling off after the initial descent from 10K to 500 feet TDM.1 ran away. This also occurred at the end of the mission during the final stages of descent from 20K on approach into KMCF. TDM.1 averaged about 6 deg C colder than TDM.2 during the segment at 20K. The TDL (TDM.3) trended well with the other dew point sensors but was too high at low altitudes. It was about a degree C colder than TDM.2 at 20K.

TTM.1 and TTM.2 averaged within 0.25 deg C for the flight. TTM.1 was selected for post-flight processing but either system would have been a good choice.

Novatel (AltGPS.3) altimeter output was selected for post-flight processing.

	Takeoff (2149Z)	**Landing (0113Z)**
Aircraft Static Pressure	1014.4 mb	1014.6 mb
Corrected Tower Pressure	1014.3 mb	1014.8 mb

1 dropsonde and 1 AXBT were deployed. Both were good.

Flight Director: Richard Henning (813) 828-3310 ext. 3086

NOAA • AOC • SED N42RF AVAPS DROP LOG Lead Tech: Joe Bosco

Project: Hurricane 2013 Mission: SFMR Cal FLT Flight ID: 20130814H1

Take Off : 2150 Z Landing: _____ Flt Dir : Henning

Drop #	Sonde Serial #	Rcvr #	Press Offset	Launch Time	Operator	Charge $$ To	Comments	Good ?
1	11211 5274	1	0	2311	TMR	NWS		✓
2	↓	4	↓	↓				✓
3		5						✓
4		6						✓
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
32								
33								
34								

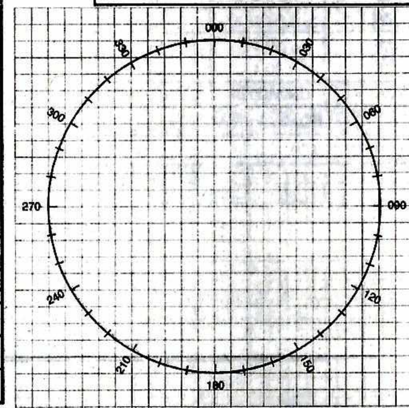
5550

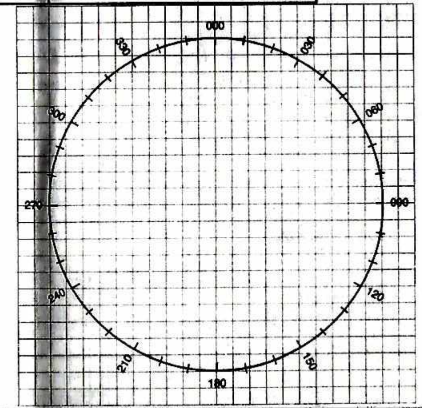
CLEARANCES

FREQ	ALT	HDG	OTHER
119.65	1600	Rwy	[illegible] VFC 1900 [illegible]
			[illegible] 10000 +10
			SQ - 6057
135.5			[illegible] 050
	FL 700	170	7000 [2947]

MISSION LOG

PAGE ___ OF ___





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

TIME	FIX TYPE	N/W POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	MH	VAR +E==>	TH	DR +R==>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
~~2140~~	~~ENG~~ ~~TAXI~~																				
~~2150~~	~~BLK~~ ~~T/O~~																				
Δ	2155	27 43.0 / 082-20.0	27-43.0 / 082-20.0	= / =	27-43.0 / 082-19.9	= / -.1	281	5W	276	2.R	278	252	170	9	10000	250	RIGGE	48	T12	2207	
FUEL	2150	21.2																			
Δ	2255	28-28.9 / 084-48.1	28-29.6 / 084-48.7	-.7 / -.6	28-29.0 / 084-48.8	-.1 / -.7	080	4W	076	-1	075	233	227	12	15000	221	BUOY	15	+03	2238	
Δ	2355	28-21.8 / 084-17.2	28-22.5 / 084-17.6	-.7 / +.6	28-21.9 / 084-18.0	-.1 / -.8	320	4W	316	1R	317	254	178	12	10K	250	BUOY	15	+03	2358	
LAND	0113																				
BLK	0120																				