

FLT ID: 000919 1	FM: KMCF	TO: KMCF
FLT NO: 00-43	BLK IN: 0120Z	ATA: 0110Z
ETD: 1530Z	DLK OUT: 1528Z	RTD: 1541Z
ETE: 0030Z	BLK TIME: 9:52 9.9	FLT TIME: 9:29 9.5
SPONSOR ORG: NOAA	PROGRAM: RECCO	PURPOSE: INVEST 10-#12

OAO PERSONNEL

AC TENNESSEN, D ✓	SYS ENG McMILLAN, S ✓
CP OMARA, T ✓ / JEBBEST, R ✓	DATA SYS LINO, D ✓
NAV NEWMAN, C ✓ / ADLER, J ✓	RADAR
FE MOORE, H ✓	BT/ODW CARPENTER, D ✓
RADIO SANS SVCT, D ✓	CLD PHYS
FD CZYZAK, S ✓ / SHEPHERD, T ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
BLACK, P ✓	PI	HRD
SHAY, N ✓	AVDT	U OF MIAMI
JACOB, D ✓	"	U OF MIAMI
EASTON, M ✓	"	HRD

PROPOSED/ACTUAL MISSION/REMARKS (RECCO, FIXES, STORM, PENET, NHOP #) RECCO 1630
 19.5 N 79.0 W ~1620 159 STBY for phone 1700
 280/15 ↳ 1626
 0412A INVEST 1643 Bal Dpt 1
 WITHIN 250 NM @ 18Z 1657-1706 159 STBY
 15-20 MIN 1836 159 STBY

2470
 1541
 9.29
 2480
 1528
 952

U.S. DEPT. COMM./NOAA/OAD - DATA SECTION WORK FORM NO.2 OADWF2

FLT ID: 020919A

TIME OFF: 1541Z

TIME ON: 0110

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	1017.6	30.09	1014.7	30.05

NO DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES		
FAST FLT LVL TAPES		
RADAR TAPES		
DOPPLER TAPES		
ODW CASSETTES		
HARD COPIES		
AXBT	2	2(good) TEST RCVRs on 43
AXCP		
ODW		

PHOTOGRAPHY

	FWD	LS	RS	VERT
ON				
OFF				
RATE				

REMARKS

Hurricane 2000

TD#12 Invest

000919I

<u>Sensor or system</u>	<u>Number or Name</u>
INE	2
Accelerometer	2
Temperature Probe	1
Dew Point Probe	2
Altitude (for vertical wind)	RA-159
Static Pressure	Rosemount Wingtip
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO3003.CON

Notes:

Radar altitude (RA-159) was set to zero prior to takeoff (1537:01-1541:50). RA-159 was replaced by RA-232 at takeoff due to a spike (1541:51-1547:01) with an offset of -17.0. RA-159 was also replaced by RA232 just prior to landing due to a spike (0059:05-0116:00). The RA-159 had spikes removed and patched 0009:01-0009:30, 1608:01-1611:00, and 1702:01-1703:30. RA-159 was turned off to make cell phone calls and was replaced by another altimeter on several occasions: 1619:40-1627:20 with the GPS altitude with an offset of -12.0, 1655:02-1729:29 with the GPS altitude with an offset of -3.0 and 1835:10-1855:32 with RA232 with an offset of -6.0.

Dewpoint exceeded ambient temperature on a few occasions due to precipitation.

There were nine spikes in the pitch that were removed and patched (1541:00-1542:00 (2), 1542:00-1543:00 (2), 1544:30-1545:00, 1545:30-1546:00, 1549:00-1550:00 (2), and 2148:30-2149:00).

There were seven spikes in the roll that were removed and patched (1540:30-1541:30, 1542:30-1543:00, 1544:30-1545:00, 1545:30-1546:00, 1549:00-1550:00 (2), 2148:30-2149:00).

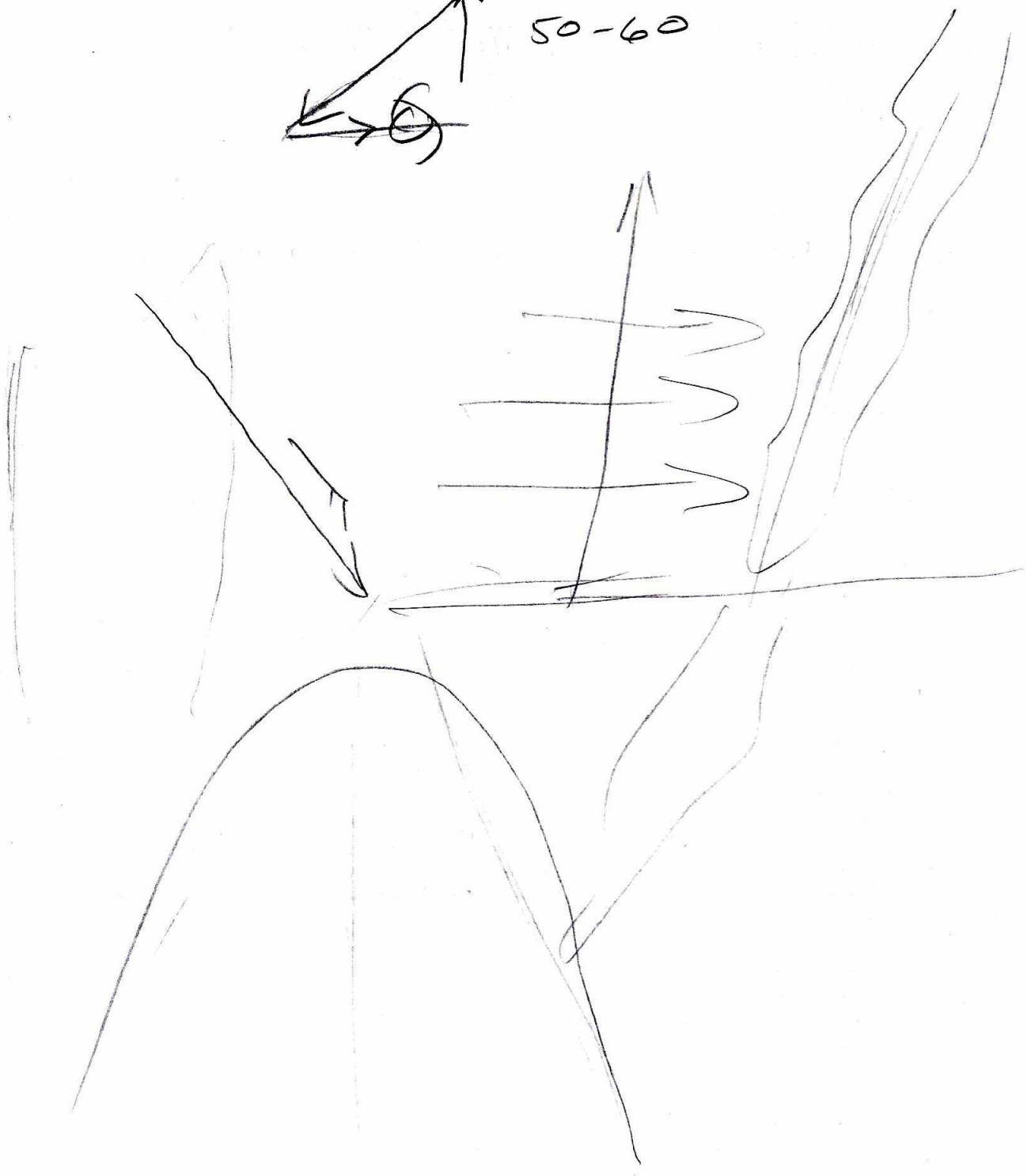
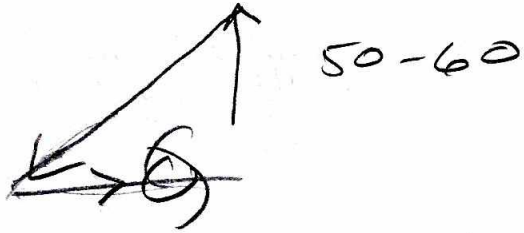
	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	1017.6	1014.7
Corrected tower pressure	1019.0	1017.6

The aircraft INE positions were renavigated with respect to GPS.

SPECIAL NOTE!!! Locations 80, 81 and 82 of record five on the standard tape contain vertical ground, vertical air and vertical speeds, respectively, computed using Dave Jorgensen's vertical wind algorithm. It is recommended that these values be used for vertical wind analysis.

Flight Meteorologist: Stan Czyzyk, (813) 828-3310 ext. 3086

TIME	LAT	LONG	TIC	HD	TA	TD	WD	WS	PA	GA	PS	SP	REMARKS
162620	2517	8120	156	157	1.3	-11.3	155	6.9	4544	4824	573.9	1012.1	15K AA
164515	2355	8113	189	187	1.2	-14.2	081	13.5	4538	4812	574.6	1012.2	15K PA BKN
171322	2146	8130	185	183	1.2	-3.2	75	19.4	4528	4783	575.0	1008.7	CAYO LONGO
172930	2117	8033	128	125	1.5	0.3	066	23.3	4342	4579	591.4	1008.9	Descend to 1500
183840	2011	7942	224	221	24.5	21.6	126	15.1	318	330	975.5	1012.8	
191620	1854	7911	090	096	24.3	22.2	269	3.0	312	312	976.3	1011.4	Westward 6
200310	1841	7837	002	005	26.1	22.9	164	21.4	312	310	976.4	1011.1	
2015	19.3	78.4											SFC WIND 25 KTS
202130	1947	7811			25.4	22.4	146	26.1	310	318	976.5	1012.2	NE OF CTR TRN SW CALM
213210	Descend in back to 1500 RA TO invest "swirl" @ 1930 8030												
213525	1958	7940	234	231	22.7	20.6	178	20.3	445	443	960.9	1010.6	SFC 170/25
220455	2018	8031	358	001	23.0	21.6	118	8.2	348	339	972.1	1010.3	SFC 25 KTS
224215	1946	8032	006	069	23.3	21.2	219	5.9	346	347	972.4	1011.3	~ CALM SFC
225015	1949	8027	090	094	22.7	21.2	198	11.9	350	350	971.9	1011.5	~ CALM SFC
230550	1927	8058	243	243	23.5	20.7	061	4.9	350	351	971.9	1011.6	~ CALM SFC
230750	1921	8100											Calm winds
231530	1941	8104											BT1 2 CLIMB
232058	2001	8110											BT2
234345	2143	8133	008	013	5.9	2.0	078	27.1	3685	3875	642.1	1008.9	12000'
0004-	2325	8123			6.4	1.7	101	35.4					IN PRECIP LT TRN



000919I

JWEZ
AVZ
TI 1
DWZ
RA-159
~~RA-159~~
PSW #3.0

RENAV

162300	0.5, -0.9	25	30.9	-81	26.1
170000	0.3, -1.1	22	44.1	-81	23.5
180200	-0.9, -1.5	19	27.9	-78	59.5
184500	-1.2, -1.3	19	59.2	-79	59.4
192100	-2.3, -1.3	18	58.5	-79	14.2
195700	-2.8, -1.3	18	16.8	-78	37.2
203000	-3.1, -0.9	19	34.3	-78	36.8
210600	-4.0, -1.0	19	26.0	-78	55.2
215200	-4.6, -0.4	19	30.0	-80	31.9
224200	-5.6, -0.2	19	45.9	-80	33.1
231500	-5.4, 0.1	19	38.6	-81	3.8
234700	-6.2, 0.5	29	59.3	-81	31.0
001500	-5.8, 1.4	24	12.0	-81	13.4
012100	-5.6, 2.3	27	51.0	-82	29.4

RA-159 NOT ON REPLACE w/ GPS BEG - 1541:50 SET TO ZERO
 RA-159 SPIKE & LANDING REPLACE w/ 232 0059:05 - END

PITCH SPIKES PATCH & REMOVE 1542:01 - 1543:00 (2), 1547:30 - 1549:00, 1545:30 - 1546:00
 1549:01 - 1550:00 (2), 1541:01 - 1542:00 (2), 2148:31 - 2149:00, ~~2148:31 - 2149:00~~

ROLL 2 SPIKES PATCH & REMOVE 1540:30 - 1541:30, 1542:31 - 1543:00, 1544:31 - 1545:00
 1545:31 - 1546:00, 1549:01 - 1550:00 (2), 2148:31 - 2149:00, ~~2148:31 - 2149:00~~

RA-159 SPIKE 0009:01 - 0009:30
 RA-159 TUNED OFF NETO PHONE CALL REPLACE w/ GPS 1689:40 - 1627:20 w/OFFSET of -12.0

RA-159 SPIKES? 1608-1611 1702:01 - 1703:30

~~RA-159 TUNED OFF REPLACE w/ 232 1655:32 - 1707:31 w/OFFSET 4.0~~

RA-159 " " " w/ GPS 1655:02 - 1729:39 OFFSET ~~2.0~~ -3.0

RA-159 " " " w/ 232 ~~1655:02~~ 1835:10 - 1855:32 -6.0

PSF SPIKES REMOVE w/ 1748:00 - 1748:30, 1750:30 - 1752:00 (3), ~~1748:00 - 1748:30~~
 1829:01 - 1829:30, 1830 - 1845 (SEVERAL), 1848:30 - 1850:30 (5), 1948:30 - 1950:30
 1957:00 - 1958:00, 2121 - 2129 (SEVERAL), 2155 - 2200, 2212 - 2221, 2252 - 2258

000919I

AVI

DWZ

ATI

159

TWE2

OLD

DWI OSCILLATION ~~NOT HAVE DATA~~

DWZ SPIKE 1554:31 - 1555:00

DWZ BOLOME SPIKE 1542-1544

DW EXCEEDED AMBIENT

RA-159 SPIKE 1609-1616, 0009-0009:30, 0108:30-0109:00

RA-159 STANDBY 1619:30-1626:30, 1657:00-1708, 1717-1729:30
1835:30-1857,

RA-232 SPIKE 1705:30-1706:00, 1711-1727(6)

RA-159 REPLACE W/232 & LANDING 0106:30-END

RA-159 REPLACE W/232 & TAKEOFF BEC - 1558:20

PITCH 2 SPIKE 2148-2149

PITCH 1 SPIKE 0018-0019, ~~0115:30-0116:30~~

PSF SPIKE 1748-1752(2), 1949-1950, 2121:30-2129:00(sev)

2157-2159:00(sev), 2114:30-2220:30, 2253-2258(sev)

2213-2319:00(sev)

Roll 1 0115:30-0116:30

WX MISSION IDENTIFICATION **OB 10** OB

VORTEX DATA MESSAGE

A	19/1932	Z	DATE AND TIME OF FIX
B	8 DEG 53 MIN (N) S		LATITUDE OF VORTEX FIX
B	79 DEG 13 MIN E (W)		LONGITUDE OF VORTEX FIX
C	NA	M	MINIMUM HEIGHT AT STANDARD LEVEL
D	25	KT	ESTIMATE OF MAXIMUM SURFACE WIND OBSERVED
E	340 DEG 65	NM	BEARING AND RANGE FROM CENTER OF MAXIMUM SURFACE WIND
F	160 DEG 23	KT	MAXIMUM FLIGHT LEVEL WIND NEAR CENTER
G	325 DEG 37	NM	BEARING AND RANGE FROM CENTER OF MAXIMUM FLIGHT LEVEL WIND 19 25 79 35
H	1012	MB	MINIMUM SEA LEVEL PRESSURE COMPUTED FROM DROPSONDE OR EXTRAPOLATED FROM FLIGHT LEVEL. IF EXTRAPOLATED, CLARIFY IN REMARKS.
I	23 CI 317	M	MAXIMUM FLIGHT LEVEL TEMP/PRESSURE ALTITUDE OUTSIDE EYE
J	25 CI 318	M	MAXIMUM FLIGHT LEVEL TEMP/PRESSURE ALTITUDE INSIDE EYE
K	19 CI 28	C	DEWPOINT TEMP/SEA SURFACE TEMP INSIDE EYE
L	NA		EYE CHARACTER: Closed wall, poorly defined, open SW, etc.
M	NA		EYE SHAPE/ORIENTATION/DIAMETER. Code eye shape as: C - Circular; CO - Concentric; E - Elliptical. Transmit orientation of major axis in tens of degree, i.e., 01-010 to 190; 17-170 to 350. Transmit diameter in nautical miles. Examples: C8 - Circular eye 8 miles in diameter. EO9/15/5 - Elliptical eye, major axis 090-270, length of major axis 15 NM, length of minor axis 5NM. CO8-14 - Concentric eye, diameter inner eye 8 NM, outer eye 14 NM.
N	1345 / NA		FIX DETERMINED BY/FIX LEVEL. FIX DETERMINED BY: 1 - Penetration; 2 - Radar; 3 - Wind; 4 - Pressure; 5 - Temperature. FIX LEVEL (Indicate surface center if visible; indicate both surface and flight level centers only when same): 0 - Surface; 1 - 1500ft; 9-925mb; 8 - 850 mb; 7 - 700 mb; 6 - 600 mb; 5 - 500 mb; 4 - 400 mb; 3 - 300 mb; 2 - 200 mb; NA - Other.
O	2 / 5	NM	NAVIGATION FIX ACCURACY/METEOROLOGICAL ACCURACY

P REMARKS
 MAX FL WIND 23 KT N QUAD 19/1830 ^Z
 SLP ~~FROM 1500 FT/ 825 MB/ 850 MB/ DROPSONDE~~ 1000 FT
 SFC CNTR _____ / _____ NM FROM FL CNTR
 MAX FL TEMP _____ C _____ NM FROM FL CNTR
BROAD AREA OF LOW PRESSURE

INSTRUCTIONS: Items A through G (and H when extrapolated) are transmitted from the aircraft immediately following the fix. The remainder of the message is transmitted as soon as available for scheduled fixes and at the ARWO's discretion for unscheduled (intermediate) fixes.

118 / 20KPS 19 57
 79 34

19 45
 79 45

WX MISSION IDENTIFICATION **OB 15** OR

VORTEX DATA MESSAGE

A	19/2110	Z	DATE AND TIME OF FIX
	19 DEG 26 MIN (N) S		LATITUDE OF VORTEX FIX
B	78 DEG 42 MIN E (W)		LONGITUDE OF VORTEX FIX
C	NA	MB	MINIMUM HEIGHT AT STANDARD LEVEL
D	20	KT	ESTIMATE OF MAXIMUM SURFACE WIND OBSERVED
E	200 DEG 30	NM	BEARING AND RANGE FROM CENTER OF MAXIMUM SURFACE WIND
F	165 DEG 19	KT	MAXIMUM FLIGHT LEVEL WIND NEAR CENTER
G	230 DEG 16	NM	BEARING AND RANGE FROM CENTER OF MAXIMUM FLIGHT LEVEL WIND
H	EXTRAP 1011	MB	MINIMUM SEA LEVEL PRESSURE COMPUTED FROM DROPSONDE OR EXTRAPOLATED FROM FLIGHT LEVEL. IF EXTRAPOLATED, CLARIFY IN REMARKS.
I	24 CI 337	M	MAXIMUM FLIGHT LEVEL TEMP/PRESSURE ALTITUDE OUTSIDE EYE
J	26 CI 332	M	MAXIMUM FLIGHT LEVEL TEMP/PRESSURE ALTITUDE INSIDE EYE
K	22 CI 29	C	DEWPOINT TEMP/SEA SURFACE TEMP INSIDE EYE
L	NA		EYE CHARACTER: Closed wall, poorly defined, open SW, etc.
M	NA		EYE SHAPE/ORIENTATION/DIAMETER. Code eye shape as: C - Circular; CO - Concentric; E - Elliptical. Transmit orientation of major axis in tens of degree, i.e., 01-010 to 190; 17-170 to 360. Transmit diameter in nautical miles. <i>Examples:</i> C8 - Circular eye 8 miles in diameter. E09/15/5 - Elliptical eye, major axis 090-270, length of major axis 15 NM, length of minor axis 5NM. CO8-14 - Concentric eye, diameter inner eye 8 NM, outer eye 14 NM.
N	1345 / NA		FIX DETERMINED BY/FIX LEVEL. FIX DETERMINED BY: 1 - Penetration; 2 - Radar; 3 - Wind; 4 - Pressure; 5 - Temperature. FIX LEVEL (Indicate surface center if visible; indicate both surface and flight level centers only when same): 0 - Surface; 1 - 1500ft; 9-925mb; 8 - 850 mb; 7 - 700 mb; 6 - 600 mb; 5 - 500 mb; 4 - 400 mb; 3 - 300 mb; 2 - 200 mb; NA - Other.
O	1 / 2	NM	NAVIGATION FIX ACCURACY/METEOROLOGICAL ACCURACY

p REMARKS

MAX FL WIND 24 KT NE QUAD 19/2015 Z

SLP EXTRAP FROM (1500 FT / 825 MB / 850 MB / DROPSONDE) 1000 FT

SFC CNTR _____ / _____ NM FROM FL CNTR

MAX FL TEMP _____ C _____ NM FROM FL CNTR

INSTRUCTIONS: Items A through G (and H when extrapolated) are transmitted from the aircraft immediately following the fix. The remainder of the message is transmitted as soon as available for scheduled fixes and at the ARWO's discretion for unscheduled (intermediate) fixes.

1902 7858
190
160/20KTS

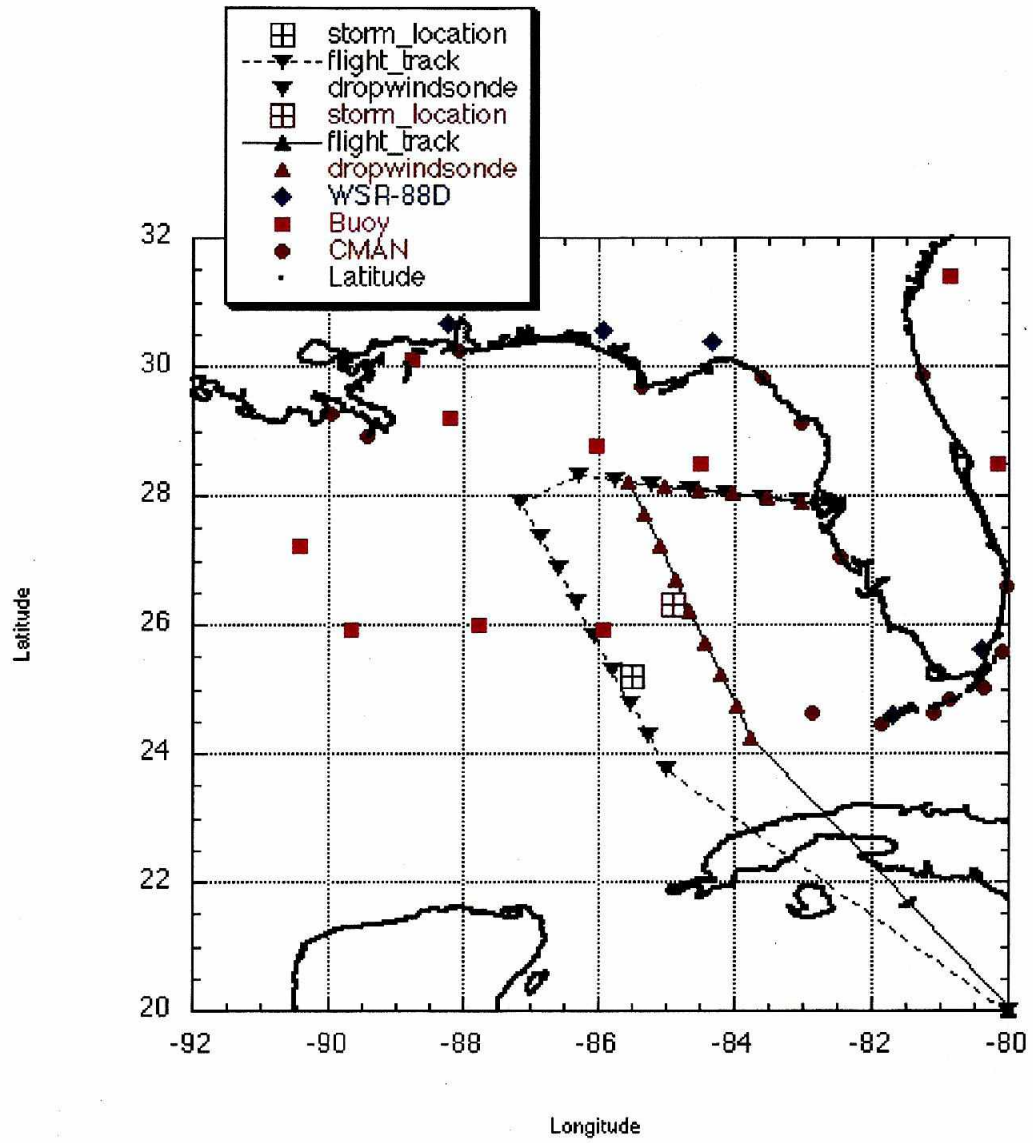
WX MISSION IDENTIFICATION **OB 17** OR _____

VORTEX DATA MESSAGE

A	19/2155	Z	DATE AND TIME OF FIX
	19 DEG 43 MIN N	S	LATITUDE OF VORTEX FIX
B	80 DEG 30 MIN E	W	LONGITUDE OF VORTEX FIX
C	NA	MB	MINIMUM HEIGHT AT STANDARD LEVEL
D	25	KT	ESTIMATE OF MAXIMUM SURFACE WIND OBSERVED
E	060 DEG 40	NM	BEARING AND RANGE FROM CENTER OF MAXIMUM SURFACE WIND
F	170 DEG 27	KT	MAXIMUM FLIGHT LEVEL WIND NEAR CENTER
G	060 DEG 32	NM	BEARING AND RANGE FROM CENTER OF MAXIMUM FLIGHT LEVEL WIND
H	EXTRAP 1010	MB	MINIMUM SEA LEVEL PRESSURE COMPUTED FROM DROPSONDE OR EXTRAPOLATED FROM FLIGHT LEVEL. IF EXTRAPOLATED, CLARIFY IN REMARKS.
I	24 CI 352	M	MAXIMUM FLIGHT LEVEL TEMP/PRESSURE ALTITUDE OUTSIDE EYE
J	24 CI 340	M	MAXIMUM FLIGHT LEVEL TEMP/PRESSURE ALTITUDE INSIDE EYE
K	21 CI NA	C	DEWPOINT TEMP/SEA SURFACE TEMP INSIDE EYE
L	NA		EYE CHARACTER: Closed wall, poorly defined, open SW, etc.
M	NA		EYE SHAPE/ORIENTATION/DIAMETER. Code eye shape as: C - Circular; CO - Concentric; E - Elliptical. Transmit orientation of major axis in tens of degree, i.e., 01-010 to 190; 17-170 to 350. Transmit diameter in nautical miles. Examples: C8 - Circular eye 8 miles in diameter. EO9/15/5 - Elliptical eye, major axis 090-270, length of major axis 15 NM, length of minor axis 5NM. CO8-14 - Concentric eye, diameter inner eye 8 NM, outer eye 14 NM.
N	1345 / NA		FIX DETERMINED BY/FIX LEVEL. FIX DETERMINED BY: 1 - Penetration; 2 - Radar; 3 - Wind; 4 - Pressure; 5 - Temperature. FIX LEVEL (Indicate surface center if visible; indicate both surface and flight level centers only when same): 0 - Surface; 1 - 1500ft; 9-925mb; 8 - 850 mb; 7 - 700 mb; 6 - 600 mb; 5 - 500 mb; 4 - 400 mb; 3 - 300 mb; 2 - 200 mb; NA - Other.
O	1 / 4	NM	NAVIGATION FIX ACCURACY/METEOROLOGICAL ACCURACY

P REMARKS
 38
 MAX FL WIND ~~27~~ 38 KT NE QUAD 19/2155 Z
 SLP EXTRAP FROM ~~1000 MB / 925 MB / 850 MB / 775 MB / 700 MB~~ 1000 FT
 SFC CNTR _____ / _____ NM FROM FL CNTR
 MAX FL TEMP _____ C / _____ NM FROM FL CNTR
 SIGNIFICANT RADAR BAND E-SE OF CNTR

INSTRUCTIONS: Items A through G (and H when extrapolated) are transmitted from the aircraft immediately following the fix. The remainder of the message is transmitted as soon as available for scheduled fixes and at the ARWO's discretion for unscheduled (intermediate) fixes.



HURRICANE AIR-SEA INTERACTION MISSION PLAN: post-Gordon B/AIR-SEA

NOAA/Hurricane Research Division Monday, September 18, 2000 3:27:01 PM

Aircraft: N43RF

Proposed takeoff: 19/15Z

DROP LOCATIONS

#	LAT (d m)	LON (d m)	RAD/AZM (nm/dg)	TIME (h:mm)
1	23 45	85 00		1:39
2	24 16	85 16		1:49
3	24 47	85 32		1:58
4	25 18	85 48		2:08
5	25 49	86 04		2:17
6	26 20	86 20		2:27
7	26 51	86 36		2:36
8	27 22	86 52		2:46
9	27 53	87 09		2:55
10	28 18	86 17		3:10
11	28 14	85 45		3:18
12	28 10	85 13		3:26
13	28 06	84 40		3:35
14	28 02	84 08		3:43
15	27 58	83 35		3:51
16	27 54	83 03		4:00

HURRICANE AIR-SEA INTERACTION MISSION PLAN: post-Gordon B/AIR-SEA

NOAA/Hurricane Research Division Monday, September 18, 2000 3:27:01 PM

Aircraft: N43RF

Proposed takeoff: 19/15Z

TRACK DISTANCES

#	LAT (d m)	LON (d m)	RAD/AZM (nm/dg)	LEG (nm)	TOTAL (nm)	TIME (h:mm)
0	GORDON		0.	0.	0:00	
1	23 45	85 00	366.	366.	1:39	
2	27 54	87 09	277.	644.	2:55	
3	28 18	86 18	54.	697.	3:10	
4	MACDILL		215.	912.	4:08	

NOAA • AOC • SED Flight Performance Log

Aircraft : N43RF

Project : Hurricane '00

Mission : _____

SED Crew: Lino McMillan Carpenter

Flight ID 000919I

Pre-Flight: 1300z

Take-Off: 1541

Landing: 011021

System		Pre-Flight	In-Flight	Post-Flight		
N A V	INE #1	Aligned to :	STM	STM		
	INE #2	Aligned to :	STM	↑		
	GPS		STM	↓	Lat	Long GS
R A D A R	Nose		CFH	↓		
	L/F	R/T SN : 103	OR	STM		Mod Switch Off ?
	Tail	R&T SN : /	N/I	N/I		Mod Switch Off ?
P M S	MARS Data System	Clean DAT?	STM	STM		# DATs :
	2DG-C	Ch 1/64: /	N/I	N/I		
	2DG-P	Ch 1/64: /	↑	↓		
	FSSP	Ref VDC:	↓	↓		
	SEA Data System		N/U	N/U		# DATs :
T E M P		Cal High	Cal Low		Cal High	Cal Low
	Temp #1	30.9	-30.5	STM	STM	
	Temp #2			↑	↓	
	Dewpoint #1	(General Eastern)		↓	↓	
	Dewpoint #2	(Edge Tech 137)		N/I	STM	
P R E S S	Dewpoint #3	(Buck 1011C)		N/I		
	Attack Angle	(AP/DAP)	↑	↓		
	Slip Angle	(BP/DBP)	↓	↓		
	Differential	(PQ1/PQ2/PQ3/PQ4)	STM ②	STM		
	Absolute	(PS1/PS2)	STM	STM		
F L T L V L	Radome Transducers	Plugs ?	N/I	N/I		
	Cabin Transducer (Station 5)		STM	STM		
	Apn-159	SN: 71-02		STM		Off ? :
	Apn-232	SN: 1761		③ STM		Off ? :
	King Liquid Water		N/U	N/U		
	J&W Liquid Water		N/U	N/U		
	Lyman Alpha Hygrometer	Plugs ?	N/I	N/I		Plugs? :
	Down PRT-5 (SST)		STM	STM		
	Side PRT-5 (CO ²)		STM	STM		
	Up PRT-5	Open ?	N/I	N/I		Closed ?
M I S C	RAMS Data System	Clean DATs	STM	STM		# DATs :
	F/D Laptop / HF Station printer		STM / N/I	STM / N/I		Off ?
	C.I. Printer		TAL	STM		
	ASDL		STM	STM		Off ? :
	Exterior Walk Around		↓ / SM	N/A		
U S E R	Video	① ② ③ ④	STM / DTL	STM		Lens Covers ? :
	AXBT Receivers		CFH			
	AXBT Sonobouys		#On Board : 18	# Dropped :		# Good :
	AXBT CAD's		#On Board : 0	# Fired :		#On Board :
	AVAPS		JR			# Tapes :
	GPS Digital Dropsondes (GD ²)		#On Board : 19	# Dropped :		# Good :
	FCU	A-B-C	STM	STM		UPS Off ? :
U S E R	SFMR		JR		Accelerometers	
					#1 (2 G) :	
					#2 (2.5 G) :	
					#3 (3 G) :	
					#4 (3.5 G) :	

NOAA • AOC • SED
N43RF DATA STATION LOG

Project : Hurricane '00
 Operators : McMillan
 Take Off : 154145
 Mission : INVEST
 Flight ID : 000919I
 Landing : 011021

RAMS DAT 1 On (8/9): 1526	RAMS DAT 1 Off: 012108	Data: <u>Slow</u> <u>Fast</u> <u>AVAPS</u>
RAMS DAT 2 On [8/9]:	RAMS DAT 2 Off:	Data: Slow Fast AVAPS
RAMS DAT 3 On [8/9]:	RAMS DAT 3 Off:	Data: Slow Fast AVAPS
Printer On: 1526	Printer Off: 012108	Disk Recording: Enabled / Disabled
MARS DAT 1 On (8/9): 154453	MARS DAT 1 Off: 010634	CPU Selected: A <u>B</u>
MARS DAT 2 On [8/9]:	MARS DAT 2 Off:	VCR's Used: <u>N</u> <u>L</u> <u>R</u> <u>D</u>
MARS DAT 3 On [8/9]:	MARS DAT 3 Off:	VCR Mode: VHS <u>S-VHS</u> 2 <u>12</u>
PMS DAT 1 On:	PMS DAT 1 Off:	
PMS DAT 2 On:	PMS DAT 2 Off:	Tapes Given To
PMS DAT 3 On:	PMS DAT 3 Off:	RAMS:
VCR Tape 1 On: 1529	VCR Tape 1 Off: 0106	MARS:
VCR Tape 2 On:	VCR Tape 2 Off:	PMS:
VCR Tape 3 On:	VCR Tape 3 Off:	VCR:

CARCAH Tasking

Mission Number : 0412A
 Storm Name : INVEST

ASDL Setup

Flight Level (Minobs) Sample Frequency : _____
 Flight Level (Minobs) Block Time : _____

Data Station Operator Notes

4 3006
50 nm
SW

4 28
19.5 650 \$

27 2208
081 475

77 5

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

TIME	FIX TYPE	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	
1524	ENG																					
1524	TAXI																					
1528	BLOCK																					
1541	T/O																					
1623	△	25 28.9 081 25.3	25 27.2 081 26.1	+1.7 -0.8	25 28.2 081 26.0	+0.7 -0.7	163	3W	160	14	159	266	250	5	15K	266	MTH	49	+11	1634		
1700	△	22 42.4 081 23.6	22 40.0 081 24.8	+1.4 +1.2	22 42.1 081 24.8	+1.3 +1.2	184	2W	182	22	184	300	040	15	5K	285	VCL	66	+13	1713		
1730	△	20 43.6 080 28.6	20 41.2 080 30.0	+2.4 -1.4	20 43.9 080 29.6	+1.3 -0.9	134	3W	131	0	131	243	140	10	15K	245	IBSEN	22	+05	1735		
1802		19 07.1 079 00	19 03.3 079 21.4	+3.8 -1.5	19 07.8 079 21.6	-0.7 -1.7	124	2W	222	0	222	210	230	14	1500	222	?				MARK 225°	
1810	△	19 07.1 079 19.9	19 03.3 079 21.4	+3.8 -1.5	19 07.8 079 21.6	-0.7 -1.7	124	2W	222	0	222	210	230	14	1500	222	?				1815 000°	
1845	△	19 59.1 079 55.5	19 55.8 080 01.3	+3.3 -1.3	20 00.3 080 00.8	-1.2 -1.3	225	2W	223	0	223	216	140	5	1000	221	?					
1917	MARK	18 51.0 079 12.3	18 50.5 079 13.3	+0.5 -1.0	18 56.2 079 12.8	-2.2 -1.5	092	2W	090	0	090	228	1	✓	1000	224	?				18 54.0 079 12.3 MARK 270°	
1921	MARK																				18 58.4 079 13.7 1921z	
1929	HD																				18 52.9 079 13.4 1932z	
1957	△	18 16.5 078 37.2	18 11.2 078 39.8	+5.3 -2.6	18 19.2 078 38.5	-2.7 -1.3	009	4W	005	52	000	230	120	20	1000	219	?				TRK 280°	
2030	△	19 34.3 078 36.8	19 29.2 078 39.2	+5.1 -1.4	19 32.2 078 37.9	-2.9 -1.1	234	4W	228	42	232	224	165	10	1000	226	?				TRK 225°	
2100	△	19 12.2 078 55.2	19 09.9 078 58.0	+2.3 -2.8	19 17.2 078 56.4	-5.0 -7.7	018	4W	014	32	011	235	150	15	1000	218	?				TRK 218z	
2152	△	19 29.8 080 31.9	19 24.2 080 34.8	+5.6 -3.6	19 34.4 080 32.3	-4.4 -2.1	004	4W	000	22	002	223	1	✓	1000	224	?				218z MARK 210z	
2242	△	19 46.6 080 31.6	19 39.9 080 35.8	+6.7 -4.2	19 53.2 080 31.7	-5.6 -2.1	318	4W	314	0	314	218	280	10	1000	216	?				MARK 2308z 19 21.8/081002z	
2315	△	19 40.6 081 04.1	19 39.9 081 07.0	+0.7 -2.9	19 40.6 081 07.0	-0.9 -3.0	348	2W	346	0	346	230	050	5	7	223	VCL		2340		1940.1 2315z 081 04.1 2315z	
2349	△	21 09.3 091 31.0	21 52.1 081 35.2	+17.2 -4.2	22 05.6 081 30.5	+6.3 +1.3	015	2W	013	72	006	290	100	35	12K	286	VAREZ	65	0000		MARK 280m	
0015	△	24 11.6 081 13.6	24 07.6 081 18.0	-4.0 +4.4	24 17.7 081 12.0	-5.7 -6.0																MARK 21600K
0120	△	LANA BLOCK	MCV TIME																			MARK
0110		27 51.1 082 31.1	27 43.7 082 36.0	+7.4 -4.9	27 56.8 082 29.2	-5.7 +1.9																MARK

218z MARK 210z

MARK 2308z 19 21.8/081002z

1940.1 2315z 081 04.1 2315z

MARK 280m

MARK 21600K

MARK