

Flt ID: 010907H	From: KMCF	To: KMCF
Flt No: 01-36	Blk In: 1948	ATA: 1939Z
ETD: 1600Z	Blk Out: 1606Z	ATD: 1617Z
ETE: 5+0	Blk Time: 3.7	Flt Time: 3.4
Sponsor Org: NASA	Program: KAMP	Purpose: TRMM OVERPASS

AOC Personnel

AC: TENNESEN, D ✓	Sys Eng: DELGADO, J ✓
CP: TAGGART, B	Data Sys: M ^S MILLAN, S ✓
Nav: NEWMAN, C ✓	Radar: CARPENTER, D ✓
FE: BAST, G ✓	GPS/BT:
FD: SHEPHERD, T ✓	Cld Phys:
Avionics: ROGERS, M ✓	

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
BIGGERSTAFF, M ✓	PI	TEXAS A&M
BLACK, B ✓	Cld. MP	HRD
Dodge, P ✓	RADAR	HRD
ZHANG, A ✓	SFMR	UMASS
Hudson, J ✓	CCN	DRI
PHILIPPS	IMAGER / IMUSION	AOC
M ^S FADDEN, J ✓	OBS	AOC
TOPEY, B ✓	OBS	AOC

Proposed/Actual Mission Remarks (Recco, Fixes, Storm, PENET, NHOP #)

Spiral 400 fpm
BLX 12-20

IP-2633 8258

301.5

123.175

NASA DELAYED T.O.

2656 8304

2620 8330

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

AGCW-2

Fit ID: 010907H Time Off: 1617Z Time On: 1939Z

	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	1015.6	30.00	1013.0	29.96

	Number	Data Disposition / Date / Quality
Fit LVI Tapes	2	
Radar Tapes	1	
Cloud Physics Tapes	12	
Video Tapes	4	
AXBT	0	
AXCP	1	
AXCTD		
Dropsondes		OK - merged with N42

Video

	Forward	Left Side	Right Side	Down	Remarks
Time On					
Time Off					
Rate					

Remarks

KAMP 2001

Flight #1 010907H

<u>Sensor or system</u>	<u>Number or Name</u>
INE	2
Accelerometer	2
Temperature Probe	1
Dew Point Probe	1
Altitude (for vertical wind)	RA-159
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO2012.CON

Notes:

Takeoff: 1617Z

Land: 1939Z

There was a time gap from 163850-163901.

The radar altimeter (APN-159) was replaced by the APN-232 due to spiking during take off and landing (161401-162300 take off; 193130-194200 landing). A -1.0 meter offset was applied to both the takeoff and landing.

Total temperature #2 was slow responding and generally 0.5-7.5 degrees cooler than total temperature #1 during the time periods 164940-165130; 171300-171840; 173100-173330; 174000-174500. From 174500-175100, total temperature #2 over responded and became 0-4 degrees warmer. Total temperature #2 was generally 0-2 degrees cooler during the time periods 175940-180315; 180430-180900; 184720-184830; 185915-190245.

During times when aircraft was flying through heavy precipitation, the dew point temperature exceeded the ambient temperature resulting in relative humidities greater than 100%. Generally, there were 5 periods when the J-W liquid water sensor recorded high amounts of liquid water that exceeded 0.5 g/m**3. No adjustments were made.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	1015.6 mb	1013.5 mb
Corrected tower pressure	1015.9 mb	1014.6 mb

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 Director: Tom Shepherd, (813) 828-3310 ext. 3053

010907H

DW#1

- DATA GAPS 163850-163901

TT#1

- DW1 163850-163900

INE#2

- DW2 slower response

AZI#2

TT1

TT2 164940-165130 overshooting 0-1.5° cooler

171300-171840 " 0-1° "

173100-173330 " ~7.5° "

174000-174500 " 0-5.5° "

174500-175100 overresponse 0-4° warmer

175940-180315 " 0-20 cooler

180930-180900 "

184720-184830 "

185915-190245 "

~~RTN1~~

~~X spike 194545-194555~~

roll 1+2 OK

HDB OK

RA159 OK (EXCEPT FOR T.O. + land)

X Take off 161401-162300 -1.0 offset

Land 193130-194200 -1.0 offset

PDAF

X PDA2 frozen ~180520-182200

PQF1 }
PQF2 } OK

PSF OK

RENAV (OVER)

RENAV

1)	163000	0.2	-0.1	27 23.0	-82 30.0	✓
	170000	0.3	-0.1	26 59.9	83 30.5	✓
	173000	0.6	-0.2	25 58.0	83 35.1	✓
	180000	0.1	-0.3	26 18.5	83 25.1	✓
5)	183000	0.4	-0.4	25 44.1	84 17.4	✓
	190000	0.6	-0.7	26 48.8	83 8.9	✓
	193000	0.0	-0.9	27 32.9	82 47.6	✓
8)	194200	0.0	-0.9	27 51.5	82 30.5	✓

MISSION DATA									
N° NUMBER		MISSION:							
N42RF		KAMP							
TASK NO.	78P3A42 TM	HOURS	3.7	TASK NO.		HOURS			
TASK NO.		HOURS		TASK NO.		HOURS			
DATE	FLIGHT NUMBER	FROM	TO	OUT	OFF	ON	IN	FLIGHT	BLOCK
917101	01 - 36	KMCF	KMCF	1646	1618	1939	1648	3.3	3.7
ADDITIONAL CREW CODES									
PI - PRINCIPLE INVESTIGATOR									
SC - SCIENTIST									
NM - NEWS MEDIA									
VP - VIP									
AA - ADDITIONAL AIRCREW									
CARRY FORWARD FLIGHT TIME TOTAL TO BLOCK 8 OF FLIGHT STATUS DOCUMENT								TOTAL	3.3 3.7

FLIGHT CREW DATA												
CREW POS.	FLIGHT CREW LAST NAME, INT.	FLIGHT HOURS				LANDINGS		INST. HOURS			APPROACHES	
		PI	SIC	IP	NIGHT	DAY	NT	ACT	HOOD	SIM	PREC	NP
AC	TENNESEN, D	3.7				1		1.3			1	
P	TAGGART, B	1.3	1.4					1.3				
P												
FE	BAST, G		3.7									
FE												
NAV	NEWMAN, C		3.7									
NAV												
RO/PH	ROGERS, M		3.7									
MECH												
FD	SHEPHERD, T											
FD												
IFT	McMillan, S											
IFT	DEGIADO, J											
IFT	CARPENTER, D											
IFT												

REMARKS:		Weather Briefing		Location	Date	Time
SEVERE WX PENETRATIONS KAMP MISSION				KMCF	7SEP01	1100L
In Close proximity or through cumulonimbus or the debris		16.8 HOURS left on TM				
TASK CODE -3.7						
(16)SOB		13.1 Reman				
WEIGHT & BALANCE		ON FILE	XX			
		ATTACHED				
		AC SIGNATURE: <i>D. Tennesen</i>				
		All listed crew members have been briefed and manifest is correct.				
		AC SIGNATURE: <i>D. Tennesen</i>				
		HAZARDOUS DUTY	YES	X	NO	
		AC SIGNATURE: <i>D. Tennesen</i>				
		HAZARDOUS DUTY	APPROVED	X	DISAPPROVED	
		CHIEF FLIGHT OPS SIGNATURE: <i>[Signature]</i>				

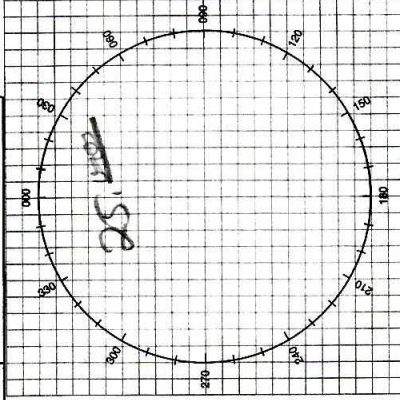
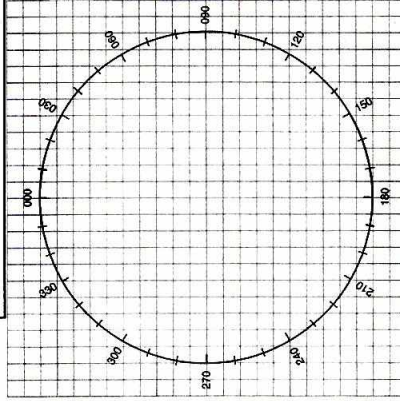
MAR 97

MISSION DATA AND FLIGHT CREW MANIFEST DOCUMENT

CLEARANCES

FREQ	ALT	HDG	OTHER
			C AC 1200
			160 x 120
			1
			040
			280
			key west

MISSION LOG



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

- POSITION _____ N/S _____
E/W AT _____

- HEADING _____ TRUE/MAG _____
- AT _____ KTS TRUE/INDICATED _____

- AT _____ KTS TRUE/INDICATED
- FLIGHT LEVEL OR ALTITUDE _____

- FLIGHT LEVEL OR ALTITUDE _____
- WE ARE A P-3 AIRCRAFT WITH _____ SOULS ON BOARD
- NATURE OF EMERGENCY _____

- NATURE OF EMERGENCY
- ASSISTANCE DESIRED

- ASSISTANCE DESIRED
- PILOT INTENTIONS

[illegible]