



NOAA P-3 N43RF
CBLAST- HURRICANE FABIAN
FERRY FLIGHT TISX-KMCF



Flight ID: 030905I

Sensor or system

Number or Name

INE

2

Accelerometer

2

Temperature Probe

1

Dew Point Probe

2 (EdgeTech)

Altitude (for vertical wind)

Radar Altimeter 159

Static Pressure

Rosemount Fuselage

Dynamic Pressure

Rosemount Fuselage 1281

Time Source

Micro 99

Constants File

CO3033.CON

Notes:

Due to complications while trying to land at Macdill Air force Base, the aircraft was diverted to Lakeland, Florida. All data recording stopped at Lakeland, Florida. No data was recorded en route from Lakeland to Macdill.

There was one time/data gap during this flight which occurred from 194651Z-194710Z..

From 161401Z-161830Z and from 204500Z-204900Z Radar Altimeter 232 was used in place of Radar Altimeter 159.

Spikes in radar altimeter, vertical wind, D-value, and surface pressure data between 163500Z and 164500Z are the result of flying over the island of Puerto Rico. No corrections were made to the data during this time.

All instruments worked optimally during the flight. However, there were a couple of times numerous times during the flight where the dewpoint temperature exceeded ambient temperature resulting in an RH>100%. This was likely due to heavy rain (as noted by the Johnson-Williams Liquid Water Sensor), a wet-bulb effect on the total temperature sensor, and/or an artificial warming of the dewpoint sensor as it tried to remove excess moisture. A correction was made to decrease this excessive effect during the times from 200001-201300Z

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.


	Takeoff	Landing
Aircraft Static Pressure	1015.4 mb	1005.3 mb
Corrected Tower Pressure	1015.5 mb	1009.4 mb
Flight Director:	Martin Mayeaux (813) 828-3310 ext. 3086	

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AOCWF1

Fit ID: 030905I	From: TISX	To: KMEF
Fit No: 02-074	Blk In: 2050Z/2220Z	ATA: 2046Z/2210Z
ETD: 1600Z	Blk Out: 1610Z/2138Z	ATD: 1617Z/2155Z
ETE: 4:00	Blk Time: 4:40(4.7)/0:42(0.8)	Fit Time: 4:29 (4.5)/0:15(0.25)
Sponsor Org: HRO	Program: CBlast	Purpose: ferry

AOC Personnel

AC: Tennesen	Sys Eng: 
CP: Tebeest/Strong	Data Sys: Lynch
Nav: Adler	Radar: San Souci
FE: Bast/Floyd	GPS/BT: Tong
FD: Mayeaux/Damiano	Cld Phys:
Avionics:	mechanic Mitchell

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
Black, m	Sci	HRO
Black, P	Sci	HRO
Rogers, R	Sci	HRO
Ullhorn, E	Sci	HRO
Abelson, B	Sci	HRO
Dodge, P	Sci	HRO

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

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AOCWF2

Flt ID: 030905# Time Off: 1617Z Time On: ~~2046~~ 2046Z

A/C (Take Off)

Wx Station (Take Off)

A/C (Land)

Wx Station (Land)

Pressure

104.2/1013

30.06/29.83

1017.1

29.81

Number

Data Disposition / Date / Quality

Flt Lvl Tapes

2

Radar Tapes

Cloud Physics Tapes

Video Tapes

AXBT

AXCP

AXCTD

Dropsondes

Video

Forward

Left Side

Right Side

Down

Remarks

Time On

Time Off

Rate

Remarks

2026- Holding ground MacDill. Plane on ground hit bird. Indefinite delay
2050Z- Diverted to Lakeland

1252

Flight ID: 030905I

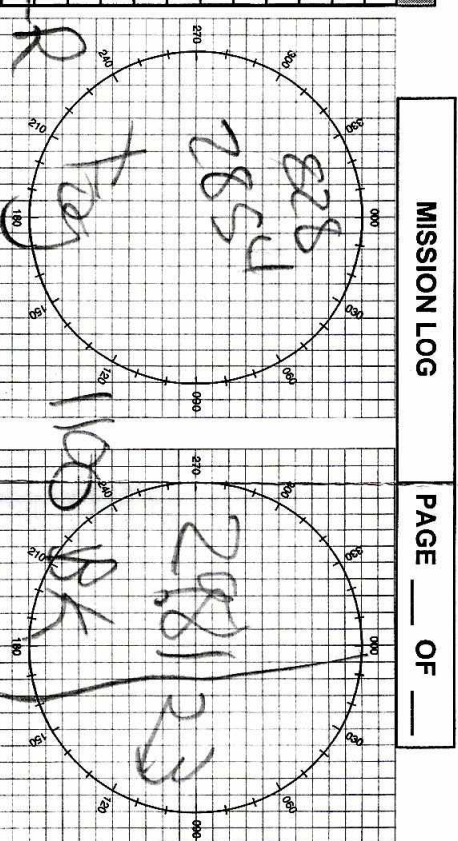
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Form 413-50

Time	Lat	Long	Trk	Hdg	Wind Dir	Wind Spd	T _a	T _d	Press. Alt	Geo. Alt	Sfc Press.	Press. Sfc	Dyn. Press	Remarks
163232	1802	6534	303	302	97	9.3	-2.7	-28.9	5213	5557	1013.4	522.7	65.6	Sct Cu
164752	1841	6637	303	304	159	7	-13.7	-39.6	6746	7168	1013.5	425.5	71.5	Sct Cu
171354	1946	6835	311	311	208	7	-12.6	-29.3	6742	7164	1010.0	427.5	71.2	Sct Cu
174449	2116	7050	304	304	234	8	-12.8	-41.1	6739	7142	1007.4	425.9	74.3	Sct Cu
181438	2230	7308	300	300	251	8	-11.7	-21.8	6739	7138	1002.9	425.9	77.2	
191050	2454	7728	302	304	338	7	-12.3	-15.8	6736	7127	1005.0	426.1	75.8	
194504	2627	8013	301	298	236	22.5	-5.5	-7.7	5842	6139	999.8	482.6	98.6	
215625	2801	8159	8	15	124	21.0	20.9	20.8	500	431	1002.1	944.9	73.5	-RW

CLEARANCES			
FREQ	ALT	HDG	OTHER
			510K
			LAND
			120 9K
			2nd L



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 M/F/CW H/F/CW M/F/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	POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	MH	VAR	TH	DR	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
1602	ENCLIN																				
1611	ENCLIN																				
1617	ENCLIN																				
1621	X	1736.8 06450.1	1736.9 06450.2	-1.1	1736.8 06450.1	+0				2L	297	238	060	10	20K	229					
1743	D	2108.9 07038.5	2108.4 07038.5	+1.5	2108.4 07038.4	+1.7				3L	304	302	260	20	23K	300					
1843	A	2335.3 07519.7	2336.4 07519.0	-1.1	2336.4 07519.1	-1.1				3L	303	295	010	20	22K	300					
1959	A	2657.4 08113.9	2657.6 08113.2		2657.9 08113.3					2L	300	252	275	20	24K	262					
2046	A	ENCLIN	LAND																		2nd 2000'
2134	ENCLIN																				KHD
2138	ENCLIN																				4646g
2155	ENCLIN																				1240°
2210	A	ENCLIN	LAND																		1300°