

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

AOCWF1

Flt ID: G30911H	From: Kmcf	To: TISX
Flt No: 03-043	Blk In: 2126Z	ATA: 2124Z
ETD: 1700Z	Blk Out: 1655Z	ATD: 1706Z
ETE:	Blk Time: 4.31 (4.5)	Flt Time: 4:18 (4.3)
Sponsor Org: NOAA/HRD	Program: CBlast/Ocean Winds	Purpose: Ferry to St. Croix-Isabel

AOC Personnel

AC: Kennedy*	Sys Eng:
CP: Halverson*, Silah*	Data Sys: Mcmillan, S
Nav: Brakob, D*	Radar: Rogers, M
FE: Torrey, R/Wade, S.	GPS/BT: Delgado, J/Peck, B
FD: Mayeaux, m/Shepherd, T	Cld Phys:
Avionics:	

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
McFadden, J	Project Manager	AOC
Jelenak, Z	Sci	Nesdis
Chang, P	Sci	Nesdis
Esteban, D	Sci	Nesdis
Kerr, B	Sci	Nesdis
Curry, J	Crew Chief	AOC

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

3 Attempts to land due to a shower on the Approach

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AOCWF2

Flt ID: 030911H

Time Off: 1706 Z

Time On: 2124

A/C (Take Off)

Wx Station (Take Off)

A/C (Land)

Wx Station (Land)

Pressure

1009.8

3002

1009.7

2991

Number

Data Disposition / Date / Quality

Flt Lvl Tapes

2

Radar Tapes

1

Cloud Physics Tapes

Video Tapes

AXBT

AXCP

AXCTD

Dropsondes

Video

Forward

Left Side

Right Side

Down

Remarks

Time On

Time Off

Rate

Remarks



NOAA P-3 N42RF CBLAST- HURRICANE ISABEL FERRY FLIGHT TISX-KMCF



Flight ID: 030911H

Sensor or system

INE
Accelerometer
Temperature Probe
Dew Point Probe
Altitude (for vertical wind)
Static Pressure
Dynamic Pressure
Time Source
Constants File

Number or Name

1
1
1
1 (General Eastern)
Radar Altimeter 159
Rosemount Fuselage
Rosemount Fuselage 1281
Micro 99
CO2032.CON

Notes:

There were no time/data gaps during this flight.

From 210313Z-212700Z, Radar Altimeter 232 was used in place of Radar Altimeter 159.

Spikes in radar altimeter, vertical wind, D-value, and surface pressure data around 205600Z are the result of flying over mountainous terrain of Puerto Rico. No corrections were made to the data during this time.

Removed a spike in dewpoint one between 173042Z and 173412Z. This spike occurred when dewpoint one was being balanced.

The aircraft INE positions were renavigated with respect to GPS.

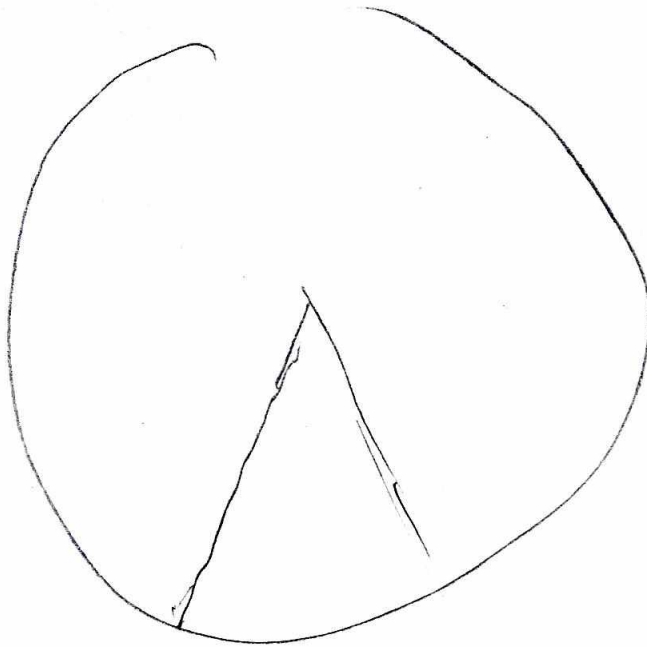
SPECIAL NOTE!!! Locations 80, 81 and 82 of record five on the standard tape contain vertical ground, vertical air and vertical speeds, respectively, computed using Dave Jorgensen's vertical wind algorithm.
It is recommended that these values be used for vertical wind analysis.

	Takeoff	Landing
Aircraft Static Pressure	1017.6 mb	1012.9 mb
Corrected Tower Pressure	1016.6 mb	1010.5 mb

Flight Director: Martin Mayeaux (813) 828-3310 ext. 3086

Time	Lat	Long	Trk	Hdg	Wind Dir	Wind Spd	T _a	T _d	Press. Alt	Geo. Alt	Sfc Press.	Press. Sfc	Dyn. Press	Remarks
184209	2349	7540	129	132	-	True	Air speed = 294 KT		Pitch = 1.3°			487	77.5	Whistler (Light)
185309	2320	7549				True Air speed - 295	Pitch 1.5°		Pressurization up			486		moderate (whistle)
185609	2312	7535				TAS - 297	Pitch 1.3		Pressurization up					Low (whistle)
185900						TAS 299	Pitch 1.3		-					Low (whistle)
							not a pressurization problem = vibration problem w/ instrument							
190137						TAS 292	Pitch 1.5					487	75.4	Whistler (light)
191128	2230	7236				TAS 286	Pitch 1.6					487	73.1	No Whistle

Sec CATE = ~~114~~
Sec Width ~~300~~
Mode = sector



Isabel Ferry

1030911A ~~10302~~

Ine 1

TD 2 Balanced ~~173012~~ 173012-173412

~~TT1~~ TT1

RA 159 - Replace 232-210323-End

Static Pressure PSE

Dynamic Press Paf1

Start Time 170301 - 212700Z

Depart 170600

Renavigation

212700 - 3.4, -0.6

202700 - 2.8, 0.1

192700 - 1.9, 0

182700 - 1.0, 0.2

172700 - 0.1, -0.1

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TITLE (MAX 21 CHARACTERS) -- EX HURRICANE PAINE
HURRICANE ISABEL
YYMMDDL FLT I.D.
030911H
HHMMSS START TIME -99999 DEFAULT TO START OF DATA FOR PRINTOUT ONLY
170301
HHMMSS END TIME 999999 DEFAULT TO END OF DATA FOR PRINTOUT ONLY
212700
HHMMSS TAKE OFF TIME
170600
* NUMBER OF TAPES (I2) ...FOR STANDARD TAPE OUTPUT ONLY
01
* -----LOGICAL UNIT OF INPUT DATA (I1) 5, 8 OR 9 FOR TAPE DRIVE
9
* -----LOGICAL UNIT OF OUTPUT TAPE DRIVE (I1) [FOR STANDARD TAPE ONLY]
9
* -----LOGICAL UNIT OF PRINTER (I1)
6
* -----DATE OF PROGRAM (MMDDY)
06094
* -----STATIC PRESSURE PROBE (I1)
* 1 = PSW (WINGTIP)
* 2 = PSF (CO-PILOT/FUSELAGE)
* 3 = FUTURE USE
2
* -----DYNAMIC PRESSURE PROBE (I1)
* 0 = PQW(WINGTIP)
* 1 = PQF1 (FUSELAGE 1281)
* 2 = PQF2 (FUSELAGE 1221)
* 3 =FUTURE US
1
* -----INE SELECTION (I1)
* 1 = INE 1
* 2 = INE 2
1
* -----ACCELEROMETER (I1) - USUALLY THE SAME AS YOUR INE SELECTION
1
* ----- TOTAL TEMPERATURE PROBE (I1) [1 OR 2]
1
* ----- DEWPOINT TEMPERATURE PROBE (I1) [1 OR 2]
1
* -----ALTIMETER OPTION (I1) - FOR VERTICAL WIND COMPUTATION
* 0 = PRESSURE ALTITUDE (OVER LAND)
* 1 = RADAR ALTITUDE APN-159 (OVER WATER)
* 2 = RADAR ALTITUDE APN-232 (OVER WATER)
1
* -----PRINTOUT RATE SECONDS (I2)
30
* -----WINDSPEED/DIRECTION RUNNING AVERAGE TIME, SECONDS (I2)
10 ! FOR STANDARD TAPE OUTPUT ONLY
* -----TIME OPTION (I1)
* 1 = MICRO 29
* 2 = TIME BASED GENERATOR #1
* 3 = TIME BASED GENERATOR #2
1
* -----NAME OF CONSTANTS FILE EX CO3863.CON
CO2032.CON
*****

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"H": 15592 26551: "H"
K34 LN 9/20 07/26 V7 F3K
ILS RWY 4 3002

"H": 1592 26551 : "H"
KF LN 9/020 0706 V7 Fzk

ILS Rev 4

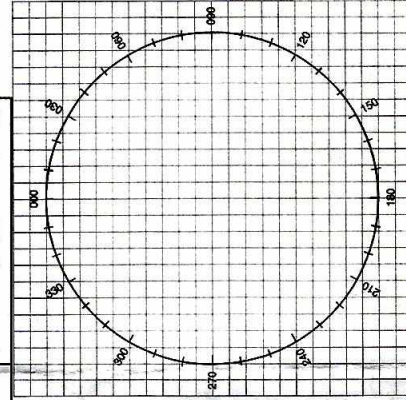
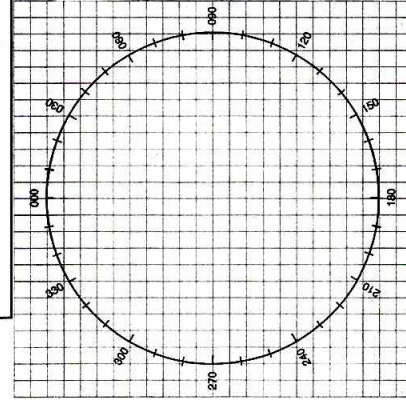
2008

CLEARANCES

[illegible]

MISSION LOG

PAGE 1 OF 2



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 42 NOAA
THIS IS NOAA NOAA 42 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

- ASSISTANCE DESIGN
- PILOT INTENTIONS

- WE HAVE

[illegible]