

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

AOCWF1

Flt ID: 030924 H	From: KMCF	To: KMCF
Flt No: 03-	Blk In: 1906 z	ATA: 1859 z
ETD: 15 z	Blk Out: 1443 z	ATD: 1455 z
ETE: 4+30	Blk Time: 4.4 ¹² / ₂₃	Flt Time: 4.1
Sponsor Org: NESDIS	Program: OCEAN WINDS	Purpose: CAL FLIGHT

AOC Personnel

AC: HALVERSON, H	Sys Eng: McMIKEN, S
CP: SILAH, M	Data Sys: PEEK, B
Nav: BRAKOB, D	Radar:
FE: CURRY, J	GPS/BT:
FD: FLAHERTY, P / SHEPHERD, T	Cld Phys:
Avionics: DELGADO, J	

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
ESTEBAN, D	PI	UMASS
KERR, B	SCI	UMASS

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

NO LF or TAIL RADAR (NOT NESDIS)

NO KING LW

BALANCE DUPT 1 154240-154500

BALANCE DUPT 2 154600-15500

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AOCWF2

Flt ID: 030924 H Time Off: 1455z Time On: 1859

	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	1016.2	29.98	1014.0	29.95

	Number	Data Disposition / Date / Quality
Flt Lvl Tapes	2	
Radar Tapes	—	
Cloud Physics Tapes	—	
Video Tapes	—	
AXBT	—	
AXCP	—	
AXCTD	—	
Dropsondes	6	

Video

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

Remarks 2 SONDES HAD NO WINDS



NOAA P-3 N42RF

Ocean Winds Calibration Flight



Flight ID: 030924H

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

2

2

1

1 (General Eastern)

Radar Altimeter 159

Rosemount Fuselage

Rosemount Fuselage 1281

Micro 99

CO2032.CON

Notes:

There were no time/data gaps.

RA-232 was substituted for RA-159 from 184114-190200 (landing) due to spiking.

TDM2 data was substituted for TDM1 from 153504-154437 due to balancing of the General Eastern dewpoint sensor.

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	1016.2 mb	1014.0 mb
Corrected Tower Pressure	1014.8 mb	1013.7 mb

Flight Director:

Paul Flaherty (813) 828-3310 ext. 3094

030924 H (1452-1902)

TT 1
TDM 1
IN
AZ
RA

SUB TDM2 $\rightarrow$ TDM1
153504 - 154437

18414 - 190200
RA 232 $\rightarrow$ 159

1	1518	.1	0
2	1550	0	-.2
3	1620	.1	-.1
4	1700	-.2	.4
5	1745	.1	.1
6	1830	-.5	-.1
7	1902	-.6	.1

N42RF AVAPS DropSonde Log

N42RF Project: Cal Flight UMass Flight ID: 030924H

Mission: Hurricane 03 Flight #: 030924 System Status: UP

Drop #	Sonde Serial Number	Time (Z)	Chn #	Press. offset	Winds time	Operator Init.	Comments Drop Status	BAD ☒	GOOD ☒
1	024125211	162035	1	—		STM	Only a few Winds ^{Late}		✓
2	024125285	163750	1	.4		STM	No Winds / Late Satellite	✓	
3	024125210	165503	1	—		STM	No Winds / Late Satellite	✓	
4	024125184	171244	1/2	—		STM	Late Winds		✓
5	024125286	172530	1	—		STM	Winds 130 sec		✓
6	024125290	172745	2	—		STM	Winds in 75 sec		✓
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11th Nov 13577

PAGE 7 OF 7

The figure consists of two circular diagrams, each divided into 12 equal sectors. The sectors are labeled with category numbers 000 through 011. The left diagram represents a uniform distribution where each sector contains 83.3 observations. The right diagram represents a non-uniform distribution where the number of observations per sector varies, with some sectors having more than 83.3 observations and others having fewer.

6. NEXT POSITION

ENDURANCE REMAINING

[illegible]

