

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

AOCWF1

Flt ID: 2031205	From: KMCF	To: KMCF
Flt No: 04-07	Blk In: 0015	ATA: 0006Z
ETD: 1500Z	Blk Out: 1500Z	ATD: 1513Z
ETE:	Blk Time: 9:15 (9.3)	Flt Time: 8:53 (8.9)
Sponsor Org: HRD	Program: EXTROPICAL	Purpose: TS ODETTE

AOC Personnel

AC: KENNEDY	Sys Eng: SMITH
CP: SILAH	Data Sys: LYNCH
Nav: BRAKOB	Radar:
FE: WADE	GPS/BT: TONG
FD: DAMIANO	Cld Phys:
Avionics: SANS SDCI	

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
DODGE	PI	HRD
DORST	HAPS	
CIONE	ASST. PI	
EASTIN	RADAR	
KOFRON	OBS	
MAJUMDAR	OBS	

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

1618Z
 Bal DWI

 NEW DWZ Time ~~1600Z~~ went to 1602Z
 cooler at high alt + dry
 than DWI conditions
 for 2 minutes after t/o
 AF 1240Z 1404' 993mb
 AF 1445Z 1406' 997mb
 AF 1713Z 1412' 995mb
 2202Z HAV ATC asks for hold at MANZANILLO
 18Z Forecast 15N 74.8W
 18Z Forecast 14.1N 74.0W from 1600Z

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AOCWF2

Flt ID: I0301205 Time Off: 1513Z Time On: 0006Z

	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	<u>1017.1</u>	<u>30.04</u>	<u>1015.0</u>	<u>29.98</u>

	Number	Data Disposition / Date / Quality
Flt Lvl Tapes	<u>2</u>	
Radar Tapes	<u>1</u>	
Cloud Physics Tapes		
Video Tapes	<u>3</u>	
AXBT	<u>10</u>	<u>All worked</u>
AXCP		
AXCTD		
Dropsondes	<u>22</u>	<u>2 had one no winds, had to reboot AVAPS</u> <u>20 messages sent out</u>

Video

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

Remarks
201451Z
18DW2 not warning
on descent & into KMC463mb -12.7 2340Z
137.9



NOAA P-3 N43RF EXTRATROPICAL - T.S. ODETTE MISSION 1



Flight ID: 031205I

Sensor or system

Number or Name

INE

1

Accelerometer

1

Temperature Probe

1

Dew Point Probe

2 (Edge Tech)

Altitude (for vertical wind)

Radar Altimeter 159

Static Pressure

Rosemount Fuselage

Dynamic Pressure

Rosemount Fuselage 1281

Time Source

Micro 99

Constants File

CO3034.CON

Notes:

There were many time/data gaps during this flight. The following is a list of these gaps: 151317Z-151610Z, 165342Z-165350Z, 165412Z-165420Z, 165432Z-165440Z, 210102Z-210110Z, 210202Z-210210Z, 222121Z-222130Z, 223151Z-223200Z, 223211Z-223220Z, 223321Z-223330Z, 223641Z-223650Z, 223721Z-223730Z, 234041Z-224050Z, 224131Z-224200Z, 224221Z-224300Z, 224331Z-224410Z, 224411Z-224420Z, 224501Z-224510Z, 235852Z-235900Z.

From 151001Z-151630Z and from 000500Z-000900Z, Radar Altimeter 232 was used in place of Radar Altimeter 159. Otherwise, significant downward spikes in Radar Altimeter are the result of flying over mountainous terrain in the Carribean.

Between 000151Z and 000900Z two significant data spikes in the dewpoint sensor caused relative humidity values to jump to erroneous values. These two spikes were removed allowing for more representative relative humidity values.

There were several times during the flight where the dewpoint temperature exceeded ambient temperature resulting in an RH>100%. This was likely due to heavy rain, a wet-bulb effect on the total temperature sensor, and/or an artificial warming of the dewpoint sensor as it tried to burn off excess moisture. Since the relative humidity values during these times never exceed 110%, no corrections were made to the data.

Otherwise, all instruments performed optimally during the flight.

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	1017.1 mb	1015.0 mb
Corrected Tower Pressure	1017.3 mb	1015.2 mb

Flight Director:

Martin Mayeaux (813) 828-3310 ext. 3086

5 min

Flight ID: I031205

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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
161600	2501	7825	133	137	262	16	-9.6	-39.6	5829	6108	—	482.9	71.8	ABV CBS (CLR)
163500	2359	7709	131	134	254	10	-8.5	-46.7	5828	6118	—	483.0	69.9	ABV CBS (CLR)
164600	2323	7626	132	135	269	15	-8.1	-35.7	5828	6118	—	483.2	69.1	CLR
165248	2301	7600	133	136	230	9	-8.6	-20.4	5829	6124	—	483.0	74.5	DROP (38)
170700	2215	7507	133	135	266	6	-9.2	-15.9	5827	6124	—	483.0	70.3	NR CBS at 14.00
173300	2047	7328	132	134	290	10	-8.4	-13.5	5828	6123	—	483.0	76.2	OVRCAST CIR
173800	2030	7308	136	138	253	6	-7.8	-15.6	5827	6122	—	483.0	75.6	DROP (30)
175600	1919	7343	215	217	293	3	-7.3	-16.8	5830	6115	—	483.0	73.1	OVRCAST/UNDCST
180151	1856	7400	210	212	318	7	-7.1	-20.9	5829	6119	—	483.0	74.8	DROP (20)
181300	1818	7339	127	128	306	6	-6.7	-18.1	5827	6070	—	483.1	73.3	OVRCAST/OVR LND
181915	1800	7313	127	127	4	9	-6.1	-18.1	5827	6124	—	483.1	74.6	BT 16 Good
182435	1745	7251	127	128	282	3	-5.0	-12.3	5827	6121	—	483.1	69.1	BT 12 CLD
182957	1729	7232												BT 16 Good
183009	1728	7232	263	202	85	12	-6.4	-9.2	5827	6117	—	483.2	67.0	DROP (BAD)
183137	1721	7235	204	203	104	12	-6.2	-8.8	5826	6116	—	483.2	68.4	DROP (reluctant AVAPS)
183641	1700	7245	202	200	92	13	-6.2	-8.6	5845	6114	—	483.1	69.2	BT 12 Good
184345	1630	7258	204	203	96	8	-6.0	-7.4	5827	6110	—	483.0	71.2	BT 16 Good
185336	1547	7319	203	202	170	19	-5.3	-6.1	5826	6100	—	483.2	77.7	BT 12
185458	1540	7321	201	202	185	16	-5.4	-5.3	5826	6098	—	483.2	74.0	DROP (22)
190124	1513	7333	203	202	82	15	-5.3	-6.1	5825	6095	—	483.0	68.8	DROP 1204 miles
190726	1445	7345	206	212	300	29	-4.5	-8.5	5828	6093	—	483.1	69.1	DROP (32)
191044	1430	7352	204	211	307	27	-3.4	-10.0	5825	6096	—	483.2	71.4	BT 12 DROP (30)
191451	1410	7355	180	186	308	27	-3.3	-15.7	5828	6103	—	483.2	71.0	DROP (37)
191732	1356	7355	180	184	316	29	-2.4	-28.4	5825	6102	—	483.2	76.0	DROP BT 12
192028	1341	7356	178	185	287	25	-4.8	-17.4	5828	6112	—	483.1	79.6	DROP (31)
192613	1311	7356	179	186	292	27	-6.0	-22.2	5826	6119	—	483.2	74.8	DROP (22)
193339	1240	7349	46	42	300	28	-6.6	-13.0	5825	6120	—	483.3	72.4	DROP (24)
194639	1328	7304	44	39	285	33	-4.4	-10.1	5841	5945	—	493.5	68.5	DROP (23)
195440	1355	7237	45	44	249	37	-4.8	-4.8	5836	5940	—	493.8	79.6	RW (ICE)
195947	1414	7226	273	271	228	33	-4.6	-8.5	5662	5927	—	493.5	88.5	DROP (36)
200446	1415	7248	270	270	257	42	-5.9	-5.7	5671	5929	—	493.8	74.3	DROP (35)
201224	1415	7320	269	271	288	33	-4.5	-8.9	5666	5925	—	493.7	72.2	DROP (32)
203940	1431	7454	269	274	316	28	-4.6	-24.6	5670	5944	—	493.6	80.3	PROP BT 16
205015	1438	7544	336	335	313	24	-5.6	-22.3	5671	5953	—	493.6	81.4	BT 12 DROP (37)
211000	1601	7615	345	345	320	14	-8.6	-21.9	6135	6443	—	463.1	76.9	OVRCAST/UNDCST

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Form 413-50

[illegible]

Mission : A. S. ODETT

Flight ID : 0312056

Landing : _____

[illegible]

ALTITUDE OF ABOUT 20K W 390 TAS

N43RF AXBT DROP LOG

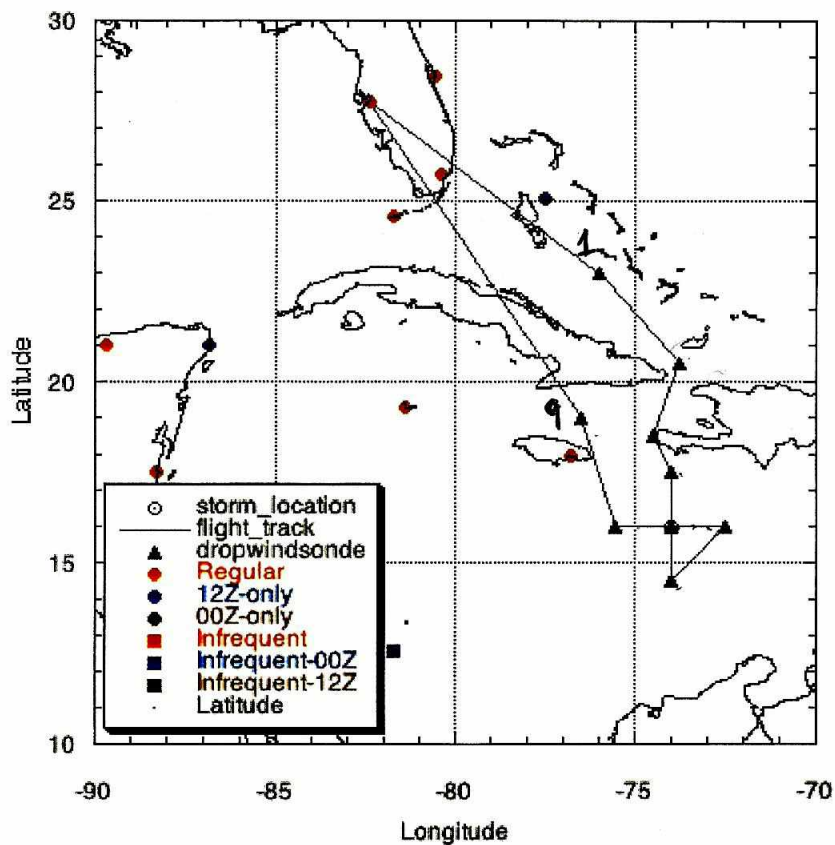
Flight ID : 031205i

Operators : R. T.

Landing : _____

[illegible]

031205I1 ODETTE



PT 4

15Z 14.2 74.2

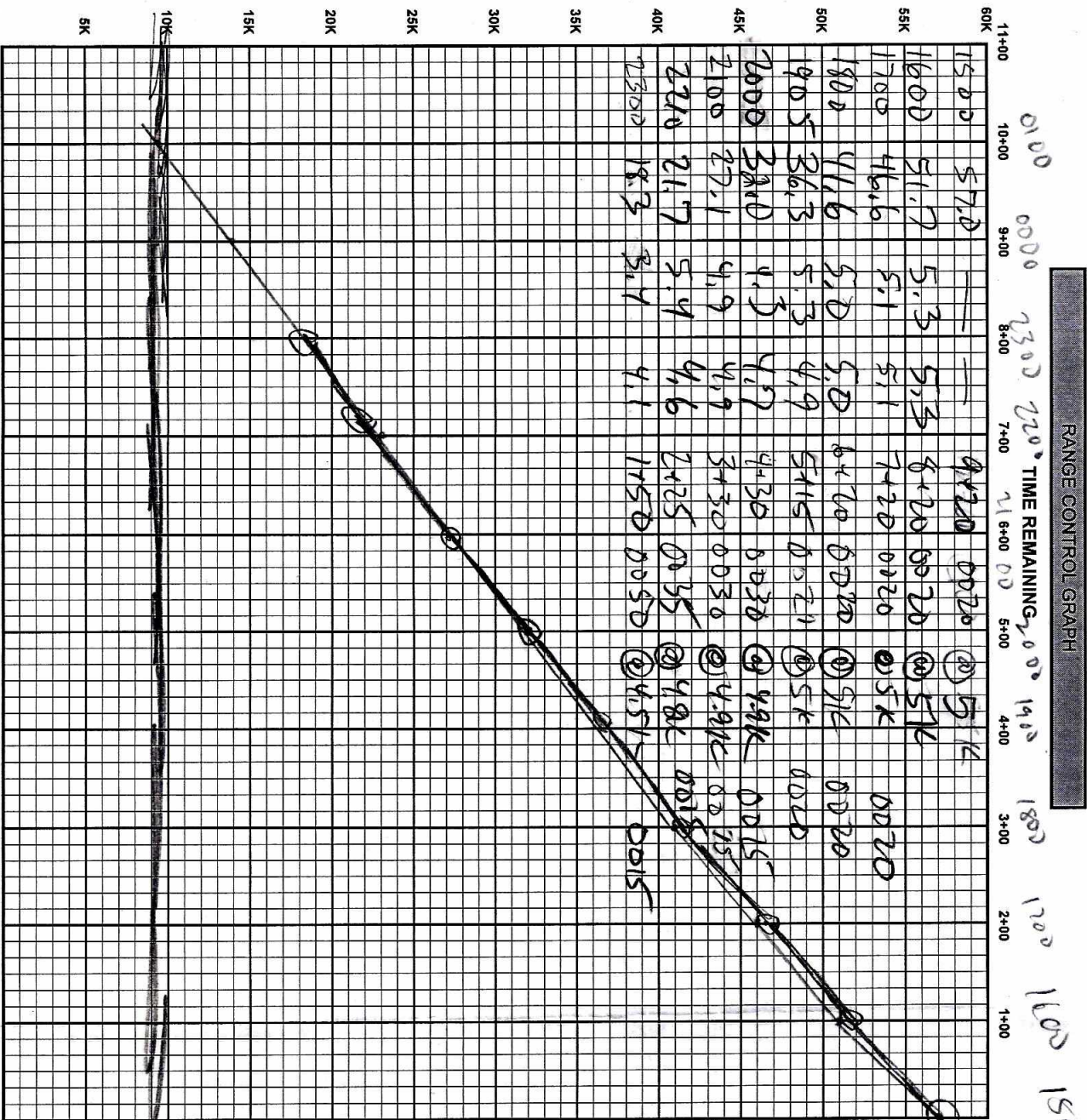
06/00Z 14.5 73.7

06/12Z 17.0 72.5

07/00Z 20.0 71.0

07/12Z 23.5 67.0

RANGE CONTROL GRAPH



DISTANCE REMAINING

WINDSPEED	HEADWIND	TAILWIND
10	1.03	.97
20	1.06	.94
30	1.10	.92
40	1.14	.89
50	1.18	.87
60	1.22	.85

ENROUTE FUEL	
ENROUTE TIME	9+00
ENROUTE FUEL (6K 5K 4.5K RULE)	43K
RESERVE AT DESTINATION	10K
REQUIRED RAMP	53K
ACTUAL RAMP FUEL	57K

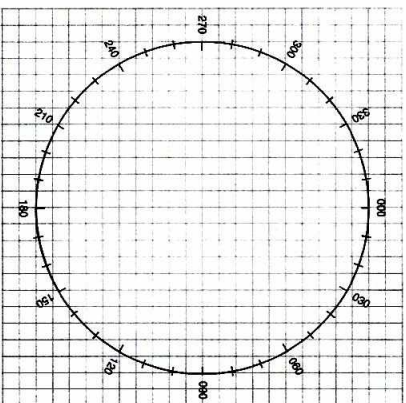
TACTICAL (OFFSTA TO DESTINATION)	
DISTANCE (OFFSTA TO DEST)	4 ENG 3 ENG
ENROUTE TIME (OFFSTA TO DEST)	
BURN RATE (LBS/HR)	4500 5500
ENROUTE FUEL REQUIRED	
RESERVE AT DESTINATION	
FUEL AT OFFSTA	

POINT OF SAFE RETURN	
ETP DISTANCE (TO DEPARTURE)	4 ENG 3 ENG
ENROUTE TIME (TO DEPARTURE)	
BURN RATE (LBS/HR)	4500 5500
FUEL REQUIRED	
RESERVE AT DEPARTURE	
PSR FUEL	

CEX - TRUE BEARING METHOD			
COMPASS TYPE	INS1	INS2	WET
MCH (READING)			
- MTH (SEXTANT)			
CE			
- VAR			
DEV			

CEX SIGHT	
GMT	
GHA	
CORR	
GHA	
LONG +W -E	
EXACT LHA	
LAT	
BODY	
DEC	
HG / D	
CORR	
HC	
Z	
ZN	

CEX - ERB METHOD			
COMPASS TYPE	INS1	INS2	WET
MERB (DAL 000)			
+ ZN			
= MTH			
MCH (READING)			
CE			
- VAR			
= DEV			



PRESS	
ALT	200 250 300 350
10,000	1.0 1.0 .99 .99
20,000	.99 .98 .97 .97
30,000	.97 .96 .95 .94
40,000	.96 .94 .92 .90

TRUE AIRSPEED CROSS-CHECK					
TIME	IAS	PRESS	"F" FACTOR	EAS	OAT
1549	213	171K	X	X	+5
					278 275

MISSION PREFLIGHT LOG

NAVIGATOR

AIRCRAFT COMMANDER

FLIGHT DIRECTOR

SCHEDULED / ACTUAL TAKEOFF Z DATE OF TAKEOFF

DESTINATION
KCMCF

MISSION
020706

#1

LT BRACKOS

CR

KENNEDY

DAMIANO

1500Z 15/12

05 DEC 03

WP	LAT/LON	RTE	MH	VAR +E=>	TH	DR +R=>	TRK	GS	WD	WS	ALT	TAS	LEG/TOT DIST	LEG/TOT TIME	PROP ETA	ETA	ATA	REMARKS
KMCF 1	N 27-51 W 82-31						130	270			1800	270	165 +35	165 +35				-> FLC
FLC 2	26-04 80-09						115				1800		215 +45	215 +45				-> 28V
28V 3	25-42 79-18						132				1900 355		190 +35	190 +35				-> H026Y
H026Y 8	24-10 77-24						133				2800 635		280 +40	280 +40				-> 21N
21N 3	20-58 73-41						136				50 685		50 +10	50 +10				-> CAP 345/15
CAP 345 4	20-21 73-04						211				180 405		180 +25	180 +25				-> TRM
TRM 5	19-40 74-09						173				70 875		70 +15	70 +15				-> 4
4	17-30 74-00						180				90 965		90 +30	90 +30				-> 5
5	16-00 74-00						180				90 1055		90 +20	90 +20				-> 6
6	14-30 74-00						015				125 180		125 +30	125 +30				-> 7
7	16-00 72-28						270				180 1360		180 +40	180 +40				-> 8
8	16-00 75-32						336				220 1560		220 +50	220 +50				-> KCMCF
1	19-20 71-06						340				300 1480		300 +105	300 +105				-> URSUS
2	24-00 79-04						327				130 2010		130 +30	130 +30				-> DHP
URSUS 3	25-48 80-21						318				85 1095		85 +20	85 +20				-> 28V
DHP 6	26-50 81-23						316				85 1180		85 +25	85 +25				-> KCMCF
28V 7	27-51 82-51																	
KMCF 8																		

INS PERFORMANCE		
INS 1 INS 2		
BEGIN/ALIGN TIME	1310	1310
ALIGN STATUS (0-5)	0	0
END NAV TIME	0006	0006
START NAV TIME	1445	1445
DELTA T	9+21	9+21

TERMINAL ERRORS		
INS 1 INS 2		
DELTA LAT	+12.5	+2.8
DELTA LON	-2.0	-2.8
RGS	5	4
RADIAL ERROR	13	3

REMARKS

