



NOAA P-3 N42RF
Ocean Winds 2004 Hurricane Jeanne #2
KMCF - KMCF



Flight ID: H040924

<u><i>Sensor or system</i></u>	<u><i>Number or Name</i></u>
<i>Inertial + Accelerometer Data</i>	<i>1</i>
<i>Temperature Probe</i>	<i>1</i>
<i>Dew Point Probe</i>	<i>1</i>
<i>Altitude (for vertical wind)</i>	<i>Radar Altitude</i>
<i>Radar Altitude</i>	<i>RA-159</i>
<i>Static and Dynamic Pressure</i>	<i>Rosemount Fuselage</i>
<i>Time Source</i>	<i>Micro 99</i>
<i>Constants File</i>	<i>CO2042.CON</i>

Notes:

There were TEN Hurricane penetrations on this flight.

RA-232 was substituted for RA-159 during the following times: 152101-152629Z (take off) and 004818-005900 (landing) due to spiking in RA-159.

TDM2 was substituted for TDM1 from 200638-204235Z, and TDM3 was substituted for TDM1 (with a -2.5 offset) from 202945-203157Z due to spiking in TDM1.

There were numerous instances when the dew point temperature exceeded the ambient temperature resulting in a RH% above 100%. These times were during heavy precipitation events and were likely due to a wet-bulb effect on the total temperature sensor, and/or an artificial warming of the dew point sensor as it tried to burn off excess moisture. These periods are typically reflected in the J/W liquid water data. No corrections were made during these events unless noted above.

All other instruments worked optimally during the flight.

The aircraft INE positions were renavigated with respect to GPS.

Due to AOC equipment/printer failure, the last step of our Quality Control process (visual QC) was not able to be performed. While other measures were taken to ensure there were no problems with the data, questions concerning questionable data should be brought to the attention of the Flight Director ASAP.

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:
Phone #:

Contact Paul Flaherty
(813) 828-3310 ext. 3094

Flt ID: 040924 H	From: KMCF	To: KMCF
Flt No: 04-048	Blk In: 0105z	ATA: 0057z
ETD: 15z	Blk Out: 1508z	ATD: 1523z
ETE: 9+00	Blk Time: 9+57 (10.0)	Flt Time: 9+34 (9.6)
Sponsor Org: NESDS / HRD	Program: OCEAN WINDS	Purpose: HUCK JENNE

AOC Personnel

AC: KENNEDY P	Sys Eng:
CP: NELSON, M	Data Sys: McMICHAEL, S
Nav: SIGAL, P / BRAKOB, J	Radar:
FE: WADE, S	GPS/BT: PEEK, B
FD: FLAHERTY, P / PARRISH, J	Cld Phys:
Avionics: ROGERS, M	

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
CHANG, P	PI	NESDS
Kear, B	IWRAPS	UMASS
BLACK, M	HRD	HRD
Zimmerman, S	OBS	NRL

10 PENETRATIONS

NOTES	FIXES	PENETS
Proposed/Actual Mission Remarks (Recco, Fixes, Storm, PENET, NHOP #) NOAA 2 WX11A JENNE DWPT 2 OUT EARLY (ASCENT) 2323 BRANCE DWPT 2 DWPT 2 OUT AT DESCENT (FINAL)	T44 1015 5AM 26.1 / 71.6 11AM 26.2 / 72.4 17Z E 26.11 / 72.42 1740z 26.23 / 73.00 967 1752 26.28 / 73.05 968 1846 26.24 / 73.14 966mb 1933 26.25 / 73.21 1954 26.24 / 73.25	1738z 967mb 2227 965 1846z 968mb 2149 963 1931z 965mb 2242 - 1954z 965mb 2307 964 2035 963mb 2107 964mb

2035			
2107	2628	7345	(?)
2148	2622	7350	963
2217	2623	7353	964

Flt ID: **040924 H** Time Off: **1523z** Time On:

A/C (Take Off) Wx Station (Take Off) A/C (Land) Wx Station (Land)

Pressure **1015.2** **1015.3** **1012.4**

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

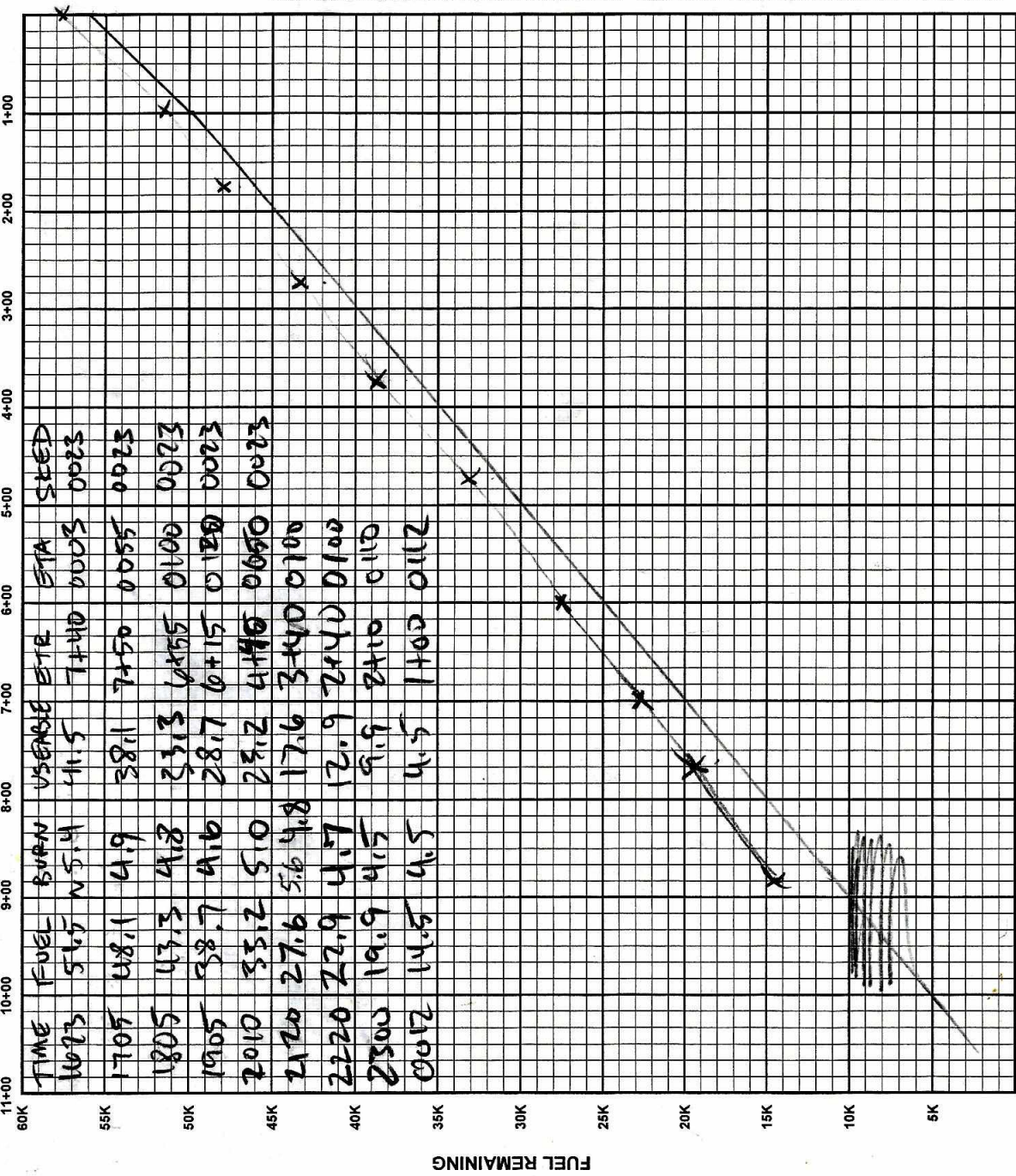
Video

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

Remarks **1355z 01009KT 7sm 25/20 2999**
235J 01008KT 10sm 26/21 2990

RANGE CONTROL GRAPH

030 0200 TIME REMAINING 200 1920 1820 1720 1620 1520



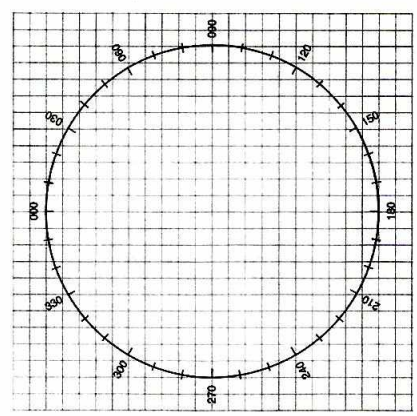
ENROUTE FUEL	
ENROUTE TIME	9:00
ENROUTE FUEL (6K 5K 4.5K RULES)	46.0
RESERVE AT DESTINATION	10.0
REQUIRED RAMP FUEL	56.0
ACTUAL RAMP FUEL	57.9

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

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

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

CEX - ERB METHOD	
COMPASS TYPE	INS1 INS2 WET
MERB (DIAL-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

WIND FACTOR		
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

DISTANCE REMAINING

ETP = .5(TOTAL DISTANCE x OUTBOUND WIND FACTOR)

TRUE AIRSPEED CROSS-CHECK							
TIME	IAS	PRESS ALT	"F" FACTOR	EAS	OAT	TAS	ITAS
1623	215	150		X	11	277	213
0025	218	200		X	5	302	205

MISSION PREFLIGHT LOG

DESTINATION
KLMF

MISSION
JEANNE #3

NAVIGATOR

BRADY/SIEGEL

AIRCRAFT COMMANDER

KENNEDY

FLIGHT DIRECTOR

PARRISH/FLAHERTY

SCHEDULED / ACTUAL TAKEOFF Z DATE

1500 / 1523

OF TAKEOFF

24SEP04

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
KLMF	W 27 51.7 W 82 30.8	1	099	4W	095	0	095		L	V								
VRS	27 40.7 80 29.4	2	102	6W	096	0	096											
GPATX	26 54.7 74 17.5	3	102	10W	092	0	092											
IPI	26 54.0 74 00.0	4	105	10W	135	0	135											
EYE	26 06.0 73 06.0	8																
ERI	25 08 71 46	5																
IRZ	27 31 72 22	6																
EPZ	25 17 73 57	7																
IP3	25 10 73 25	7																
EP3	26 08 73 06	2																
ELBOW	26 22.6 76 43.6	1	11															
PHE	26 47.0 80 41.5	2	12															
BRDKE	27 01.2 82 08.1	3	13															
JSTRM	27 41.5 82 25.4	4	14															
KLMF	27 51.7 82 30.8	5	14															

INS PERFORMANCE	
INS 1	INS 2
BEGIN ALIGN TIME	1310 1310
ALIGN STATUS (0-5)	0 0
END NAV TIME	0057 0057
START NAV TIME	1432 1432
DELTA T	10+25 10+25

TERMINAL ERRORS	
INS 1	INS 2
DELTA LAT	+4.5 +7.0
DELTA LON	+5.5 -7.0
RGS	1 2
RADIAL ERROR	7 10

REMARKS

