

15 SOB

U.S. Dep't. of Commerce / NMAO / NOAA / Aircraft Operations Center

FLT ID: 080720I	From: KMCF	To: KMCF
Flt No: —	In: 0514 Z	On: 0504 Z
ETD: 20Z Z	Out: 1850	Off: 2000
ETE: 9 + 30	Blk Time: 9:24 (9.4) Hrs	Flt Time: 9+04 (9.1) Hrs
Sponsoring Org: ONC	Program: YDA	Purpose: TS Dolly 002-Fix

AOC Flight Crew

Aircraft Commander: Nelson	Data System: Lynch
Co-Pilot: Newman / Elhardt	AVAPS: Smith
Navigator: Bishop	System Engineer: Racher
Flight Eng: Klippel / Floyd	AA:
Flight Director: Parrish	AA:
Avionics: Sans Souci	Avionics Chief: Rosen, Kyle (Mishipimn)

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation
Rogers, Bob	P.I.	HAD
Paul Leighton	Editsonde	↓
Catharine Sellwood		

Remarks (Storm Name, Mission ID, Recco Times, Fix Times)

Storm Name: Dolly

Mission ID: 0904A

Recco Times: 1840M, 1921Z, Fix 18038'N 84044'W, Ego Finder 1925N 8539W 2215Z

Fix 2354Z 19020'N, 85015'W 1007mb (Dropsonde)



0355
320/3
28/24
30.06

(See reverse for additional remarks)

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
1	N 27-50 W 82-31		045	4W	041	Ø	041	250	1	✓	12.0	250						
2	27-02 86-09		003	1W	222	Ø	222	250	1	✓	12.0	250						
3	21-49 85-54		175	1W	174	Ø	174	250	1	✓	12.0	250						
4	20-13 86-30		000	1W	199	Ø	199	250	1	✓	12.0	250						
5	19-03 85-16		136	1W	135	Ø	135	250	1	✓	12.0	250						
6	17-52 84-02		137	2W	135	Ø	135	250	1	✓	12.0	250						
7	20-34 84-25		354	2W	352	Ø	352	250	1	✓	12.0	250						
8	17-04 83-38		026	1W	225	Ø	225	250	1	✓	12.0	250						
9	18-14 86-52		022	Ø	222	Ø	222	250	1	✓	12.0	250						
10	18-51 82-30		✓	4W	✓	Ø	✓	250	1	✓	12.0	250						

RANGE CONTROL GRAPH
 TIME REMAINING

ENROUTE FUEL	
ENROUTE TIME	107.00
ENROUTE FUEL (6K-9K 415K RULE)	47.0
RESERVE AT DESTINATION	10.0
REQUIRED RAMP	57.0
ACTUAL RAMP FUEL	56.8

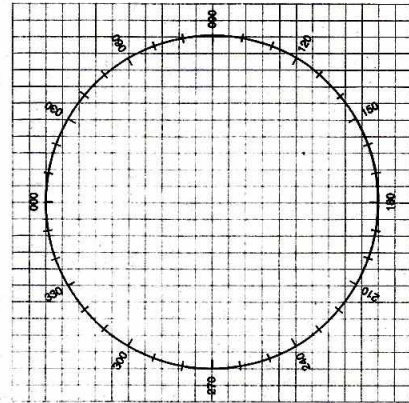
CEX SIGHT	
GHT	
GHA	
CORR	
GHA	
LONG W -E	
EXACT LHA	
LAT	
BODY	
DEC	
HC/D	
CORR	
HC	
Z	
ZN	

CEX - TRUE BEARING METHOD			
COMPASS TYPE	INS1	INS2	WET
MCH (READING)			
- WITH (EXTANT)			
GE			
- VAR			
DEV			

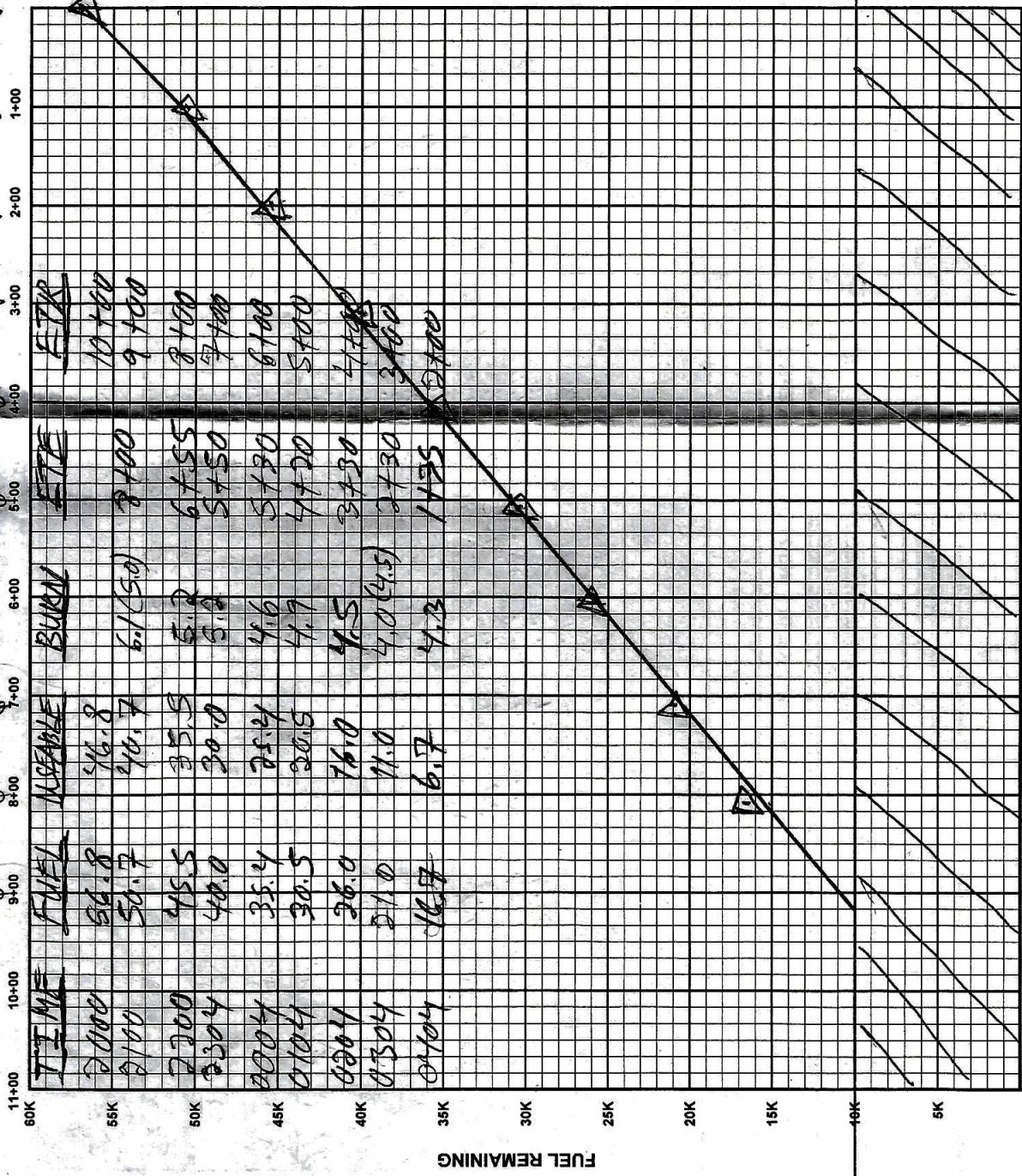
CEX-ERB METHOD				
COMPASS TYPE	INS1	INS2	WET	
MERB (DIAL 000)				
+ ZN				
= MTH				
MCH (READING)				
GE				
-VAR				
= DEV				

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

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



PRESS ALT	T-FACTOR			
	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

[illegible]

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

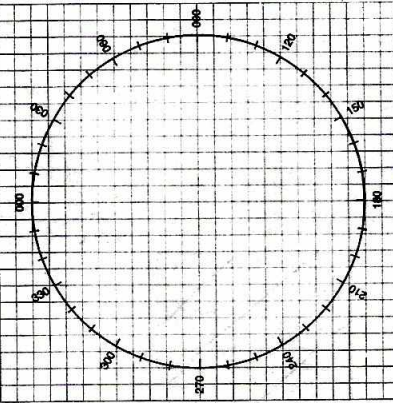
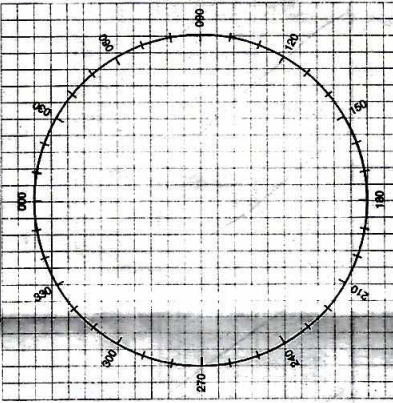
DISTANCE REMAINING

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

CLEARANCES

[illegible]

OF



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.

THIS IS NOAA _____, NOAA _____, NOAA _____.

- POSITION _____ **N / S**

- HEADING **TRUE/MAG**

-AT _____ KTS TRUE/INDICATED

- FLIGHT LEVEL OR ALTITUDE _____

- WE ARE A P-3 AIRCRAFT WITH

-NATURE OF EMERGENCY

- ASSISTANCE DESIRED
BILL OF INTENTIONS

- PILOT INTENTIONS
- WE HAVE
- ENDURANCE REMAINING

[illegible]

NOAA WP-3D N43RF

TS Dolly TDR

Flight ID: 080720I

Sensor or System	Number or Name
INE	1
Accelerometer	1
Temperature Probe	1
Dew Point Probe	1 (General Eastern)
Altitude (for Vertical Wind)	APN-159
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage 1281
Time Source	Micro 99
Constants File	N43_hur08.adc

Notes:

Data Start Time: 195701Z. End Time: 050701Z.

There were several time/data gaps during the flight generated by the aircraft data system:

024141-4150Z, 020034-0038Z, 023757-3800Z.

These data/time gaps could lead to erroneous vertical wind derivations.

Processed data file: 080720I_RXC.nc

During the mission there were instances where the dewpoint temperature exceeded the derived ambient temperature. This occurred primarily during heavy precipitation.

Flight Director: Jack Parrish. (813) 828-3310, ex 3077

GOES-FLOATER AVNCOLOR IR CH. 4 - JUL 20 08 16:45 UTC

