



N42RF ERROR SUMMARY H. IKE OVER WESTERN CUBA



Flight ID: 080909H

<u>Sensor or system</u>	<u>Number or Name</u>
Inertial	INE1
Accelerometer	ACC1
Temperature Probe	TT1
Dew Point Probe	TDM2X (EdgeTech)
Static Pressure	PSFX
Dynamic Pressure	PQF1
Vert. Wind	GPS(Blended)
Constants File	n42_hur08v3.adc
Project Directory	/acdata/2008/hur08

Notes:

There were no data gaps. Beginning with the H080829 H. Gustav flight and continuing through the H080912 H. Ike flight, there was observed a 3 to 4 second lag between all INE1 and INE2 outputs. INE1 was selected since it best corresponded with the analog output.

There were no liquid water sensors available for the flight.

The APN-159 (RA159X) was inop for the entire flight. The blended GPS altitude from INE1 (ALTI1) was used.

Measured dewpoint temperature #2 (EdgeTech)...TDM2...exhibited a couple of time periods of erroneous data during the flight. For 014446Z – 014522Z the erroneous data was removed by substituting TDM3(Maycomm/TDL) output,

$$\text{TDM2} = \text{TDM3}$$

For 203914Z – 203926Z the erroneous TDM2 data was removed and replaced using statistical techniques.

For 000472Z – 000536Z the erroneous TDM2 data was removed by substituting

TDM1(Buck) output,

$$\text{TDM2} = \text{TDM1}$$

All other instruments worked optimally during the flight.

Twenty (20) GPS dropsondes were deployed with all being good. Twenty (20) tempdrop messages were sent to NHC. Also three (3) prototype dropsondes were deployed. Seven (7) AXBTs were deployed with six (6) being good.

	Takeoff 2010Z	Landing 0428Z
Aircraft Static Pressure	1009.9mb	1012.0mb
Corrected Tower Pressure	1010.2mb	1012.5mb

Flight Director: A. Barry Damiano (813) 828-3310 ext. 3073

8511
230
3/10

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AOCWFI

Flt ID: 080909H	From: KMLF	To: KMLF
Flt No: 08-61	Blk In: 0435Z	ATA: 0428Z
ETD: 2000Z	Blk Out: 1957Z	ATD: 2010Z
ETE:	Blk Time: 8:38 (8.6)	Flt Time: 8:18 (8.3)
Sponsor Org: NESDIS	Program: OCEAN WINDS HURRICANE	Purpose: H. IKE OVER W. CUBA

AOC Personnel

AC: NELSON	Sys Eng:
CP: GIRIMONTE / NEWMAN	Data Sys: ROLES
Nav: GALLAGHER	Radar:
FE: BAST / W	GPS/BT: BOSKO / GREENE
FD: DAMIANO	Cld Phys:
Avionics: OLNEY	

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
CHANG, P	PI	NESDIS
JELENAK, Z	ASST PI	NESDIS
CHU, T	C-SEAT	UMASS
STOFFELEN, A	OBS	
MARKS, F	RADAR	HRD
BLACK, B	RADAR	↓
GOPALAKRISHNAN, S	OBS	
JEPOS, J	MEDIA	CBS RADIO

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

0239Z SAT OVERPASS

22°57' 2158Z
83°45' 968EXT

23°03' 21Z 1930Z
83°55' 00Z

2326Z 968EXT

23°05' 84°03' 0021Z 967mb extp

2304 968 8406 EXT 0049Z

00Z 23.2N 84.2W 15Z
NOAA2 1609H IKE 22.6N 83.0W

23°06' 84°08' 0115Z 967EXT

2306 84°11' 0144Z

2245' 8320'

OVER →

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AOCWE2

 Flt ID: **080909H** Time Off: **2000Z** Time On: **0428Z**

	A/C (Take-Off)	Wx Station (Take-Off)	A/C (Land)	Wx Station (Land)
Pressure	1009.9	29.84 ^{1010.2}	1012.0	29.92 ^{1013.0} 1012.5

	Number	Data Disposition / Date / Quality
Flt Lvl Tapes	2	
Radar Tapes		
Cloud Physics Tapes		
Video Tapes		
AXBT	All Chs 12	7 6 good; 1 bad
AXCP		
AXCTD		
Dropsondes	20 PROT 3	12 NESDIS; 4 HRD; 1 NHC; 3 AOC

Video

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

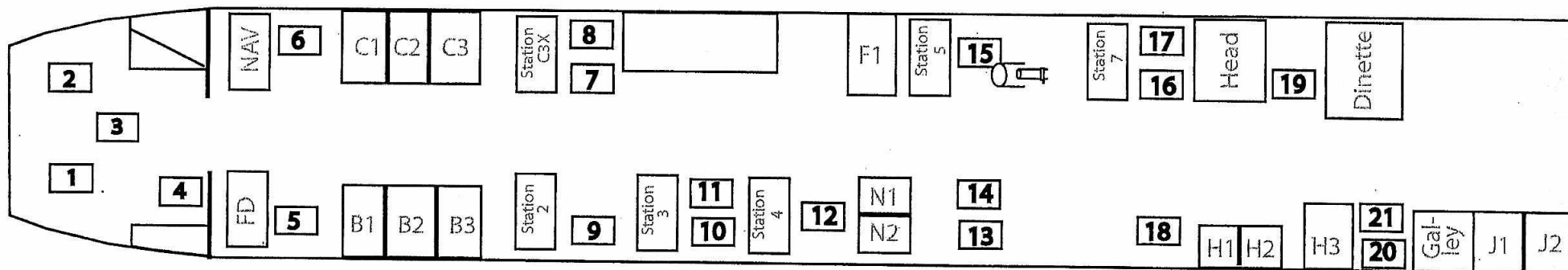
Remarks

~~1878~~
~~33~~
~~24~~
~~29.86~~
 1955Z
 33
 24
 29.84

67 EXT 2310
 67 EXT 2417
 2505Z 23011
 968 SMC 84019
 967 EXT 2310

NOAA AIRCRAFT OPERATIONS CENTER

Flight ID 080907H



1. NEWMAN
PILOT

2. NELSON
COPILOT

3. ~~NEWMAN~~ BAST
FLIGHT ENGINEER

4. CHANG
STATION 1

5. DAMIANO
FLIGHT DIRECTOR

6. GALLAGHER
NAVIGATOR

7. KLIPEL
STATION C3X

8. GIRIMONTE
STATION C3X

9. STOFFELN
STATION 2

10. GREENE
STATION 3

11. GREENE
STATION 3

12. ROLES
STATION 4

13. BOSKO
PROJECT SEAT

14. BOSKO
PROJECT SEAT

15. OLNEY
STATION 5

16. JELENAK
STATION 7

17. CHU
STATION 7

18. DARBY
STATION 8

19. DINETTE

20. GALLEY

21. GALLEY

Mission: Hurricane Ike Flight ID: 080909

Launcher S/N:

[illegible]

DATE		SCHEDULED RX TIME		AIRCRAFT NUMBER		FLIGHT DIRECTOR	
WX MISSION IDENTIFIER						OB NUMBER 22	
VORTEX DATA MESSAGE							
A	10 / 0305 Z		DATE and TIME of FIX				
B	23 DEG 11 MIN N S		LATITUDE of FIX				
	84 DEG 19 MIN W E		LONGITUDE of FIX				
C	700 MB 2824 M		MINIMUM HEIGHT of STANDARD LEVEL				
D	70 KT		ESTIMATE of MAXIMUM SURFACE WIND OBSERVED				
E	293 DEG 07 NM		BEARING and RANGE FROM CENTER of MAXIMUM SURFACE WIND				
F	022 DEG 67 KT		MAXIMUM FLIGHT LEVEL WIND NEAR CENTER				
G	295 DEG 09 NM		BEARING and RANGE FROM CENTER OF MAXIMUM FLIGHT LEVEL WIND				
H	968 MB		MINIMUM SEA LEVEL PRESSURE COMPUTED FROM DROPSONDE OR EXTRAPOLATED FROM FLIGHT LEVEL. IF EXTRAPOLATED, CLARIFY IN REMARKS.				
I	16 C / 2512 M		MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE OUTSIDE EYE				
J	17 C / 2630 M		MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE INSIDE EYE				
K	17 C / NA C		DEWPOINT TEMP / SEA SURFACE TEMP INSIDE EYE				
L	CLOSED WALL		EYE CHARACTER: Closed wall, poorly defined, open SW, etc.				
M	C10		EYE SHAPE/ORIENTATION/DIAMETER: Code eye shape as: C - Circular; CO - Concentric; E - Elliptical. Transmit orientation of the major axis in tens of degrees, i.e., 01-010 to 190; 17-170 to 350. Transmit diameter in nautical miles. Examples: C8= Circular eye 8 miles in diameter. E09/15/5=Elliptical eye, major axis 090-270, length of major axis 15 NM, length of minor axis 5 NM. CO8-14=Concentric eye, diameter inner eye 8 NM, outer eye 14 NM.				
N	12345/NA		FIX DETERMINED BY / FIX LEVEL. FIX DETERMINED BY: 1-Penetration; 2-Radar; 3-Wind; 4-Pressure; 5-Temperature. FIX LEVEL (Indicate surface center if visible; indicate both surface and flight level centers ONLY when same): 0-Surface; 1-1500 ft; 9-925mb; 8-850mb; 7-700mb; 5-500mb; 4-400mb; 3-300mb; 2-200mb; NA-Other				
O	1 / 1 NM		NAVIGATION FIX ACCURACY / METEOROLOGICAL ACCURACY				
P	REMARKS MAX FL WIND 67 KT NW QUAD 0303 Z RADAR EYE APPEARS XAGGED MAX OUTBOUND FL WIND 66 KTS N QUAD 0308 Z						

INSTRUCTIONS: Items A thru G (and H when extrapolated) are transmitted from the aircraft immediately following the fix. The remainder of the message is transmitted as soon as available for scheduled fixes and at the Flight Director's discretion for unscheduled (intermediate) fixes.

132.2

23 14 8427