

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

AOCWFI

Flt ID: 080925H	From: KMCF	To: KMCF
Flt No: 08-71	Blk In: 0504	ATA: 0456Z
ETD: 2000Z	Blk Out: 1945Z	ATD: 1955Z
ETE:	Blk Time: 9:19 (9.3)	Flt Time: 9:01 (9.0)
Sponsor Org: EMC/NESDIS	Program: HURRICANE	Purpose: DIST North of PR and System near S. CAROLINA coast

AOC Personnel

AC: NELSON ✓	Sys Eng:
CP: GIREMONTE / SCOTT PRICE	Data Sys: POLES ✓
Nav: BISHOP ✓	Radar:
FE: WADE / BAST ✓	GPS/BT: BOSKO / MILLER
FD: DAMIANO ✓	Cld Phys:
Avionics: OLNEY	

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
CHANG, P ✓	PI	NESDIS
TELENIAK, Z	ASST. PI	NESDIS
MANUS, J ✓	C-SCAT	UMASS
ABERSON, S ✓	PI	NRD
MURILLO, S ✓	HAPS	↓
SELLWOOD, C ✓	HAPS	
		0911A KYLE

Proposed/Actual Mission Remarks (Recco, Fixes, Storm, PENET, NHOP #) NOAA2 ~~DATA LEAVE~~

2507
6928

TTI left in cal
until 200330

TEAL700Z
86Z

22.6 68.5 1003
TEAL70 1500 FT

2653
6731 NEMT

92406 2318Z
6802

2507 SEPT
6732

Dry SW, CNTR
NW

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AOCWF2

Flt ID: 080925H Time Off: 1955Z Time On: 0456Z

	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	1011.0	29.87 1011.2	1011.8	29.90 1012.8 1012.3

	Number	Data Disposition / Date / Quality
Flt Lvl Tapes	2	
Radar Tapes	1	
Cloud Physics Tapes		
Video Tapes		
AXBT		
AXCP		
AXCTD		
Dropsondes	9	8 good; 1 fast fall; 8 messages sent 6 EMC & 3 NESDIS

Video

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

Remarks



N42RF ERROR SUMMARY
TS KYLE AND DISTURBANCE NEAR SOUTH
CAROLINA COAST



Flight ID: 080925H

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

Notes:

There were two (2) data gaps: 234501Z – 234506Z and 030701Z - 030710Z.
No lag was observed between INE1 and INE2 outputs.

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 (ALT11) was used.

Measured dewpoint temperature #2 (EdgeTech)...TDM2...exhibited several time periods of erroneous data during the flight. For 211608Z – 211617Z, 215532Z – 215541Z, 215749Z – 215803Z, 021337Z – 021348Z, 021447Z - 021522Z and 025400Z - 025446Z the erroneous data was removed by substituting TDM3(Maycomm/TDL) output,

TDM2 = TDM3

For 011630Z – 011830Z erroneous TDM2 data was removed using statistical techniques.

For 235910Z – 000523Z the erroneous TDM2 data was removed by substituting TDM1(Buck) output,

TDM2 = TDM1

Total temperature #1 (TT1) failed prior to take-off but came back at eleven (11) minutes later...195201Z – 200331Z. During this time output from total temperature #2 (TT2) was used

TT1 = TT2

All other instruments worked optimally during the flight.

Nine (9) GPS dropsondes were deployed with 8 being good. Eight (8) tempdrop messages were sent to NHC.

	Takeoff 1955Z	Landing 0456Z
Aircraft Static Pressure	1011.0mb	1011.8mb
Corrected Tower Pressure	1011.2mb	1012.3mb

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

DATE		SCHEDULED RX TIME	AIRCRAFT NUMBER	FLIGHT DIRECTOR
WX MISSION IDENTIFIER				OB NUMBER 7
VORTEX DATA MESSAGE				
A	25 / 2318 Z	DATE and TIME of FIX		
B	24 DEG 06 MIN (N) S	LATITUDE of FIX		
	68 DEG 02 MIN (W) E	LONGITUDE of FIX		
C	700 MB 3062 M	MINIMUM HEIGHT of STANDARD LEVEL		
D	NA KT	ESTIMATE of MAXIMUM SURFACE WIND OBSERVED		
E	— DEG — NM	BEARING and RANGE FROM CENTER of MAXIMUM SURFACE WIND		
F	346 DEG 38 KT	MAXIMUM FLIGHT LEVEL WIND NEAR CENTER		
G	274 DEG 12 NM	BEARING and RANGE FROM CENTER OF MAXIMUM FLIGHT LEVEL WIND		
H	EXT 994 MB	MINIMUM SEA LEVEL PRESSURE COMPUTED FROM DROPSONDE OR EXTRAPOLATED FROM FLIGHT LEVEL. IF EXTRAPOLATED, CLARIFY IN REMARKS.		
I	17 C / 2387 M	MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE OUTSIDE EYE		
J	19 C / 2384 M	MAXIMUM FLIGHT LEVEL TEMP / PRESSURE ALTITUDE INSIDE EYE		
K	12 C — C	DEWPOINT TEMP / SEA SURFACE TEMP INSIDE EYE		
L	NA	EYE CHARACTER: Closed wall, poorly defined, open SW, etc.		
M	NA	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	1345 / 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 38 KT SW QUAD 2308 Z MAX OUTBOUND AND MAX FL WIND 35 KTS NE QUAD 2328Z			

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.

Project : Hurricane '08

Mission: 08092514

Flight ID: AL93/94

Take Off: 1555

Landing :

FILE DIR :

Launcher S/N:

$$Fmc = NWS$$

PEA = NESOLB

Washington 135.3

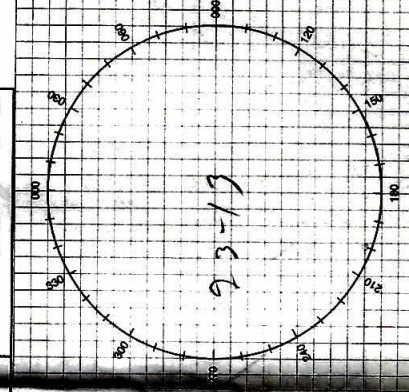
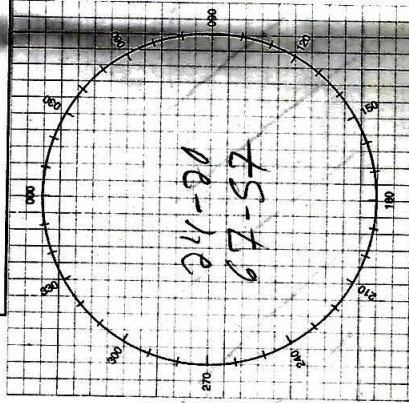
LBV A9 PBI

33-15 78-17 60NM N.E.

CLEARANCES			
FREQ	ALT	HDG	OTHER
			25N
			132.3 Miami
	4		
			25-22N
			67-12W
			PRI 11330
			ALT 8918
			6577
			(6586)

MISSION LOG

PAGE 1 OF 1



TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	MH	VAR +E=>	TH	DR +R=>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
1940	ENG																				
1946	✓	27-48.8 87-01.7	27-48.8 87-01.7																		
1955	T/O																				
2001	✓	26-27.8 77-50.8	26-27.8 77-50.8	-1.0 +1.2	26-27.5 77-51.2	+1.3 -1.4	113	7W	104	6L	098	274	227	27	13.0	261					
2059	△	26-27.8 77-50.8	26-27.8 77-50.8	-1.0 +1.2	26-27.5 77-51.2	+1.3 -1.4	113	7W	104	6L	098	274	227	27	13.0	261					
2159	△	26-27.8 77-50.8	26-27.8 77-50.8	-1.0 +1.2	26-27.5 77-51.2	+1.3 -1.4	113	7W	104	6L	098	274	227	27	13.0	261					
2301	△	24-00.0 68-44.3	24-00.0 68-44.3	-1.6 -1.6	23-59.1 68-44.0	+1.9 +1.3	075	12W	063	4R	067	250	357	22	7.6	257					
2318	△	24-00.0 68-44.3	24-00.0 68-44.3	-1.6 -1.6	23-59.1 68-44.0	+1.9 +1.3	075	12W	063	4R	067	250	357	22	7.6	257					
		017°/13.4 KTS			(1858 Z AND 2318 Z)																
0258	△	24-00.0 68-44.3	24-00.0 68-44.3	-1.6 -1.6	23-59.1 68-44.0	+1.9 +1.3	075	12W	063	4R	067	250	357	22	7.6	257					
0033	△	24-24 68-10	24-24 68-10				318	11W	307	3R	310	301	189	221	14.0	292					
0204	△	24-24 68-10	24-24 68-10				318	11W	307	3R	310	301	189	221	14.0	292					
0258	△	24-24 68-10	24-24 68-10				318	11W	307	3R	310	301	189	221	14.0	292					
0257	△	24-24 68-10	24-24 68-10				318	11W	307	3R	310	301	189	221	14.0	292					
0456																					

- 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 121.5 2182 KHZ HF/CW 8364 KHZ 500 KHZ

MAYDAY, MAYDAY, MAYDAY

THIS IS NOAA, NOAA, NOAA

POSITION N/S E/W AT Z

HEADING TRUE/MAG

AT KTS TRUE/INDICATED

FLIGHT LEVEL OR ALTITUDE

WE ARE A P-3 AIRCRAFT WITH SOULS ON BOARD

NATURE OF EMERGENCY

ASSISTANCE DESIRED

PILOT INTENTIONS

WE HAVE

ENDURANCE REMAINING