

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

FLT ID: 20120830H1	From: KMCF	To: KMCF
FLT #:	Blk In: 2113 z	Lnd Time: 2104 z
ETD: 1200 z	Blk Out: 1218 z	T/O Time: 1225 z
ETE: 9+30	Total Blk: 8.9	Total Flt: 8.7
Sponsoring Org: HRD	Program: PHX	Purpose: OHC Post IsmaC

AOC Flight Crew

Aircraft Commander: KIBBEY	Data System: NAEHER
Co-Pilot: MARTINI, KERNS	Avaps: RICHARDS
Navigator: SIEGEL, BRAKOB	System Engineer: LYNCH/PEEK/PAUL
Flight Eng: HEYSTEK DARBY	AA: Ryan SHUSTER
Flt Director: DAMIANO HENNING	AA: Ben JAMES
Avionics:	Crew Chief: Jod. BREWSTER

Participating Scientists, Visitors, & Add'l Aircrew on back. # of people listed on back:

	A/C - Takeoff	Wx Station - Takeoff	A/C - Land	Wx Station - Land
Pressure	1016.1	1016.6 SLP (1016.1)	1012.8	PSM 1
ATIS - Takeoff	(1255z) 30.02	(1155z) 30.00	1015.0	PSM 2
ATIS - Land	(2055z) 30.03	altim temp 3.1/26 ^{PP} Wind 280/15		

Data Source	Number	Data Disposition / Date / Quality
Flight Level Tapes		STA 1016.3 4/0 Data: PSM 1 1013.3 4/0 1012.8
Radar Tapes	1	STA 1016.8 land PSM 2 1061.1 4/0 1015.1
Dropsondes	20	Good: 18 Bad: 2 Sent: 18
AXBT	67	BT 20/23 CT 23/24 CP 17/20

Remarks (Storm Name, Mission ID, Recco Times, Fix Times)		Recco Times:	Fix #	Fix Time
Storm Name:		PCAB	1014.5	
Mission ID:	WA09A ISAAC		127	door opens

T/O delayed due to fueling + data systems
 delayed 15+ mins due to ^{inner} ~~at~~ carrying of external BT system
 major

22
 CARS
 used

BT

|||

CT

|||

CP

|||

**NOAA WP-3D N42RF ERROR SUMMARY
HURRICANE ISAAC 2012
30 Aug 2012 WA09A ISAAC
HRD POST ISAAC OHC (PHX) KMCF →KMCF**

Flight ID: 20120830H1

<u>Sensor or system</u>	<u>Number or Name</u>
Altitude	AltGPS.1 (RINU)
Accelerometer	AccZfilterI-GPS.1
Dew Point Probe	TDM.2X
Dynamic Pressure	PQM.2
Inertial Selected	INE1
Static Pressure	PSM.2
Temperature Probe	TTM.2
Constants File	AAMPSConfig/core/n43.xml
Flight Directory	acdata/2012/MET/20120830H1

Local Met Data	Takeoff (1225z)	Landing (2104z)
Aircraft Static Pressure	1016.1 mb	1015.1 mb
Tower Pressure (corrected)	1016.3 mb	1016.8 mb

Notes:

Most of mission was flown at 6,000 feet PA then 8,000 feet after approx 1930z. There were no data gaps during the flight.

The Edgetech (TDM.2) spiked from 14:06:10z to 14:08:50. The values for the Buck (TDM.1) were substituted for the reference TDM.2 during this interval.

Vertical Winds during the mission cruise portion of the flight from 13:20z to 20:25z showed a mean UWZ of -0.12 m/s on the D.nc file off the plane as well as the QC'd DXC.nc file.
SPECIAL NOTE: The variable names GSZ_DPJ, ASZ_DPJ and WSZ_DPJ in the netCDF file represent vertical ground speeds vertical air speeds and vertical wind speeds, respectively, computed using Dave Jorgensen's vertical wind algorithm. It is recommended that these values be used for vertical wind analysis.

All other flight level instruments worked optimally during the flight.

- 20 dropsondes deployed, 2 bad, 18 good and transmitted.
- 22 externally loaded AXBTs plus one internally launched BT were deployed (3 were bad)
- 24 CTs were deployed (1 was bad)
- 20 CPs were deployed (3 were bad)

Flight Directors: Richard Henning (813) 828-3310 ext. 3086 and A Barry Damiano

N49RF AOC GPS Dropwindsonde Log

Flight ID: _____

Flight Director: _____

Mission ID: 20120830N1

Storm/Track: _____

DAMIANO / HENNING
WAD9A / SAAC

Pg of

1st system 2492
16552

Drop #	Ob #	Sonde ID	Drop Time (UTC)	Lat (°N)	Lon (°E)	Wx Cond.	L5/R5?	SFC Pts (mb)	Last Wind Alt (m)	Comments	Ch #	SatComm failures	KWBC #
1		112115365	1405	AVAPS		DIED							
2		112115204	141700			CLR BLW		1011.2		175/23	1		
3		112065126	1431	27.9	88.7	CLR BLW		1012.2		180/20	1		
4		112115326	151814	27.79	87.88	CLR		1012.4					
5		112455127	153122	28.49	87.13	CLR		1014.2					
6		112115410	153752	28.81	86.76	CLR		1013.8					
7		112115275	155435	28.23	86.54	CLR		1014.7					
8		112115319	160626	27.72	87.12	CLR		1014.5					
9		112115312	161230	27.48	87.37	CLR		1013.3					
10		112115371	170351	26.81	87.17	CLR		1014.2					
11		112115272	171411	27.30	86.64	CLR		1014.3					
12		112455156	171920	27.55	86.38	CLR		1015.8		174.25	W5		
13		112115197	174347	27.90	85.04	CLR		1015.8					
14		1122455094	180011	27.19	85.83	CLR		1016.4					
15		1122455115	181633	26.49	86.37	CLR		1015.7					
16		1122455115	181633	26.49	86.37	CLR		1015.7					
17		112115367	190133	26.29	85.92	CLR		1015.4					
18		1122455182	191205	26.76	85.37	CLR		1016.6					
19		112065161	191723	27.07	85.10	CLR		1015.9					
20		112115314	162246	27.09	87.80	CLR		1013.5	99	1340 FT PRES		Did not send	
21													
22													
23													
24													
25													
26													
27													
28													
29													
30													

RT 1800 1st

Drop wind

15
16
17
18

Flight Number 2012083041

Takeoff Time

Permitted to BT = Hermes (Deep)

Landing Time WAD9A ISAAC

Storm

POST-ISAAC

BT returns team

Slow F15 for CP

Drop Number	AXCTD AXBT AXCP	Channel Number	Serial Number	Actual Drop Time	Actual Latitude	Actual Longitude	SST	H26	Marantz Track Number	File Name	Comments
1	BT	14	NO DRDP	134734	29.29	87.14	1				
2	BT	14	11073899	135826	28.83	87.65	2				
3	CT	12	10021055	140510	28.55	87.96	3				
4	(D) CP	14	10069033	141729	28.48	88.23	4				
5a	CT	12	10081009	141729	28.48	88.23	5				
5b	(D) CP	16	10069050	142520	28.13	88.42	6				
6	CT	14	10071002	143100	27.90	88.67	7				
7	(D) CP	12	10069048	143645	27.67	88.93	8				
8	CT	14	10069041	144941	27.07	89.57	9				
9	BT	16	10069132	150438	27.11	88.59	10				
10	CT	12									
11	CT	16	10101020	151805	27.78	87.88	11				
12	CT	12	10069028	152458	28.15	87.50	12				
13	CT	14	10071013	153117	28.48	87.13	13				
14	(D) CP	14	10091083	153737	28.80	86.77	14				
15	CT	16	10069131	154866	28.51	86.26	15				
16	(D) CP	12	09081030	155427	28.24	86.53	16				
17	(D) CP	16									
18	BT										
19	CT	16									
20a	(D) CP	12									
20b	BT										
21	BT	16									
22	BT	14									
23	BT										

AVRMS CENRHE wind speed in air

Flight Number

20120830H1

Takeoff Time

Storm

Landing Time

Team

Drop Number	AXCTD AXBT AXCP	Channel Number	Serial Number	Actual Drop Time	Actual Latitude	Actual Longitude	SST	H26	Marantz Track Number	File Name	Comments
29	BT	14	10069034								
26	(D) CP	14	10071005	160621	27.72	87.11	17				
27a	CT	16	09053849	161206	27.5	87.35	18				
27b	(D) CP	12	10061019	'	'	'	19				
28	CT	14	10069055	161717	27.3	87.57	20				
29	(D) CP	16	10081005	162228	27.1	87.79	21				
30	CT	12	11073604	162741	26.9	88.0	22				
31	BT	14	Keep	163257	26.68	88.24	23				
32	CT	16	10069095	163836	26.46	88.47	24				
33	BT	14	10069035	HVNA							
34	BT	14	CT 12	165240	26.27	87.75	26				
35	BT	16	BT 14	165806	26.53	87.47	27				
36	(D) CP + BT(6)	12	09081019	170325	26.78	87.2	28				
37	CT	14	10069042	170846	27.04	86.92	30				
38	(D) CP	16	10091084	171357	27.29	86.65	31				
39	(D) CP	12	09081025	171906	27.54	86.39	32				
40	BT	14		172419	27.79	86.10	33				
41	CT	12	10069043	172933	28.06	85.80	34				
42	BT	14	HVNA	173416	28.27	85.52	35				
43	BT	16	HVNA	173941	28.06	85.21	36				
44	BT	16									
45a	BT	14		174343	27.94	85.04	37				
45b	(D) CP	12	09081031	'	'	'	38				
46	BT	16	HVNA	174924	27.65	85.30	39				

Flight Number 20120830H1

Takeoff Time _____

Landing Time _____

Storm _____

Team _____

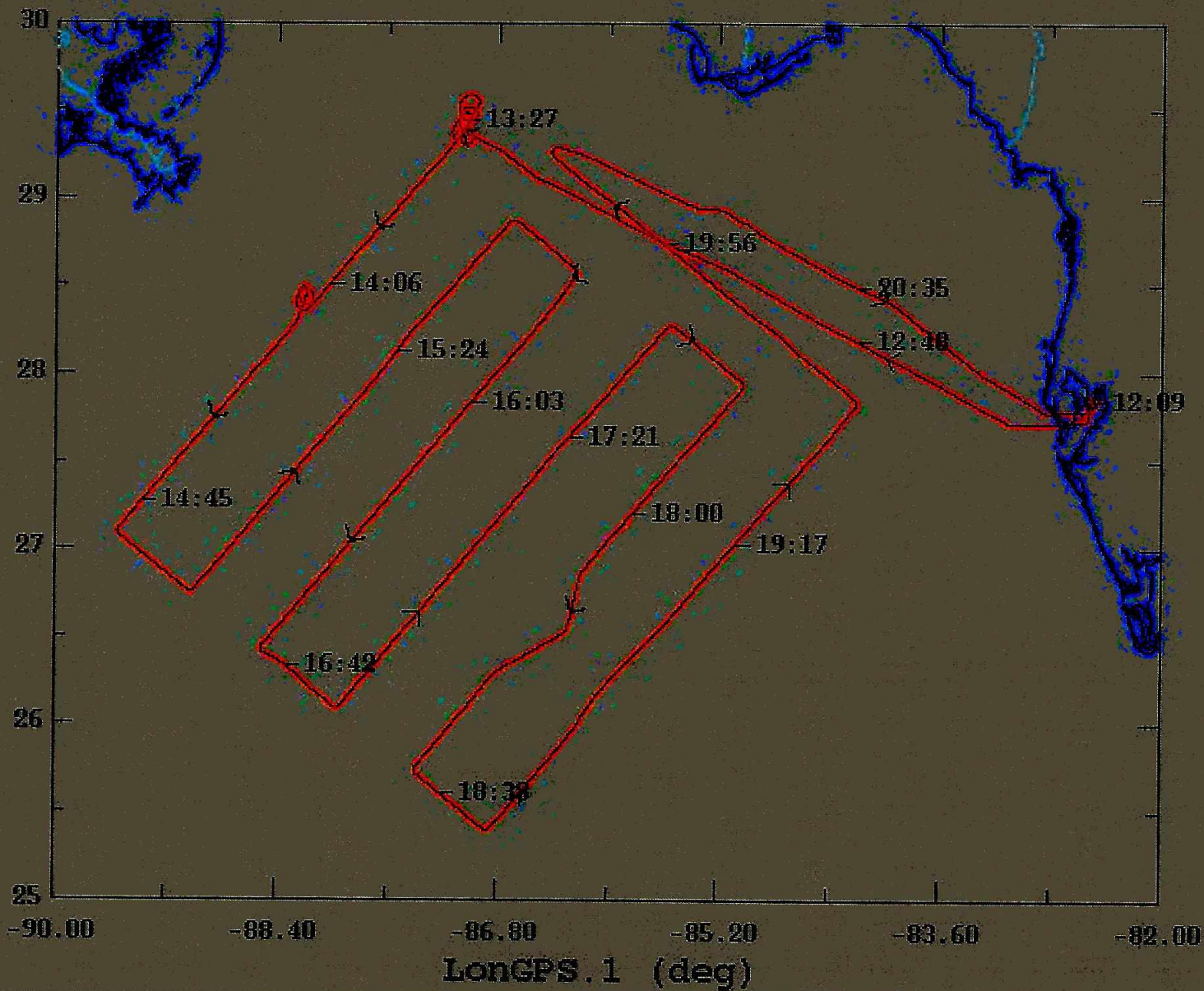
Drop Number	AXCID AXBT AXCP	Channel Number	Serial Number	Actual Drop Time	Actual Latitude	Actual Longitude	SST	H26	Marantz Track Number	File Name	Comments
47	CT	14	10069088	175454	27.42	85.58	40				
48	(D) CP	12	09081028	180007	27.2	85.82	41				
49a	CT	16	10069120	180544	26.97	86.06	42				
49b	(D) CP	14	10081028	"	"	"	43				
50	CT	12	11073901	181104	26.73	86.22	44				
51	(D) CP	16	10081052	181628	26.49	86.36	45				
52	CT	12	11073905	182157	26.34	86.7b	46				
53	BT _H	14	XLEEG	182707	26.14	86.97	47				
54	CT	12	11073900	183420	25.80	87.33	48				
55	CT	14	10069073	184510	25.42	86.81	50				
56	BT _H	16		185036	25.70	86.50	51				
57	CT	12	11073903	185602	26.00	86.20	52				
58	(D) CP	14	10071015	190132	26.29	85.92	53				
59	CT	16	11073931	190648	26.52	85.64	54				
60	(D) CP	12	09081049	191206	26.76	85.37	55				
61	(D) CP	14	10071017	191725	27.01	85.09	56				
62	BT _H	16	-	192153	27.22	84.89	57				
63	CT	12	11073902	192636	27.43	84.63	58				
64	BT _S	14		193155	27.67	84.35	59				
65	BT _S	16		193609	27.88	84.25	60				
NACF (3)	BT	12		194016	28.04	84.50	61				
GP (6)	BT	16		194452	28.24	84.80	62				
68	BT	14		194902	28.41	85.09	63				
CP9 (6)	BT	16		195340	28.60	85.40	64				
76	BT	12		195713	28.76	85.63	65				
71 (CP6)	BT	16		200131	28.95	85.93	66				
72	BT	14		200445	29.07	86.13	67				
73 (CP5)	BT	16		200847	29.36	86.41	68				

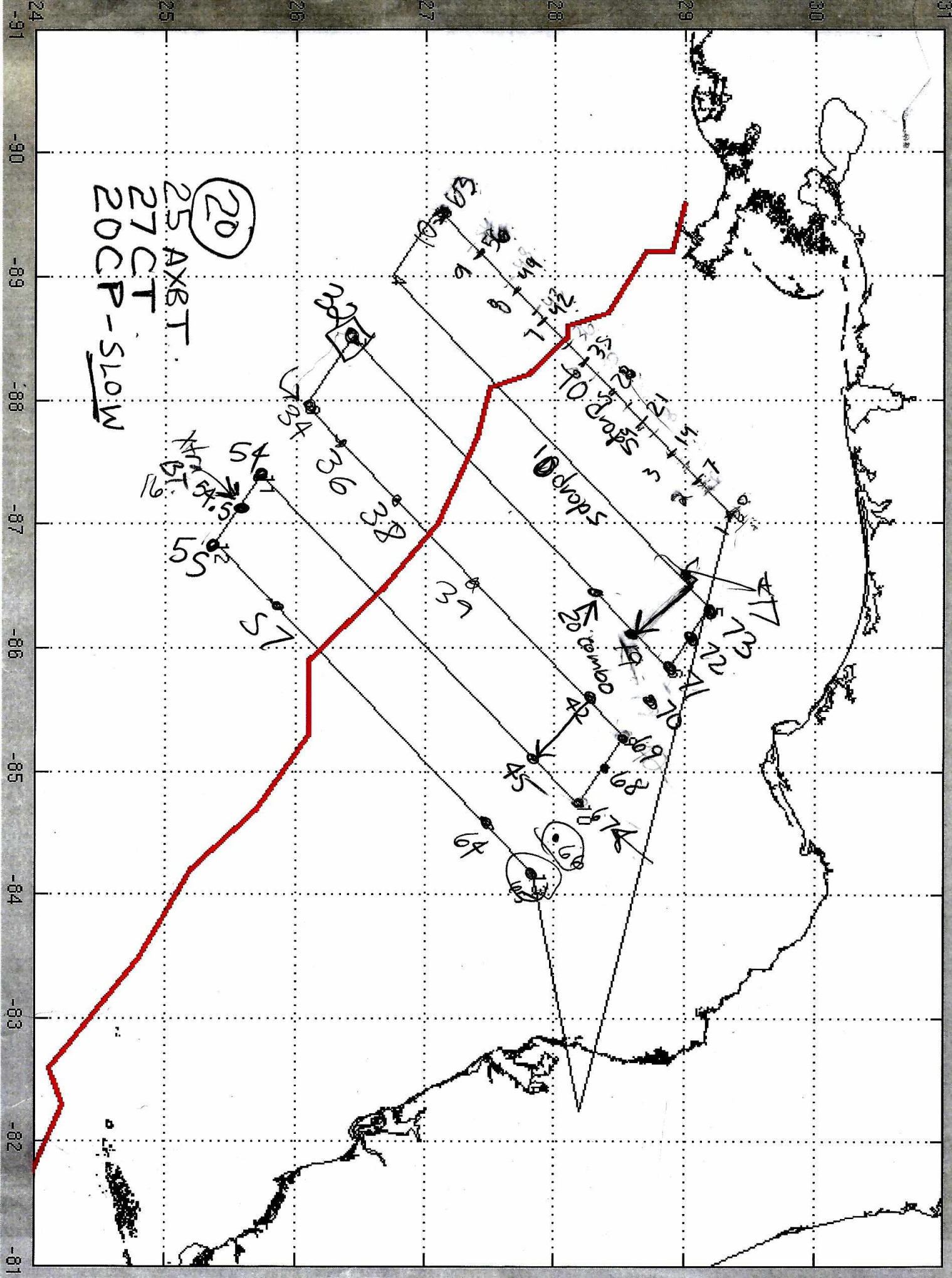
EXTRA BT betw 54 and 55

1840282 2554 87.10 in XLEEG

49

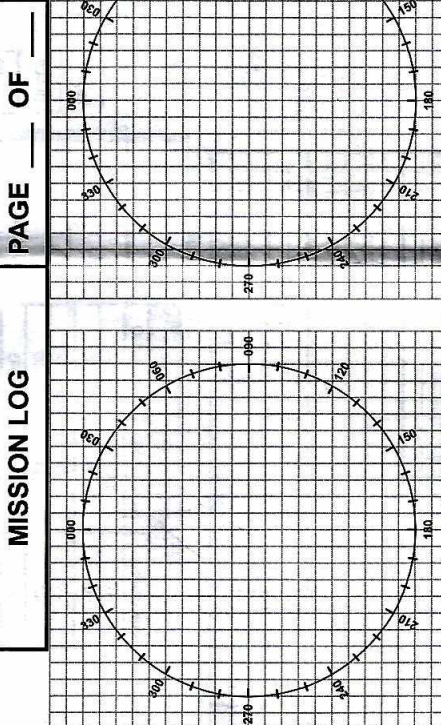
08/30/2012, 12:09:48-21:14:40





1 hr to IP (CP2) SUA - call ur no answer
MSA 200 towers

CLEARANCES		
FREQ	ALT	HGD
119.65	3000	470 @ 1345
118.8	2120	191 B-D 1350-1410
133.9	MIA	
135.92	JAX	
132.17	POU	
135.77	POU	
	BLK 5-8	



MISSION LOG		PAGE ___ OF ___	
1. POSITION		TAS	
2. TIME		ALT	
3. ALTITUDE		WS	
4. NEXT POSITION		WD	
5. ETA		GS	
6. NEXT POSITION		TRK	

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
VHF/VOICE 2182 KHZ
HF/CW 8364 KHZ
MF/CW 500 KHZ

MAYDAY, MAYDAY, MAYDAY
THIS IS NOAA 42, NOAA 42, NOAA 42

- POSITION 29 00 N / S 80 00 E / W AT 12 Z

- HEADING 200 TRUE/MAG

- AT 200 KTS TRUE/INDICATED

- FLIGHT LEVEL OR ALTITUDE 12000

- WE ARE A P-3 AIRCRAFT WITH 15 SOULS ON BOARD

- NATURE OF EMERGENCY

- ASSISTANCE DESIRED

- PILOT INTENTIONS

- WE HAVE 100 ENDURANCE REMAINING

TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	VAR	TH	DR	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
1213	START																			
1218	TAXI																			
1222	A/O																			
1228	XV	27 43.6 82 35.4	27 43.6 82 35.4	0	27 43.6 82 35.4	0	SW	200	WR	272	222	130	10	720	217					NOE 210/9
1317	A	29 13.3 80 42.2	29 13.3 80 42.2	-1.6 -1.5	29 13.3 80 42.2	0	W	209	R	304	292	176	28	060	274					
1417	A	28 28.8 88 11.7	28 28.8 88 11.7	-1 -1	28 28.8 88 11.7	0	W	204	L	203	195	209	27	645	223					
1450	OPS NML	27 05 84 33	CP 3 VIA phone				W	049		044	245	202	37	BLK 5-8						
1515	A	27 38.4 88 02.6	27 38.4 88 02.6	+1.3 -1.0	27 38.4 88 02.6	-2 -3	W	049	SL	044	255	202	37	BLK 5-8	222					
1531	OPS NML		VIA jet Blue																	
1615	A	27 23.6 87 28.1	27 23.6 87 27.7	+1.2 +1.0	27 23.6 87 27.7	-2.7 +1.4	W	221	3R	224	197	188	21	645 5-8	213					
1639	OPS NML	26 46 88 30	CP 7 VIA phone											BLK 5-8						
1715	A	27 41 86 14	27 40 86 12	-1 +2	27 40 86 12	-2 +2	W	049	2L	049	058	199	33	6K	234					
1732	C		VIA phone																	
1815	A	26 26 86 28	26 25 86 29	+1 -1	26 24 86 28	-2 0	W	041	2R	043	228	173	17	6K	235					
1839	C	25 51	08776 W																	
1914	A	26 51 85 16	26 51 85 16	0	26 53 85 15	-2 +1	W	047	2L	045	235	189	23	6K	216					
2014	A	29 10.4 85 59.0	29 09.8 85 58.3	+1.6 +1.7	29 12.0 85 57.4	-1.6 +1.0	W	115	2L	112	287	200	22	080	288					

281
230
10262