

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

FLT ID: 20130906I)	From: KMCF	To: TISX	
FLT #:	Blk In: 2005 Z	Lnd Time: 2001 Z	
ETD: 1500 Z	Blk Out: 1541 Z	T/O Time: 1552 Z	
ETE:	Total Blk: 4:24 (4.4)	Total Flt: 4:09(4.2)	
Sponsoring Org: HRD	Program: HWRF MODELZ VERIFICATION	Purpose: FERRY TO TISX	
AOC Flight Crew			
Aircraft Commander: NELSON	SSA: NAERER		
Co-Pilot: SWEENEY / MARTIN	AVAPS: NEWHAM		
Navigator: GALLAGHER	Scientists: ROGERS / ROGER ZHANG		
Flight Eng: DARBY / HEYSTEK	Scientists: JELENAK		
Flt Director: DAMAND /	Scientists: SAPP		
SEB: GREENE / PEER /	Scientists: HAREGEY / HARTLEY		
Crew Chief: KREGELKA	Visitors: McFADDEN /		
A/C - Takeoff	Wx Station - Takeoff	A/C - Land	Wx Station - Land
Pressure 1017.4	30.06 / 1017.35	1509.75	29.91 / 1009.81
AS REQUIRED BY ORM		YES / NO	REMARKS
/VOLCANIC ASH	<input checked="" type="checkbox"/>		
SCIENCE MISSION WITHIN BOUNDARY LAYER	<input checked="" type="checkbox"/>		
LACK OF PRECIPITATION	<input checked="" type="checkbox"/>		
RELATIVE HUMIDITY AT OR ABOVE 80%	<input checked="" type="checkbox"/>		
LARGE AIR-SEA TEMPERATURE GRADIENT	<input checked="" type="checkbox"/>		
HIGH SURFACE WINDS	<input checked="" type="checkbox"/>		
LONG FETCH AND/OR DURATION OF SFC WIND	<input checked="" type="checkbox"/>		
SEA SALT ACCRETION FORECAST	<input checked="" type="checkbox"/>		
SEA SALT ACCRETION OBSERVED			
ropsondes	Good:	Bad:	Sent:
XBT	Good:	Bad:	Sent:
Remarks (Storm VDM Identifier, Mission ID, Fix Times)			VDM
Storm Number Identifier (VDM): AL072012			Fix #
CPOD/WSPOD Mission ID: WXWXA TRAIN			Ob Num
e: NOAA2 2418A SANDY			Fix Time / SLP
Remarks:			
PCOB 2608 closing 10K Radar off east TEAL 70 PHX			
1528Z 1017.4 153120Z zeroed SEA At off TDM3 way off			
31 30.07 1559Z 30 min delay			
27 1550 off native forgot to start FD log / serial.dat Arrows - radar			
1742 163651Z Went to 10K radars T/O delayed due to N42 fuel leak			
6449 for IWRAP near system			



N43RF ERROR SUMMARY FERRY TO ST. CROIX



Flight ID: 20130906I1

Sensor or system	Number or Name
INE (for wind derivation)	INE2
Accelerometer	AccZfilterI-GPS.2
Temperature Probe	TTM.1
Dew Point Probe	TDM.2
Static Pressure	PSM.2
Dynamic Pressure	PQM.2
Vert. Wind	GPS.3 (Novatel)
Project Directory	/acdata/2013/MET/20130906I1

Notes:

There were no data gaps.

The measured EdgeTech (TDM.2) dewpoint temperature displayed erroneous values during the following time frames: 162110Z – 162353Z, 190111Z – 190251Z, 191210Z – 191413Z and 191702Z – 192406Z. The erroneous values were replaced via direct substitution using the Buck (TDM.1) dewpoint temperature values as a reference,

$$\text{TDM.2} = \text{TDM.1}$$

During the flight there were instances where dewpoint temperature values exceeded derived ambient temperature values resulting in humidity values above 100%. These situations occurred during heavy precipitation events.

All other instrumentation worked optimally.

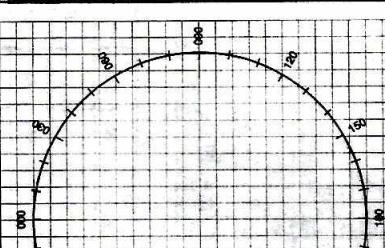
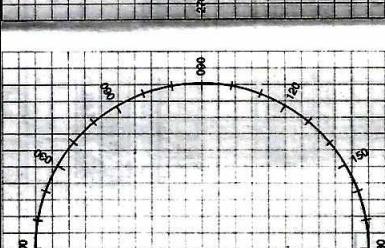
SPECIAL NOTE!!! The variable names DPJ_GSZ, DPJ_ASZ and DPJ_WSZ in the netCDF file represent vertical ground speeds , vertical air speeds and vertical wind speeds, respectively, computed using Dave Jorgensen's vertical wind algorithm. It is recommended that these values be used for vertical wind analysis.

Takeoff(1552Z) Landing(2001Z)

Aircraft Static Pressure 1017.4mb 1009.8mb

Corrected Tower Pressure 1017.3mb 1009.8mb

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

MISSION LOG		PAGE ____ 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	MICROWAVE																	
		243.0	121.5																	
		MAYDAY	MAYDAY																	
		THIS IS 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																	
		 																		
CLEARANCES																				
FREQ	ALT	HDG	OTHER																	
1600	15000	070	100																	
1700	17000	070	100																	
TIME	FIX TYPE	N POSITION	INS 1 POSITION	KERR	INS 2 POSITION	KERR	VAR +E=>	MH	DR +R=>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
1530	1530	070-50.4	070-50.4	-	087-18.2	-	-1.1	087	SW 204	WZ	085	-	12K	130	CW	72	115	1619		
1535	1535	070-50.4	070-50.4	-	087-18.2	-	-1.1	087	SW 204	WZ	085	-	12K	130	CW	72	115	1619		
1725	1725	073-34.4	073-34.4	-	073-00.5	-	-1.3	073-00.5	133	10W	123	-	123	311	051	7	116	209	GTK 118 +28 1823	
1800	1800	073-34.4	073-34.4	-	073-00.5	-	-1.3	073-00.5	133	10W	123	-	123	311	051	7	116	209	GTK 118 +28 1823	