

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

FLT ID: 20130926I1	From: KMCF	To: KMCF
FLT #:	Blk In: 2200 z	Lnd Time: 2151 z
ETD: 1500z	Blk Out: 1455z	T/O Time: 1503 z
ETE: 7+00	Total Blk: 7.1	Total Flt: 6.8
Sponsoring Org: NESDIS	Program: PED (OW - Summer)	Purpose: IWRAP Calibration

AOC Flight Crew

Aircraft Commander: SWEENEY	SSA: BOSKO
Co-Pilot: DIDIER, PRICE	AVAPS: <del>XXXXXXXXXX</del> J. SMITH
Navigator: SIEGEL,	Scientists: JELENAK
Flight Eng: KLIPPEL / <del>HEYSER</del>	Scientists: CHANG
Flt Director: HENNING DAMIANO	Scientists: SAPP
SEB: HILL, /	Scientists: (OBS) LALONDE
Crew Chief: /	Visitors: /

	A/C - Takeoff	Wx Station - Takeoff	A/C - Land	Wx Station - Land
Pressure				

AS REQUIRED BY ORM	YES / NO	REMARKS
VOLCANIC ASH		
SCIENCE MISSION WITHIN BOUNDARY LAYER		
LACK OF PRECIPITATION		
RELATIVE HUMIDITY AT OR ABOVE 80%		
LARGE AIR-SEA TEMPERATURE GRADIENT		
HIGH SURFACE WINDS		
LONG FETCH AND/OR DURATION OF SFC WIND		
SEA SALT ACCRETION FORECAST		
SEA SALT ACCRETION OBSERVED		

Dropsondes 1	Good: 1	Bad: 0	Sent: 1
AXBT 2	Good: 1	Bad: 1	Sent: XMIT to SEB FAILED

Remarks (Storm VDM Identifier, Mission ID, Fix Times)	Fix #	VDM	
		Ob Num	Fix Time / SLP
Storm Number Identifier (VDM): (ie: AL072012)			
TCPOD/WSPOD Mission ID: (ie: NOAA2 2418A SANDY)			

Remarks:

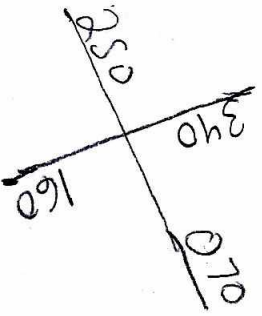
27 31 N  
71 29 W

1358z 29.86  
29.87  
pcab t/o 1010.8

landing 2058z 20

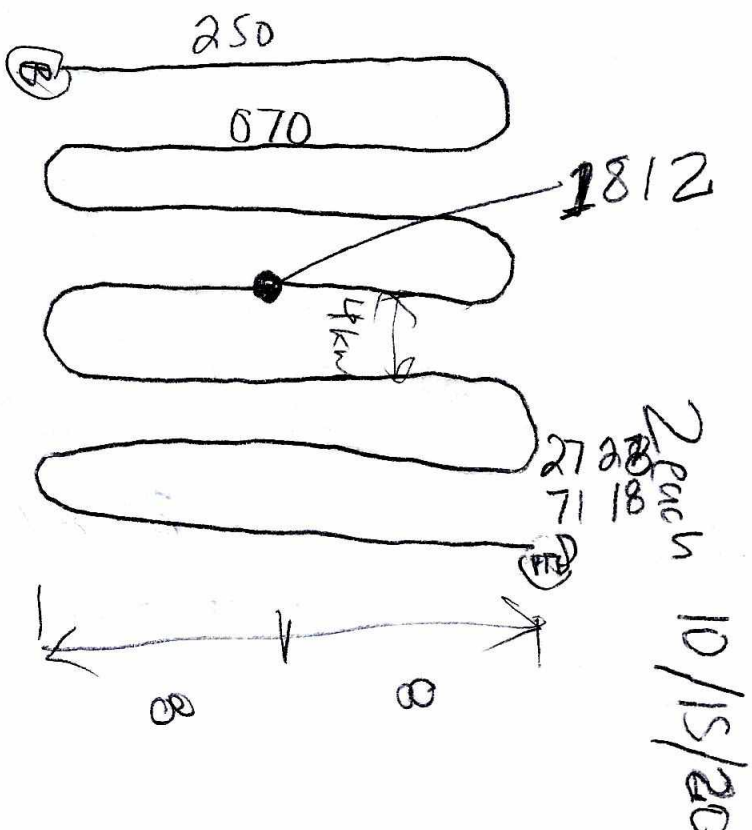
ON GOOD BT

dear open



↑ LAT 2606 ALT TRK THDG WS WD 145 94 TD PS0WZ

27 34  
71 40





# N43RF ERROR SUMMARY IWRAP CALIBRATION



**Flight ID: 20130926I1**

<u>Sensor or system</u>	<u>Number or Name</u>
INE (for wind derivation)	INE1
Accelerometer	AccZfilterI-GPS.1
Temperature Probe	TTM.1
Dew Point Probe	TDM.2X
Static Pressure	PSM.2
Dynamic Pressure	PQM.2
Vert. Wind	ALTGPS.3 (NOVATEL)
Project Directory	/acdata/2013/MET/20130926I1

Notes:

There were no data gaps.

During the following time periods, the EdgeTech dewpoint sensor (TDM.2) had erroneous output: 171929Z – 172116Z, 194740Z – 194751Z, 195227Z – 195235Z and 195611Z – 195628Z. The erroneous data was removed and replaced with Buck dewpoint sensor (TDM.1) output by direct substitution,

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

During the following time periods, the EdgeTech dewpoint sensor (TDM.2) had erroneous output: 151705Z – 151720Z and 184003Z – 184008Z. The erroneous data was removed and replaced using statistical techniques.

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.

Dropsondes deployed: 1; 1 good; 1 Tempdrop messages sent  
AXBTs deployed: 2; 1 good; 1 bad; No WMO messages sent

**Takeoff(1503Z)    Landing(2151Z)**

Aircraft Static Pressure            1011.5mb            1009.8mb

Corrected Tower Pressure            1011.0mb            1009.7mb

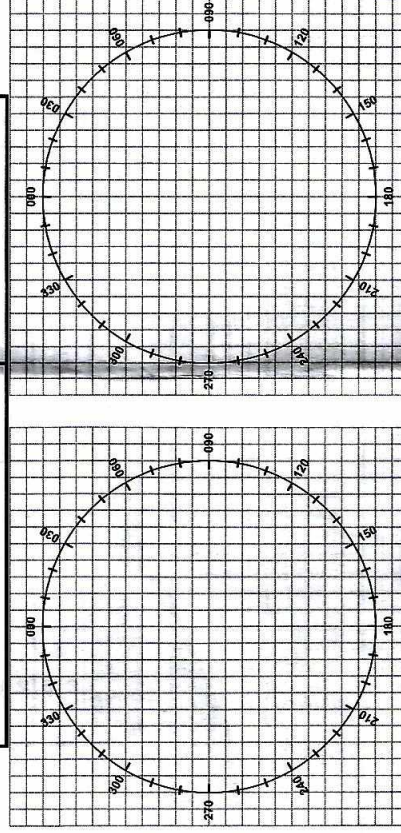
Flight Director:    A. Barry Damiano    (813) 828-3310 ext. 3073  
                              Rich Henning            (813) 828-3310 ext. 3086



CLEARANCES

FREQ	ALT	HDG	OTHER
127.2	12K	110	climb 100nm
124.95	15K		report block & leaving.
132.5	16K		
135.4	17K		
134.20	1608		
123.67			
126.95			

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 VHF/VOICE MF/VOICE HF/CFW MF/CFW  
 243.0 121.5 2182 KHZ 8364 KHZ 500 KHZ  
 MAYDAY, MAYDAY, MAYDAY  
 THIS IS NOAA 43, NOAA 43, NOAA 43  
 - 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

TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	MH	VAR	TH	DR	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
1449	START																				
1455	TAXI																				
1503	1/0																				
1509	x✓	N-27 36.6 W 82 22.4	27 36.6 82 22.6	0 -1	27 36.4 82 22.6	+1.2 -1.2	088	5W	083	1R	084	262	266	27	710	230					MEF 155/16
1609	△	27 35.3 76 47.7	27 34.5 76 46.0	+1.0 +1.2	27 34.5 76 46.0	+1.8 +1.7	099	8W	091	0	091	306	277	27	170	279					
1709	△	27 42.4 71 23.6	27 40.6 71 23.1	+1.8 +1.5	27 39.7 71 20.3	+2.7 +3.3					G	241	273	26	070	233					
1809	△	27 30.4 71 30.8	27 28.9 71 31.4	+1.5 -1.6	27 27.3 71 31.3	+3.1 -1.5	078	11W	067	0R	070	271	270	30	070	243					
1909	△	27 28.1 71 22.7	27 26.9 71 23.8	+1.2 -1.1	27 26.4 71 23.6	+1.7 -1.9	346	12W	334	7R	341	225	272	29	070	236					
2009	△	27 32.1 74 38.2	27 31.1 74 38.8	+1.0 -1.6	27 29.4 74 39.2	+2.7 -1.0	285	10W	275	0L	273	243	297	24	070	265					
2109	△	27 32.7 79 39.3	27 31.6 79 39.7	+1.1 -1.4	27 29.9 79 42.1	+2.8 -1.8	274	7W	267	0L	264	289	307	24	160	306					
2151	LAND	MEF																			
2200	BLK																				

1643  
 in  
 1706  
 2004

