

FLT ID: 000914I	FM: KMCF	TO: KMCF
FLT NO: 00-41	BLK IN: 1846Z	ATA: 1837Z
ETD: 1700Z	DLK OUT: 1659Z	RTD: 1709Z
ETE: 1900Z	DLK TIME: 1.47 1.8	FLT TIME: 1.28 1.5
SPONSOR ORG: NOAA	PROGRAM:	PURPOSE: SFMR TEST

OAO PERSONNEL

AC KENNY, P	SYS ENG LYNCH, T
CP TEBEST, R	DATA SYS HORNBRACK, C
NAV ADLER, J / NEWMAN, C	RADAR MCNAMARA, R
FE MOORE, H	DT/ODW
RADIO SANS SOURCE, D	CLD PHYS
FD CZYZYK, S	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
ORLEMAN, N	SOUND TEST	AF
TULABOT, M	"	"

47 PROPOSED/ACTUAL MISSION/REMARKS (RECCO, FIXES, STORM, PCNET, NHOP #)

CA
No GPS

U.S. DEPT. COMM./NOAA/OAD - DATA SECTION WORK FORM NO.2 OADWF2

FLT ID: 000914I TIME OFF: 1709Z TIME ON: 1837Z

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	1012.8	29.97	1012.3	29.93

NO DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES	2	
FAST FLT LVL TAPES		
RADAR TAPES		
DOPPLER TAPES		
ODW CASSETTES		
HARD COPIES	2	
AXBT		
AXCP		
ODW		

PHOTOGRAPHY

	FWD	LS	RS	VERT
ON				
OFF				
RATE				

REMARKS

Hurricane 2000

SFMR Check Flt

000914I

<u>Sensor or system</u>	<u>Number or Name</u>
INE	2
Accelerometer	2
Temperature Probe	1
Dew Point Probe	2
Altitude (for vertical wind)	RA-159
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO3003.CON

Notes:

Radar altitude (RA-159) was replaced by RA-232 at takeoff due to a spike (1704:01-1714:30). RA-159 was also replaced by RA232 just prior to landing due to a spike (1837:02-1841:00).

Dewpoint (DW2) was replaced by DW1 due to balancing 1723:12-1727:54.

There were five spikes in the pitch that were removed and patched (1709:30-1710:30 (2), 1711:20-1711:50, 1820:00-1821:00, and 1834:00-1835:00).

There were three spikes in the roll that were removed and patched (1709:20-1710:00, 1820:00-1821:00 and 1834:00-1835:00)

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	1012.8	1012.3
Corrected tower pressure	1014.9	1013.5

The aircraft INE positions were re-navigated with respect to GPS.

SPECIAL NOTE!!! Locations 80, 81 and 82 of record five on the standard tape contain vertical ground, vertical air and vertical speeds, respectively, computed using Dave Jorgensen's vertical wind algorithm. It is recommended that these values be used for vertical wind analysis.

Flight Meteorologist: Stan Czyzyk, (813) 828-3310 ext. 3086

000914I

TIME	LAT	Lon	TIC	HD	TA	TD	WD	WS	PA	GA	PS	SP	REMARKS
172210	2734	8314	265	267	10.4	-11.1	359	3.6	2868	3037	711.6	1012.5	LEVEL OK RADAR
174100	2729	8446			11.5	-13.2	131	3.7					CLEAR SCT BLO
180500	2738	8358	70	70	11.3	-12.6	109	2.0	2874	3020	712.3	1011.3	
181112	2748	8329	68	69	10.3	-2.6	260	1.1	2868	3012	713.5	1011.6	DESCEND

NOAA • AOC • SED Flight Performance Log

Aircraft : N43RF

Project : Hurricane '00

Mission : STEP FREQ CAL

SED Crew: Lynch, Hornbrook, McNamara

Flight ID : 000914I

Pre-Flight: 1600 Z

Take-Off: 17:09

Landing: 18:37

System		Pre-Flight	In-Flight	Post-Flight			
NAV	INE #1	Aligned to : <u>0</u>	✓ TL		+0.1	+0.5	1+38
	INE #2	Aligned to : <u>1</u>	✓ TL		+0.2	+0.8	1+38
	GPS		①		Lat	Long	GS
RAD	Nose		✓ TL				
	L/F	R/T SN: <u>12A</u>	✓		Mod Switch Off? <u>RJM</u>		
	Tail	R&T SN: <u>1</u>	NI		Mod Switch Off? <u>N/A</u>		
PMS	MARS Data System		Clean DAT? ✓		# DATs: <u>-</u>		
	2DG-C	Ch 1/64: <u>1</u>	N/A				
	2DG-P	Ch 1/64: <u>1</u>					
	FSSP	Ref VDC:					
	SEA Data System		↓		# DATs: <u>-</u>		
TEMP		Cal High	Cal Low		Cal High	Cal Low	
	Temp #1	<u>+30.9</u>	<u>-30.5</u>	RJM	<u>+30.5</u>	<u>-30.5</u>	
	Temp #2			↑			
	Dewpoint #1 (General Eastern)						
PRE	Dewpoint #2 (Edge Tech 137)						
	Dewpoint #3 (Buck 1011C)						
	Attack Angle (AP/DAP)						
SENS	Slip Angle (BP/DBP)						
	Differential (PQ1/PQ2/PQ3/PQ4)		✓				
	Absolute (PS1/PS2)		RJM				
	Radome Transducers		Plugs? <u>IN</u>				
	Cabin Transducer (Station 5)		RJM				
FLTLVL	Apn-159	SN: <u>71-02</u>	✓ TL		Off? :		
	Apn-232	SN: <u>1761</u>	RJM		Off? :	<u>RJM</u>	
	King Liquid Water		N/A				
	J&W Liquid Water		N/A				
	Lyman Alpha Hygrometer		Plugs? <u>N/A</u>		Plugs? :	<u>N/A</u>	
	Down PRT-5 (SST)		RJM				
	Side PRT-5 (CO ²)		RJM				
	Up PRT-5		Open? <u>N/A</u>		Closed? :	<u>N/A</u>	
	RAMS Data System		Clean DAT? <u>TL</u>		# DATs :	<u>2</u>	
	F/D Laptop / HF Station printer		RJM		Off? :	<u>CH</u>	
MISC	C.I. Printer		RJM				
	ASDL		✓		Off? :	<u>CH</u>	
	Exterior Walk Around		RJM				
	Video	N L R D	N/A		Lens Covers? :	<u>TL</u>	
	AXBT Receivers		N/A				
	AXBT Sonobouys		#On Board : <u>0</u>	# Dropped :	# Good :		
AXBT CAD's		#On Board : <u>0</u>	# Fired :	#On Board :			
AVAPS		N/A		# Tapes :			
GPS Digital Dropsondes (GD ²)		#On Board : <u>0</u>	# Dropped :	# Good :			
FCU	<u>A B C</u>	<u>CH</u>		UPS Off? :	<u>CH</u>		
USER	SFMR		TL		Accelerometers		
					#1 (2 G) :	<u>8914</u>	
					#2 (2.5 G) :	<u>6686</u>	
					#3 (3 G) :	<u>5967</u>	
					#4 (3.5 G) :	<u>2892</u>	

Please Note any Discrepancies

Item #	Zulu Time	Problem Description	Initials	Status
①	16:30	GTS in cold start - selected INE #1 for system	TL	
2	16:45	Installed spare LIF RT to put some time on it - will put 103 (Active) back in at end of shift	TL	
		SFMR Info		
	17:20	Level of 10K - SFWS ≈ 30 m/s		
	17:33	LIF RT + APH 232 OFF: SFWS ~30		
	17:40	APH-232 only back ON		
	17:45	Laptop Data File Started		
	17:46	LIF RT back on (along w/232)		
	17:48	Turn back Home		
	17:54	Loaded old cal file - SFWS jumped from 30-40%		
	18:00	232 + LIF off		
	18:01-05	Cycled Temp Bright BNC's - Brightness smoothed out		
	18:08	Loaded Nao cal's in - SFWS 40 → 28		
	18:12	Disconnect into MCF		
	18:18	232 Back ON		
	18:21	LIF On		
	18:28	Laptop Data File Closed		

Now 48 114
Old 44 74

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N43RF DATA STATION LOG

Project : Hurricane '00 Mission : 0009 IAI Flight ID : SFMR Cal
 Operators : Lynch
 Take Off : 17:09 Landing : _____

RAMS DAT 1 On (8/9): <u>16:57</u>	RAMS DAT 1 Off: <u>18:46</u>	Data : <u>Slow</u> <u>Fast</u> AVAPS
RAMS DAT 2 On [8/9] <u>16:57</u>	RAMS DAT 2 Off: <u>18:46</u>	Data : <u>Slow</u> <u>Fast</u> AVAPS
RAMS DAT 3 On [8/9]:	RAMS DAT 3 Off:	Data : Slow Fast AVAPS
Printer On : <u>16:58</u>	Printer Off : <u>18:46</u>	Disk Recording : <u>Enabled</u> / Disabled
MARS DAT 1 On [8/9]:	MARS DAT 1 Off:	CPU Selected : A <u>(B)</u>
MARS DAT 2 On [8/9]:	MARS DAT 2 Off:	VCR's Used : <u>N L R D</u>
MARS DAT 3 On [8/9]:	MARS DAT 3 Off:	VCR Mode : <u>VHS / S-VHS 2 / 12</u>
PMS DAT 1 On:	PMS DAT 1 Off:	
PMS DAT 2 On:	PMS DAT 2 Off:	Tapes Given To
PMS DAT 3 On:	PMS DAT 3 Off:	RAMS : <u>SC</u>
VCR Tape 1 On:	VCR Tape 1 Off:	MARS : <u>—</u>
VCR Tape 2 On:	VCR Tape 2 Off:	PMS : <u>—</u>
VCR Tape 3 On:	VCR Tape 3 Off:	VCR : <u>—</u>

CARCAH Tasking

Mission Number : WXXXA
 Storm Name : TRAIN

ASDL Setup

Flight Level (Minobs) Sample Frequency : 30s
 Flight Level (Minobs) Block Time : 10m

Data Station Operator Notes

GFS in cold start - selected N40 → 1HE

Data Station Operator Notes

-4*	-22	.845	34.2	64
114	0	.825	32.9	65
110		.934	65.5	66
114		.55625		67
120		.323		68
119	↓	.636		69

