

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

AOCWFT

Flt ID: I010927	From: KMCF	To: MMBT
Flt No.: 01-58	Blk In: 2058Z	ATA: 2050Z
ETD: 1600Z	Blk Out: 1614Z	ATD: 1626Z
ETE:	Blk Time: 4:44 (4.7)	Flt Time: 4:24 (4.4)
Sponsor Org:	Program: EPIC	Purpose: Ferry from Mai Well to Huatulco, MX

AOC Personnel

AC: KENUL	Sys Eng: SMITH
CP: JEBBES/HAVERSON	Data Sys: LYNCH
Nav: NEWMAN	Radar: BARR
FE: WADE	GPS/BT:
Avionics: ROGERS	Cld Phys:
FD: DANILANO	PRADAS-BERNES

Participating Scientists/Visitors/AOC

Name (Last, First)	Activity on Aircraft	Affiliation
FLOYD	MECH FE	AOC
CURRY	MECH	AOC

Proposed/Actual Mission/Remarks (Recco, Fixes, Storm, PENET, NHOP #)

25 30.01 Will drop 18 AXBTs enroute for Pete Black (Hed)
24

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AOCWF2

Flt ID: F010927 Time Off: 1626Z Time On: 2050Z

	A/C (Take Off)	Wx Stn (Take Off)	A/C (Land)	Wx Stn (Land)
Pressure	<u>1015.4</u>	<u>30.01</u>	<u>992.6</u>	<u>29.90</u>

	Number	Data Disposition/Date/Quality
Slow/Fast Flt Lvl Tapes	<u>2</u>	
Radar Tapes		
Cloud Physics Tapes		
Video Tapes		
AXBT	<u>17 17</u>	<u>Ch 14 worked Ch 16 not worked ; 1 did launch</u>
AXCP		
AXCTD		
Dropsondes		

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

Remarks

Bar Dwl 1839Z
DW 2 1840Z

NOAA • AOC • SED Flight Performance Log

Aircraft : N43RF

Project : Hurricane '01 / Epic

Mission : Fang MCF → MexicoSED Crew: Bart, Lynch, Smith, RogersFlight ID : 0109271Pre-Flight: 14:30Take-Off: 16:26Landing: 20:49

System		Pre-Flight	In-Flight	Post-Flight		
NAV	INE #1	Aligned to: <u>0</u>	<u>✓ TL</u>			
	INE #2	Aligned to: <u>0</u>	<u>✓ TL</u>			
	GPS		<u>✓ TL</u>			
	Diff GPS		<u>✓ TL</u>		Lat	Long GS
RADAR	Nose		<u>✓ TL</u>			
	L/F	R/T SN: <u>102</u>	<u>✓ NY</u>			Mod Switch Off? <u>JMS</u>
	Tail	R&T SN: <u>201/123</u>	<u>NY</u>			Mod Switch Off? <u>JMS</u>
	MARS Data System	<u>Clean DAT</u>				# DATs: <u>0</u>
PMS	2DG-C	Ch 1/64: <u>/</u>	<u>N/I</u>			
	2DG-P	Ch 1/64: <u>/</u>	<u>N/I</u>			
	FSSP	Ref VDC:	<u>N/I</u>			
	SEA Data System		<u>NY</u>			# DATs: <u>0</u>
TEMP		Cal High	Cal Low			
	Temp #1	<u>+30.5</u>	<u>-30.4</u>	<u>✓ TL</u>		Cal High Cal Low
	Temp #2			<u>✓ TL</u>		<u>+20.3 -30.3</u>
	Temp #3	(Starboard)		<u>NI</u>		
	Dewpoint #1	(General Eastern)		<u>✓ TL</u>		
	Dewpoint #2	(Edge Tech 137)		<u>✓ TL</u>		
	Dewpoint #3	(Buck 1011C)		<u>✓ TL</u>		
PRES	Attack Angle	(AP/DAP)	<u>✓ TL</u>			
	Slip Angle	(BP/DBP)	<u>✓ TL</u>			
	Differential	(PQ1/PQ2/PQ3/PQ4)	<u>✓ TL</u>			
	Absolute	(PS1/PS2)	<u>✓ TL</u>			
FLTLVL	Radome Transducers		Plugs? <u>TL</u>			
	Cabin Transducer	(Station 5)	<u>✓ TL</u>			
	Apr-159	SN: <u>66-024</u>	<u>✓ TL</u>			Off?: <u>JMS</u>
	Apr-232	SN: <u>1711</u>	<u>✓ TL</u>			Off?: <u>JMS</u>
MISC	King Liquid Water		<u>NY</u>			
	J&W Liquid Water		<u>✓ TL</u>			
	Down PRT-5	(SST)	<u>✓ TL</u>			
	Side PRT-5	(CO ²)	<u>NY</u>			
	RAMS Data System		<u>Clean DAT</u>			# DATs: <u>2</u>
	F/D Laptop		<u>✓ TL</u>			Off? <u>ABD</u>
	C.I. Printer		<u>✓ TL</u>			
USER	ASDL		<u>✓ TL</u>			Off?: <u>JMS</u>
	Sat Comm Workstation		<u>JMS</u>			
	Exterior Walk Around		<u>JMS</u>			
	Video	<u>(N)</u> L R D	<u>✓ TL</u>			Lens Covers?:
	AXBT Receivers		<u>JAS</u>			
	AXBT Sonobouys		#On Board: <u>18</u>	# Dropped: <u>17</u>	# Good: <u>12</u>	
	AXBT CAD's		#On Board: <u>21</u>	# Fired:	#On Board:	
	AVAPS		<u>JAS</u>			
	GPS Dropsondes		#On Board: <u>60</u>	# Dropped: <u>0</u>	# Good: <u>N/A</u>	
	FCU	<u>B C D</u>	<u>✓ TL</u>			UPS Off?:
NASA SRA		<u>NY</u>			Accelerometers	
Quadrant SFMR		<u>✓ TL</u>			#1 (2 G):	
HRD Workstation		<u>NY</u>			#2 (2.5 G):	
Lawrence Water Collection		<u>NY</u>			#3 (3 G):	
AXCP		<u>NY</u>			#4 (3.5 G):	

Flight ID: 7010927

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Form 413-50

Time	Lat	Long	Trk	Hdg	Wind Dir	Wind Spd	T _a	T _d	Press. Alt.	Geo. Alt.	Sfc Press.	Press. Sfc	Dyn. Press	Remarks
164600	2720	8320	241	245	303	20	-3.9	-7.3	4861	5721	1012.9	548.5	65.2	INCLD
165531	2700	8400	236	238	265	12	-6.9	-7.6	5498	5782	1011.0	505.3	68.6	✓ XBT
170041	2647	8421	237	241	284	12								no data XBT
170605	2635	8442	237	242	292	12	-5.7	-8.3	5488	5733	1008.6	506.0	59.6	XBT
171140	2622	8505	237	238	251	5	-6.3	-6.5						XBT
171656	2610	8525	236	238	264	9	-6.2	-6.9						XBT
172215	2558	8546			226	12	-6.2	-6.5						XBT
172753	2545	8609	237	238	114	6								XBT
173240	2533	8629	237	238	187	3								XBT
173750	2521	8649			201	8	1.2	-1.7						XBT
174305	2508	8710			72	3	.8	.2						XBT
174802	2456	8731			270	10	1.4	-0.2						XBT
175307	2444	8752			244	7	1.3	1.4						XBT
175841	2431	8815			261	4	1.6	1.7						XBT
180337	2419	8835			30	4	2.0	-1.3						XBT
180835	2408	8858			87	6	1.7	2.4						XBT
181358	2355	8919			234	4	2.3	2.9						XBT
181841	2342	8939			8	6	2.4	1.5						XBT
182338	2327	8957							NO LAUNCH			(NO)		XBT
184400	2157	8941	177	178	301	5	2.8	-1.4	4314	4534	1006.5	591.6	87.5	ABUCLD
192400	1907	9115	218	218	68	9	-3.8	-11.8	5543	5853	1004.2	502.2	87.1	CLR
195800	1658	9314	201	199	117	13	-3.0	-8.5	5471	4854	—	507.1	89.2	ABUCLD

Remar
INE 1

IO10927

DATA GAP

170741 - 170800

175030, .1, -.6
182030, .3, -.9
185030, .6, -1.2
192030, 2.1, -1.1
195030, 2.7, -.9
205030, 4.4, -1.8

RA1=RA2

1956-1958

162301 - 162700

2000-2002

204931 - 205030

1817-1819

DW2 fix

1838-1841

DW2=DW1

No King

LWC

DAP fix

2008-2010

pc (INE2) no fix

1723-1726

1910-1913

Acc 1723-1726

EPIC (Ferry to Mexico with AXBT drops enroute)

Flight #7 010927I

<u>Sensor or system</u>	<u>Number or Name</u>
INE	1
Accelerometer	1
Temperature Probe	1
Dew Point Probe	2(EdgeTech)
Altitude (for vertical wind)	RA159
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO3015.CON

Notes:

There was one time/data gap: 170741Z - 170800Z.

The dynamic attack pressure, DAP, output experienced a small spike during the period 2008Z - 2010Z. The erroneous data was removed and patched.

Several small spikes were observed from the output of the radar altimeter, RA159, during the periods: 1817Z - 1819Z, 1956Z - 1958Z and 2000Z - 2002Z. These spikes were removed and patched over.

The EdgeTech Dewpoint probe, DW2, was balanced at 1838Z. The spike that was generated from this action was removed and patched over.

During periods of heavy precipitation, the dewpoint temperature, TD, was greater than ambient temperature, TA.

The King Liquid Water probe was inoperative for the entire flight.

The ground speed data from both inertials was marginal at best. INE1 was selected as being the best of the two.

All other instruments worked optimally during the flight.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	1015.4mb	992.6mb
Corrected tower pressure	1015.7mb	NA

The aircraft INE positions were renavigated 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 Director: A. Barry Damiano, (813) 828-3310 ext. 3073

NOAA • AOC • SED

N43RF AXBT DROP LOG

Project: Hurricane/EPIC '01

Mission :

RX-EPIC Ferry

Flight ID : 0109271

Operators :

Smith

Take Off :

Landing :

[illegible]