

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

Flt ID: <i>030901H</i>	From: <i>KMCF</i>	To: <i>TISX</i>
Flt. No: <i>03-38</i>	Blk In: <i>2143z</i>	Time On: <i>2141z</i>
ETD: <i>1700z</i>	Blk Out: <i>1702z</i>	Time Off: <i>1714z</i>
ETE: <i>4+10</i>	Blk Time: <i>4+41 4.7 Hrs</i>	Flt Time: <i>4+37 4.6 Hrs</i>
Sponsoring Org: <i>NOAA / HRD</i>	Program: <i>Hurr 2003</i>	Purpose: <i>FERRY</i>

AOC Flight Crew

Aircraft Commander: <i>KENNEDY, P ✓</i>	Data System: <i>MC MILLAN, S ✓</i>
Co-Pilot: <i>HALVERSON, H ✓ SILAH, M ✓</i>	AVAPS: <i>PEEK, B ✓</i>
Navigator: <i>BRAKOB, D ✓, NEWMAN, C</i>	System Eng: <i>DELGADO, J ✓</i>
Flight Eng: <i>TORREY, R ✓, WADE, S ✓</i>	A A: <i>MC FADDEN, J ✓</i>
Flight Director: <i>SHEPHERD, T ✓, FLAHERTY, P ✓</i>	A A:
Avionics: <i>ROGERS, M ✓</i>	Crew Chief: <i>CURRY, J ✓</i>

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation
<i>CHANG, P ✓</i>	<i>PI</i>	<i>NESDIS</i>
<i>ESTERAN, D ✓</i>	<i>IWRAP</i>	<i>UMASS</i>
<i>KERR, B ✓</i>	<i>11</i>	<i>11</i>

Remarks (Storm Name, Mission ID, Recco Times, Fix Times)

Recco Times

Fix # Fix Time

Storm Name:

Mission ID:

+4 sec on 42 vs 43

1846 SHUT DOWN RA 154 - INTERFERE w/43
USE 232

123.05

(See reverse for additional remarks)

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Flight ID: 030901H

Time Off: 1714

Time On: 2141Z

A/C - Takeoff

Wx Station - Takeoff

A/C - Land

Wx Station - Land

Pressure

1019.2

30.09

1014.4

29.97

Number

Data Disposition / Date / Quality

Flight Level Tapes

2

Radar Tapes

 $\mathcal{D}$

Cloud Physics Tapes / CDs

 $\emptyset$

Video Tapes

 ϕ

Dropsondes

X

Good:

Bad:

AXBT

AXCP

AXCTD

NOAA P-3 N42RF
Hurricane ~~Isabel~~ 2003
FABIAN

Ferry Flight (KMCF - TISX)
Intercomparison Flight

Flight ID: 030901H

<u>Sensor or system</u>	<u>Number or Name</u>
INE	2
Accelerometer	2
Temperature Probe	1
Dew Point Probe	1
Altitude (for vertical wind)	RA - 232
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO2032.CON

Take off: 1714Z

Land: 2141Z

Notes:

There was a data gap from 183941 - 184000

RA-232 was used to determine vertical winds due to RA-159 interference between the 2 aircraft.

Dewpoint sensor 1 was balanced between 193430 - 193530.

All other instruments worked optimally during the flight.

The aircraft INE positions were renavigated with respect to GPS.

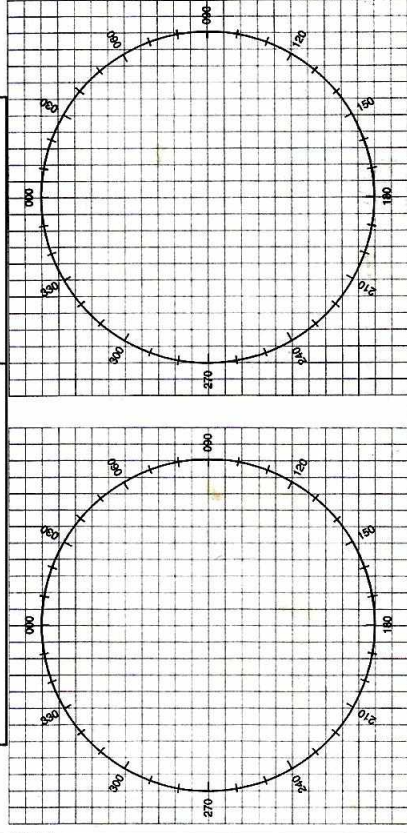
SPECIAL NOTE!!! Locations 80, 81 and 82 of record five on the standard tape contain vertical ground, vertical air and vertical speeds, respectively, computed using Dave Jorgensen's vertical wind algorithm.
It is recommended that these values be used for vertical wind analysis.

	Takeoff	Landing
Aircraft Static Pressure	1019.2 mb	1014.4 mb
Reported Station Pressure	1019.0 mb	1014.9 mb

Flight Director:
Phone #:

Paul Flaherty
(813) 828-3310 ext. 3094

POSITION REPORT

[illegible]

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/CW	MF/CW
243.0	121.5	2182 KHZ	8364 KHZ	500 KHZ

MAYDAY, MAYDAY, MAYDAY 42 NOAA
THIS IS NOAA 42 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 17 SOULS ON BOARD

- NATURE OF EMERGENCY

- ASSISTANCE DESIG

- PILOT INTENTIONS

[illegible]