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

Flt ID: 030912H	From: TIST	To: TIST
Flt No: 03-044	Blk In: 2309	ATA: 2303 Z
ETD: 1500	Blk Out: 1504	ATD: 1512
ETE:	Blk Time: 8:05 (8.1)	Flt Time: 7:51 (7.9)
Sponsor Org: HRD/Nesdis	Program: Cblast/Ocean Winds	Purpose: Isabel

AOC Personnel

AC:	Kennedy	Sys Eng:	
CP:	Silah, Halvorson	Data Sys:	Mcmillan
Nav:	Brakob	Radar:	Poek
FE:	Wade, S / Tolley, R.	GPS/BT:	Delgado, J
FD:	Shoffner, TV / Mayeux, M	Cld Phys:	
Avionics:			

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
Chang, P	Sci	Nesdis
Jalenek, Z	Sci	Nesdis
Kerr, B	Sci	Umass
Esteban, D	Sci	Umass
Aberson, S	Sci	AOML
Leighton, P	Sci	HRD
Landsea, C	Sci	HRD
McFadden, J	Sci/PM	AOC

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

IP 2115 5940 2100

FIX 2200 5824 (182)

TEAL 43 T.O. 1530

2148 5845

SONOBUOYS 2-9's 1-13 DROP SEQ 9-13-X

2141-5822 1902Z - Teal 43

10000 16.36Z

AVAPS Problem 1816 00Z 1541

Penn

1 2-1844Z 3 4-1954Z 5 6

2129 5946 1713 2139 5808 156 182 KTS 926mb 920 SLP 126

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AOC WP-3

Flt ID:	Time Off:	Time On:
030912H	1512	2303Z

	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	1013.4	29.95	1012.9	2991

	Number	Data Disposition / Date / Quality
Flt Lvl Tapes		
Radar Tapes		
Cloud Physics Tapes		
Video Tapes		
AXBT		
AXCP		
AXCTD		
Dropsondes	50	
Sonobuoy	7	

Video

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

Remarks

NOAA P-3 N42RF
CBLAST- HURRICANE ISABEL
MISSION 1

Flight ID: 030912H

Sensor or system	Number or Name
INE	1
Accelerometer	1
Temperature Probe	1
Dew Point Probe	1 (General Eastern)
Altitude (for vertical wind)	Radar Altimeter 159
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage 1281
Time Source	Micro 99
Constants File	CO2032.CON

Notes:

There were no time/data gaps during this flight.

From 230101Z-230600Z, Radar Altimeter 232 was used in place of Radar Altimeter 159.

Removed spikes in Wingtip Static Pressure between 170901Z and 171200Z.

There were numerous times during the flight where the dewpoint temperature exceeded ambient temperature resulting in an RH>100%. This was likely due to heavy rain, a wet-bulb effect on the total temperature sensor, and/or an artificial warming of the dewpoint sensor as it tried to burn off excess moisture. However, when the relative humidity exceed 130%, corrections were made to dewpoint values to reduce these excessive relative humidity values. These corrections were made during the times 172101Z-172500Z, 190201Z-190500Z, and 213901Z-214400Z.

Both the King Liquid Water sensor as well as the Johnson-Williams Liquid Water sensor data were erroneous throughout 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	1013.4 mb	1014.0 mb
Corrected Tower Pressure	1011.8 mb	1011.9 mb

Flight Director: Martin Mayeaux (813) 828-3310 ext. 3086

030912H
Post Processing
INE1
RA159 SUL - 2301^01 - End   Beginning - 151301
PS-F
PQ-F1
TT1
TD1

Times on 150901Z
off 230600Z
Takeoff 151200Z

KLWC off through entire flight - lwcjw worked poorly through entire flight
RH > 100% Fix at Times 1721-1725
1902-1905
2139-2143

Psw - 1709-1712

230600 -5.5, 4.6 ✓
220600 -3.9, 2.2 ✓
210600 -2.7, 2.1 ✓
200600 ~~[illegible]~~ ✓ -2.5, 2.8
190600 -1.2, ~~[illegible]~~ 1.5
180600 ~~[illegible]~~ 0.3, 0.8
170600 -0.5, 0.9
160600, 0.0, 0.4

N42RF AXBT DropSonde Log

N42RF Project: ISABEL Flight ID: 030912H

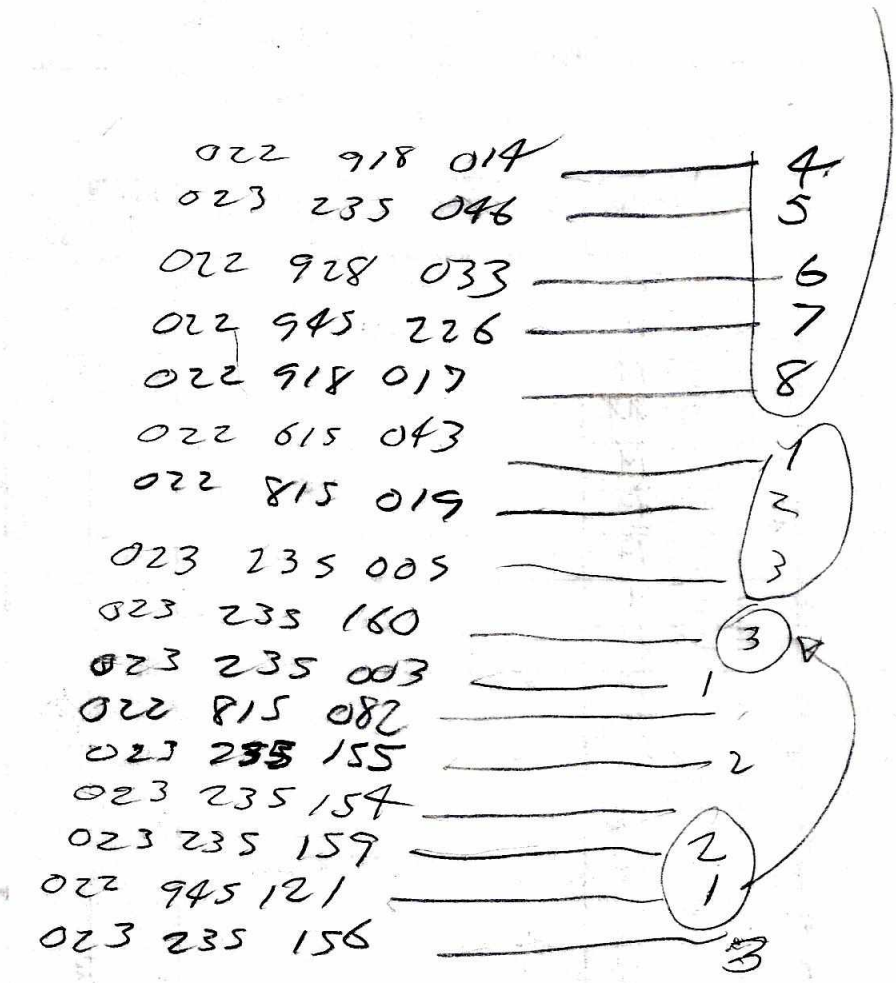
Mission: _____ Flight #: _____ System Status: _____

Drop #	AXBT Serial Number	Time (Z)	Chn #	Operator Init.	Comments Drop Status	BAD ☑	GOOD ☑
1	~~022 615 131~~			STM	No drop. (Bad)		
2	022 615 133		~~2~~ 6	STM	"		
3	023 235 195		~~3~~ 7	STM	"		
4	022 615 244		~~4~~ 8	STM	"		
5	023 235 041		1	STM			
6	023 235 191		2	STM			
7	022 815 016		3	STM			
8	023 235 040		4	STM			
9	023 235 042		~~5~~	STM			
10	023 235 196		~~6~~ 8				
	022 918 015		~~7~~ 9				
	022 945 216		1				
	022 815 198		~~2~~ 3				
	022 945 156		2				
	023 235 039		~~3~~ 5				
	022 815 077		~~4~~				
	022 945 256		~~5~~ 7				
	023 235 195		6				
	022 928 032		5				
	~~022 928 034~~				Bad No drop ✓		
	022 815 197		6				
	022 945 131		7				
	022 815 022		1				
	022 815 003		2				
	023 235 193		3				
	022 815 023		~~4~~ 1				
	~~022 945 221~~		~~4~~		No drop Bad.		
	022 928 029		2				
	022 815 073		3				
	022 945 215		4				
	023 235 189		1				
	022 928 036		2				
	022 928 037		3				

(STM

? Last 4 #5196 1 #5005

* Have removable spare number stickers



022 815 124
023 235 098
022 945 112
023 235 161
022 815 119
022 945 123

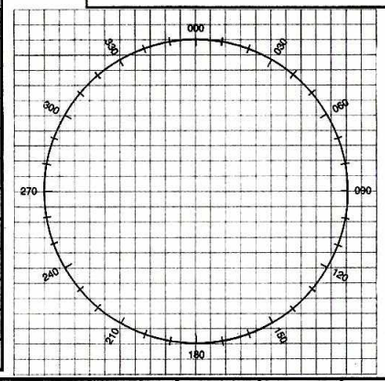
"D": 1353Z 060/8 V10 SC3.8 SC2.9 F2.5 31/24 29.95 V1SRW410 1700 TEAL43/NOAA42 123.05 122.95

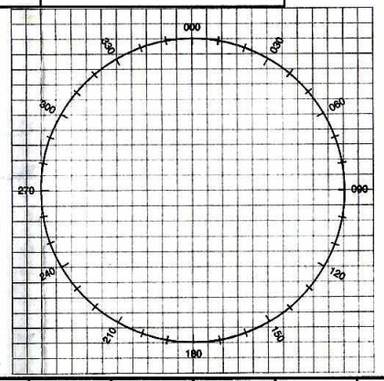
MISSION LOG

PAGE 1 OF 2

CLEARANCES

FREQ	ALT	HDG	OTHER
128.65	5K	105	CAF SQ4713





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

MAYDAY, MAYDAY, MAYDAY 42 THIS IS NOAA ____, NOAA 42, NOAA 42

- 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

20

TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	MH	VAR +E==>	TH	DR +R==>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
1459	ENG	N	N		N																
1504	TAXI	W	W		W																
1504	Blnk																				
1511	T/O																				
1515	X✓	17-43.5 64-38.9	17-43.5 64-35.7	0 +.2	17-43.6 64-35.7	-.1 +.2			053	2L	051	205	100	13	4K	222					895/6 COM ✓
1605	△	19-52.5 61-30.6	19-52.6 61-30.1	-.1 +.5	19-58.3 61-30.2	-.8 +.4			051	3R	054	276	300	17	15.5K	270					N4R 11396 1525Z
1730	△	21-46.7 57-25.9	21-47.4 57-24.8	-.7 +1.1	21-49.4 57-25.2	-2.7 +.7			100	25L	075	225	180	100	7.5K	230					HF1 5/5 SELCAL ↓ HF2 4/3 SELCAL ↓
1805	△	21-53.8 57-17.1	21-53.6 57-16.2	+.2 +.9	21-56.3 57-16.5	-2.5 +.6			295	8R	310	275	170	85	7K	228					
1910	△	21-07.7 58-08.4	21-04.7 58-07.0	-1.0 +1.4	21-07.2 58-07.4	-3.5 +1.0			188	22R	166	200	245	90	7K	232					
2020	△	21-43.8 58-33.4	21-46.5 58-31.2	-2.7 +2.2	21-48.7 58-31.5	-4.9 +1.9			224	2R	276	280	230	8	9K	235					
2105	△	21-36.4 58-31.9	21-39.0 58-30.0	-2.6 +1.9	21-41.2 58-29.8	-4.8 +2.1			254	1R	255	175	250	60	9K	237					
2137	END	SCIENCE							237	5L	232	270	001	30	16.5K	252					
2210	△	19-29.7 62-09.0	19-33.5 62-06.8	-3.8 +2.2	19-34.8 62-06.6	-5.1 +2.4															
2303	LAND	17-42.1 64-47.4	17-47.6 64-42.8	-5.5 +4.6	17-49.2 64-43.2	-7.1 +4.2															

21-46 , 58-35