

3/27
16
483

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

AOCWF1

Flt ID: 030914H	From: TISX	To: TISX
Flt No: 03-046	Blk In: 0007	ATA: 2358
ETD: 1500	Blk Out: 1502	ATD: 1509
ETE: —	Blk Time: 9:05 (9.1)	Flt Time: 8:49 (8.8)
Sponsor Org: HRD/Nesdis	Program: CBlast	Purpose: Isabel IOP #3

AOC Personnel

AC: Kennedy ✓	Sys Eng: Rogers / Delgado J ✓
CP: Halverson / Silah	Data Sys: Peek ✓
Nav: Brakos Newman ✓	Radar:
FE: Wade / Torrey	GPS/BT: Memillan ✓
FD: Shepherd / Mayenue ✓	Cld Phys:
Avionics:	

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
Rogers, Rob ✓	Sci	HRD
Stack , Leighton, P ✓	Sci	HRD
Landsea, Chris ✓	Sci	HRD
Chang, P ✓	Sci	Nesdis
Kerr, B ✓	Sci	UMass
Esteban, D ✓	Sci	UMass
Wang, Nai-Yu ✓	Sci	Nesdis
Friedlander, H ✓	obs	media

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

2448
66 48 > Ege
TEAL 57
2346.8
6235.1 EPERB

RECCOS
1-1516
3

PENS
7
1-163855 Z
2-185347 Z
3-200019 Z
4-204124 Z
5-210813 Z
6-213803 Z
7-221953 Z

2252
6234

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AOCWF2

Flt ID: 030914H Time Off: 1509 Time On: 2358

	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	1014.6	29.96	1012.9	2990

	Number	Data Disposition / Date / Quality
Flt Lvl Tapes	2	
Radar Tapes	1	
Cloud Physics Tapes		
Video Tapes	4	
AXBT		
AXCP		
AXCTD		
Dropsondes	50	

Video

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

Remarks



NOAA P-3 N42RF CBLAST- HURRICANE ISABEL MISSION 3



Flight ID: 030914H

<u>Sensor or system</u>	<u>Number or Name</u>
INE	2
Accelerometer	2
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 150601Z-151000Z and from 223001Z-223800Z, Radar Altimeter 232 was used in place of Radar Altimeter 159.

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 193501Z-194200Z and from 223001Z-223800Z.

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	1014.3 mb	1011.8 mb
Corrected Tower Pressure	1013.5 mb	1010.1 mb

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

030914H out 150601
Post Processing off 150900
Ine 2 In 000100

TT 1
TO 1

PS6

POE1

RA-159 Sub 15100 land 235801-000100
Sub-

RH(1938 Z(2234Z)
193501-194200 223001-223800

Renavigation

000100	-11.2	6.5
230100	-10.2	5.3 5.3
220100	-8.2	3.3
210100	-8.0	2.7
200100	-6.9	1.8
190100	-3.5	0.8
180100	-1.6	0.2
170100	-1.6	0.2
160100	0.1	0.3

3070

N42RF AVAPS DropSonde Log

N42RF Project: Hur 03

Flight ID: 030914H

Mission: ISABEL

Flight #: 9

System Status: VP

Drop #	Sonde Serial Number	Time (Z)	Chn #	Press. offset	Winds time	Operator Init.	Comments Drop Status	BAD ☐	GOOD ☐
1	020 615 228		5						
2	020 835 037		6						
3	020 835 050		7						
4	020 215 028		8				BAD BASELINE NO LAUNCH		
5	020 215 321		1						
6	020 215 035		2						
7	020 215 064		3						
8	020 215 133		4						
9	020 215 129		8						
10	020 215 025		1						
11	020 215 058		2						
12	020 215 131		3						
13	022 815 060		4						
	020 215 024		5						
	020 215 317		6						
16	020 215 127		7						
17	020 215 130		8						
18	023 235 056	✓	381						
19	022 945 180	✓	183						
20	022 945 183	✓	238						
21	022 945 189	✓	48						
22	022 815 113	✓	87						
23	023 235 077	✓	62						
24	022 945 135	✓	73						
25	023 235 058	✓	57						
26	022 945 185		1						
27	022 945 179		2						
28	020 215 193		3						
29	020 215 260		4						
30	020 215 288		5						
31	020 215 284		6						
	020 215 273		7						
33	020 215 276		8						

Drop #	Sonde Serial #	Rcvr #	Press Offset	Launch Time	Winds Time	Operator	Comments	Good ?
34	023235034							
35	023235033						Destroyed NO LAUNCH	
36	022815111						NOT LAUNCHED	
37	023235033							
38	020215281							
39	020215282							
40	020215283							
41	020215287							
42	020215154							
43	020215194							
44	020215261							
45	020215289							
46	020215264							
47	020215155							
48	020215280							
49	020215263							
50	020215258							
51	022815020							
52	022815121							

TOTAL = 49 SONDES DROPPED

AVAPS Pre-Flight Check:

- Apply power to computer, AVAPS fan and AVAPS chassis.
- Verify no ER status lights on the four MWG cards.
- Initiate MWG P1 capture program.
- Start AVAPS and run the hardware checks via the Utility function.
- Start Soundings and set the Project Name and Flight ID.
- Perform a prelaunch check using all four channels simultaneously reading one sonde, look for reasonable data and no CRC error status lights, winds data is not expected. All AVAPS chassis status lights should be green.

AVAPS Launch:

- Select a sonde frequency other than the default and away from other sondes or ASDL (401.8 MHZ).
- Enter sonde pressure error offset
- Do not pull the Power Enable Pin during pre-launch setup until after the Umbilical is attached
- Remove The Power Enable Pin at least two minutes prior to launch to allow for the Sonde GPS Oscillator to warm up.
- If prelaunch setup is complete, begin data collection has been selected, and more than 8 minutes remain prior to launch, replace the power enable pin until 4 or 5 minutes prior to launch
- Select "begin data collection" and verify good data (no winds yet though) prior to putting sonde in launch tube
- Unwrap ribbon until it extends 4 to 6 inches beyond the sensor end of the sonde
- Place the sonde in the launch tube, sensor arm up, with the power pin socket facing starboard
- Unwrap an additional 4 to 6 inches of ribbon, then set the free ribbon on top of the sonde

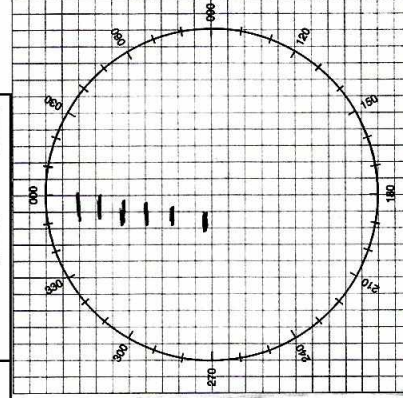
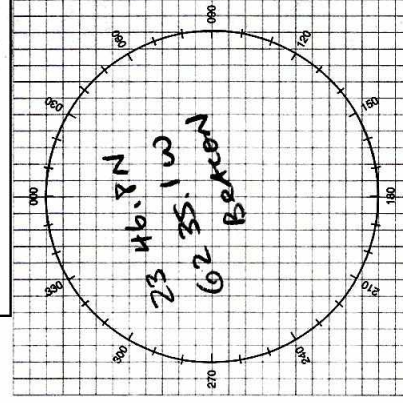
933 933 15067

CLEARANCES

[illegible]

MISSION LOG

PAGE 1 OF 2



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 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 _____ SOULS ON BOARD

- NATURE OF EMERGENCY

- ASSISTANCE DESIR

- PILOT INTENTIONS

- WE HAVE

ENDURANCE REMAINING

[illegible]