

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

Fit ID: 040914A	From: KMCF	To: KMCF
Fit. No: 04 - 044	Blk In: 0017 Z	Time On: 0007 1507 Z
ETD: 1430 Z	Blk Out: 1508 Z	Time Off: 1526 Z
ETE: 9 +	Blk Time: 9 + 11 (9.2) Hrs	Fit Time: 8 + 41 (8.7) Hrs
Sponsoring Org: DESOS, HAD	Program: Pre-storm Ocean Winds	Purpose: BT Drops

AOC Flight Crew

Aircraft Commander: Siloh	Data System: McMillan
Co-Pilot: Walderson, Choy	AVAPS: Reek
Navigator: Collagher	System Eng:
Flight Eng: Burt, Wade	A A:
Flight Director: Parrish	A A:
Avionics: Rogers	Crew Chief:

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation
Chang, P.	P.I.	DESOS
Berr, B.	SFMA	U Mass
Contreras R.	↓	↓
Cione, J.	P.I.	HAD
Leighton, P.	Rodw	↑
Dash, Madeline	Visitor	Time Magazine

Remarks (Storm Name, Mission ID, Recco Times, Fix Times)	Recco Times	Fix # Fix Time
Storm Name: IVAN	1253Z	<p align="center">7 penetrations</p> <p>1st part of mission for HAD</p> <p>2nd part for Ocean Winds</p>
Mission ID: WX09A	7541	
Penetration number and time	5215	
1. 1921Z 5. 2141	26124	
2. 2016Z 6. 2208	29.94	
3. 2055Z 7. 2233Z	(1013.5)	
4. 2118Z	---	
	00010	
	27.7237	
	PS 1014.1 (See reverse for additional remarks)	
	100/03	
	1013.5 fm 5K	

Time	Lat	Long	Trk	Hdg	Wind Dir	Wind Spd	T _a	T _d	Press. Alt	Geo. Alt	Sfc Press.	Press. Sfc	Dyn. Press	Remarks
151430	27 51	82 31	170	270			28	24.3	-6	-11	1012.8	1014.0	0	After B.O.
154345	27 46	83 23	271	266	152	30	2.6	1.5	4072	4315	1012.7	607.7	55.6	↑
160445	28 25	85 04	291	291	123	16.8	0.7	-0.0	4249	4484	1013.3	596.8	73.8	-1411
161305														
141725	28 29	86 15	Drop		1	San die		1	Buoy					Dud
163137	28 29	87 01												Dud
164845	28 35	87 30	259	259	72	29	8.9	1.0	3035	3196	1012.8	698	135	Good
165451	28 30	88 02	270	271	79	22.8	8.9	0.2	3033	3194	1012.9	698.1	135	Dud
170041	28 30	88 30	270	271	79	20.3	9.0	-1.2	3034	3194	1012.8	698.1	145	Good
170755	28 26	89 04	180	175	80	21	4.8	-0.4	3031	3191	1012.8	698	135	Dud
171800	28 00	88 56	90	89	77	20	8.8	-0.8	3032	3184	1012			1st, San die Good
172429	28 00	88 30	91	90	74	25	8.7	0.1	3033	3184	1012	698	135	Dud
173129	28 00	88 00	90	89	65	26	8.8	0.3	3032	3183	1011.8	698.2	135	San die Dud
173830	28 00	87 30	93	91	68	29	8.0	2.1	3037	3187	1012.1			1st Dud
174656	27 59	87 00	181	173	77	36	8.6	4.3	3038	3186	1011.2	697	135	San die Dud
175414	27 30	87 04	267	90	32.2		9.0	5.3	3056	3196	1009.6	696		1st, San die Good
180546	27 30	88 02	271	274	67	35	8.5	6.3	3053	3194	1009.9	696	135	Good
181635	27 30	88 53	150	143	54	28.6	8.7	5.3	3050	3187	1009.8	696.7	145	1st, 1st Good
185013	25 35	87 36	152	136										
185630	25 15	87 24	155	142	61	63	14.0	-	2442	2433	995	752		1st NW of center
185936	25 04	87 18	157	137	72	65	14.0	-	2455	2432				
191347		19	1445											
1921	23 58	86 39									929			9
192556	23 59	86 28	Drop 1		192843	Drop 2			193545		23 09	86 8		
200716	24 12	85 50	265	241	165	99.6	14.1	14.1	2605	2445	976	737		Drop E of center
201015			Drop in E eye											
2016	24 06	86 43									928			9
2021	24 06	87 09	265	298	358	126	15.7	14.7	2713	2444	965			Drop W of center
202930	24 03	87 44	200	205	6	74	14.5	14.4	2527	2436	984	W pt		Drop
204420			Drop SW side		204945	Drop								
2055	24 10	86 42									928			9
2055	24 13	86 39	30	40	154	49								
			205950	Drop 2	NE	Quad								
2118	24 15	86 47									929			9
21228			Drop 1	212315	Drop 2									

Over →

2141 24 19N 86 51W 928mb 6 #5

214730 Drop 1

215330 25 01 87 05 269 268 79 104 2006 2063 977 737

220235 24 37 87 12

22082 24 24N 86 55W 928 6 #6

2223452 24 36N 87 31.5W 973 21/93kt

222757 Drop inbound

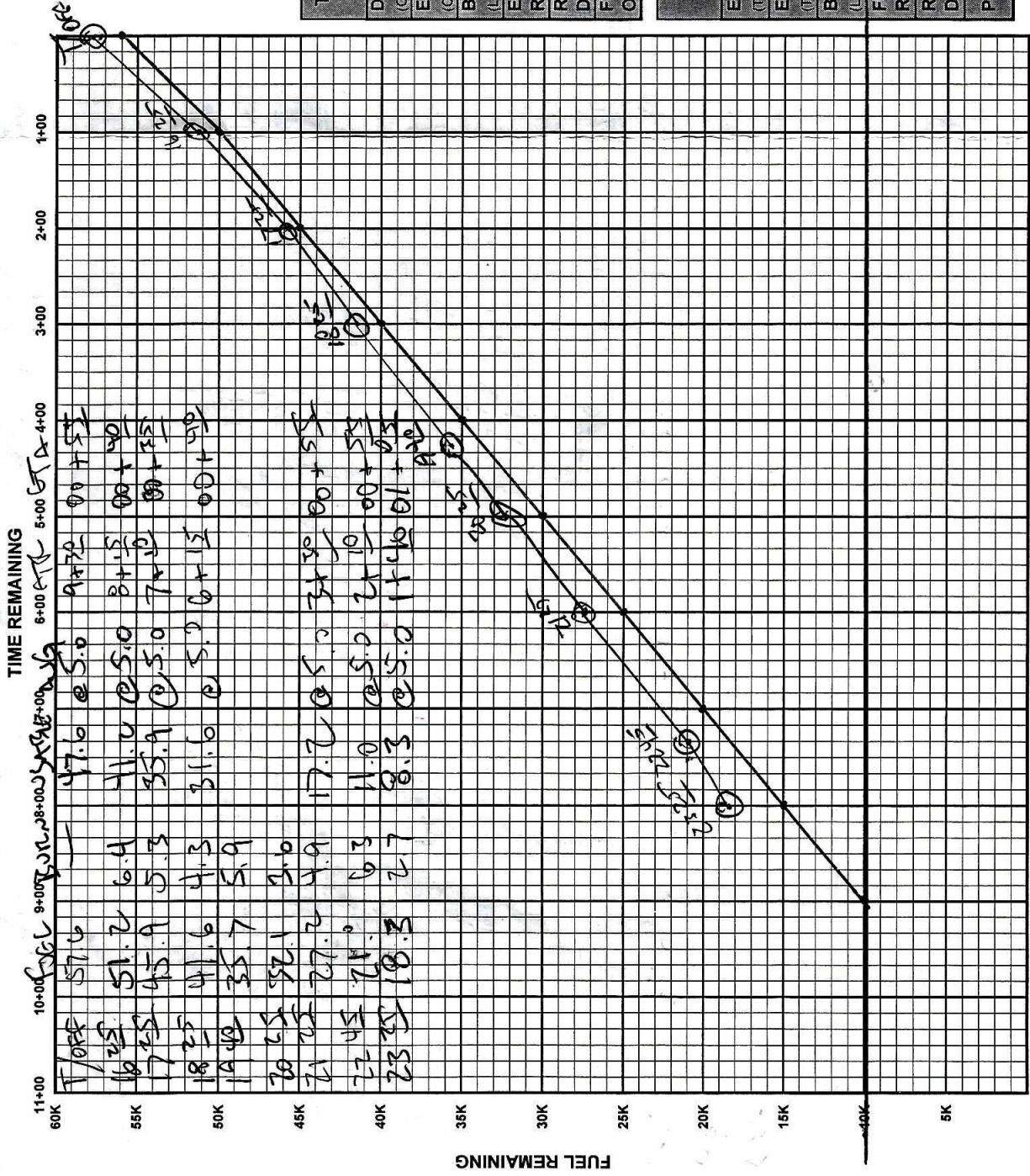
2233 24 25N 86 54W 928 150/131KTS 2780/19nmi 6 #7

223823 24 39 86 36 Drop 1 outbound 223906 Drop 2

225056 25 13N 85 59W Drop NE at low force

3852
11005
1005

RANGE CONTROL GRAPH

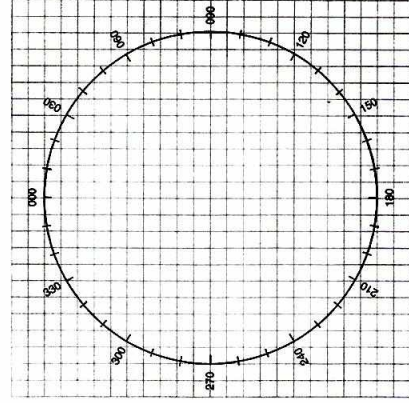


ENROUTE FUEL	
ENROUTE TIME	9+00
ENROUTE FUEL (6K, 5K, 4.5K, RULE)	46.0
RESERVE AT DESTINATION	10.0
REQUIRED RAMP	56.0
ACTUAL RAMP FUEL	57.6

TACTICAL (OFFSTA TO DESTINATION)	
DISTANCE (OFFSTA TO DEST)	
ENROUTE TIME (OFFSTA TO DEST)	
BURN RATE (LBS/HR)	4500
ENROUTE FUEL REQUIRED	
RESERVE AT DESTINATION	
FUEL AT OFFSTA	5500

POINT OF SAFE RETURN	
ETP DISTANCE (TO DEPARTURE)	
ENROUTE TIME (TO DEPARTURE)	
BURN RATE (LBS/HR)	4500
FUEL REQUIRED	
RESERVE AT DEPARTURE	
PSR FUEL	5500

CEX - TRUE BEARING METHOD			CEX SIGHT	
COMPASS TYPE	INS1	INS2	WET	
MCH (READING)				
MTH (SEXTANT)				
CE				
-VAR				
DEV				
CEX - ERB METHOD			CEX SIGHT	
COMPASS TYPE	INS1	INS2	WET	
MERB (DIAL/000)				
+ZN				
=MTH				
MCH (READING)				
CE				
-VAR				
=DEV				



WIND FACTOR		
WINDSPEED	HEADWIND	TAILWIND
10	1.03	.97
20	1.06	.94
30	1.10	.92
40	1.14	.89
50	1.18	.87
60	1.22	.85

TRUE AIRSPEED CROSS-CHECK					
PRESS ALT	200	250	300	350	
10,000	1.0	1.0	.99	.99	
20,000	.99	.98	.97	.97	
30,000	.97	.96	.95	.94	
40,000	.96	.94	.92	.90	

TRUE AIRSPEED CROSS-CHECK							
TIME	IAS	PRESS ALT	"F" FACTOR	EAS	OAT	TAS	ITAS
16:00	219	14000	1.0	219	505	272	242
	209					261	263

DISTANCE REMAINING

ETP = .5(TOTAL DISTANCE x OUTBOUND WIND FACTOR)

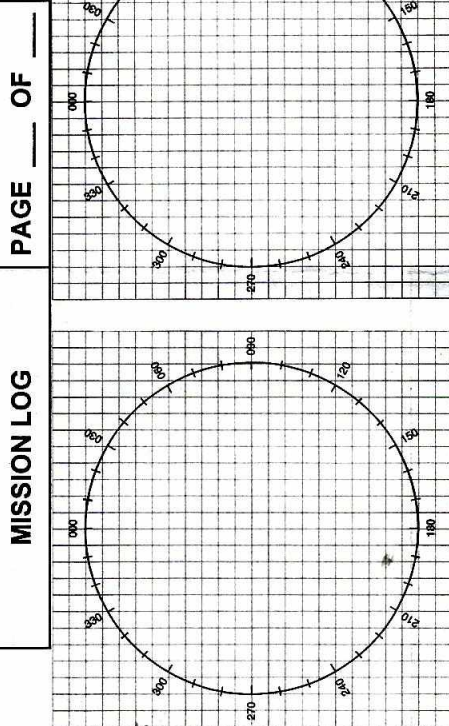
23.4 86.2 3207

17.4 24.2 54.2

14

2813

FREQ	ALT	HDG	OTHER
119.7	1000	150	KMDF 1000 1000 1000
			2830 0870 1000 1000
			KMDF 1000 1000 1000



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
 THIS IS NOAA, NOAA, 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 DESIRED _____
 - PILOT INTENTIONS _____
 - WE HAVE _____ ENDURANCE REMAINING

TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	VAR +E=>	MH	TH	DR +R=>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS	
1532	X	27-46.8	27-46.8	-1	27-46.8	-1	4W	270	266	25	260	252	093	25	10000	228	10000	56	+13	1500E	INS # 2 P8	
1630	A	28-01.0	28-01.0	-1	28-01.0	-1	4W	270	270	26	270	260	075	40	10000	232	10000					
1732	A	28-07.3	28-07.3	-1	28-07.3	-1	3W	175	172	10	180	256	060	40	10000	232	10000					
1830	A	28-14.2	28-14.2	-1	28-14.2	-1	3W	143	140	8	148	235	054	28	10000	232	10000	72	+18	1938		
1930	A	28-21.1	28-21.1	-1	28-21.1	-1	2W	926	920	10	923	314	197	84	8000	232	8000	45	+9	1959		
2030	A	28-27.6	28-27.6	-1	28-27.6	-1	2W	154	150	20	150	301	303	70	8000	232	8000	25	+5	2032		
2130	A	28-34.1	28-34.1	-1	28-34.1	-1	2W	352	348	9	339	279	124	50	8000	232	8000	38	+8	2132		
2230	A	28-41.4	28-41.4	-1	28-41.4	-1	2W	963	960	10	945	257	158	41	8000	232	8000	24	+5	2232		
2330	A	28-48.0	28-48.0	-1	28-48.0	-1	4W	110	100	9	358	267	130	55	7500	232	7500	40	+9	2332		
0030	A	28-55.6	28-55.6	-1	28-55.6	-1																
0037	BULLIN																					

FLY: 8+42 => 87
 DIAL: 9+09 => 92

