



NOAA P-3 N42RF
IFEX/Hurricane 2005
KMCF – MROC Ferry

Flight ID: H050703

Sensor or system

Number or Name

Inertial + Accelerometer Data

1

Temperature Probe

1

Dew Point Probe

1

Altitude (for vertical wind)

Radar Altitude 159

Static and Dynamic Pressure

Rosemount Fuselage

Time Source

Micro 99

Constants File

CO2054.CON

Notes:

There was a time/data gap from 175950-180010. Be aware of data spikes as a result of this data gap. Data spikes were also seen in the dynamic pressures at 1649Z, and in AT1 at 1603Z.

RA-232 was substituted for RA-159 at take-off and landing due to spiking in RA-159.

There were no working Liquid Water Sensors for this flight.

All other instruments worked optimally during the flight.

The aircraft INE positions were re-navigated with respect to GPS.

Due to AOC equipment/printer failure, the last step of our Quality Control process (visual QC) was not able to be performed. While other measures were taken to ensure there were no problems with the data, questions concerning questionable data should be brought to the attention of the Flight Director ASAP.

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:
Phone #:

Contact Paul Flaherty
(813) 828-3310 ext. 3094

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

AOCWF1

Flt ID: 050703H	From: KMCF	To: MROC
Flt No: 05-029	Blk In: 2031Z	ATA: 2023Z
ETD: 16Z	Blk Out: 1542Z	ATD: 1552Z
ETE: 4+30	Blk Time: 4+49 (4.8)	Flt Time: 4+31 (4.5)
Sponsor Org: NOAA / HRD	Program: IFEX	Purpose: FERRY

AOC Personnel

AC: KENNEDY ✓	Sys Eng: McMillen
CP: SILAH / CHOY ✓	Data Sys: HILL ✓
Nav: GALLAGHER ✓	Radar:
FE: WADE / KLIPPEL	GPS/BT: :
FD: FLAHERTY ✓	Cld Phys:
Avionics: ROGERS ✓	TORRES ✓

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
BLACK, M ✓	PI	HRD
LEIGHTON, P ✓	SCI	"
VILHORN, E ✓	SCI	"

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

No 159 on T10
155518 on

18N / 84 15

TT2 reading low @ 20001 (out) 21N / 19N
TT1 out 1940Z - on 2003
(CAL SWITCH TURNED ON BY ACCIDENT)

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

AOCWF2

Flt ID: 0507034 Time Off: 1552z Time On: 2023z

	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	1015.9	1015.1	1013.4	1018.4

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

Video

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

Remarks

- T/O A3001 -
- Land A3003 -

N49RF AVAPS DropSonde Log

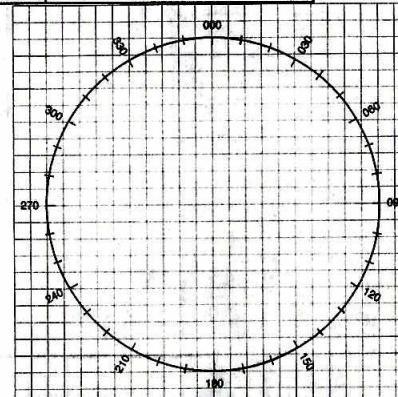
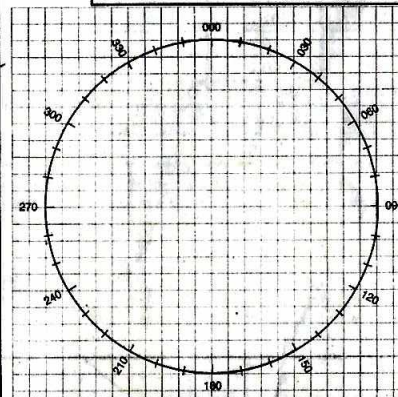
N49RF Project: IFEX Flight ID 050703H

Mission: _____ Flight #: 1 Launcher S/N: _____ Status: Sys 1 _____ Sys 2 _____

Drop #	Sonde Serial Number	Chn. #	Time (Zulu)	Press. offset	Winds time	Operator Initials	Comments / Drop Status/ Failure Reason	GOOD <input checked="" type="checkbox"/>
1	042 115 166	1	1820		12	MER		✓
2								
3								
4								
5								
6								
7								
8								
9								
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32								
33								

CHARGE Y6

MISSION LOG	PAGE ____ OF ____
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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

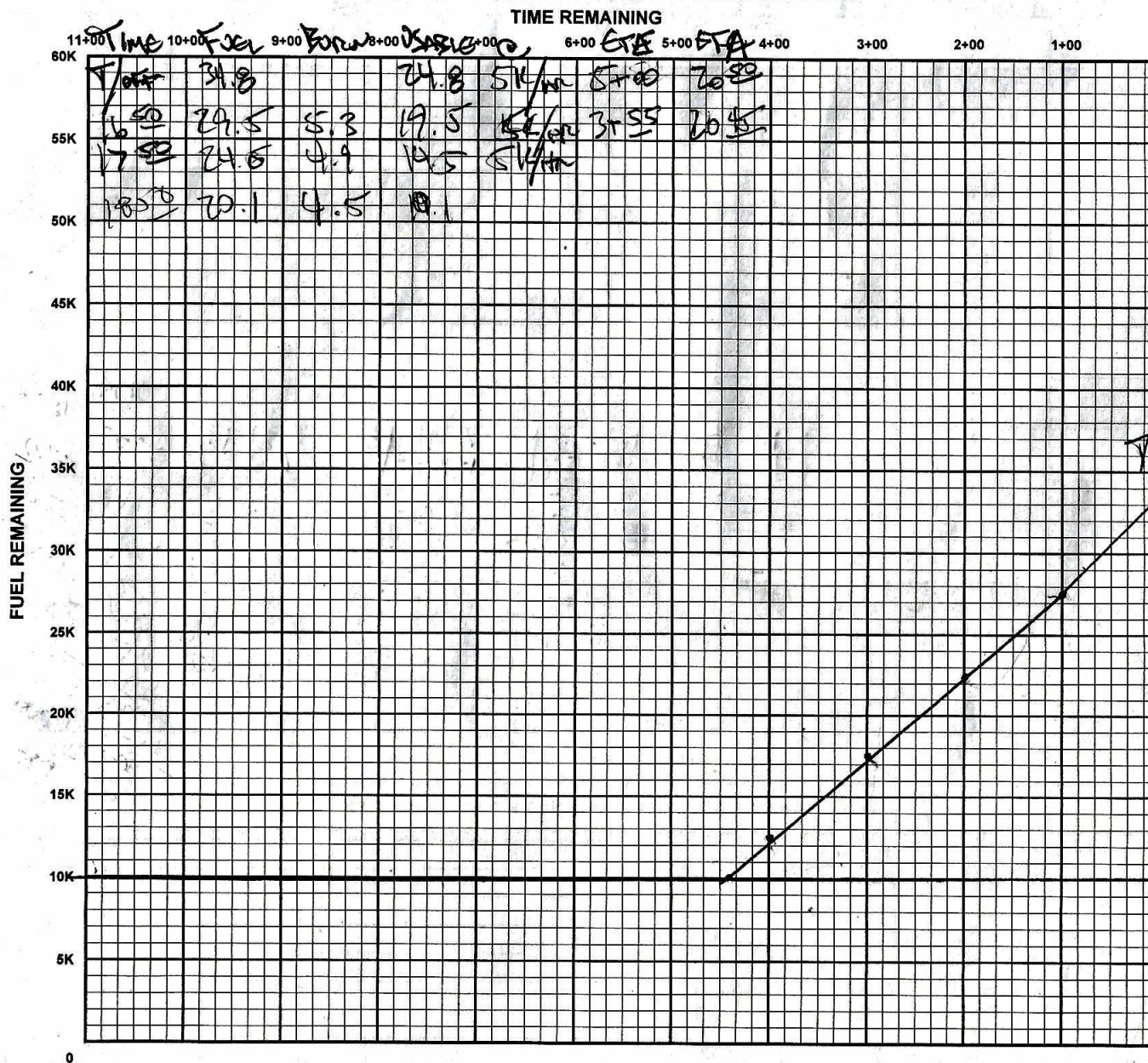
- ASSISTANCE DESIRED

- PILOT INTENTIONS

- WE HAVE _____ ENDURANCE REMAINING

[illegible]

RANGE CONTROL GRAPH



DISTANCE REMAINING

$$ETP = .5(TOTAL DISTANCE \times OUTBOUND WIND FACTOR)$$

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

ENROUTE FUEL

ENROUTE TIME	4+30
ENROUTE FUEL (6K 5K 4.5K RULE)	23.5
RESERVE AT DESTINATION	10.0
REQUIRED RAMP	33.5
ACTUAL RAMP FUEL	34.8

TACTICAL (OFFSTA TO DESTINATION) 4 ENG 3 ENG

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

POINT OF SAFE RETURN 4 ENG 3 ENG

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

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

CEX - TRUE BEARING METHOD

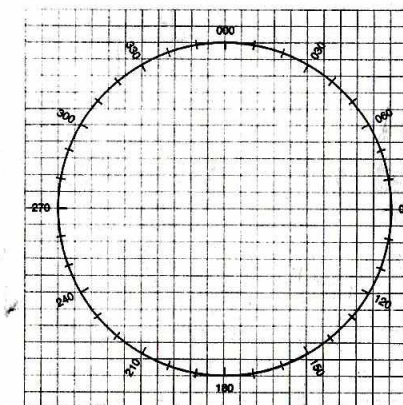
COMPASS TYPE	INS1	INS2	WET
MCH (READING)			
- MTH (SEXTANT)			
CE			
- VAR			
DEV			

CEX - ERB METHOD

COMPASS TYPE	INS1	INS2	WET
MERB (DIAL 000)			
+ ZN			
= MTH			
MCH (READING)			
CE			
- VAR			
= DEV			

CEX SIGHT

GMT	
GHA	
CORR	
GHA	
LONG -W -E	
EXACT LHA	
LAT	
BODY	
DEC	
HC/D	
CORR	
HC	
Z	
ZN	



TRUE AIRSPEED CROSS-CHECK

TIME	IAS	PRESS ALT	"F" FACTOR	EAS	OAT	TAS	ITAS
16:40	240	FL200			104	293	281

NOAA FORM 56-49 (2-95)		MISSION PREFLIGHT LOG					NAVIGATOR		AIRCRAFT COMMANDER			FLIGHT DIRECTOR		SCHEDULED / ACTUAL TAKEOFF Z		DATE OF TAKEOFF		
DESTINATION		MISSION			DR		TRK		WD		TAS		LEG / TOT DIST		PROP ETA		ETA	
WP	LAT / LON	RTE	MH	VAR	TH	+R==>	GS	WD	WS	ALT	TAS	LEG / TOT DIST	LEG / TOT TIME	PROP ETA	ETA	ATA	REMARKS	
KMCF	27-51.0 082-31.3														1600	1553		
PSW	26-51.8 081-46.6		57	4W	183	-	153	290	L	J	FL200	290	88 88	+18 +18	1618	1610		DD CANON
CWV	24-46.7 081-48.0		185	4W	181	-	181					116 204	+24 +42	1643	1634			
CANON	24-00.0 083-03.0		247	4W	243	-	243					287 287	+16 +58	1658	1650	1642		
VINKA	23-12.0 084-48.0		247	3W	244	-	244					108 389	+22 +20	1720	1712	1704		
ENOA	21-49.4 085-54.5		249	2W	217	-	217					103 492	+21 +41	1741	1733	1724		
SINLA	21-36.7 086-04.3		247	1W	216	-	216					508 508	+03 +44	1744	1736	1729		
SAVU	20-11.2 085-18.9		154	1W	153	-	153					93 603	+20 +04	1804	1756	1748		
VRSA	19-34.5 085-00.7		156	1W	155	-	155					140 643	+08 +12	1813	1804			
AMICA	18-31.5 084-29.7		156	1W	155	-	155					69 712	+14 +26	1826	1818			
CISNB	17-24.0 083-57.0		156	1W	155	-	155					74 786	+15 +41	1841	1833			
BARB	16-03.4 083-18.7		157	2W	155	-	155					88 874	+18 +59	1859	1851	1843		
PELYA	14-15.0 082-27.0		157	2W	155	-	155					119 903	+25 +24	1924	1916	1912		
SPR	13-33.5 081-42.11		158	2W	156	-	156					106 1107	+22 +46	1940	1938	1930		
AMUFI	11-37.1 082-43.0		228	2W	226	-	226					83 1184	+17 +03	2003	1955			
COL	10-45.7 082-55.0		226	1W	225	-	225					73 1257	+15 +16	2018	2010			
THRO	10-29.6 093-42.1		220	-	220	-	220					120 1277	+04 +22	2022	2014			
TRC	09-57.8 084-14.2		221	1W	220	-	220					140 1317	+00 +20	2030	2022			
MROC	09-59.6 084-12.5		069	-	069	-	069					1319 1319	+01 +31	2031	2023			

125.2

INS PERFORMANCE		
	INS 1	INS 2
BEGIN ALIGN TIME	14 ⁰⁰	14 ²⁰
ALIGN STATUS (0-5)	0	0
END NAV TIME	20 ³⁵	20 ³⁵
START NAV TIME	15 ³⁵	15 ³⁵
DELTA T	5+00	5+00

TERMINAL ERRORS		
	INS 1	INS 2
DELTA LAT	+7.3	-1.9
DELTA LON	-4.0	+1.3
RGS	4	0
RADIAL ERROR	18	2

[illegible]