



NOAA P-3 N43RF

Hurricane Rita Post Storm Survey



Flight ID: 050926I

Sensor or system

INE

Accelerometer

Temperature Probe

Dew Point Probe

Altitude (for vertical wind)

Static Pressure

Dynamic Pressure

Time Source

Constants File

Number or Name

1

2

1

2 (Edgetech)

Radar Altimeter 159

Rosemount Fuselage

Rosemount Fuselage 1281

Micro 99

CO3051.CON

Notes:

There were no time/data gaps during this flight.

The difference in values between the dynamic attack pressure from the radome and the fuselage is greater than 20 mb. No corrections were made to the data.

Data from radar altimeter 232 was substituted into radar altimeter 159 from 140101Z-140800Z, 205151Z-205210Z, and from 205401Z- 205700Z.

Spikes in the dynamic and differential pressures are the result of the aircraft changing pitch angles and altitude. No edits were made to the data to correct this.

The King Liquid Water sensor was not operating during this 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	1016.0 mb	1011.2 mb
Corrected Tower Pressure	1016.6 mb	1013.5 mb

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

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

Flt ID: 050926I	From: kmcf	To: kmcf
Flt. No: 05-065	Blk In: 2102 z	Time On: 2054 z
ETD: 1400 z	Blk Out: 1353 z	Time Off: 1404 z
ETE: 7 + 10	Blk Time: 7 + 09 (7.2) Hrs	Flt Time: 6 + 50 (6.8) Hrs
Sponsoring Org: HRD	Program: Post R/a Study	Purpose: 1st Drop for Eddie's

AOC Flight Crew

Aircraft Commander: Strong ✓	Data System: Lynch
Co-Pilot: Choy	AVAPS: Tong ✓
Navigator: Bakab	System Eng: Sans Souci
Flight Eng: Floyd	A A:
Flight Director: Mayenne ✓	A A:
Avionics:	Crew Chief:

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation
Black, A	sci	HRD
Uhlhorn, E	sci	HRD
Jaime, Benjamin	sci	UM

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

Storm Name: 52 BT's 5000 ft

Mission ID: WXWYA Train

Penetration number and time

Recco Times Fix # Fix Time

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

Flight ID: 050925	Time Off: 1404 Z	Time On: 2054 Z
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A/C Takeoff	Wx Station Takeoff	A/C Land	Wx Station Land
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Pressure	1016.0 mb 3002 mb	1011.2 mb 2993 mb
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ATIS	Time	Observation
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Takeoff	1255Z	11007KT p65m 26/23 A3002
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Land	1955Z	24007KT p65m 21/23 A2993
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	Number	Data Disposition / Date / Quality
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Flight Level Tapes		
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Radar Tapes		
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Cloud Physics Tapes / CDs		
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Video Tapes		
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Dropsondes	56	Good: 58 Bad: 3
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AXBT		
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AXCP		
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AXCTD		
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Remarks:

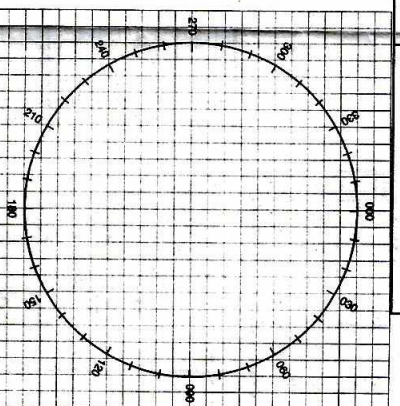
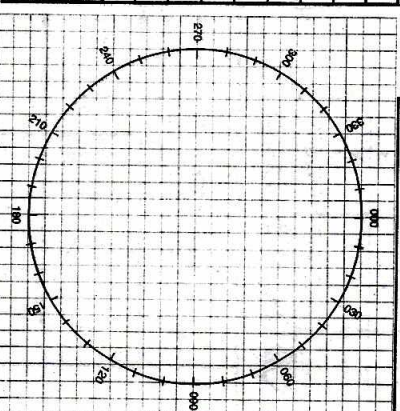
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DATE	REMARKS
26 SEP 05	
	→ P/E
	→ COVINA
	→ #1
	→ #2
	→ #52
	→ COVINA
	→ P/E
	→ INCP

TERMINAL ERRORS		
	INS 1	INS 2
DELTA LAT	+3.6	0
DELTA LON	-1.6	+1.2
RGS	0	1
RADIAL ERROR	4	0

[illegible]

CLEARANCES			
FREQ	ALT	HDG	OTHER
119.9	71.6k	080	CAC 120 410 SQ462
135.5			



MISSION LOG

PAGE 1 OF 1

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:

HF/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 43

POSITION N/S
- HEADING TRUE/MAG
- AT KTS TRUE/INDICATED
- FLIGHT LEVEL OR ALTITUDE
- WE ARE A P-3 AIRCRAFT WITH 14 SOULS ON BOARD
- NATURE OF EMERGENCY
- ASSISTANCE DESIRED
- PILOT INTENTIONS
- WE HAVE ENDURANCE REMAINING

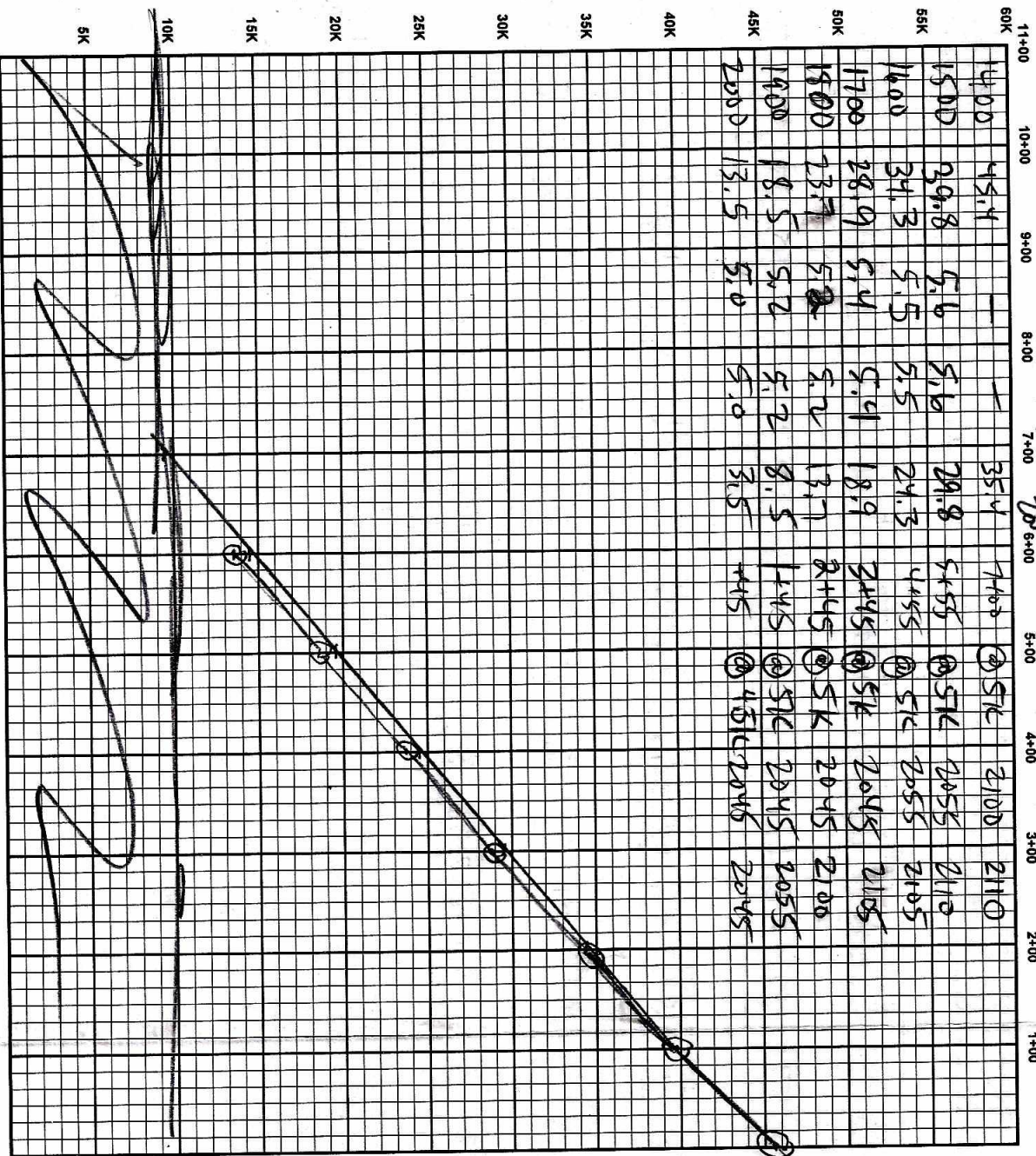
TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	MH	VAR	TH	DR	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
1349	ENL	N																			
1353	TPX1	N																			
1409	XV	27-49.4 82-20.4	27-49.4 82-20.5	0 -1	27-49.4 82-20.5	0 -1	183	SW	178	0	178	203	260	15	SK	218					INS #2 PRET
1500	Δ	26-50.4 82-01.2	26-50.4 82-01.2	0 -1	26-50.4 82-01.2	0 -1	257	SW	250	0	250	244	195	2	SK	240					PRET 10518 ✓
1530	Intb	25-47 88-03	Sum	Heft	011	shack	257	SW	271	11	270	249	025	5	SK	244					
1600	Δ	26-50.4 82-01.2	26-50.4 82-01.2	0 -1	26-50.4 82-01.2	0 -1	257	SW	271	11	270	249	025	5	SK	244					
1635	Intb	26-30 92-55	011	Shack																	
1700	Δ	28-03.9 93-00.1	28-03.9 93-00.1	0 -1	28-03.9 93-00.1	0 -1	358	SE	001	11	360	244	020	5	SK	244					
1720	Intb	28-19 92-34	011	Ris	011	shack															
1800	Δ	26-02.7 90-57.4	26-02.7 90-57.4	0 -1	26-02.7 90-57.4	0 -1	199	SE	151	11	150	243	250	5	SK	239					
1900	Δ	26-38.2 91-10.0	26-38.2 91-10.0	0 -1	26-38.2 91-10.0	0 -1	028	ZE	030	0	030	242	355	2	SK	241					
2000	Δ	27-52.1 81-00.5	27-52.1 81-00.5	0 -1	27-52.1 81-00.5	0 -1	089	SW	088	28	090	276	345	10	SK	267					
2054	LAMP	27-50.9 82-31.2	27-50.9 82-31.2	0 -1	27-50.9 82-31.2	0 -1															
2102	SLK																				

6.9

4720151 Active

RANGE CONTROL GRAPH

2200 2100 TIME REMAINING 1900 1800 1700 1600 1500 1400



DISTANCE REMAINING

ETP = .5(TOTAL DISTANCE x 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	7+30
ENROUTE FUEL (6K SK 4 SK RULE)	391K
RESERVE AT DESTINATION	12K
REQUIRED RAMP	49K
ACTUAL RAMP FUEL	45.4K

11 25 29

TACTICAL (OFFSTA TO DESTINATION) 4 ENG 3 ENG

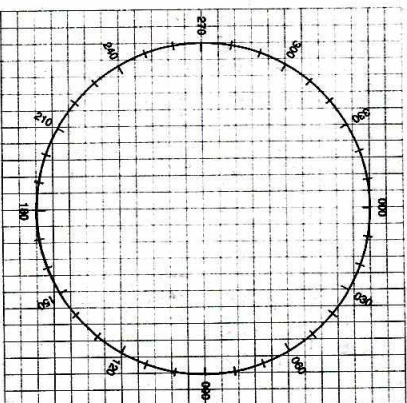
DISTANCE	
(OFFSTA TO DEST)	
ENROUTE TIME (OFFSTA TO DEST)	
BURN RATE (LBS/HR)	4500 5500
ENROUTE FUEL REQUIRED	
RESERVE AT DESTINATION	
FUEL AT OFFSTA	

POINT OF SAFE RETURN		
ETP DISTANCE (TO DEPARTURE)		4 ENG 3 ENG
ENROUTE TIME (TO DEPARTURE)		
BURN RATE (LBS/HR)	4500	5500
FUEL REQUIRED		
RESERVE AT DEPARTURE		
PSR FUEL		

CEX - TRUE BEARING METHOD			
COMPASS TYPE	INS1	INS2	WET
MCH (READING)			
- MTH (SEXTANT)			
CE			
- VAR			
DEV			

CEX SIGHT	
GMT	
GHA	
CORR	
GHA	
LONG +W -E	
EXACT LHA	
LAT	
BODY	
DEC	
HO/ID	
CORR	
HC	
Z	
ZN	

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

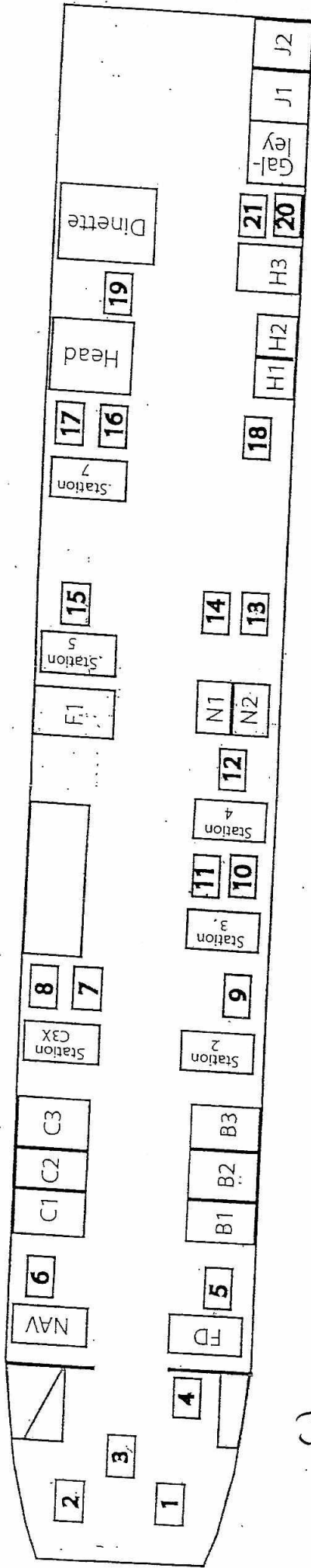


WIND FACTOR	
ALT	200 250 300 350
10,000	1.0 1.0 .99 .99
20,000	.99 .98 .97 .97
30,000	.97 .96 .95 .94
40,000	.96 .94 .92 .90

TRUE AIRSPEED CROSS-CHECK					
TIME	IAS	PRESS ALT	"f" FACTOR	EAS	OAT TAS ITAS

NOAA AIRCRAFT OPERATIONS CENTER

Flight ID 050926I



1. Strong

PILOT

2. Choy

COPILOT

3. Clayd

FLIGHT ENGINEER

4. Black, P

STATION 1

5. Mayeaux

FLIGHT DIRECTOR

6. Brakos

NAVIGATOR

7. _____

STATION C3X

8. Jaime

STATION C3X

9. Uhlhorn

STATION 2

10. _____

STATION 3

11. _____

STATION 3

12. Lynch

STATION 4

13. _____

PROJECT SEAT

14. _____

PROJECT SEAT

15. Tory

STATION 5

16. _____

STATION 7

17. _____

STATION 7

18. Sans Souci

STATION 8

19. _____

DINETTE

20. _____

GALLEY

21. _____

GALLEY

