

NOAA WP-3D N43RF

Pre-Fay TDR

Flight ID: 080814I

Sensor or System	Number or Name
INE	1
Accelerometer	1
Temperature Probe	1
Dew Point Probe	1 (General Eastern)
Altitude (for Vertical Wind)	APN-159
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage 1281
Time Source	Micro 99
Constants File	N43_hur08.adc

Notes:

Data Start Time: 025501Z. End Time: 103601Z.

King Liquid Water died 054645Z.

Suspiciously high SFMR winds 050730Z-053800Z.

Processed data file: 080814I_RC.nc

During the mission there were instances where the dewpoint temperature exceeded the derived ambient temperature. This occurred primarily during heavy precipitation.

Flight Director: Jack Parrish. (813) 828-3310, ex 3077

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

Flt ID: 080814I	From: TBPB	To: TBPB
Flt. No: —	Blk In: 1035 Z	Time On: 1032 Z
ETD: 03Z	Blk Out: 0246 Z	Time Off: 0259 Z
ETE: 8+	Blk Time: 7:49 (7.9) Hrs	Flt Time: 7:33 (7.6) Hrs
Sponsoring Org: DHC	Program: TDA - Tropical Cyclogenesis	Purpose: AL92

AOC Flight Crew

Aircraft Commander: Choy	Data System: Rachel
Co-Pilot: Newman / Ehlwolt	AVAPS: Smith
Navigator: Gallagher / Kidder	System Eng: Lynch
Flight Eng: Floyd / Klippel	A A:
Flight Director: Parrish	A A:
Avionics: Sans Souci	Crew Chief:

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation
Denien, J.	P.I.	NAD
Gamache, J.	Radar	↓
Cione, J.	Obs	

Remarks (Storm Name, Mission ID, Recco Times, Fix Times) Storm Name: _____ Mission ID: NOAA3 03DDA WAVE NOTES: 17 dropsondes - lost and low on several of them.	Recco Times 050730 - 0538Z	Fix # / Fix Time suspicious high FMC winds -
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(See reverse for additional remarks)

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

Flight ID: _____ Time Off: Z Time On: Z

A/C Takeoff _____ Wx Station Takeoff _____ A/C Land _____ Wx Station Land _____

Pressure _____

	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		Good: Bad:
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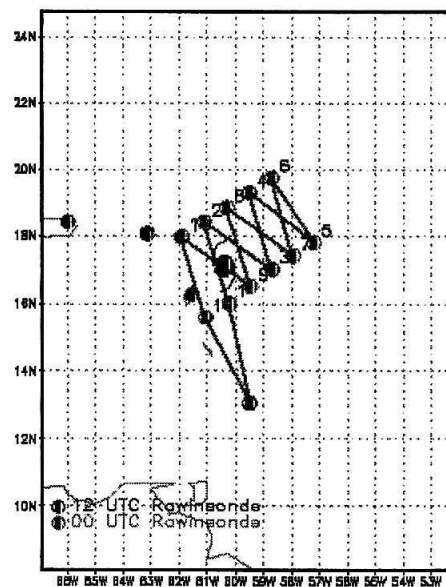
AXBT		
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AXCP		
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AXCTD		
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Remarks: TAKE OFF WEATHER:

LANDING WEATHER:

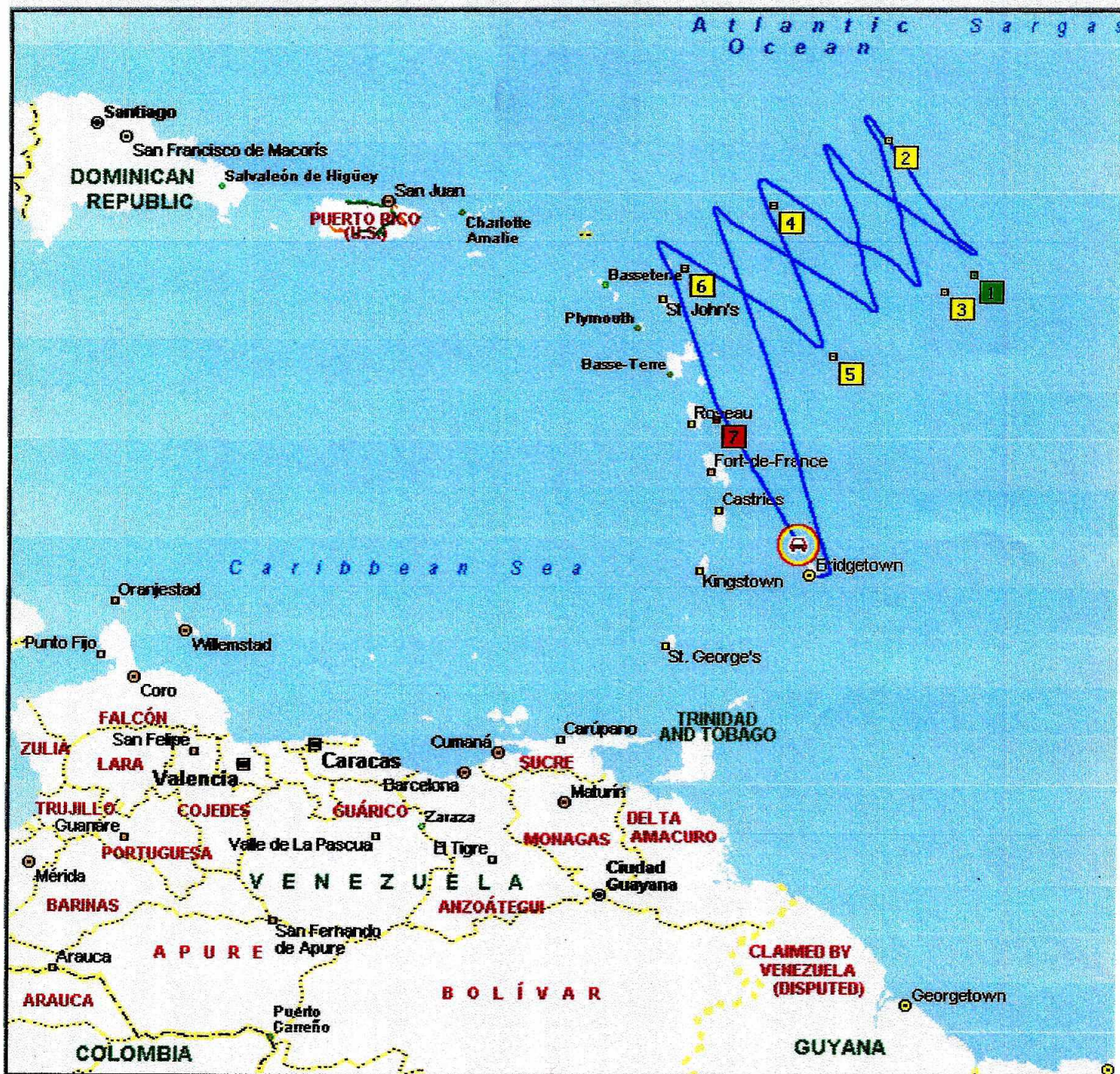


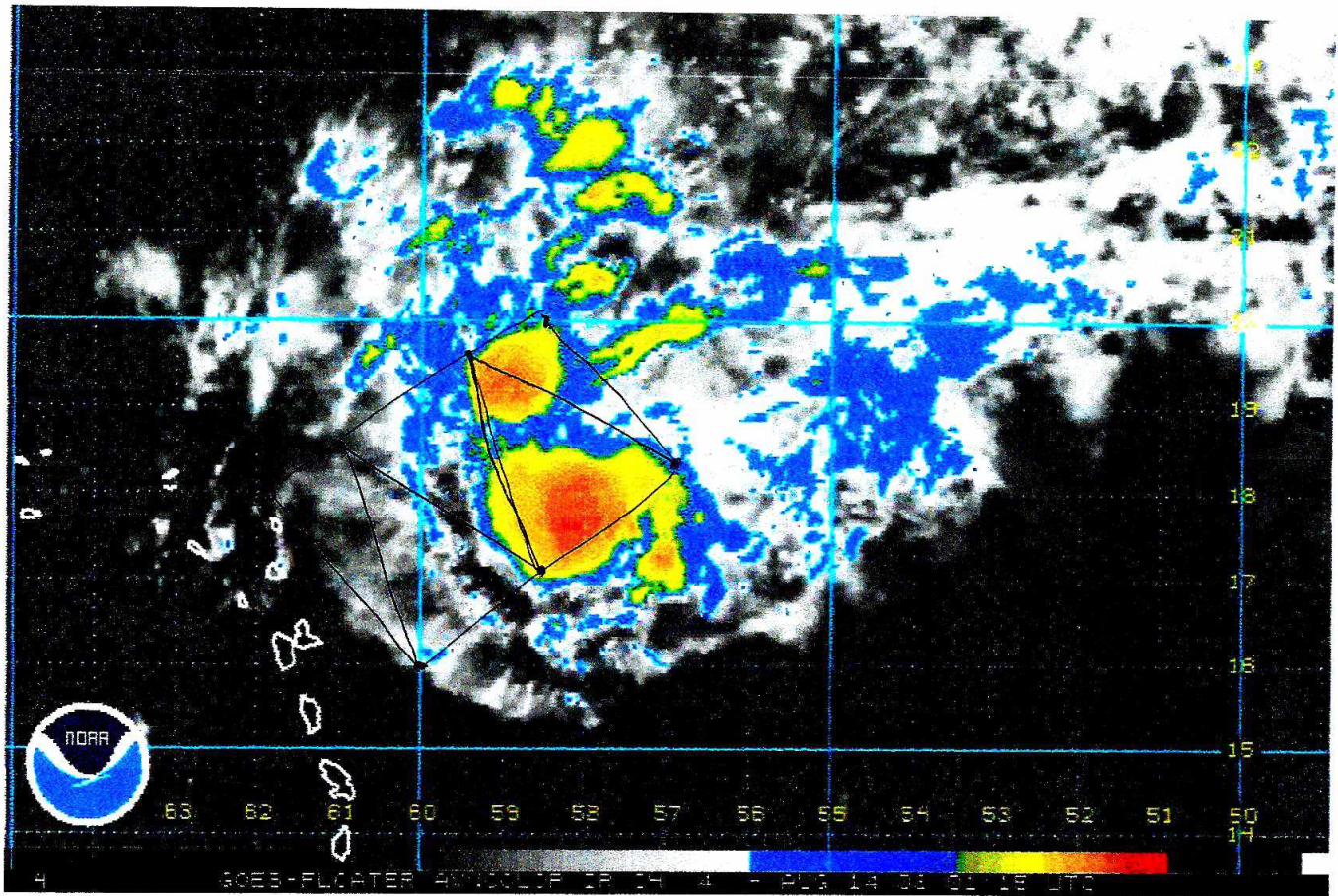
0405: COLY/165

File: out1.gif

2008-08-13-18:10

SE	17 48	57 12
NE	19 45	58 42
NW	15 36	61 03
SW	18 00	62 00





18.5 58.3

631-244-2492

MISSION LOG

PAGE ____ OF ____

POSITION REPORT

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 243.0 VHF/VOICE 121.5 MF/VOICE 2182 KHZ HF/CW 8364 KHZ MF/CW 500 KHZ

MAYDAY, MAYDAY, MAYDAY

THIS IS NOAA 43, NOAA 43, NOAA 43

1. POSITION

2. TIME

3. ALTITUDE

4. NEXT POSITION

5. ETA

6. NEXT POSITION

- POSITION _____ N/S
E/W AT _____ Z

- HEADING _____ TRUE/MAG

- AT _____ KTS TRUE/INDICATED

- FLIGHT LEVEL OR ALTITUDE _____

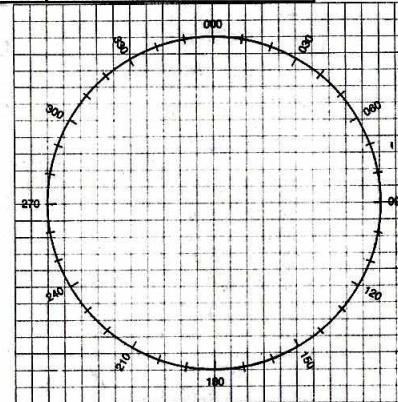
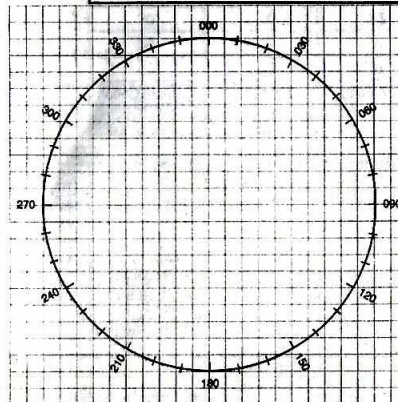
- WE ARE A P-3 AIRCRAFT WITH 15 SOULS ON BOARD

- NATURE OF EMERGENCY _____

- ASSISTANCE DESIRED _____

- PILOT INTENTIONS _____

- WE HAVE _____ ENDURANCE REMAINING

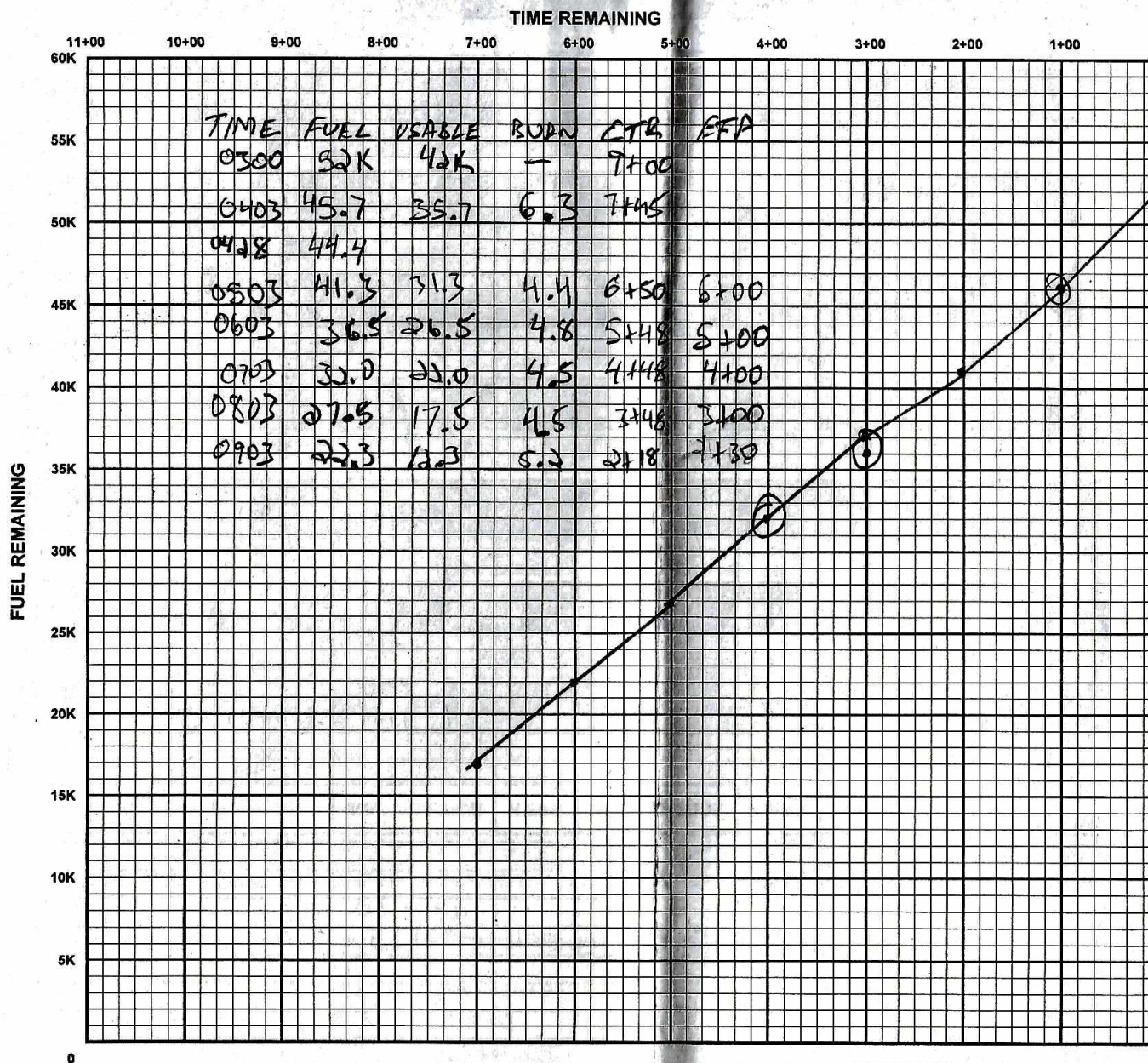


CLEARANCES			
FREQ	ALT	HGD	OTHER
			119.1
			2991 57
			9 140 1032 Left Turn
			118.7 129.35
			123.7 - PIARCO
			125.0 - San Juan
			17.5 58.7
			55122- 1102
			011 874 or 871
			119.1

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
0238		CNG START																			
0244		DATA	DATA 09																		
0257		T/O																			
		SAC ✓																			
0302	Δ	13 11 59 19	13 11 59 19	0 0	13 10 59 19	0 0	355	15U	340	0	355	230	164	09	45K	223					
0320	SAC ✓	1089C 113 37	88 25 113 37																		
0403	Δ	17 30 60 45	17 30 60 45	0 0	17 31 60 48	-1 0	359	15U	344	5L	351	276	072	22	14K	274					
0415	CHOP																				
0430	IC	PIARCO			6640 8933	14K Radio															
0444	C	14 → 12K 1140 10																			
0503	DROP	1228 5848																			
0504	Δ	13 30 58 49	13 35 58 50	1 1	13 35 58 50	1 1	010	15U	355	2L	008	281	170	20	12	241					
0544	C	NY RADIO																			
0557	Δ	018 16 57 53	18 15 57 54		18 17 57 53		144	15U	189	3L	141	230	163	27	100	553					
0600	C	NY RADIO																			
0657	Δ	18 55 58 26	18 55 58 26	0 0	18 57 58 27	2 2	178	15	163	2L	177	233	155	21	100	255					

[illegible]

RANGE CONTROL GRAPH



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	8+00
ENROUTE FUEL (6K, 5K, 4.5K RULE)	38
RESERVE AT DESTINATION	10
REQUIRED RAMP	48
ACTUAL RAMP FUEL	52

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		

CEX - TRUE BEARING METHOD

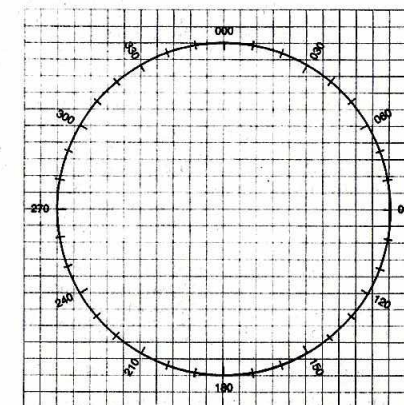
COMPASS TYPE	INS1	INS2	WET
MCH (READING)			
- MTH (SEXTANT)			
CE			
- VAR			
DEV			

CEX SIGHT

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

CEX - ERB METHOD

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



TRUE AIRSPEED CROSS-CHECK

TIME	IAS	PRESS ALT	"F" FACTOR	EAS	OAT	TAS	ITAS
0300	228	140			72°	279	280

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