

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
Dunien, 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:

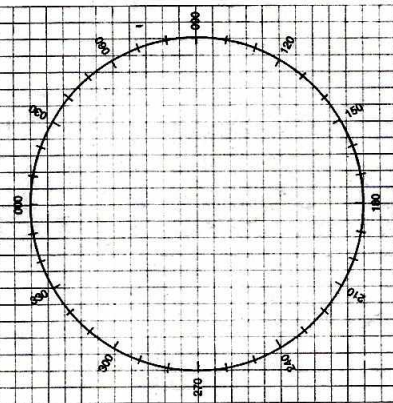
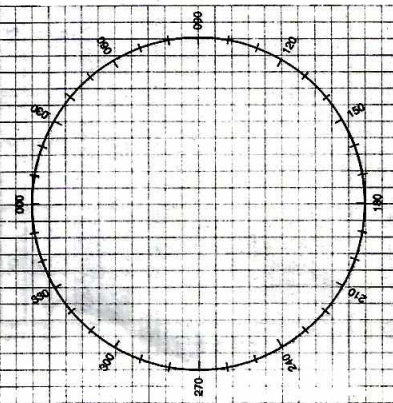
18.5 58.3

631-244-2492

CLEARANCES			
FREQ	ALT	HDG	OTHER
			119.1
			0991 57
			9 140 1033 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

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:

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

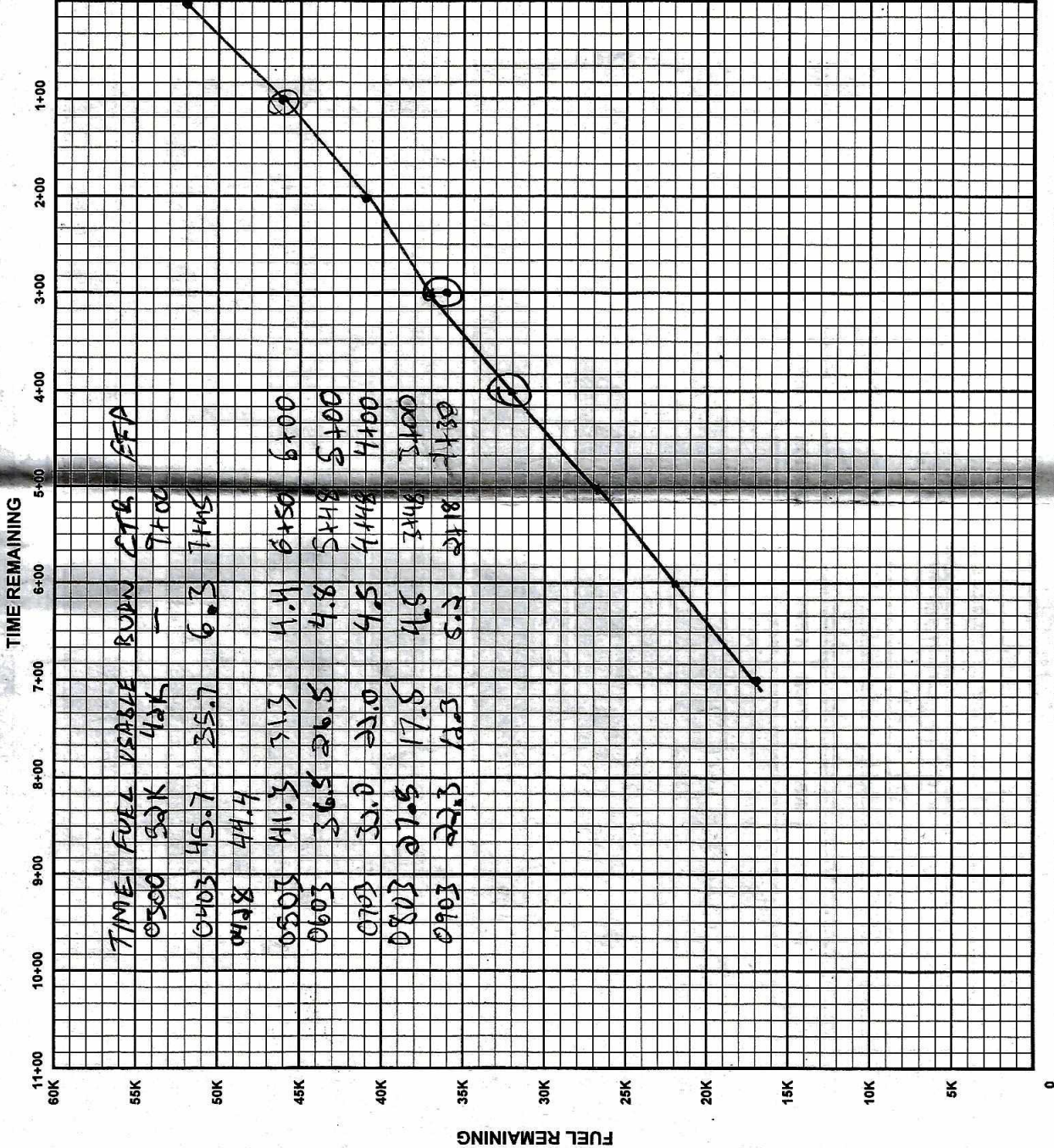
MAYDAY, MAYDAY, MAYDAY
THIS IS NOAA 43, NOAA 43, NOAA 43

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	KERR	INS 2 POSITION	KERR	VAR +E=>	TH	DR +R=>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
0238		2N6 START																		
0244		PIARCO	1207 09																	
0257		T10																		
		5N6																		
0302	A	13 11 59 19	13 11 59 19	0	15 10 59 19	0	15N	340	0	355	230	164	09	45K	223					
0320	SPAC	115 27	115 27																	
0403	A	17 30 60 45	17 30 60 45	0	17 31 60 48	0	15N	344	5L	284	276	072	22	14K	274					
0415	CUTUP																			
0430	IC	PIARCO			6040 144 Radio															
0441	C	141 121K 10000			6040 144 Radio															
0503	DROP	1728 5848																		
0504	A	1734 5849	1735 5850	0	1735 5850	0	15N	355	1L	208	281	170	22	18	211					
0544	C	N4 RADIO																		
0557	A	1816 5853	1815 5854	0	1815 5854	0	15N	157	3L	141	250	163	27	110	283					
0640	C	N4 RADIO																		
0657	A	1855 5856	1855 5856	0	1855 5856	0	15N	113	18	179	233	188	21	120	285					

RANGE CONTROL GRAPH

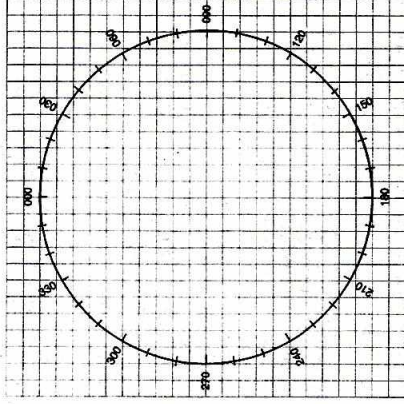


ENROUTE FUEL	
ENROUTE TIME	8:00
ENROUTE FUEL (6K 5K 4.5K RULE)	38
RESERVE AT DESTINATION	10
REQUIRED RAMP	48
ACTUAL RAMP FUEL	52

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

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

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



WIND FACTOR	
WINDSPEED	HEADWIND
10	1.03
20	1.06
30	1.10
40	1.14
50	1.18
60	1.22

PRESS ALT	
10,000	1.0
20,000	.99
30,000	.97
40,000	.96

TRUE AIRSPEED CROSS-CHECK	
TIME	IAS
0500	220
PRESS ALT	140
"F" FACTOR	
EAS	
OAT	
TAS	
ITAS	

DISTANCE REMAINING

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

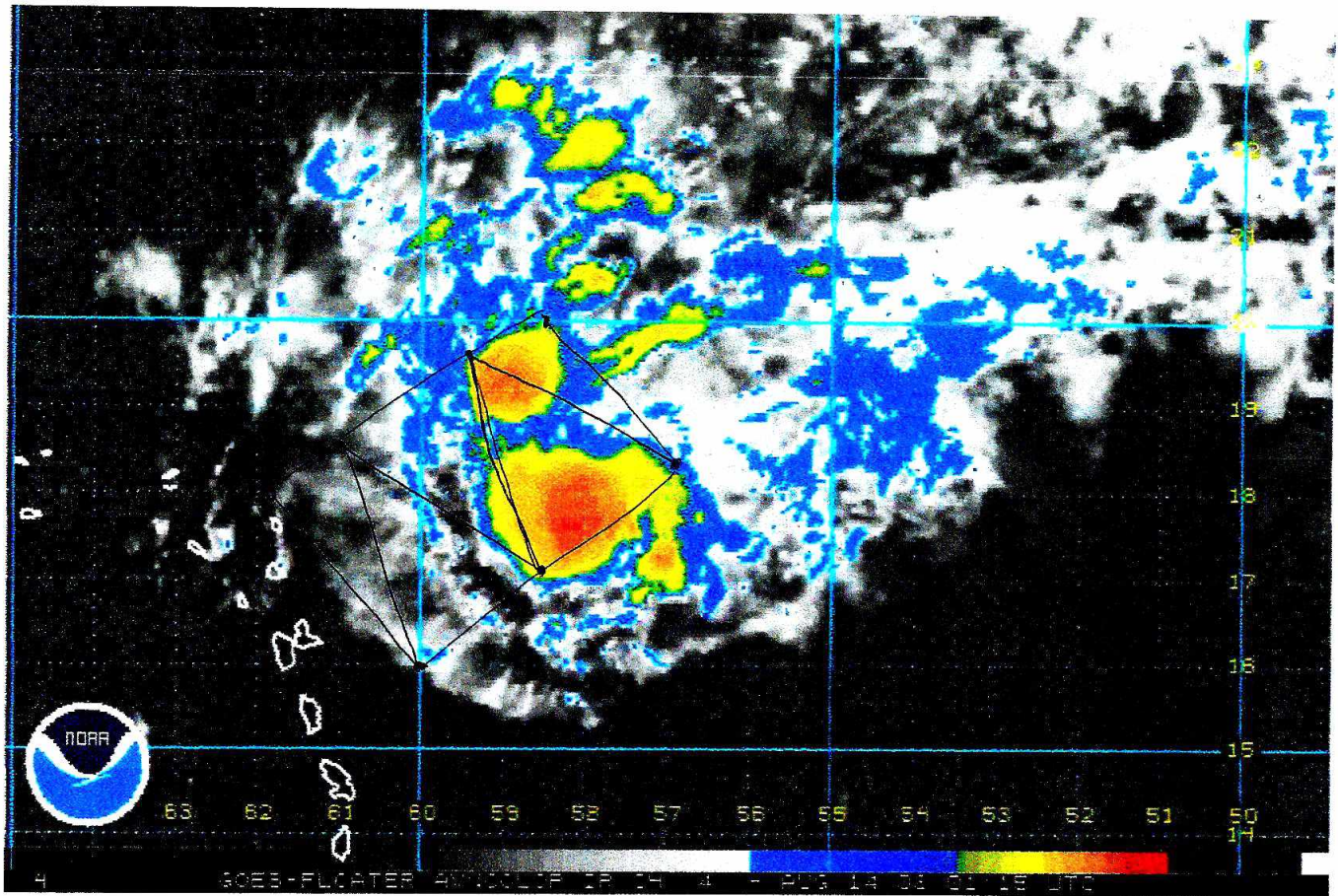
714763

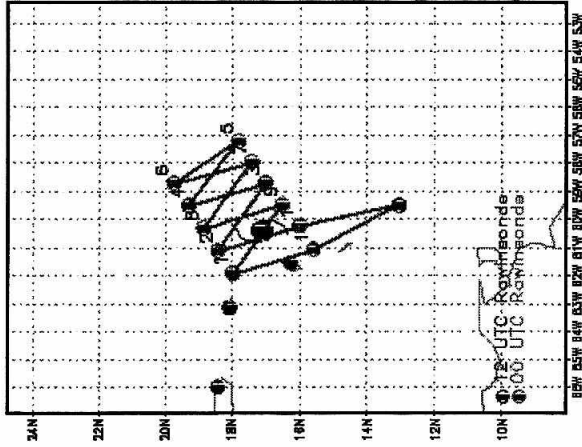
1

0300, 0050

13 7062008

[illegible]





0:00 UTC Rawinsonde

2000-08-13-18:18

File: out1.gif

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

