

NOAA WP-3D N43RF

Pre-Ike AXBT

Flight ID: 080828I

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: 145031Z. End Time: 214340Z.

Data/time gaps the following times:

150111Z-0120Z, 160101Z-0120Z, 162321Z-2340Z, 171741Z-171800Z, 175351Z-5400Z, 203541Z-3550Z, 203901Z-3910Z.

These gaps can result in erroneous vertical winds around the gap periods.

King Liquid Water inop.

AXBT pattern interrupted at Pt. 51 due to smoke in the cabin. Mission aborted and scientific power secured after this time.

Processed data file: 080828I_RXC.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: 080828I	From: KMCF	To: KMCF
Flt. No: -	Blk In: 2249 Z	Time On: 2243 Z
ETD: 15Z	Blk Out: 1454 Z	Time Off: 1505 Z
ETE: 7+	Blk Time: 7:55 (7.9) Hrs	Flt Time: 7:38 (7.6) Hrs
Sponsoring Org: DMC	Program: TS Gustav	Purpose: Gulf BT

AOC Flight Crew

Aircraft Commander: Newman	Data System: Nacher ✓
Co-Pilot: Ebhardt, Sweeney	AVAPS: Smith ✓
Navigator: Klippel Bishop, Collier ✓	System Eng: Lynch ✓
Flight Eng: Klippel ✓	A A:
Flight Director: Parrish ✓	A A:
Avionics: Sans Souci	Crew Chief:

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation
Shay, Dick ✓	P.I.	UM RSMAS
Trimes, Benjamin ✓	Obs	"
Ulhorn, Eric ✓	BTs	HRD
Matson, Rob ✓	Obs	Sarasota Times Journal
Scott, Anna ✓	Obs	

Remarks (Storm Name, Mission ID, Recco Times, Fix Times) Storm Name: _____ Mission ID: _____ NOTES:	Recco Times Fix # Fix Time 2130Z - smelled smoke - expected fire hits. Eventually secured science power. ETB. Dropped to Alt 51 before smoke in cabin.
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(See reverse for additional remarks)

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Flight ID: 080828 I

Time Off: 1505 Z

Time On: Z

A/C - Takeoff

Wx Station - Takeoff

A/C - Land

Wx Station - Land

Pressure

Number

Data Disposition / Date / Quality

Flight Level Tapes

Radar Tapes

Cloud Physics Tapes / CDs

Video Tapes

Dropsondes

Good: Bad:

AXBT

AXCP

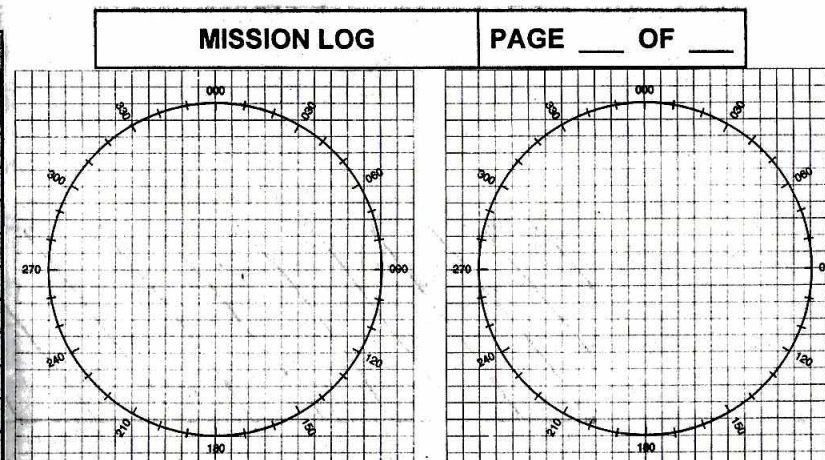
AXCTD

Remarks:

TAKE OFF WEATHER: A 1355Z ^{280/4} ~~020/3~~ 29/25 29.91

LANDING WEATHER: A 2155Z 300/6 ^(1008.5) 29.81 32/24

CLEARANCES			
FREQ	ALT	HDG	OTHER
			C/nd
			Very High
			Rt 080K
			1600
			8000 +10
			119.9
			6077 SKWK
			89W



POSITION REPORT

- POSITION
- TIME
- ALTITUDE
- NEXT POSITION
- ETA
- 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 243.0 VHF/VOICE 121.5 MF/VOICE 2182 KHZ HF/CW 8384 KHZ MF/CW 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

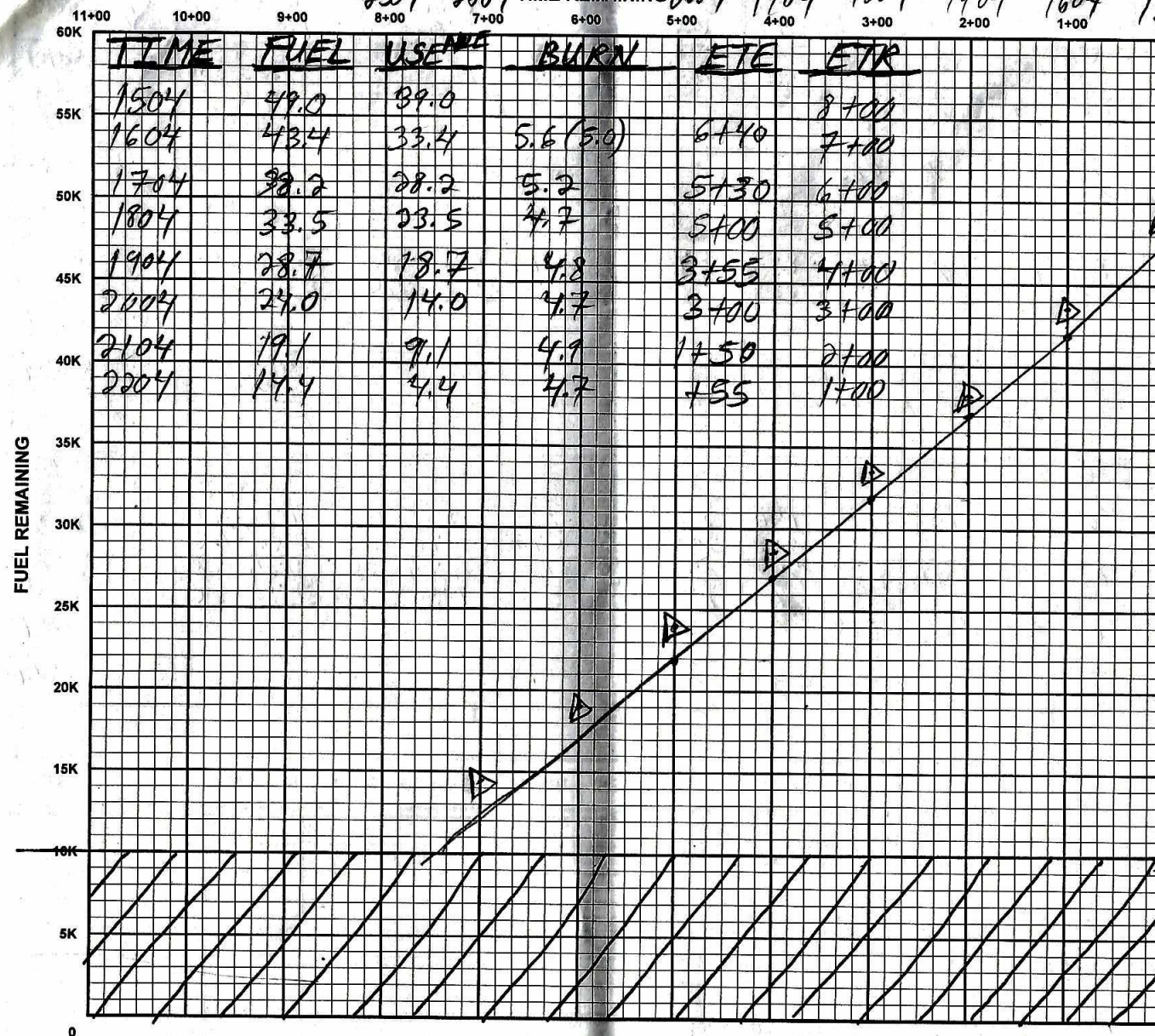
TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	MH	VAR +E==>	TH	DR +R==>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
1448	ENG																				
1454	ENG																				
1504	T/O						207	4W	203	1L	202	260	125	02	7.0	258					SRQ
1520	✓	24-08.1 83-58.5	24-08.1 83-58.5	0	24-08.1 83-58.5	0	207	4W	203	1L	202	260	125	02	7.0	258					SRQ 207/17
1608	△	24-02.9 83-58.9	24-01.7 83-59.5	+1.2 -.7	24-02.6 83-59.8	+1.3 +1	205	3W	202	0	202	254	64	12	8.0	246					
1626	△	24-00 83-59								273	3L	270	257	72	8	8.0	249				
1640	⊙										270	245						65	+16		△ in speed
1640	△	24-00 86-24									270	248	67	9	8.0	239					
1700	⊙										270	247						82	+20		
1706	△	24-00.3 88-20.5	24-00.8 88-20.4	-.5 -.1	24-01.1 88-21.3	-.8 -.8	271	0	271	1L	270	245	74	12	8.0	234					
1740	△	25-30 88-10																			
1800	⊙						090	0	090	0	090	246	42	05	8.0	251		81	+20		
1800	△	25-31 86-41					092	2W	090	0	090	243	8	03	8.0	244					
1902	△	25-31.3 85-43.5	25-37.1 85-44.7	-.8 -1.2	25-38.6 85-44.3	-.7 -.4	272	2W	271	2L	269	248	11	3	8.0	242					
2009	△	25-56.1 90-21.9	26-03.5 90-23.2	-7.4 -1.3	25-54.8 90-22.5	+1.3 -.6	233	1E	234	1L	233	258	70	7	8.0	252					
2106	△	28-01.8 87-44.9	28-11.7 87-44.7	-10.9 -1.2	28-57.0 87-44.6	+1.8 +1.3	090	0	090	1L	089	259	23	2	8.0	260					

[illegible]

2204 2104

RANGE CONTROL GRAPH

2304 2204 TIME REMAINING 2004 1904 1804 1704 1604 1504



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)	38.0
RESERVE AT DESTINATION	10.0
REQUIRED RAMP	48.0
ACTUAL RAMP FUEL	49.0

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		

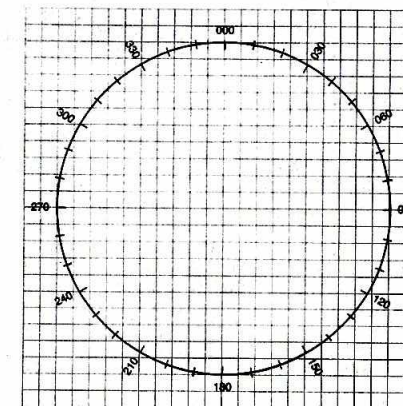
POINT OF SAFE RETURN		
	4 ENG	3 ENG
ETP DISTANCE (TO DEPARTURE)		
ENROUTE TIME (TO DEPARTURE)		
BURN RATE (LBS/HR)	4500	5500
FUEL REQUIRED		
RESERVE AT DEPARTURE		
PSR FUEL		

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

TRUE AIRSPEED CROSS-CHECK							
TIME	IAS	PRESS ALT	"F" FACTOR	EAS	OAT	TAS	ITAS
1507	218	8.0	1.0	218	22°C	252	244

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	



250