

U.S. Dep't. of Commerce / NMAO / NOAA / Aircraft Operations Center

FLT ID: 202082341	From: KA TPBP	To:
FLT #:	Blk In: Z	Lnd Time: 1522 Z
ETD: 0800 Z	Blk Out: 0751 Z	T/O Time: 0802 Z
ETE: 8+00	Total Blk:	Total Flt:
Sponsoring Org: HRD	Program: HEIP	Purpose: ISAAC

AOC Flight Crew

Aircraft Commander: NELSON	Data System: BOSKO
Co-Pilot: KERNS / SWEENEY	Avaps: QUILES
Navigator: KIDDER /	System Engineer: LYNCH, C
Flight Eng: DARBY / HEYSTER	AA:
Flt Director: SEARS /	AA:
Avionics: PAUL	Crew Chief:

Participating Scientists, Visitors, & Add'l Aircrew on back.

of people listed on back:

	A/C - Takeoff	Wx Station - Takeoff	A/C - Land	Wx Station - Land
Pressure				

ATIS - Takeoff

ATIS - Land

Data Source	Number	Data Disposition / Date / Quality
Flight Level Tapes		
Radar Tapes		
Dropsondes	21	Good: 21 Bad: 21 Sent:
AXBT		2+ 2+

List other data sources on back in Remarks section.

Remarks (Storm Name, Mission ID, Recco Times, Fix Times)	Recco Times: Fix # Fix Time		
Storm Name: <u>ISAAC</u>			
Mission ID: _____			

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FLT ID:	T/O Time: Z	Lnd Time: Z
Name (Last, First)	Activity on Aircraft	Affiliation
DUNION, JASON	PI	HRD
REASOR, PAUL	SCIENCE/RADAR	HRD
BUCCI, LSA	SCIENCE/ASPEN	HRD

Remarks:



N43RF ERROR SUMMARY

TS ISAAC 23 AUG 2012

TDR



Flight ID: 20120823H1

<u>Sensor or system</u>	<u>Number or Name</u>
Inertial Selected (for wind derivation)	INE 1
Accelerometer	AccZfilterI-GPS.1
Temperature Probe	TTM.1
Dew Point Probe	TDM.2
Static Pressure	PSF.2
Dynamic Pressure	PQM.2
Altitude (for vertical wind)	AltI-GPS.1
Flight Directory	acdata/MET/2012/20120823H1
Constants File	AAMPSConfig/core/n43.xml

<u>Local Met Data:</u>	<u>Takeoff (0802Z) TPBP</u>	<u>Landing (1522Z) TPBP</u>
Aircraft Static Pressure	1005.6 mb	1009.5 mb
Tower Pressure (corrected)	1005.8 mb	1008.7 mb

Notes:

There was a downward oriented spike in PQALPHA.1 at 121543Z. The spike was modified using statistical methods using PQM.3 as a reference parameter.

There was a downward oriented spike in PQBETA.1 at 121541Z. The spike was modified using statistical methods using PQM.3 as a reference parameter.

Takeoff/Landing data: Data during landing and takeoff are suspect. It is recommended that ground data not be used for scientific analysis.

SPECIAL NOTE: The variable names GSZ_DPJ, ASZ_DPJ and WSZ_DPJ in the netCDF file represent vertical ground speeds vertical air speeds and vertical wind speeds, respectively, computed using Dave Jorgensen's vertical wind algorithm. It is recommended that these values be used for vertical wind analysis.

All other AOC instruments utilized in deriving higher order parameters performed optimally.

There were 21 GPS dropsondes deployed from the aircraft; all provided good data.

Flight Director:
Phone #:

Ian Sears
(813) 828-3310 ext. 3039



N43RF ERROR SUMMARY

TS ISAAC 23 AUG 2012

TDR



Beginning at time 15:02:35Z and continuing until time 15:05:39Z, 1-second data gaps were observed in several derived parameter values (those with the .d extension). These occurrences were very infrequent and greatly varied among the list of derived parameter values. In other words wind direction (WD.d) may show a 1-second gap once during the flight but no other derived parameter values would exhibit a data gap for that same time. Likewise after a period of time elapsed a different derived parameter's value, say true airspeed (TAS.d), would be missing but other derived parameter outputs would be present.

Since it would be tedious and time consuming to list all the individual derived parameters values missing for a specific time, it was decided to provide the customer the beginning and end times for the time period when these data gaps occurred.

Flight Director:
Phone #:

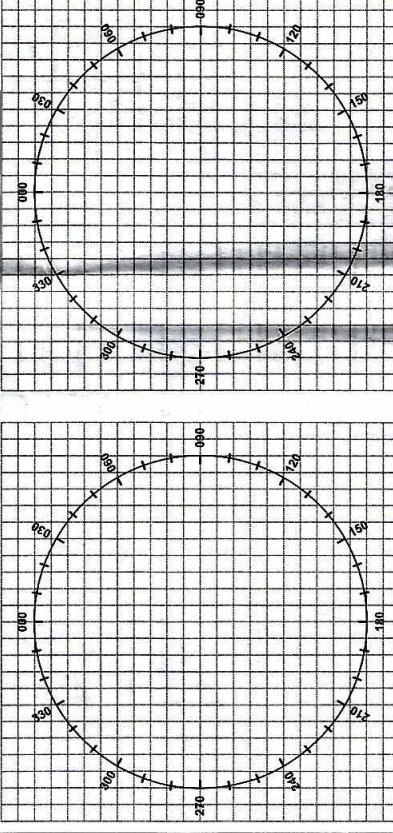
Ian Sears
(813) 828-3310 ext. 3039

8933 11345

11345

CLEARANCES		ALT	HDG	OTHER
				MSA 36
				Intercept 1. TRBS INCDT 2. SORM
				MSA 5400' St Crux 300'
				FDEH 480nm Direct
				14R IP 135R Spasels
				Cont-Tail 11 VIFF TACAN
				Good 14 Call Call
				132.05 304.08 4.5 Transit

MISSION LOG PAGE OF



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 121.5 2182 KHZ HF/VOICE 8364 KHZ MF/CW 243.0
 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 14 SOULS ON BOARD
 - NATURE OF EMERGENCY
 - ASSISTANCE DESIRED
 - PILOT INTENTIONS ENDURANCE REMAINING

TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	VAR +E=>	TH	DR +R=>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
0144	SRT	2134																		
0751	TRBS	1313 5919	OR DATA 1017	0	1313 5919	0	15W	291	38	248	248	154	19	1015	249	IP	884	1407		10.4 TR
0801	T10	1444 6406	HF FIX New STR																	
0854	IP	ONSTA	New IP																	
0904	D	1400 6319	1400 6319																	
0918	C	11805 580500W																		
0912	P	1446 6444																		
0927	P	1440 6505																		
1005	D	1440 6505	1440 6505	0	1440 6506	0	13W	086	3R	084T	243	005	15	1015	237	W	179	444		
1105	D	1447 6514	1447 6514	0	1448 6514	0	14W	306	4R	307	278	118	34	1015	250	NE	74	+15		
1103	C	11805																		
1157	P	1557.7 6436.6																		
1203	P	1510.8 6455.8																		
1210	D	1518 6517	1518 6517	0	1518 6517	0	13W	227	4L	247	245	10	10	1015	247	SW	1200	1200		

