

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

FLT ID:	20120824H1	From:	T RPB	To:	KMCF
FLT #:		Blk In:	0744 1519	Lnd Time:	1512 Z
ETD:	0800 Z	Blk Out:	0735 Z	T/O Time:	0744 Z
ETE:	8+30	Total Blk:		Total Flt:	7.5
Sponsoring Org:	HRD	Program:	HFIP	Purpose:	ISAAC

AOC Flight Crew

Aircraft Commander:	NELSON	Data System:	BOSKO
Co-Pilot:	KERNS / SWEENEY	Avaps:	PAUL
Navigator:	KIDDER /	System Engineer:	QUILES
Flight Eng:	HEYSTER / DARBY	AA:	
Flt Director:	SEARS /	AA:	
Avionics:	LYNCH, C	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		2 NO LD	
Dropsondes		Good: 12 Bad: 2	Sent: 10 NWS
AXBT			

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:	ISAAC		
Mission ID:	1109 A		

IP - 17 30.8 68 13
EP - 16 35.6 71 46

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FLT ID:	T/O Time:	Z	Lnd Time:	Z
Name (Last, First)	Activity on Aircraft		Affiliation	
REASOR				
DUNION				
BUCCI				
BRAKES				
KIBBEY				
HALVORSON				
KLIPPER				
LYNCH				

Remarks:

TBPB 240600Z 10012 SLT 014
 BKN 036

KMCF 060 6KT FEW 1000

ISAAC

VA NEG

SEA NEG

15 06.5 69 42.1

17 03.5 070

4.4

Project: Hurricane 2012
Take Off: 67447

Mission: TS-1SSAC (BARBADOS) Flight ID: 20120824H1
Landing: _____ Flt Dir: SEAS



N43RF ERROR SUMMARY

TS ISAAC 24 AUG 2012

TDR



Flight ID: 20120824H1

Sensor or system

Inertial Selected (for wind derivation)
Accelerometer
Temperature Probe
Dew Point Probe
Static Pressure
Dynamic Pressure
Altitude (for vertical wind)
Flight Directory
Constants File

Number or Name

INE 1
AccZfilterI-GPS.1
TTM.1
TDM.2X
PSF.2
PQM.2
Alti-GPS.1
acdata/MET/2012/20120824H1
AAMPSConfig/core/n43.xml

Local Met Data:

Aircraft Static Pressure
Tower Pressure (corrected)

Takeoff (0744Z) TPBP

1005.8 mb
1005.8 mb

Landing (1512Z) KMCF

1016.9 mb
1017.9 mb

Notes:

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.

During approach into KMCF, TDM.2 recorded erroneous data. They were directly substituted with values recorded by TDM.3 (Maycomm) using the equation TDM.2X = TDM.3 during the following times

15:01:32Z – 15:03:03Z
15:04:28Z - 15:05:56Z

During heavy precipitation, TDM.2 (Buck) greatly exceeded ambient temperature values. As a result, RH values significantly rose above 100%. During these instances, TDM.2 was modified by direction substitution with values recorded by TDM.1 (Edgetech) using the equation TDM.2X = TDM.1 at the following time intervals.

09:39:24Z - 09:39:38Z
10:40:56Z - 10:41:09Z

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

Flight Director:
Phone #:

Ian Sears
(813) 828-3310 ext. 3039



N43RF ERROR SUMMARY

TS ISAAC 24 AUG 2012

TDR



There were 12 GPS dropsondes, deployed from the aircraft.
2 GPS dropsondes failed.

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

Project: Hurricane 2012
Take Off: 167442

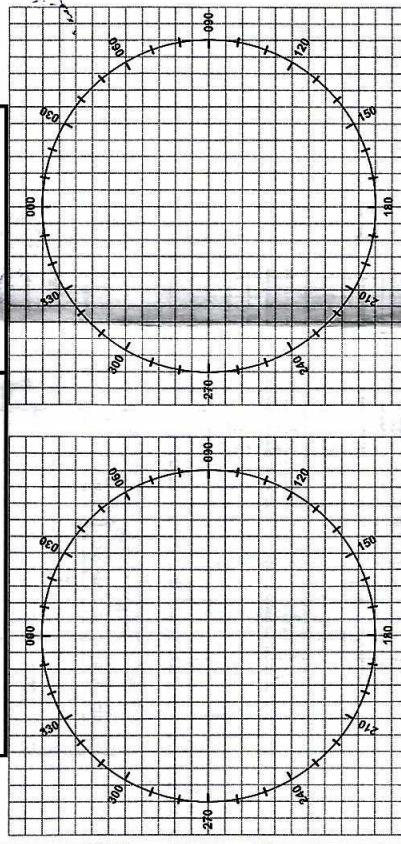
Mission: TS ISSAC (BARBADS) Flight ID: 20120824H1
Landing: _____ Flt Dir: SEARS

16.1 78.0 275/13 1615-LAND

CLEARANCES

FREQ	ALT	HDG	OTHER
345 TSANSIR	West	MSA 300	
		MOSA 11,100	
		8450 2400 IP	
		Sigard, Normin, Cubo	
		TEAL 70 304,8 43.05	
		RMS KNCF	
		Charles 41000 17 067W	
		AS F1C	
		1017	
		SAC	

MISSION LOG PAGE ____ OF ____



POSITION REPORT

MISSION LOG		PAGE ____ OF ____	
POSITION REPORT			
<p>EMERGENCY MESSAGE</p> <p>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.</p> <p>UHF/VOICE MF/VOICE MF/CW 243.0 121.5 2182 KHZ 8384 KHZ 500 KHZ</p> <p>MAYDAY, MAYDAY, MAYDAY THIS IS NOAA <u>44</u></p> <p>- POSITION <u>N/S</u> <u>E/W</u> AT <u>Z</u></p> <p>- HEADING <u>TRUE/MAG</u> - AT <u>KTS</u> TRUE/INDICATED</p> <p>- FLIGHT LEVEL OR ALTITUDE <u>_____</u></p> <p>- WE ARE A P-3 AIRCRAFT WITH <u>_____</u> SOULS ON BOARD</p> <p>- NATURE OF EMERGENCY <u>_____</u></p> <p>- ASSISTANCE DESIRED <u>_____</u></p> <p>- PILOT INTENTIONS <u>_____</u></p> <p>- WE HAVE <u>ENDURANCE REMAINING</u></p>			
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<img alt="Flight track diagram showing two circular loops on a grid. The first loop starts at 09			

(G) - GPS (I) - INS (R) - RADIO (V) - VISUAL (C) - CELESTIAL (D) - DR
FIXTURES

MISSION LOG PAGE ____ OF ____