

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

FLT ID: 20120907H1	From: KMCF	To: KFLL
FLT #:	Blk In: 0636 z 1722	Lnd Time: 0631 z 1714
ETD: 0600 z	Blk Out: 0543 z 0806	T/O Time: 0549 z 0812
ETE:	Total Blk: 0.9 (9.3)	Total Fit: 0.7 9.0
Sponsoring Org: HRD	Program: PHX	Purpose:

AOC Flight Crew

Aircraft Commander: GIRIMONTE	Data System: BOSKO
Co-Pilot: MARTIN / KIBBEY	Avaps: RICHARDS / SMITH
Navigator: SLOAN	System Engineer: C. LYNCH
Flight Eng: HEYSTEK / DARBY	AA: HRD: ROGERS / GAMACHE
Fit Director: SEARS / HENNING	AA: IWRAP: CHANG
Avionics:	Crew Chief: CROUCH / SAN SOUCI → FLL

Participating Scientists, Visitors, & Add'l Aircrew on back.	Total # of people on board:	# of people listed on back:
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A/C - Takeoff	Wx Station - Takeoff	A/C - Land	Wx Station - Land
PSM1 1011.9 #2 1015.1	KMCF: 1014.3	PSM1 1011.9 #2 1014.5	1ST KFLL: 1013.6
Pressure PSM1 1011.9 #2 1014.6	KFLL: 1013.2	PSM1 1012.6 #2 1014.6	2ND KFLL: 1015.2

ATIS - Takeoff	+10 KMCF: 0555z 29.96 SLP 1014.8	land KFLL: 0653z 29.96 1014.4
ATIS - Land	+10 KFLL: 0753z 29.95 SLP 1014.0	land KFLL: 1653z 30.01 1016.0

Data Source	Number	Data Disposition / Date / Quality / File Name(s)
Flight Level Tapes		TTM#2 ref TDM#2ref
Radar Tapes		
Dropsondes	12	Good: 12 Bad: 0 Sent: 12
AXBT	12	10 good 2 bad

Remarks (Storm Name, Mission ID, Recco Times, Fix Times)	Recco Times:	Fix #	Fix Time
Storm Name: _____		6	1150 981
Mission ID: 0212A LESLIE		6	1315 982

UW2 -0.04

~~REF~~  
 FLL 26.08 2605 MY6F  
 01.15 - 801S 27SZ  
 06324



**NOAA WP-3D N42RF ERROR SUMMARY  
HURRICANE LESLIE 2012  
7 Sept 2012 0212A LESLIE  
HRD (PHX) KFL →KFL**

**Flight ID: 20120907H1**

<u>Sensor or system</u>	<u>Number or Name</u>
Altitude	AltGPS.1 (RINU)
Accelerometer	AccZfilterI-GPS.1
Dew Point Probe	TDM.2X
Dynamic Pressure	PQM.2
Inertial Selected	INE1
Static Pressure	PSM.2
Temperature Probe	TTM.2
Constants File	AAMPSConfig/core/n43.xml
Flight Directory	acdata/2012/MET/20120907H1

Local Met Data	Takeoff (0812z)	Landing (1714z)
Aircraft Static Pressure	1014.6 mb	1014.6 mb
Tower Pressure (corrected)	1013.2 mb	1015.2 mb

**Notes:**

The mission into the storm followed a brief ferry flight from KMCF to KFL. The HRD web site lists that ferry flight as 20120907H1 and this mission as 20120907H2.

The storm was flown initially at 10,000 feet absolute altitude then 8,000 feet (IWRAP).

Both the Buck dew pointer (TDM.1) and the Edgetech (TDM.2) spiked during the enroute portion of the flight descending back into Florida. From 16:38:55 to 16:41:55 the values for the Maycomm (TDM.3) were substituted for the reference TDM.2.

Vertical Winds during the storm portion of the flight from 11:22z to 13:40z showed a mean UWZ of -0.04 m/s. 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.

Beginning at 15:52:41z and continuing until 16:59:51z, 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.

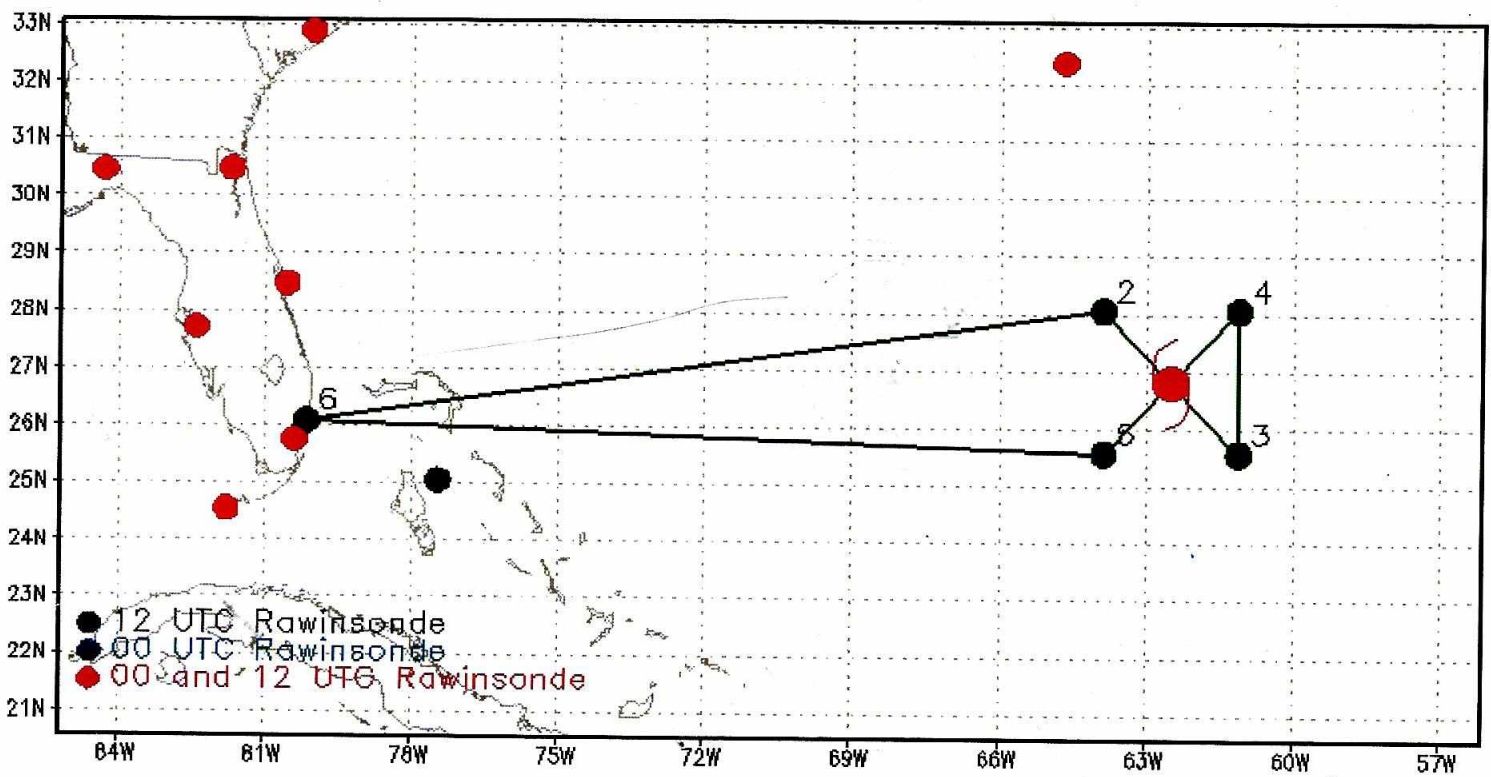
All other flight level instruments worked optimally during the flight.

- 12 dropsondes were deployed, all good and transmitted
- 12 externally loaded AXBTs were deployed (2 were bad)

Flight Directors: Richard Henning (813) 828-3310 ext. 3086 and Ian Sears









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063 ~~20~~







NY OCEAN 631-468-1429  
 WPTUT 631-468-5959  
 AS6623 5594 / 8906 / 13206 / 0916  
 (8908 / 6586) , 6577 , 11330

CLEARANCES		
FREQ	ALT	HQD
123.05	3010 / 4701	CUNC: FL 2 1400A ZFP AF
33.4		2000 119.45 1425
34.2		
15.7		
24.07		
124.12		① N 2640.7 W 06209.2
		② N 2638.1 W 06210.2

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 VHF/VOICE MF/VOICE HF/CFW MF/CFW  
 243.0 121.5 2182 KHZ 8364 KHZ 500 KHZ  
 MAYDAY, MAYDAY, MAYDAY  
 THIS IS NOAA 42, NOAA 42, NOAA 42  
 - POSITION \_\_\_\_\_ N/S \_\_\_\_\_ E/W AT \_\_\_\_\_ Z  
 - HEADING \_\_\_\_\_ TRUE/MAG \_\_\_\_\_ KTS TRUE/INDICATED  
 - 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	VAR +E=>	TH	DR +R=>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
0803	STBLT	N 2605 W 0609																		
0806	TAXI																			91 A X 100413
0808	Σ																			
812	T70																			
814	IV																			
817	III																			
834	0	N 2627 W 0614					090 -74	085	-1	082	294	253	7	154	286	040TX	204	+43	0921	DELTA COMM 14044 133.4
926	COMM	NY RADIO POS RTT																		
0937	COMM	NY RADIO POS W BIRCH																		
0958	0	N 2732 W 0710					091 -12	079	-1	074	289	193	7	154	283	040TX	125	28	1626	N 2745 6215
1007	COMM	NY RADIO																		
1010	COMM	ADVISE WITH WE NEEDS TO DESCEND TO 6000																		
1030	0	2756 6806					101 -13	88	12	090	289	032	11	154	294	IP	200	+53	1123	
1036	COMM	NY RADIO																		
1120	COMM	EST 6-11K																		
1133	0	N 2721 W 0630					102 -15	137	12	135	258	074	55	164	257					

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