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

FLT ID: 20121028H2	From: KMCK	To: KMCK
FLT #:	Blk In: 0314 Z	Lnd Time: 0336 Z
ETD: Z	Blk Out: 1942 Z	T/O Time: 1953 Z
ETE:	Total Blk: 8.0	Total Flt: 7.7
Sponsoring Org:	Program:	Purpose:

AOC Flight Crew

Aircraft Commander: NELSON	Data System: LYNCH, T
Co-Pilot: SWEENEY / KERNS	Avaps: SMITH
Navigator: SLOAN /	System Engineer: PEEK
Flight Eng: KLIPPEL /	AA:
Flt Director: SEARS /	AA:
Avionics: NEWNAM	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	15	Good: 15 Bad: 0 Sent:
AXBT	12	10 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: 2118A

Mission ID: SANDY

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FLT ID:	T/O Time: Z	Lnd Time: Z
Name (Last, First)	Activity on Aircraft	Affiliation
MURILLO		
GAMACHE		
YONGZUO, LI		

Remarks:

N43RF ERROR SUMMARY
Hurricane Sandy 28 Oct 2012
TDR

Flight ID: 20121028H2

Sensor or system	Number or Name
Inertial Selected (for wind derivation)	INE 1
Accelerometer	AccZfilterI-GPS.1
Temperature Probe	TTM.1
Dew Point Probe	TDM.2X
Static Pressure	PSF.2
Dynamic Pressure	PQM.2
Altitude (for vertical wind)	AltI-GPS.1
Flight Directory	acdata/MET/2012/20121028H2
Constants File	AAMPSConfig/core/n43.xml

Local Met Data:	Takeoff (1953Z) KMCF	Landing (0336Z) KMCF
Aircraft Static Pressure	1006.8 mb	1006.7 mb
Tower Pressure (corrected)	1008.3 mb	1009.6 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, 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.
03:20:47Z - 03:21:47Z

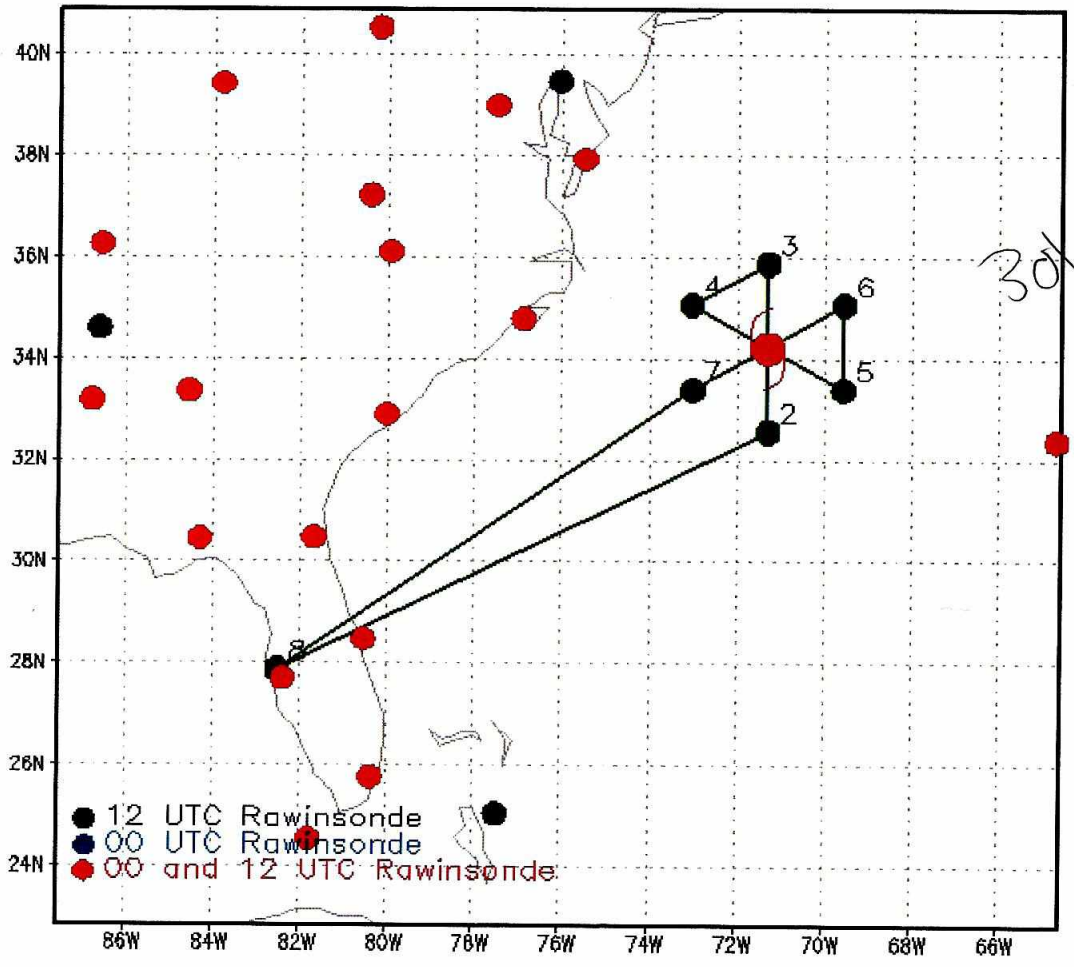
All other AOC instruments utilized in deriving higher order parameters performed optimally.
There were 15 GPS dropsondes and 12 AXBTs deployed from the aircraft.
0 GPS dropsondes and 2 AXBTs failed.

Flight Director: *Ian Sears*
Phone #: *(813) 828-3310 ext. 3039*

0 (800×600)

8918
6577

JR 54
70 15



30

20

GrADS: COLA/IGES

2012-10-28-08:15

32 32 35 21 34 35 33 00
71 18 71 15 72 55 69 17

34 58
69 04

EYE 34 13
7 1 18

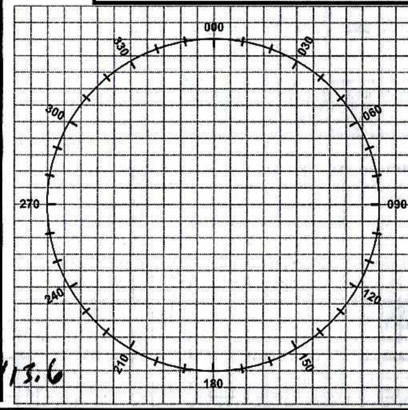
1 25 C,
25.3
24:7
25.35
25.5
26.4
25.53
Jul
25.
25
25.44 dvd

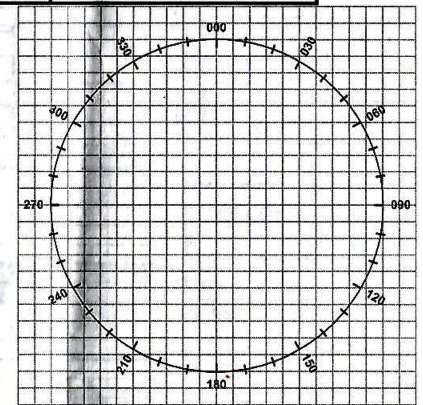
EYE

11330/8918/16586/5520

CLEARANCES

FREQ	ALT	HDG	OTHER
126.5	1.64	Ø80R	SQ-274Ø
125.55			MCF AF RV ODELL
121.6			
			Ø05 TO IP 115Ø
		TIME	
		2217	① N 3336.9 W Ø7116.2
		2324	② N 3353 W 71Ø6 Ø4Ø/13
		ØØ30	③ N 3162.5 W 7Ø52.Ø Ø4Ø/13.6





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/CW	MF/CW
243.0	121.5	2182 KHZ	8364 KHZ	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
1942	START	N 2751 W Ø823Ø																			1937 START
	TAXI																				Ø9 K,G
1950	V																				HS 'A'
1953	T/O																				'A' LUW
1955	IV																				
1958	III																				
	⊙																				
2057	COMM	SHAGY, LEXIM, IP			15Ø		CCR	11-13Ø													
2107	COMM	A PILOT DISC 11-13Ø																			
2128	⊙	N 3127 W 7421					Ø61	-11	Ø5Ø	14	Ø64	298	282	71	15Ø	268					
2130	COMM	SIGMET FM NYR / ATC																			
2147	COMM	LEXIM POS RPT			IP 2202		11-13Ø RCR														
2150	⊙	N 3435 W Ø7116					Ø35	-13	Ø22	-21	ØØ1	265	188	43	12Ø	266					
2202	COMM	N 3520 W 7122	110-13Ø																		
2312	COM	DUR REGARD TO 2317 WILL PICK UP IFR. THIS WILL ALLOW TRAC 71 TO descend to FL 1ØØ																			
2315	COMM	DRU REGARD																			

REQ

MISSION LOG | PAGE ___ OF ___

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

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
2330	COMM	N 3389 W 0706	IFR	ATC																	
2353	COMM	ATC	CLR 341BN	7136W	HOLD	150NM		U-130	NK		EFC	0204									
0030	G	N 3430 W 07001																			
COMM	0029																				
0103	COMM	N 3310 W 7236	PP D>	UNOKA	FL 110-130			EST	0208			CLR	UNOKA		FL 110-130				7630W		134.85
0124	COMM		ROUTING	HOME				DEST	MCF		D>	UNOKA		HOBEE	AR6	ORL		V533	PIE		110-130
0139	COMM	REQ FL 200	CLR	↗	FL 204	(141)															
337	LAT						D>	APOLO		D> ORL		LIZARD 5									