

Flt ID: H011204	From: KPAE	To: KPAE
Flt No.: 02-12	Blk In: 0327Z	ATA: 0322Z
ETD: 2300Z	Blk Out: 2232Z 2232Z	ATD: 2240Z
ETE:	Blk Time: 4:55 (4.9)	Flt Time: 4:42 (4.7)
Sponsor Org: OAR	Program: IMPROVE 2	Purpose: TOP # 3

AOC Personnel

AC: TAGGART ✓	Sys Eng: ROLES ✓
CP: TENNESEN ✓ / HALVERSON ✓	Data Sys: McMILLAN ✓
Nav: ADLER ✓	Radar:
FE: FLOYD ✓	GPS/BT:
Avionics: ROGERS ✓	Cld Phys:
FD: DAMIANO ✓	

Participating Scientists/Visitors/AOC

Name (Last, First)	Activity on Aircraft	Affiliation
BOND ✓	PI	PMEL / UW
COLLE, B ✓	RADAR	SUNY
COLMAN, B ✓	OBS	NWS/SEA
HALEY, P ✓	MEDIA	TACOMA TIMES
DOUGHTON ✓	MEDIA	11 71
DOUGHTON, S ✓	OBS	NOAA/PMC
TWINING, K ✓		

Proposed/Actual Mission/Remarks (Recco, Fixes, Storm, PENET, NHOP #)

LF down at T/O
 Reccos up 2320Z
 replaced RT

004459 Radar down
 010300Z up
 011247Z down
 011536Z up

As low as possible
 back to Q at 13K down 8K

0123Z
 Any other info
 Hurdley

Did not balance DWs

1008.8
6.8

1007.5

U.S. Dept. of Commerce/NOAA/Aircraft Operations Center					AOCWF2
Flt ID: 14011204		Time Off: 2240Z		Time On: 0322Z	
	A/C (Take Off)	Wx Stn (Take Off)	A/C (Land)	Wx Stn (Land)	
Pressure	988.5	29.79 (986.8)	985.6	29.75 (985.5)	
	Number	Data Disposition/Date/Quality			
Slow/Fast Flt Lvl Tapes	2				
Radar Tapes	1				
Cloud Physics Tapes	1				
Video Tapes	1				
AXBT					
AXCP					
AXCTD					
Dropsondes					
Video					
	Forward	Left Side	Right Side	Down	Remarks
Time On					
Time Off					
Rate					
Remarks	Comer 0250Z 140/92 014 BKN 105M 020 OVC TA 4 29.75 TD 2				

IMPROVE II

Flight #3 011204H

<u>Sensor or system</u>	<u>Number or Name</u>
INE	2
Accelerometer	2
Temperature Probe	1
Dew Point Probe	1 (Gen. Eastern)
Altitude (for vertical wind)	Pressure Alt.
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO2013.CON

Notes:

There were no time/data gaps.

All instruments worked optimally during the flight. No modifications to the data were done.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	988.5mb	985.6mb
Corrected tower pressure	986.8mb	985.5mb

The aircraft INE positions were renavigated with respect to GPS.

SPECIAL NOTE!!! Locations 80, 81 and 82 of record five on the standard tape contain vertical ground, vertical air and vertical speeds, respectively, computed using Dave Jorgensen's vertical wind algorithm.
It is recommended that these values be used for vertical wind analysis.

Flight Director: A. Barry Damiano, (813) 828-3310 ext. 3073

NOAA • AOC • SED Flight Performance Log

Aircraft : N42RF

Project : IMPROVE 01

Mission : IMPROVE 01SED Crew: McM. H. Riggs Roles DanimoFlight ID : 011204HPre-Flight: 2030

Take-Off: _____

Landing: _____

System		Pre-Flight	In-Flight	Post-Flight		
N A V	INE #1	Aligned to :	STM			
	INE #2	Aligned to :	STM			
	GPS		STM		Lat	Long GS
R A D A R	Nose					
	L/F	R/T SN : <u>121 103</u>	STM		Mod Switch Off ?	
	Tail	R&T SN : <u>/</u>	STM		Mod Switch Off ?	
	MARS Data System	DAT? <u>(?)</u>	STM	Start: <u>2307</u> Stop: <u>0257</u>	# DATs :	
P M S	2DG-C	Ch 1/64: <u>/</u>	STM/JR			
	2DG-P	Ch 1/64: <u>/</u>	STM/JR			
	FSSP	Ref VDC:	STM/JR			
	SEA Data System	<u>0</u>	STM/JR	Start: <u>2303</u> Stop: <u>0257</u>	# DATs :	
T E M P		Cal High	Cal Low		Cal High	Cal Low
	Temp #2			STM		
	Temp #1			STM		
	Dewpoint #1			STM		
	Dewpoint #2			STM		
	Dewpoint #3			STM		
P R E S S	Attack Angle (AP/DAP)		↑			
	Slip Angle (BP/DBP)		↓			
	Differential (PQ1/PQ2/PQ3/PQ4)					
	Absolute (PS1/PS2)		STM			
	Radome Transducers Plugs <u>(?)</u>		JR <u>(1)</u>			
	Cabin Transducer (Station 5)		STM			
F L T L V L	Apn-159	SN: <u>71-61</u>			Off ? : <u>✓</u> <u>mer</u>	
	Apn-232	SN: <u>1797</u>			Off ? : <u>✓</u> <u>mer</u>	
	King Liquid Water		on			
	J&W Liquid Water		on			
	Down PRT-5 (SST)		on			
	Side PRT-5 (CO ²)		on			
	Up PRT-5 <u>✓</u> Shutter? <u>✓</u>		on		Shutter? <u>✓</u> <u>mer</u>	
	RAMS Data System DAT? CPU: A <u>(B)</u>		MER	Start: <u>2226</u> Stop: <u>0327</u>	Errors 8: 9: # DATs :	
	F/D Laptop		JR			
	C.I. Printer		STM	Start: <u>2227</u> Stop: <u>0327</u>	<u>✓</u>	
	ASDL Mission#		NA	Freq Time: Blk Time:		
	M I S C	Exterior Walk Around		on		
Video		<u>(N)</u> L R D		Start: <u>2227</u> Stop: <u>0327</u>	VHS / S-VHS <u>2 / (2)</u>	
FCU		- A - B - C -	STM		UPS Off : ?	
U S E R					Accelerometers	
					#1 (2 G) :	
					#2 (2.5 G) :	
					#3 (3 G) :	
					#4 (3.5 G) :	

Please Note any Discrepancies

[illegible]

PAGE OF

The image contains two identical circular diagrams, each representing a circle with degree markings from 0 to 360. The top diagram shows the addition of two angles: 44° 23' 4" and 122° 3' 0". The sum is calculated as 166° 26' 4". The bottom diagram shows the same addition, resulting in 166° 26' 4".

POSITION DEPARTMENT

6. NEXT POSITION

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:

- PILOT INTENTIONS

ENDURANCE REMAINING