

AC	Maxson ✓	SYS ENG	Pondas-Bugnes
CP	McCann / Finke ✓	DATA SYS	Hornbrook ✓
NAV		RADAR	Carpenter ✓
FE	Kitson ✓	BT/ODW	Smith ✓
RADIO	White ✓	CLD PHYS	
FD	Parrish ✓	DOPPLER	

[illegible]

18	Total
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~~29.5~~

990204N WSR-99 FLIGHT 7

230702

Time	LAT	LONG	TR	WD	WS	CA	PA	TA	TD		PT	USR	CH	WX
1749	4737.6	11731.3					802	4.9	-3.3					
175430	4737	11743	299	229	20	1896	2070	-5.9	-9.8	↑				BLOCK OUT
180440	4736.6	11820	253	244	22	5555	5900	-35.4	-38.7	↑				
183345	4657.5	12232	273	262	31	11884	12336	-50.5	-65.9	↑				S. OF SEATTLE
191015	4705	12823	269	306	33	11542	11956	-53	-65					
193730	4706	13239	285	301	36	11607	11951	-56.6	-68					
195317	4736	13500	287	298	35.5	12222	12543	-53.7	-67					Left on 195700
201217	4805	13750	283	293	38	12236	12541	-53	-66		1	NCEP	1	OVC ST
203132	4830	14045	283	289	44	12250	12537	-52	-65.6		2	NCEP	1	OVC CS, AC
205202	4855	14345	282	297	47	12231	12534	-51.8	-65.8		3	NCEP	1	OVC AC, ST
211240	4920	14650	277	269	49	12200	12535	-49.3	-63.9		4	NCEP	1	OVC ST
213117	4930	14940	280	266	52.9	12181	12536	-48.57	-64		5	NCEP	1	OVC ST
215133	4950	15245	274	267	50.2	12163	12537	-45.7	-61.9		6	NCEP	1	OVC AC, AS
221055	4955	15545	273	270	52	12152	12536	-44.6	-61.2		7	NCEP	2	OVC AC
223113	5000	15850	271	271	57.4	12143	12537	-42.9	-60.2		8	NCEP	1	OVC AS
223224	5006	15901	271	270	57.4	12145	12540	-42.8	-60.2	BAD	9	NCEP	1	OVC SC, AC
225141	5006	16155	270.6	278	58	12160	12541	-44.3	-60.4		9A	NCEP	5	"
230116	5000	16322	269.9	279	58	12165	12540	-44.7	-60.8		10	NCEP	1	OVC AS, SC
231153	5007	16450	2	285	55	12158	12545	-45	-61		10A	ETL	5	SC AS, OVC SC
221932	5100	16400	33	281	50	12094	12546	-45.7	-61.6		11	NCEP	1	BAD SC
232826	5200	16254	34	284	46	12032	12339	-42.9	-61		11A	ETL	2	OVC SC, ST
233000	5210	16242	34	283	46.6	12017	12538	-43	-61		12	NCEP	1	BAD
234631	5400	16035	34	281	38	11903	12540	-45.9	-61.5		12A	NCEP	5	OVC SC, AS
234823	5413	16019	34	281	38	11842	12537	-45.5	-61.7		13	NCEP	6	SC SC, OVC AS
000730	5617	15746	36	281	29.9	11791	12536	-45.4	-62.2		13A	NCEP	5	"
001830	5726	15610	37.6	277	21	11740	12535	-48.7	-62.9					ONCE SEA SMOKE, DAMAGE 101005
004200	5953	15237	37	296	13	7607	8575	-51	-63					
0057	6101	15051	47	2	7	1450	1824	-25	-34	↓				6 121
										↓				
0113	6110.4	14958.2					678	-24	-31	988				BLOCK IN

NOAA/AOC/SED N49RF Flight Performance log

N49RF Project: Winter Storms 99 Project No. 425 Flight No. 8 Flight ID: 990204N
 SED Crew: Pradas, Smith, Hornbrook, Carpenter Mission: #7
 Pre-Flight: 1600 Z Take-Off: 1756 Z Z Landing: 0106 Z

SYSTEM				Pre-Flight Check	In-Flight	Post-Flight
N A V	IRS #1			DWC	DWC 2048 Z	DWC
	IRS #2			↓	↓	↓
	IRS #3			↓	↓	↓
	GPS Honeywell #1			↓	↓	↓
	GPS Honeywell #2			↓	↓	↓
	GPS Collins			DWC		Off? ☒ DWC
	Nose Radar - Collins			DWC		Off? ☒ DWC
		Time	Temp °C	DWC	2052 Z DWC	Time Temp °C
	Temp #1	1731 Z	2.94	↓	-25.4	0111 Z -23.7
T	Temp #2		2.90	↓	-25.6	-29.2
E	Temp #3		3.24	↓	-25.0	-24.0
M	Temp #4		3.40	↓	-24.4	-24.8
P	DP Left	✓	-4.30	↓	Cal. Time: 1917 Z -43.0	-37.3
	DP Right	✓	-4.28	↓	Cal. Time: 1923 Z -70.0	-33.3
P	Attack Angle (ADCAOA)			DWC	DWC	DWC
R	Slip Angle (BP/DBP)			DWC	DWC	↓
E	Differential (PQ1/PQ2)			DWC	DWC	↓
S	Absolute (PS1/PS2)			DWC	DWC	↓
S	Check Radome Press. Lines ☒			Date: 990122		↓
S	DOWN PRT-5 ⇒ Open? ☐			N/E		Closed? ☐
Y	MADS (WINDS/DISCWIN)			DWC	DWC	# DATs: 1
S	MADS Printer ⇒ Paper? ☒			DWC	DWC	Printer Power off? ☒
T	MADS Cal. Date: 990204			QC time: 1736 Z	DWC	QC time: 0109 Z
E	WINDS ⇒ NET BCAST ☒			DWC	DWC	
M	HAPS System / Time set? ☒			DWC	DWC	# Msg.: 13 # Fail: 2
S	AVAPS System / Time set? ☒			DWC	DWC	DWC
	AVAPS Printer ⇒ Paper? ☒			DWC	DWC	↓
	Exterior Walk Around ☒			DWC		↓
	Inspect DropSonde Chute Bolts			DWC		↓
	Satcom (Flight Phone) ☒			DWC	DWC	Off CB? ☒
	Call COMSAT? ☒ (*292#)			DWC	↓	UPS off? ☒
M	FCU/UPS/CB			CB's Checked? ☒ DWC	↓	# Good: 14
I	AVAPS Sondes			# On Board: 185	# Dropped: 18	# Good: 14
S	AXBT			# On Board: 0	# Dropped: —	# Good: —
C	APN-232			DWC	DWC	
	Modem Power On? ☒			DWC	DWC	

1	DAT Tape #1	On: 1734 Z	Type: V-60	Off: 0114 Z
2	DAT Tape #2	On:	Type:	Off:
Comments:				

N49RF Winter Storms 99 / AVAPS DropSonde Log

N49RF Project: WINTER Storms 99 Flight ID: 990204N

Mission: 7 Flight #: 8 System Status: CH #8 inop

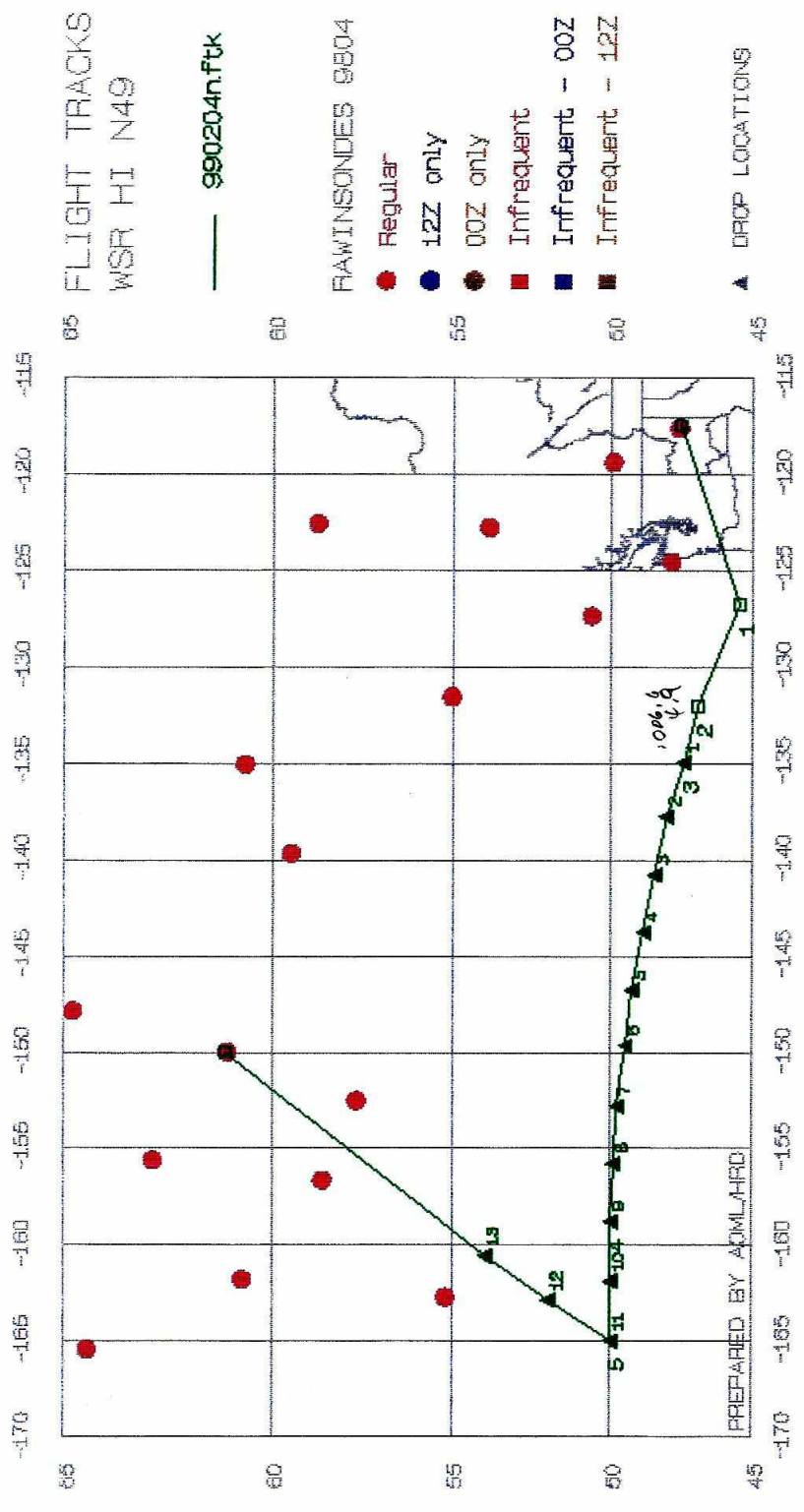
Drop #	Sonde Serial Number	Chn. #	Time (Zulu)	Press. offset	Winds time	Operator Initials	Comments / Drop Status / Failure Reason	GOOD ☒
1	983 410 005	1	1953	.4	31	JCPB	WIND FAILED Early	N
2	983 840 523	1	2012	.5	25	JCPB		✓
M 3	981 956 023	1	2031	Ø	29	JCPB		✓
4	983 410 040	1	2052	.3	12	JCPB		✓
M 5	973 410 016	1	2112	Ø	34	JCPB		✓
M 6	973 410 063	2?	2131	0.5	18	JCPB		✓
7	983 410 128	1	2151	0	29	JCPB		✓
8	983 620 613	1	2210	.3	20	JCPB		✓
M 9	983 310 083	1	2231	1.1	23	JCPB	NO SATS ACQUIRED	N
10	983 340 109	5	2232	.3	?	JAS	Backup	✓
11	983 620 647	1	2251	.3	21	JCPB		✓
E 12	983 310 156	2	2301	.6	27	JCPB		✓
13	983 410 026	1	2312	.3	36	JCPB		✓
14	983 620 505	2	2319	.4	24	JCPB	DIED when chassis failed	N
15	983 720 795			.4		JCPB	Int telem - AVAPS chas. fail	N
16	983 410 140	5	2330	1.3	29	JAS		✓
17	983 620 710	6	2346	0.4	-	JAS	GPS telem interrupted during initialization	N
18	983 410 023	5	2348	.2	21	JAS		✓
19	983 720 793	1				JCPB		
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
32								
33								

*"M" denotes Mel Shapiro SONDE - NOT IN AVAPS LOG

907 ~ 271-2414 ^{Bill Tinney} ~~Don~~ Fuller
 Noon V.O.
 ETA 1600 local 01Z

- ① 100.6 4.9
- ② 997.8 212/21.5 6.2
- ③ 989.1 217/22.6 6.2
- ④ 980.4 230/19 6.8
- ⑤ 977 243/14.2 5.5
- ⑥ 973.6 256/14.7 5.1
- ⑦ 974 288/8.8 5.3
- ⑧ 974.1 500-28.8
- ⑨ 977.9 289/5.7 2.6
- ⑩ 980.3 320/12.8 1.7

⑦ 978
 212/21.5
 6.2



Winter Storm Reconnaissance (Mission 7)
990204N N49RF 4 Feb 1999 Spokane - Anchorage

<u>DATA TYPE</u>	<u>SENSOR or OPTION</u>
INE	VEW_PITR, VNS_PITR
Accelerometer	ACINS_PITR
Temperature Probe	AT1
Altitude (for vertical winds)	PALT
Static Pressure	PS1M
Dynamic Pressure	QC1M
Dewpoint Probe	DPRC

Notes:

18 dropsondes launched, 3 failures.

Both dewpoint sources were calibrated between 191330z and 191930z. During this period, the values of dewpoint and parameters calculated from them are spuriously high.

Numerous APN-232 radar altimeter spikes were noted from 183650z-183900z, and 001300z-003330z.

	Take Off	Land
Corrected Tower Pressure		987.4
Aircraft Static Pressure		989.0

Flight Director: Jack Parrish, (813) 828-3310, Ex 3077

627

NOAA G-IV POC: Sean White - 813.833.3275

DEPARTURE

CALL SIGN NOAA49

DATE 04 FEB 99

TAIL NUMBER N49RF

TIME 1800Z

ALTITUDE FL410-450

AIRSPEED Mach 0.77 (450KTAS)

NCEP DROP LOCATIONS indicated by a drop number.

#	LAT(N)/LONG(W) (degrees and minutes)	DIST(NM)	ETE	ETA Date/Zulu Time
—	Spokane (KGEG) $47^{\circ}37.2'N$, $117^{\circ}32.0'W$	---	---	04/1800 Takeoff time
—	SEDAR (45 30/126 43)	399	1+05	04/1905
—	FASEL (47 00/132 08)	242	0+35	04/1940
1	47 30/135 00	120	0+20	04/2000
2	48 05/137 50	120	0+20	04/2020
3	48 30/140 45	120	0+20	04/2040
4	48 55/143 45	120	0+20	04/2100
5	49 20/146 50	120	0+20	04/2120
6	49 30/149 40	120	0+20	04/2140
	2 additional dropsondes			49 37.3 150 42 51
7	49 50/152 45	120	0+20	04/2200 49 43.9 151 43 52
	2 additional dropsondes			49 52.2 153 45 53
8	49 55/155 45	120	0+20	04/2220 49 53.9 154 45 54
	2 additional dropsondes			49 57.2 156 47 55
—9	50 00/158 50	120	0+20	04/2240 49 58.9 157 48 56
	2 additional dropsondes			50 00.5 159 52 57
10	50 00/161 55	120	0+20	04/2300 50 00.5 160 53 58
	2 additional dropsondes			50 00.5 162 57 59
—11	50 00/165 00	120	0+20	04/2320 50 00.5 163 58 60
	2 additional dropsondes			50 40 164 19.8 61
12	52 00/162 55	150	0+18	04/2338 51 20 163 38.1 62
	2 additional dropsondes			52 40 162 10.1 63
—13	54 00/160 35	150	0+18	04/2356 53 20 161 23.5 64
	$61^{\circ}10'5'N$, $149^{\circ}59.8'W$			
—	Anchorage (PANC)	560	1+24	05/0120
	Cumulative	2821	7+20	

700C - 140N

400C → 44 165 → 38 152 → 140N

CP. 38N 152W 06/01Z DD06/06Z

EVERY 20 MIN + TURN POINTS

44N - 35N

07/00Z AR 140N

Down Sun

PSBL 10/00Z
11/00Z