

U.S. Dept. of Commerce/NOAA/Aircraft Operations Center

AOCWF1

Flt ID: 010124N	From: PHDL	To: PHDL
Flt No.: 01 - 12	Blk In: 0414	ATA: 0408
ETD: 20Z	Blk Out: 1950	ATD: 2006
ETE: 7.5	Blk Time: 8:24(8.4)	Flt Time: 8:02(8.0)
Sponsor Org: ETL	Program: SCAT-CAT	Purpose: Research

AOC Personnel

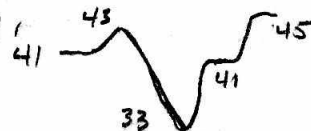
AC: McLann ✓	Sys Eng: Hill ✓
CP: Finke & Yates ✓	Data Sys: Lind ✓
Nav:	Reader: McMillan ✓
FE: Kitson	GPS/BT:
Avionics:	Cld Phys:
FD: Parrish ✓	

Participating Scientists/Visitors/AOC

Name (Last, First)	Activity on Aircraft	Affiliation
Shapiro, Mel ✓	P.I.	ETL
Dorst, Deel ✓	NAPS	ITAD
Jakoubek, R. ✓	Ozone	AL

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

Y 1853Z Bar GPS box before T.O. conflicting ATIS at taxi.
 000/6 24/18 2025 - Got FD GPS working.
 30.15
 26/17 Flew pattern mostly as planned. Dropped 15 sondes. All good ATIS, one No wind
 1019.3 2 late winds.
 62/9 Due to unexpected headwinds (80-90 m/s, rather than 50-60 m/s),
 only had gas for 1 altitude profile. We were in the jet from 30N to 37N at
 41K. Above at 45K.
 From surface drop data, Flew SW of decent low (2985).
 Dropsonde got 990, 991.



U.S. Dept. of Commerce/NOAA/Aircraft Operations Center

AOCWF2

Flt ID: 010124N	Time Off:	Time On:		
	A/C (Take Off)	Wx Stn (Take Off)	A/C (Land)	Wx Stn (Land)
Pressure			1018.7	

	Number	Data Disposition/Date/Quality
Slow/Fast Flt Lvl Tapes		
Radar Tapes		
Cloud Physics Tapes		
Video Tapes		
AXBT		
AXCP		
AXCTD		
Dropsondes	15	2 late winds - 1 no winds.
Sat Comm	9	10 tries - only 1 failure.

Video

	Forward	Left Side	Right Side	Down	Remarks
Time On					
Time Off					
Rate					

Remarks

Flight ID:

Page ____ of ____

U.S. Dept. of Commerce/NOAA/Aircraft Operations Center

Form 413-50

Time	Lat	Long	Trk	Hdg	Wind Dir	Wind Spd	T _a	T _d	Press. Alt.(m)	Geo. Alt.(m)	Sfc Press.	Press. Sfc	Dyn. Press	Remarks
1950	21.4	157.9			40	0.3	27	17	-58	11m	1027.5	1020.2	0.68	
2006	off				62	9	26	17				1019.3		off
200830	21.27	157.9	272	270	125	11	13	0.6	1770	~		806	96.7	↑
201145	21.3	158.2	292	291	174	3.7	2.0	-31.3	3920	~	~	617.5	119.0	↑
202930	22.14	159.45												
2049	24.62	160.46	332	330	328	44	-61	-67	12551	12941	-	176.0		-41K
211430	26.17	162.65	332	331	328	52	-60.9	-67.8	12548	12923	-	176.1	88.4	
214215	28.15	163.58			318	58	-60	-63						
221545	30.20	166.26	313	310	306	68	-60.7	-65	12860	12556		175.8	88.6	
222700	31.00	167.14	313	309	302	68	-61.6	-65.1	12843	12554	-	175.9	87.9	Drop 1 ✓ 23000
225219	32.30	169.10	311	305	290	67	-61.7	-64.5	12815					Drop 2 ✓
231621	34.00	171.13	311	300	279	75	-62	-64	12738	12551	-	176	88.5	Drop 3 late wind
234512	35.30	173.22	309	294	268	86	-60.7	-64.8	12640	12550		176	88.6	Drop 4 ✓
235050	35.48	173.49	309	309	266	89	-60.7	-64.8	12614	12549		176	89	Drop 5 no wind
235650	36.07	174.17	308	291	263	91	-60.7	-65						Drop 6 ✓
000252	36.26	174.47			260	92	-60.9	-65				176	88	Drop 7 ✓
000849	36.45	175.17			257	91	-60.7	-65	12546	12546				Drop 8 ✓
001438	37.04	175.46	308	288	253	92	-60.6	-65.1	12506	12544	-	176.2	87.8	Drop 9 ✓
002020	37.23	176.18			249	88	-62	-65	12476	12546	-	176		Drop 10 ✓
002530	37.42	176.48			249	76								Drop 11 ✓
003113	38.01	177.20			246	80.2	-57	-64	12400	12542		176	85	Drop 12 late wind
003647	38.20	177.52	307	289	248	79	-56	-65	12369	12544	-	176.25	85	Drop 13
004251	38.41	178.27	306	289	243	71	-54	-64	12323	12541		176.3		Drop 14 ✓
004816	38.60	179.00	~	246	246	70	-53	-63	12265	12543	-	176.3	82	Drop 15 ✓
0053	39.05	179.20	~		248	67	-52	-64	12257	12550	-	176.0	83.6	
0054	↑ to	45K												
005730	38.58	178.52	↓											
010030	38.7	178.4	125	142	240	76	-52.4	-62.5	10736	10952		237	116	↓ to 35K
010300	38.30	178.06	↑		236	89	-51	-52	10179	10451	-	248	103	↑ to 45K
0112	37.45	176.50	A	little	light	turb								
0113	37.30	176.30	B	ing	-	No more	was y	downs - only	was 46 to 10	41-43-33-41-45K				
0121	37.01	175.36	128	139	253	58.6	-63	-67.4	13696	13695	-	145	73	-45K
0133	35.58	173.55	128	139	262	60	-63	-66	13778	13687	-	145	73	
0154	34.04	171.06	128	136	277	49	-61	-64	13904	13681		145	72	
022530	31.01	167.09	133	135	299	41.5	-66	-64	14048	13684		145.4	72.8	
033845	23.11	159.50	143	143	325	37.4	-65.4	-64.6	14004	13509		152	83	↓ to lamp
0408	On													On
0414	In						22	16				1018.7		In

N49RF Winter 01 / AVAPS DropSonde Log

N49RF Project: WS 2001

Flight ID: 010124N

Mission: Scat Cat

Flight #: 1

System Status: *UP*

[illegible]

- NOAA 49
- Mission on 24 Jan 2001
- Takeoff from PHNL @ 2000Z
- Duration = 7+17
- Initial Cruise Altitude = FL 410
- ROUTE : PHNL 26 30N 162 00W
 39 00N 179 00W 34 00N 171 00W
 26 30N 162 00W PHNL

- Request Block FL 330 - 450
 from 39 00N 179 00W elapsed flight time = 4 hr 17m.
 to 34 00N 171 00W elapsed flight time = 5 hr 15m.
 approximate zulu time = 0010 - 0130

20 mi either side of box

can request block for return

25 sondes on plane

31 00
 32 30
 34 00
 35 30

Form CD-29 (7-84) <div style="text-align: center;">TRAVEL ORDER</div>		U.S. DEPARTMENT OF COMMERCE 1. TYPE OF AUTHORIZATION <input checked="" type="checkbox"/> TEMPORARY DUTY <input type="checkbox"/> RELOCATION-A signed CD-150, Request for Authorization of Travel and Moving Expenses, must be attached.		2. TRAVEL ORDER NO. 1AN6F6094																					
3A. BUREAU NAME/ORGANIZATIONAL UNIT USDC/NOAA/AOC			3B. PRESENT OFFICIAL STATION MacDill AFB, FL																						
4A. TRAVELER'S NAME John Parrish		4B. TRAVELER'S TITLE Meteorologist		4C. SOCIAL SECURITY NO. 261-25-6628																					
5. PURPOSE AND JUSTIFICATION STATEMENT To participate in Winter Storms, SCAT-CAT and PACJET 2001 missions (N49RF).				6A. TYPE OF TRAVEL CODE 2																					
				6B. PURPOSE OF TRIP CODE 1																					
				6C. BUREAU CODE NO. 14																					
7. ITINERARY From: MacDill AFB, FL to Albuquerque, NM; Honolulu, HI; Monterey, CA and any other locations as become necessary to support the mission and return to MacDill AFB, FL																									
8. PERIOD OF TRAVEL	8A. BEGIN ON OR ABOUT January 18 2001		8B. END ON OR ABOUT March 3 2001		9. ACCOUNTING CLASSIFICATION CODE <div style="display: flex; justify-content: space-between;"> See Below </div>																				
10. MODE OF TRANSPORTATION <input checked="" type="checkbox"/> COMMON CARRIER <div style="display: flex; justify-content: space-around;"> <input type="checkbox"/> BUS <input type="checkbox"/> RAIL <input type="checkbox"/> EXTRA FARE (Justify in item 14) <input checked="" type="checkbox"/> AIR-COACH <input type="checkbox"/> AIR-EXTRA FARE (Attach CD-334) </div> <input type="checkbox"/> PRIVATELY-OWNED VEHICLE <div style="display: flex; justify-content: space-around;"> <input type="checkbox"/> AUTO <input type="checkbox"/> PLANE <input type="checkbox"/> RATE PER MILE _____ CENTS </div> <input type="checkbox"/> (1) DETERMINED MORE ADVANTAGEOUS TO THE GOVERNMENT <input type="checkbox"/> (2) FOR CONVENIENCE OF TRAVELER (See FTR 1-4.3 and 1-4.4)				11. ESTIMATED COST																					
				<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:80%;">A. TRANSPORTATION (Billed directly to Government)</td> <td style="width:20%; text-align: right;">\$</td> </tr> <tr> <td>B. OTHER TRANSPORTATION INCLUDING POV MILEAGE</td> <td style="text-align: right;">\$ 1,200.00</td> </tr> <tr> <td>SUBSISTENCE EXPENSE (Per Diem/Actual)</td> <td style="text-align: right;">\$ 7,668.00</td> </tr> <tr> <td>OTHER EXPENSES (Item 13)</td> <td style="text-align: right;">\$ 500.00</td> </tr> <tr> <td>TEMPORARY QUARTERS SUBSISTENCE EXPENSE</td> <td style="text-align: right;">\$</td> </tr> <tr> <td>RELOCATION EXPENSES (Other than listed above)</td> <td style="text-align: right;">\$</td> </tr> <tr> <td>SUB-TOTAL B</td> <td style="text-align: right;">\$ 9,368.00</td> </tr> <tr> <td>TOTAL (A & B)</td> <td style="text-align: right;">\$ 9,368.00</td> </tr> </table>		A. TRANSPORTATION (Billed directly to Government)	\$	B. OTHER TRANSPORTATION INCLUDING POV MILEAGE	\$ 1,200.00	SUBSISTENCE EXPENSE (Per Diem/Actual)	\$ 7,668.00	OTHER EXPENSES (Item 13)	\$ 500.00	TEMPORARY QUARTERS SUBSISTENCE EXPENSE	\$	RELOCATION EXPENSES (Other than listed above)	\$	SUB-TOTAL B	\$ 9,368.00	TOTAL (A & B)	\$ 9,368.00				
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COMMON CARRIER REFUNDS When a ticket is exchanged for one of lesser value, the carrier should issue a receipt or a ticket refund application and is required to make refund directly to the appropriate accounting office.		ACCOUNTING OFFICE ADDRESS: CASC FINANCE 601 East 12th Street Kansas City, MO 64106																							
TRAVELER'S POTENTIAL LIABILITY NOTICE Travelers are accountable for all transportation tickets, Government Transportation Requests (GTR's), or other transportation procurement documents received by them in connection with their official travel. If trips are cancelled or itineraries changed after tickets (or GTR's) are issued to the traveler, the traveler is liable for the value of the tickets issued until all coupons have been used for official travel purposes or all unused tickets or coupons are properly accounted for on the travel voucher.																									
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(78P3A 49 PSC)

MISSION DATA

'N' NUMBER		MISSION:					
N49RF		SCAT-CAT Mission 1					
TASK NO.	78P3A 49 PSC	HOURS	8.4	TASK NO.		HOURS	.
TASK NO.		HOURS	.	TASK NO.		HOURS	.

DATE	FLIGHT NUMBER	FROM	TO	OUT	OFF	ON	IN	FLIGHT	BLOCK
112401	01-12	PHNL	PHNL	1950	2006	0408	0414	8.0	84
ADDITIONAL CREW CODES									
PI - PRINCIPLE INVESTIGATOR									
SC - SCIENTIST									
NM - NEWS MEDIA									
VP - VIP									
AA - ADDITIONAL AIRCREW									
CARRY FORWARD FLIGHT TIME TOTAL TO BLOCK 8 OF FLIGHT STATUS DOCUMENT								TOTAL	.

FLIGHT CREW DATA

CREW POS.	FLIGHT CREW LAST NAME, INT.	FLIGHT HOURS				LANDINGS		INST. HOURS			APPROACHES	
		PIC	SIC	IP	NIGHT	DAY	NT	ACT	HOOD	SIM	PREC	NP
AC	McCann, R.	8.4	.	.	.	1		1.0	2.0	.	1	
P	Finke, M.	0.5	1.5	4.0		
P	Yates, G.	1.0	7.4	.	.			1.0	.	.		
FE												
FE	Kitson, G.											
NAV												
NAV												
RO/PH												
MECH												
FD	Parrish, J.											
FD												
IFT	Hill, J.											
IFT	Lino, D.											
IFT	McMillan, S.											
IFT												

REMARKS:

11 S.O.B.

ILS RWY 8L PHNL

Weather Briefing	Location	PHNL
	Date	012401
	Time	1800Z
AC SIGNATURE: <i>Mal A. F.</i>		
All listed crew members have been briefed and manifest is correct.		
AC SIGNATURE: <i>Mal A. F.</i>		
HAZARDOUS DUTY	YES	<input checked="" type="checkbox"/> NO
AC SIGNATURE: <i>Mal A. F.</i>		
HAZARDOUS DUTY	APPROVED	<input checked="" type="checkbox"/> DISAPPROVED
CHIEF FLIGHT OPS SIGNATURE: <i>Mal A. F.</i>		

WEIGHT & BALANCE

ON FILE

ATTACHED

NOAA/AOC/SED N49RE Flight Performance log

Project Name: Winter Storms 2001 Project No. 101 Flight No. 1 Flight ID: 010124NSED Crew: Ling, McMillan, Hill, Parrish Mission: SCATCAT 01Pre-Flight: 1940 Z Take-Off: 2006 Z Landing: 0407 Z

SYSTEM			Pre-Flight Check	In-Flight	Post-Flight Check	
N A V	IRS #1		STM	JH	STM	
	IRS #2		STM			
	GPS Honeywell #1		STM			
	GPS Honeywell #2		STM			
	GPS Collins		JH		Off? <input checked="" type="checkbox"/>	
Nose Radar - Collins			JH		Off? <input checked="" type="checkbox"/>	
T E M P		Time	Temp °C			
	Temp #1	194300	26.305		040911	23.754
	Temp #2	↑	27.767			23.208
	Temp #3		25.938			23.780
	Temp #4		29.298			22.944
	DP Left		16.??			19.088
	DP Right	✓	18.??			19.187
P R E S S	Attack Angle (ADCAOA)		JH	JH	STM	
	Slip Angle (BPx/DxPx)				STM	
	Differential (QC1/QC2)		JH		STM	
	Absolute (PS1/PS2)		STM		STM	
	Check Radome Press. Lines <input checked="" type="checkbox"/>		Date: 09/19/00		N/A	
S	Down Port ⇨ Open? <input type="checkbox"/>		Not installed		Closed? <input type="checkbox"/> N/A	
Y	MADS (WINDS/DISCWIN)		✓ JH		# DATs: 1	
S	MADS Printer1 ON⇨Paper? <input checked="" type="checkbox"/>		✓		Printer Power off? <input checked="" type="checkbox"/>	
T	MADS Printer2 ON⇨Paper? <input checked="" type="checkbox"/>		✓		Printer Power off? <input checked="" type="checkbox"/>	
E	HAPS System / Time set? <input checked="" type="checkbox"/>		✓ JH		# Msg.: 9 # Fail: 1	
M	AVAPS System		DL	JH	STM	
S	MADS Cal Date: 01/18/01		QC Time: 1951	Cal? <input type="checkbox"/> Initial: —	QC Time: 0411	
Exterior Walk Around <input checked="" type="checkbox"/>			STM DTL			
Inspect DropSonde Chute Bolts			STM	JH	STM	
M I S C	Satcom (Flight Phone) <input checked="" type="checkbox"/>		JH	JH	Off CB? <input checked="" type="checkbox"/>	
	Call COMSAT? <input checked="" type="checkbox"/> (*292#)		JH	JH		
	FCU/UPS/CB		CB's Checked? <input type="checkbox"/> ①	UPS1 Pulled	UPS off? <input type="checkbox"/>	
	AVAPS Sondes		# On Board: 53	# Dropped: 15	# Good: 15	
	APN-232 Altimeter		JH			
	Modem Power On? <input checked="" type="checkbox"/>		JH			
	Additional Instrumentation: AL Ozone Data System and Inlet Probe	Inlet Cap Removed? <input type="checkbox"/>		After Takeoff	Computer OFF? <input type="checkbox"/>	
		L1 400Hz CB ON? <input type="checkbox"/>		Pump ON? <input type="checkbox"/>	L1 60Hz IP CB OFF? <input type="checkbox"/>	
		Probe Temp >= 40C? <input type="checkbox"/>		Before Landing	L1 400Hz CB OFF? <input type="checkbox"/>	
		After Engine Start		Pump OFF? <input type="checkbox"/>	Inlet Cap In place? <input type="checkbox"/>	
L1 60 Hz IP CB ON? <input type="checkbox"/>			Data xfer to zip disk? <input type="checkbox"/>			
Computer ON? <input type="checkbox"/>						
I	DAT Tape #1	On: 1941	Type: 60M	Off: 0415		
Comments: UPS 1 Test Light alternated Amber/Green and there was no output power when enabled. Problem unknown at this time. UPS was isolated and UPS 2 was used for RH bus. LH Stations used Interruptible power. JH * L2 locks up occasionally.						