

Flt ID: 010206I	From: KMRY	To: KMRY
Flt No: 01-14	Blk In: 0028Z	ATA: 0024
ETD: 1600Z	Blk Out: 1556Z	ATD: 1606Z
ETE: 2300Z	Blk Time: 8.5 8:32	Flt Time: 8.3 8:18
Sponsor Org: NOAA/ETL	Program: PACJET	Purpose: IOP6

AOC Personnel

AC: Kennel, P ✓	Sys Eng: GOLDSTEIN, A ✓
CP: HALVERSON, H / TENNESEN, D ✓	Data Sys: ROLES, J ✓
Nav: ADLER, J ✓	Radar: BARR, J ✓
FE: FLOYD, D / TORREY, R ✓	GPS/BT:
FD: SHEPHERD T ✓	Cld Phys:
Avionics: ROGERS, M ✓	MECH: CURRY, J ✓

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
MILLER, D ✓	PI	NPS
HOLLOWAY, J ✓	O ₃	NOAA/AL
COOPER, O ✓	O ₃	NOAA/AL
ECKERT, Mark ✓	OBS	NWS
COLLE, Brian ✓	OBS	SUNY
GREEN, GEO. ✓	OBS	FSL

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

45

2388

1556

832

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

AOCWF2

Flt ID: 010206I Time Off: 1607Z Time On: 0024Z

	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	1009.7	1017.3 30.04	1015.2 29.98	1007.8

	Number	Data Disposition / Date / Quality
Flt Lvl Tapes	2	
Radar Tapes	1	
Cloud Physics Tapes		
Video Tapes	4	
AXBT		
AXCP		
AXCTD		
Dropsondes	0	

Video

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

Remarks 300/19/26 10 ^{FEW} 3000 10/5 2998

Pacjet IOP 6

Flight #6 010206I

<u>Sensor or system</u>	<u>Number or Name</u>
INE	1
Accelerometer	1
Temperature Probe	1
Dew Point Probe	1
Altitude (for vertical wind)	Pressure Alt.
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO3012.CON

Notes:

Takeoff: 1606Z

Land: 0024Z

There were two time intervals where the dynamic attack pressure (DAP) was replaced by the dynamic fuselage pressure (PQF1) with an appropriate offset. It is speculated that the DAP sensor was contaminated with a small amount of either water or ice during these periods (230535-230638 offset -0.11 mb, 230638-230826 offset +4.0 mb).

Spikes in the General Eastern (dew point #1) that exceeded the ambient temperature yielding relative humidities of 130+% were removed by substituting the dewpoint temperature with the ambient temperature (170603-170615, 180706-180718, 194759-194824).

Dew point probe 1 was replaced by dew point probe 2 on two occasions when dew point #1 was responding slowly and exceeding ambient temperature by several degrees (210550-213621, 224825-230513). During both time periods, the aircraft was in saturated conditions.

The RA-159 altimeter was replaced by the RA-232 during take off and landing (160301-160930 take off, 001500-002500 landing).

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	1009.7 mb	1007.8 mb
Corrected tower pressure	1017.3 mb	1015.2 mb

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: Tom Shepherd, (813) 828-3310 ext. 3053

0024
1606

IOP6 010206I

AZI 1

INE 1.

TT 1

DPT 1

ALT Press ALT.

Replace RA159 with RA232

160301-160930 Take off.
001500-002500 Landing

Replace DAP with PAF1

230335-230638 -0.11 offset
230638-230826 +4.0 offset

Removed spikes in DW1 by replacing with ambient temp.

170603-170615

180706-180718

194759-194824

Replaced DWPI with Dwp2 210550 - 213621

224825 - 230513

RENAV (OVER)

164500	-0.1	-0.2	38 16.1	-123 32.4	✓
173000	-0.7	-0.2	39 2.4	-121 58.5	✓
181500	-0.8	-0.5	38 47.8	-124 1.6	✓
190000	-0.8	-0.0	40 40.7	-124 25.3	✓
194500	-1.2	-0.5	40 15.9	-122 46.1	✓
203000	-1.5	+0.1	39 59.4	-124 47.8	✓
211800	-1.4	-0.8	39 42.7	-122 36.4	✓
220000	-1.9	+0.4	39 21.9	-124 33.4	✓
222500	-2.0	-0.8	38 44.3	-124 20.2	✓
230000	-1.5	+0.1	38 59.6	-122 11.7	✓
233000	-2.3	+0.7	38 38.3	-124 16.2	✓
000000	-2.5	-1.2	37 17.5	-122 40.7	✓
002500	-1.7	-0.1	36 35.4	-121 51.1	✓

P-3 CHIEF SCIENTIST EVENT/RADAR LOG**Flight Number:** 010206I**PACJET***Date:* Feb. 06, 2001*Aircraft ID:* N43RF*Chief Scientist:* Miller (NPS)*Doppler Scientist:* Colle (SUNY-Stonybrook) *Radar Tech:* Goldstein*Cloud Physics Sci:* N/A (Probes not mounted) *Data Tech:* Roles*Radar parameters:* PRF1/PRF2 3200/2133, 0.25 microsecond pulse

Setup file = PACJ2

Pulses/sample = 32

Threshold on REF

Alternate Setup = PACJ1: PRF 1600, 0.50 pulse

Event Log

<i>Time (Lat, Lon), Trk (deg), Prs (mb), Alt (m), RH (%)</i>	<i>Event & Comments</i>
	Flight Deck Crew: AC Commander: Kenul; Co-pilot: Tennesen; Backup Pilot: Halverson; Nav: Adler; Flt Engineer: Torrey; Flight Director: Shepherd
155108 Z (36.58905, -121.85602) 8.337°, 1011.4 mb, 1499.0 m	Engine Start
155611 Z (36.58910, -121.85602) 347.850°, 1011.5 mb, 1499.0 m	Block Out
160643 Z (36.58527, -121.83926) 293.109°, 1009.1 mb, 1500.0 m	Takeoff
161051 Z (36.74078, -121.98595) 281.700°, 911.6 mb, 901.0 m	330 winds at 29 kts, heading toward pt 14.
161555 Z (36.90344, -122.28392) 327.545°, 910.3 mb, 910.0 m	325 winds gradually increasing to 34 kts.
161928 Z (37.07698, -122.42958) 324.647°, 911.7 mb, 899.0 m	flying near PBL top; near cloud base, 325/34 kts
162112 Z (37.15729, -122.50659) 323.964°, 937.3 mb, 679.0 m	heading down to 2kt, 325/32 kts, PBL is well-mixed, no wind change with height, light chop, some whitecaps on ocean

163011 Z (37.60120, -122.90790) 324.402°, 946.3 mb, 593.0 m	winds 323/39 kts, increased 5kts during the past few minutes
163602 Z (37.86148, -123.16133) 323.854°, 946.6 mb, 590.0 m	320 winds up to 42 kts at times, a little more chop.
164916 Z (38.46153, -123.72487) 323.342°, 948.2 mb, 583.0 m	330 winds up to 45 kts at times, starting slow decent down to 275 m, max winds 48 kts at 400 m, 42 kts at 275 m
165539 Z (38.73768, -123.99915) 320.815°, 981.3 mb, 304.0 m	begin turn west at point 14 at 1000 ft. 340 / 40 kts. Very impressive swells (15-20 ft). Pilots mention best swells they've seen so far.
165953 Z (38.69058, -124.33771) 258.027°, 981.6 mb, 308.0 m	begin right spiral up to 6600 ft at pt 15.
170411 Z (38.71886, -124.34395) 73.110°, 798.0 mb, 1969.0 m	heading east of point 15 at 1970 m (6600 ft). 324/36 kts, near cloud top.
171037 Z (38.79777, -123.72084) 79.581°, 782.3 mb, 2111.0 m	slight alt increase at the coast, 320/34 kts, smooth ride, SC over mountains
172114 Z (38.96259, -122.67435) 78.374°, 784.6 mb, 1675.0 m	passing over narrow N-S valley of coastal range towards pt16, encountered a brief moderate turbulent bump, presumably lee wave given 320 flow.
172749 Z (39.04739, -122.07217) 66.662°, 784.3 mb, 2036.0 m	spiral turn at point 16. 320/17 kts, ascending to 14000 ft to begin porpoise west. Clear over the valley.
173644 Z (38.97019, -122.48468) 260.369°, 596.2 mb, 3816.0 m	reached 14000 ft, now descending to 7000ft. 280/52kts
174230 Z (38.90362, -122.91405) 256.224°, 783.2 mb, 1259.0 m	reached 7000 ft, 320/25 kts, broken SC over mountains, now ascending
174806 Z (38.84853, -123.29976) 258.105°, 595.9 mb, 3802.0 m	at 14000 ft. 280/57 kts, sct shallow SC below
175330 Z (38.78922, -123.67812) 258.061°, 785.1 mb, 2079.0 m	at 7000 ft, 314/42 kts, ascending to 14000 ft. 5 minutes from point 14.
180309 Z (38.68422, -124.33815) 258.394°, 593.2 mb, 4261.0 m	reached 14000 ft, 300/72kts!!, begin spiral descent to 1000 at pt 14.
181032 Z (38.72349, -124.29817) 83.702°, 978.5 mb, 335.0 m	reached 1000 ft, heading north toward pt 2, 340/40kts, passing adjacent to isolated rain shower. Very impressive seas. Container vessel on rhs, also heading north
182538 Z (39.32117, -124.17165) 348.657°, 978.5 mb, 331.0 m	winds 340/39kts. Isolated shower 40 km SW of Cape Mendocino on LF. See low-topped Cbs w/ anvils to west of aircraft. Echo tops at 12000 ft, tilting downshear aloft.
183054 Z (39.57735, -124.24632) 347.357°, 978.8 mb, 327.0 m	just increased tilt of LF radar to 2.8deg. numerous showers to W of aircraft and W of CMendecino.
183623 Z (39.84143, -124.32114) 347.592°, 978.2 mb, 333.0 m	passing adjacent to shower (10 km wide) to west, up to 25-32 dBZ, 340/40kts at 1000 ft
184800 Z (40.41042, -124.41376) 357.720°, 978.9 mb, 332.0 m	passing near tip of CM, 350/35 kts at 1000 ft winds gradually decreasing to the N of CM (340/30kts).
185539 Z (40.80170, -124.46275) 354.803°, 978.5 mb, 341.0 m	begin turn at pt 3, 340/32kts, now heading S to pt 4.
190426 Z (40.37312, -124.40955) 174.745°, 978.6 mb, 335.0 m	just passed tip of CM, winds increased to 38 kts at 350.
190909 Z (40.03975, -124.36517) 176.943°, 978.6 mb, 332.0 m	begin west turn at pt 4. Winds 345/40 kts. Passing through some 30 dBZ showers.
191057 Z (39.98545, -124.47664) 252.530°, 978.9 mb, 332.0 m	heading towards pt 5. Winds are peaking now at 45 kts from 345 deg. Appears to be a 10-15 kt wind enhancement adjacent/south of CM.
191521 Z (39.91724, -124.79965) 255.610°, 978.7 mb, 341.0 m	starting ascent to 10000 ft at pt. 5. Winds at 1000 ft were 345/32 kts. We exited CM flow enhancement approx 5-10 km east of here.

192126 Z (39.88904, -124.87256) 101.835°, 699.3 mb, 2981.0 m	heading east of pt. 5 at 10000 ft, winds 335/43kts. 20-30 dBZ showers adjacent to north, echo tops 12000 ft.
193832 Z (40.16855, -123.36594) 78.057°, 691.6 mb, 2221.0 m	radar display has been frozen past 10 minutes. 350/37 kts. Radar going down.
194244 Z (40.22792, -122.97891) 77.774°, 692.3 mb, 1406.0 m	radar back up (tilit 2.4), 336/36 kts, nice lenticular clouds on camera facing south.
194453 Z (40.26299, -122.77940) 78.300°, 692.1 mb, 2342.0 m	over small clear area, encountering some mountain-wave induced chop. Nice lee side wake, winds down to 350/18 kts
194941 Z (40.32298, -122.35765) 64.493°, 667.9 mb, 3095.0 m	begin turn west at pt. 6 ascending up to 17000 ft.
195613 Z (40.26069, -122.64229) 257.830°, 526.2 mb, 4687.0 m	reached 17000 ft, 285/12 kts. Starting porpoise decent to 10000 ft.
200015 Z (40.21582, -122.90274) 259.224°, 674.2 mb, 1550.0 m	start ascent, very little mountain-induced turbulence over lee, but nice clearing and winds increased westbound to 345/35 kts.
200625 Z (40.13095, -123.39417) 255.651°, 526.1 mb, 4312.0 m	at 17000 ft, 310/34 kts, some light chop at times. Starting decent, winds drop to 320/16kts at 600 mb
201132 Z (40.08286, -123.75186) 255.779°, 679.2 mb, 2918.0 m	radar down, restarting. 344/42 kts
201219 Z (40.07314, -123.80457) 256.858°, 694.0 mb, 2655.0 m	starting ascent from 10000 ft., 345/41 kts.
202410 Z (39.89707, -124.82234) 255.640°, 527.1 mb, 5073.0 m	start decent at pt. 7, winds at 17000 ft are 310/77kts. Impressive wsp gradient at this level from pt 6 (35 kts) to pt 7 (75 kts). No spiral during decent, just heading east.
203231 Z (39.98354, -124.59253) 80.283°, 975.9 mb, 352.0 m	reached 1000 ft. 340/38 kts. Passing through isolated shower.
203510 Z (40.00500, -124.37817) 82.283°, 979.1 mb, 321.0 m	begin turn at pt 8 towards pt. 9. 340/37 kts. Lght to mod chop in PBL. All shower activity 30 km west of plane. Mainly dry along the coast, presumably because of terrain-induced subsidence.
204314 Z (39.47156, -124.22902) 180.019°, 978.6 mb, 325.0 m	began westward turn at pt. 9. 342/38 kts.
204754 Z (39.40227, -124.54488) 269.290°, 979.0 mb, 328.0 m	start spiral ascent at pt. 10 to 10000 ft. 348/36 kts. Peak winds below 2000 m are 42kts at 1100 m.
210042 Z (39.51659, -123.81572) 78.650°, 701.2 mb, 2939.0 m	at the coast, 340/43kts at 10000 ft. Good clearing from the coast 10-20km offshore (downwind of CM). Broken SC over mountains. heading towards pt. 11
210803 Z (39.61310, -123.19127) 76.310°, 701.2 mb, 2126.0 m	restarting tail radar. 340/41Kts. Some mod. chop through tops of showers along windward slope.
211252 Z (39.68055, -122.78264) 77.948°, 701.4 mb, 1211.0 m	passing over lee. Clearing. 360/ 26 kts. Winds slowly veering to 20 deg and winds down to 11 kts at 21:14. Light chop.
211638 Z (39.73266, -122.46692) 78.442°, 701.4 mb, 2636.0 m	encountered some showers approaching pt. 11. Getting some icing on wings at -13 oC.
211846 Z (39.76141, -122.27777) 79.047°, 700.8 mb, 2810.0 m	begin turn at pt. 11. Interesting windshift past 5 min back to 290/19Kts, starting ascent to 17000ft.
212703 Z (39.69126, -122.62823) 256.472°, 525.5 mb, 4216.0 m	starting descent down to 10000 ft. 300/28 kts. Interesting spike on wsp trace (to 40 kts) shortly after this time (near lee?).
213242 Z (39.60864, -123.13023) 260.057°, 695.9 mb, 2351.0 m	start ascent from 10000 ft, 340/42 kts.
213913 Z (39.52452, -123.71338) 262.362°, 569.8 mb, 4269.0 m	started descent from 17000 ft approx 2 minutes ago. Winds increased to 60 kts shortly before descent. Approaching coastal clear area.
214306 Z (39.48332, -124.05568) 260.709°, 696.9 mb, 2988.0 m	starting ascent, 34/42 kts. Just passed coast, in clear area.

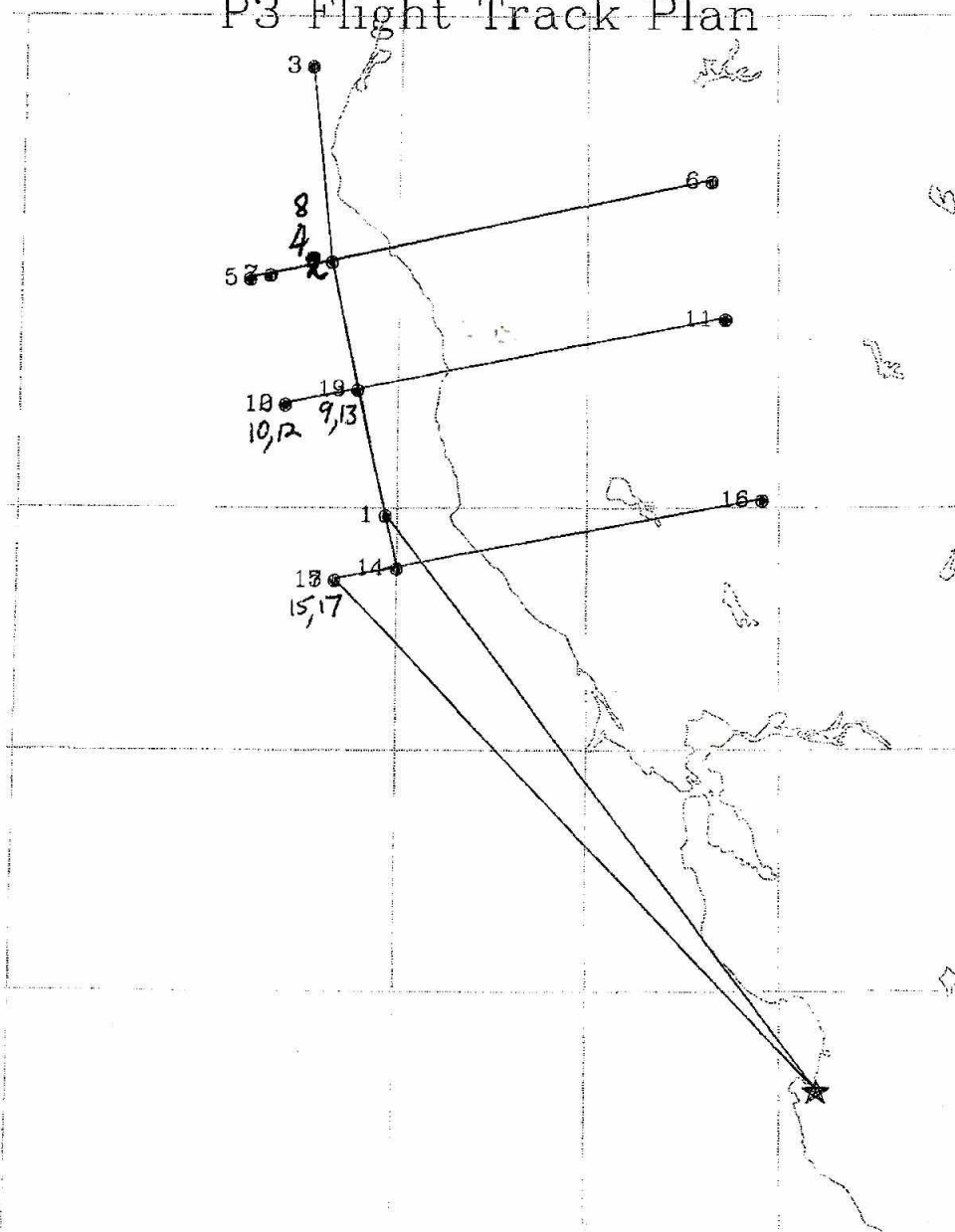
215038 Z (39.44868, -124.66592) 28.465°, 559.9 mb, 4634.0 m	Started spiral descent 2 minutes ago from 17000 ft at pt 12, 315/72 kts. 345/45Kts at 10000 ft,. Max winds below 2000 m 45 kts at 1300 m.
220236 Z (39.34192, -124.54594) 57.078°, 982.0 mb, 298.0 m	finished descent to 1000 ft at pt. 12. 335/34 kts, restarting radar.
220729 Z (39.47293, -124.23630) 61.838°, 981.5 mb, 291.0 m	began turn southward at pt. 13. 335/37 kts.
221115 Z (39.25067, -124.11993) 167.203°, 981.9 mb, 291.0 m	winds gradually increasing to 42 kts. Moderate chop in PBL (about 1000 m deep today).
221803 Z (38.78815, -123.98019) 167.551°, 981.7 mb, 290.0 m	westward turn at pt. 14. 340/40 kts.
222331 Z (38.69374, -124.32895) 257.559°, 982.0 mb, 296.0 m	starting spiral ascent to 7000 ft at pt. 15. 340/38 kts. Max winds below 1500 m 45 kts at 1100 m.
222831 Z (38.70830, -124.26402) 80.125°, 779.6 mb, 2138.0 m	heading east of pt. 15. 337/46 kts. Smooth ride in clearing.
224006 Z (38.84455, -123.28783) 79.516°, 779.9 mb, 1538.0 m	max winds 3 minutes ago (at coast) 340/49kts. Now 340/42 kts
224455 Z (38.90639, -122.89749) 78.870°, 780.7 mb, 1371.0 m	this leg is much more turbulent than earlier today. Surface heating has generated a more convective PBL, some SC. Winds back down to 350/20kts as we pass over the lee.
225251 Z (39.02250, -122.24330) 82.177°, 779.4 mb, 1942.0 m	passing through shower. Dentriles outside window. Radar indicates fairly widespread precip. Moderate chop. 320/15 kts. Anvils to 15000ft
225656 Z (39.06135, -121.96034) 170.595°, 778.3 mb, 2092.0 m	begin turn at pt. 16. Right near convective cell embedded in stratiform, core dBZ to 40 dBZ. ascending to 14000 ft.
230227 Z (38.96165, -122.42389) 259.107°, 591.9 mb, 3711.0 m	start decent from 14000ft, 330/17kts. Clearing ahead over the lee slopes.
230543 Z (38.91796, -122.71127) 259.904°, 697.8 mb, 2298.0 m	windshift back to 360/20kts during descent over lee foothills, then back to 330/39kts at 2400 m.
230803 Z (38.88636, -122.90976) 261.000°, 779.3 mb, 1353.0 m	starting ascent 14000 ft. Pilots note fire/smoke along a slope
231231 Z (38.81766, -123.29280) 256.414°, 591.1 mb, 3729.0 m	start descent to 7000 ft. 320/63Kts. Streaks along ocean suggest 340deg wind at surface.
231809 Z (38.74446, -123.74678) 261.844°, 778.8 mb, 2129.0 m	start ascent. 340/46 kts.
232329 Z (38.68188, -124.21559) 260.603°, 590.7 mb, 4236.0 m	begin spiral descent at pt. 17. 319/67 kts. 14000ft (591 mb). Very dry (Td= -44C, 5% RH).
233627 Z (38.52052, -124.18491) 139.316°, 979.7 mb, 308.0 m	Reached 1000 ft at pt. 17. 330/42 kts. Heading home (MRY).
234609 Z (38.00320, -123.58461) 137.010°, 977.4 mb, 318.0 m	winds are peaking now at 47kts/ 330. very turbulent (38-47 kts).
000406 Z (37.06615, -122.43121) 140.101°, 976.7 mb, 313.0 m	begin ascent to 6500 ft for approach to MRY. Peak winds 52 kts at 910 mb (900 m).
001007 Z (36.77723, -122.00604) 118.754°, 799.5 mb, 1925.0 m	radar going down. 314/40Kts at 1960 m.
002419 Z (36.58389, -121.83516) 293.725°, 1005.9 mb, 904.0 m	touch down.
002759 Z (36.58875, -121.85681) 42.744°, 1009.0 mb, 7363.0 m	Block in, engine off

01c pre-xmitter
m42

1526

P3 Flight Track Plan

(41.0, -121.0)



(36.0, -126.0)

NOAA/NSSL Lambert Conformal (38.8, -123.8)

17 UTC

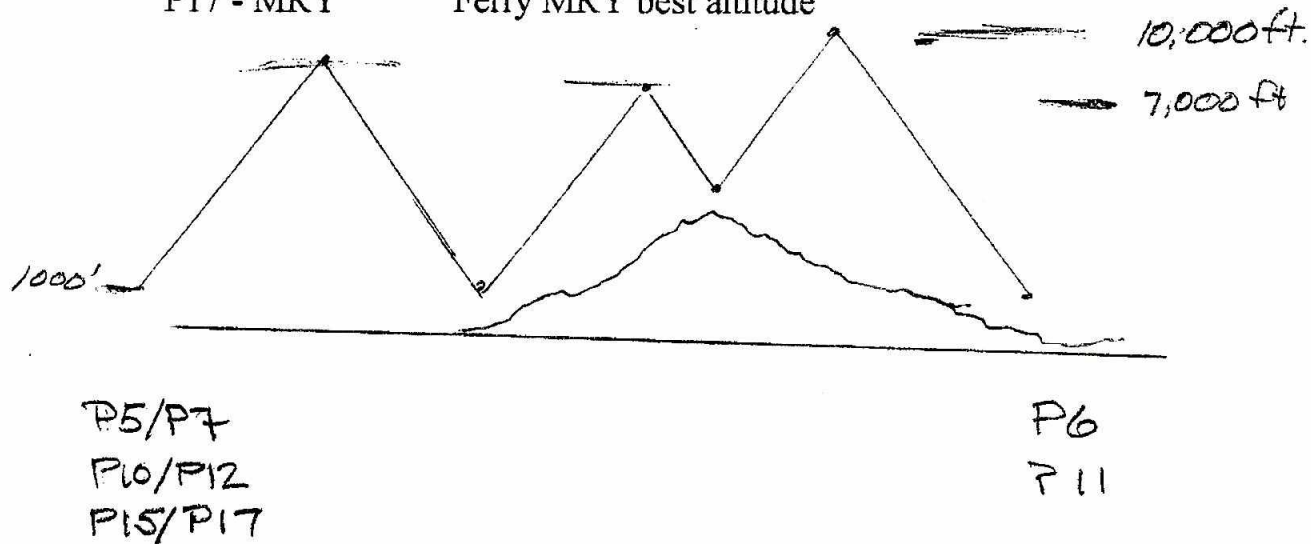
TAKE-OFF 16 UTC 6 FEB 2001

IOP 6 Proposed Flight Track for 6 Feb. 2001

Takeoff: 1600Z MRY

ETE 7.0 hrs.

MRY - P1	Ferry leg @3000 ft.
P1 - P2 - P3 - P4	1000 ft.
P4 - P5	1000 ft.
P5 - P6 - P7	Porpoise profile from across mountains according to ATC constraints. (See Below)
P7 - P8 - P9 - P10	1000 ft.
P10 - P11 - P12	Porpoise profile as above
P12-P13-P14-P15	1000 ft.
P15 - P16 - P17	Porpoise profile as above
P17 - MRY	Ferry MRY best altitude



Point P 1	38.976-124.064
Point P 2	40.011-124.362
Point P 3	40.806-124.474
Point P 4	40.011-124.362
Point P 5	39.941-124.797
Point P 6	40.331-122.346
Point P 7	39.957-124.690
Point P 8	40.011-124.362
Point P 9	39.483-124.215
Point P10	39.421-124.601
Point P11	39.774-122.277
Point P12	39.421-124.601
Point P13	39.483-124.215
Point P14	38.756-124.000
Point P15	38.706-124.330
Point P16	39.038-122.087
Point P17	38.706-124.330

NOAA • AOC • SED
N43RF DATA STATION LOG

Project : PacJet '01

Mission : H6

Flight ID : 010206I

Operators : Roles

Take Off : 1606

Landing : 0024

2 err
0 err

RAMS DAT 1 On [8/9]: <u>1552</u>	RAMS DAT 1 Off: <u>0028</u>	Data: <u>Slow</u> Fast AVAPS
RAMS DAT 2 On [8/9]: <u>1552</u>	RAMS DAT 2 Off: <u>0028</u>	Data: <u>Slow</u> Fast AVAPS
RAMS DAT 3 On [8/9]:	RAMS DAT 3 Off:	Data: Slow Fast AVAPS
Printer On: <u>1552</u>	Printer Off:	Disk Recording <u>Enabled</u> / Disabled
MARS DAT 1 On [8/9]: <u>1612</u>	MARS DAT 1 Off: <u>1923</u>	CPU Selected: A <u>B</u>
MARS DAT 2 On [8/9]: <u>1941</u>	MARS DAT 2 Off: <u>0010</u>	VCR's Used: <u>N</u> <u>O</u> <u>A</u> <u>O</u>
MARS DAT 3 On [8/9]:	MARS DAT 3 Off:	VCR Mode: VHS / <u>S-VHS</u> 2 / <u>12</u>
PMS DAT 1 On: <u>—</u>	PMS DAT 1 Off:	
PMS DAT 2 On: <u>—</u>	PMS DAT 2 Off:	Tapes Given To
PMS DAT 3 On: <u>—</u>	PMS DAT 3 Off:	RAMS: <u>1 → Shepherd</u>
VCR Tape 1 On: <u>1554</u> ⁴ <u>Tapes</u>	VCR Tape 1 Off: <u>0028</u>	MARS: <u>Doughtery</u>
VCR Tape 2 On:	VCR Tape 2 Off:	PMS:
VCR Tape 3 On:	VCR Tape 3 Off:	VCR: <u>Doughtery</u>

CARCAH Tasking

Mission Number : WXWXE

Storm Name : TRAIN

ASDL Setup

Flight Level (Minobs) Sample Frequency : 30

Flight Level (Minobs) Block Time : 10

Data Station Operator Notes

NOAA • AOC • SED Flight Performance Log

Aircraft : N43RF

Project : PacJet '01

Mission : PACJET #6SED Crew: GOLDSTEIN, ROLES, BARR, ROGERSFlight ID : 010206IPre-Flight: 1415Take-Off: 1606Landing: 0024

System		Pre-Flight	In-Flight	Post-Flight			
NAV	INE #1 Aligned to: 0	✓ ASG	✓✓✓	-1.8	-3	5	
	INE #2 Aligned to: 0	✓ ASG	✓✓✓	-5.5	1.4	1	
	GPS	✓ ASG	✓✓✓	Lat	Long	GS	
	Diff GPS	✓ ASG	✓✓✓				
RADAR	Nose	JMB	✓✓✓				
	L/F R/T SN: 103	JMB	✓✓✓	Mod Switch Off?	✓		
	Tail R&T SN: 102/202	JMB	✓✓✓	Mod Switch Off?	✓		
	MARS Data System	Clean DAT? JHR	✓✓✓ (3) (4)	# DATs:	2		
PMS	2DG-C Ch 1/64: —/—	NI	✓✓✓				
	2D-P Mono Ch 1/32: —/—	NI	✓✓✓				
	FSSP Ref VDC: 8.16	NI	✓✓✓				
	SEA Data System	Clean DAT? —	✓✓✓	# DATs:	0		
TEMP	Cal High	Cal Low		Cal High	Cal Low		
	Temp #1	30.8	-30.5	8.8 ✓ ASG	✓✓✓	30.8	-30.4
	Temp #2			9.2 ✓ ASG	✓✓✓		
	Temp #3 (Starboard)			NI	✓✓✓		
	Dewpoint #1 (General Eastern)			3.8 ✓ ASG	✓✓✓		
	Dewpoint #2 (Edge Tech 137)			4.2 ✓ ASG	✓✓✓		
PRES	Dewpoint #3 (Buck 1011C)			4.4 ✓ ASG	✓✓✓		
	Attack Angle (AP/DAP)			✓ ASG	✓✓✓		
	Slip Angle (BP/DBP)			✓ ASG	✓✓✓		
	Differential (PQ1/PQ2/PQ3/PQ4)			✓ ASG	✓✓✓		
	Absolute (PS1/PS2)			✓ ASG	✓✓✓		
	Radome Transducers			Plugs? ✓ ASG	✓✓✓		
FLTLVL	Cabin Transducer (Station 5)			✓ ASG	✓✓✓		
	Apn-159 SN: 71-02			✓	✓✓✓	Off?:	✓
	Apn-232 SN: 1761			✓	✓✓✓	Off?:	✓
	King Liquid Water			✓ ASG	✓✓✓		
	J&W Liquid Water			✓ ASG	✓✓✓		
	Lyman Alpha Hygrometer			Plugs? ✓ ASG	✓✓✓	Plugs?:	ASG
	Down PRT-5 (SST)			✓ ASG	✓✓✓		
	Side PRT-5 (CO ²)			✓ ASG	✓✓✓		
	Up PRT-5			Open? ✓ ASG	✓✓✓	Closed? ✓ ASG	
	RAMS Data System			Clean DAT?	✓✓✓ (4)	# DATs:	
	F/D Laptop			✓ ASG	✓✓✓	Off? ✓ ASG	
	C.I. Printer			✓	✓✓✓		
MISC	ASDL			✓	✓✓✓ (2)	Off?:	✓ ASG
	Exterior Walk Around			✓ ASG			
	Video (N U B O)			✓	✓✓✓	Lens Covers?:	✓
	AXBT Receivers			NI			
	AXBT Sonobouys			#On Board: 0	#Dropped: —	#Good: —	
	AVAPS			✓ ASG			
	GPS Dropsondes			#On Board: 32	#Dropped: 0	#Good: —	
	FCU A B C			✓ ASG	✓	UPS Off?:	✓
USER	SatComm					Accelerometers	
	NASA GORE			JMB		#1 (2 G):	
						#2 (2.5 G):	
						#3 (3 G):	
					#4 (3.5 G):		

Please Note any Discrepancies

Item #	Zulu Time	Problem Description	Initials	Status
1	1831	NAV Indicator of V159 not working correctly, reads ± 500 ft off (NOT the indicator)	ER	OK
2	2120	Change paper in ASDZ Printer Almost out	ER	OK
3	1923	RAPAR CPU Locked up no response from Terminal Rebooted system OK		
4	POST FLT	NEED TO REPLACE ALL M99 AIR FILTERS. BLACK FOAM IS DISINTEGRATING	QSB	
	02/06	MER repaired coarse synchro wire on TB 454		OK
		Problems on Aircraft prior to crew swap		
1		RAPAR CPU has locked up (no terminal response or VLP prompt) a few times, over six flights		
2		Synchro transmitter on Tail RAPAR Pedestal is bad System MUST NOT be run in Azimuth 2 position until synchro transmitter is replaced. Don't attempt to replace until end of project. #1 Parts or 1/100 have a long down period (at least two consecutive days) I think Azimuth 2 is the synchro that was replaced just before project.		
3		PMS Probes Precip meter works well, can be aligned to 2 volts on 1 & 32 sometimes higher. (LASER GETS WATER ON LENS) USE cloud probe in shop @ NWS. Probe in box HAS CONSTANT clear air updates.		
		Test cable in cloud physics kit suspected bad cable with stand works good (Probes ARE cleaned & ALIGNED)		
4		left Camera and NOSE camera. Once in a great while you have to cycle power to get video		
5		Rams Graphics system channel 5 & 6 not working most of the time		

6 see clipboard for RAPAR notes from JMB

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:

UIHF/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

W 260

4503

TERMINAL ERRORS		
	INS 1	INS 2
DELTA LAT	-1.8	-5.5
DELTA LON	-3	+4
RGS	5	1
RADIAL ERROR	2	6.

[illegible][illegible]