

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

AOCWF1

Flt ID: 010211I	From: KMRY	To: KMRY
Flt No.: 01-16	Blk In: 0842	ATA: 0834
ETD: 0030Z	Blk Out: 0031	ATD: 0040Z
ETE: 0930Z	Blk Time: 8.2 8:11	Flt Time: 7.9 7:54
Sponsor Org: NOAA/ETC	Program: PACJET	Purpose: IOPB

AOC Personnel

AC: TAGGART, B ✓✓	Sys Eng: MENAMARA, R ✓
CP: HALVERSON, H	Data Sys: LYNCH, T ✓
Nav: NEWMAN, C ✓	Radar: J
FE: BAST, G / FLOYD, D	GPS/BT: DELGADO, J ✓
Avionics: ROGERS, M ✓	Cld Phys:
FD: SHEPHERD, T ✓	

Participating Scientists/Visitors/AOC

Name (Last, First)	Activity on Aircraft	Affiliation
RALPH, M ✓	PI	NOAA/ETC
Kingsmill, D ✓	Co-PI	TRE
JORGENSEN, D ✓	RADAR	NSSL
Miller, D ✓	DATA SYN	NPS
Colle, B ✓	OBS	SUNY
KUSS, W ✓	Co-PI	NPS
Super, D ✓	O3 prope	NOAA/AL CIRES
PHILLIPS, BRADY	OBS	NOAA
RAFFINO, M ✓	MEDIA	KGW-TV

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

BAL DP#3 011800
 20700 Radome PQ Progen

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

AOCWF2

Flt ID: 010211I Time Off: 0040Z Time On: 0834Z

	A/C (Take Off)	Wx Stn (Take Off)	A/C (Land)	Wx Stn (Land)
Pressure	1005.6	29.89	29.89	1002.8

	Number	Data Disposition/Date/Quality
Slow/Fast Flt Lvl Tapes	2	
Radar Tapes		
Cloud Physics Tapes		
Video Tapes	4	
AXBT		
AXCP		
AXCTD		
Dropsondes	5	4 good - 1 no winds

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

Remarks

Pacjet

IOP 8

Flight #8 010211I

<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: 0040Z

Land: 0834Z

The radar altimeter (APN-159) was replaced by the APN-232 due to spiking during take off and landing (003701-004300 take off; 082730-083400 landing). No offset was applied.

There were numerous times as the aircraft flew through saturated conditions that the dew point temperature exceeded the ambient temperature. These problems due to water build-up on the hygrometer mirror and/or a wet bulb effect on the total temperature probe were not corrected.

A spike in surface pressure occurred at approximately 022700. This spike was due to a momentary over flight of the coast.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	1002.9 mb	1002.8 mb
Corrected tower pressure	1012.2 mb	1012.2 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

Time	Lat	Long	Trk	Hdg	Wind Dir	Wind Spd	T _a	T _d	Press. Alt.	Geo. Alt.	Sfc Press.	Press. Sfc	Dyn. Press	Remarks
010100	3727	12302	33	309	276	38.1	-27.7	-29.8	5503	5355	1013.4	504.8	71.9	
010348	3735	12312	312	309	271	36.6	-27.6	-29.9	5505	5353	1012.8	504.7	77.4	Drop 1
011018														Splash 1
011550	3809	12400	311	308	278	38.4	-27.8	-31.3	5502	5337	1012.3	505.0	84.7	FL 80
012304	3830	12430	307	304	269	38.0	-28.8	-32.0	5502	5328	1013.3	504.9	83.9	D2 - No winds
012729	3843	12449	315	311	268	37.6	-29.0	-32.0	5529	5339	1012.8	503.4	82.7	D3
014020	3949	12543												P1
022000	4007	12412												P2
024430	3947	12448												P1 spiral descent to 500' then back to 1000'
025530	3936	12507												P2 spiral right to 10000'
031015	3918	12542	269	268	246	17.4	5.2	3.0	356	296	1007.0	970.9	75.6	1000' hdg → 3918, 12650
034020	3918	12646	091	087	312	31.2	-2.6	-6.7	1288	1208	1008.3	868.0	70.7	4080' hdg → P1
040845	3949	12445	064	066	225	15.1	4.8	4.1	369	301	1006.0	969.6	78.6	1000' hdg → 3956, 12400
041750	3959	12414												PT 2' spiral up to 6000' & back to 1000'
050403	4130	12630	301	298	224	19.6	-37.7	57.5	6118	5794	1015.0	467.7	74.9	D4
0512	4127	12602												D5
055620	3931	12356	174	178	213	15.8	4.5	3.6	382	323	1007.0	968.0	71.9	1000' hdg → P9
060650	3858	12349	136	141	192	17.4	4.9	3.8	383	330	1007.7	968.1	73.7	PT 9 1000'
062130	3820	12315	P 10											Reversing turn back to PT 9
063645	3900	12400	P 9											Reverse turn back to PT 14
064020	3856	12350	143	147	236	17.8	5.3	4.0	382	324	1007.2	968.0	69.0	1000' hdg → P14
065015	3829	12323	P 14											@ to PT 16 @ 1000'
065458	3824	12341	P 16											spiral right up to 6000' then to PT 17
071030	3846	12249	P 17											Reversing turn to P18
071725	3841	12303	246	246	231	27.6	-4.1	-5.3	1865	1252	943.5	808.3	69.6	6000' hdg to PT 18
072010	3837	12314	P 18											spiral climb to 12000 then to P16
073120	3824	12343	P 16											spiral down to 10000 return to P17
073620	3833	12327	065	067	239	27.0	-11.9	-13.2	3108	2728	978.9	692.1	75.2	10000' hdg → P17
074400	3842	12254	P 17											descend to 8000' and return to P16
074845	3839	12304	252	249	220	28.0	-7.9	-8.8	2474	1878	948.4	749.2	67.0	8000' hdg P16
075811	3825	12343	P 16											END Science @ 8000' Hdg → NRY

IOP 8 010211 I

AZI 1

INE 1

TT 1

DP 1

ALT Press

Substitute APN 232 for APN 159

003701-004300 Takeoff

082730-083400 Landing

RENAV (OVER)

1) 010000	+0.1	-0.1	37 24.8	-122 58.3 ✓
020000	-0.4	+0.5	39 21.8	-125 31.4 ✓
030000	0.0	-0.4	39 36.9	-125 5.7 ✓
040000	-0.2	-1.0	39 30.1	-125 22.1 ✓
5) 050000	-0.5	+0.2	41 21.3	-126 7.2 ✓
060000	+0.5	-1.6	39 19.4	-123 54.2 ✓
070000	+0.7	-1.7	38 28.0	-123 40.3 ✓
080000	+1.2	-1.6	38 19.8	-123 41.4 ✓
9) 083400	+1.8	-3.6	36 35.2	-121 50.6 ✓

P-3 CHIEF SCIENTIST EVENT/RADAR LOG**Flight Number:** ^{//}0102101**PACJET IOP #08****Date:** Feb. ^{//}10, 2001**Aircraft ID:** N43RF**Chief Scientist:** Ralph*Doppler Scientist:* Jorgensen (NSSL)*Radar Tech:* Rogers*Cloud Physics Sci:* Kingsmill*Data Tech:* Lynch*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)</i>	<i>Event & Comments</i>
235330 Z (36.58887, -121.85681) 111.695°, 1006.1 mb, 1502.0 m	Flight Deck Crew: Pilot: Taggart, Halverson, Nav: Wade, FD: Shepherd. Mission is microphysics over CZD and north as cold front moves onshore.. Pt 1 is initial IP at 39.3N, 125.7W
002842 Z (36.58893, -121.85681) 139.701°, 1006.3 mb, 1502.0 m	Engine Start
003218 Z (36.58907, -121.85280) 112.740°, 1006.1 mb, 1502.0 m	Block Out
003915 Z (36.58331, -121.83331) 301.270°, 1003.0 mb, 1503.0 m	Takeoff from MRY, light drizzle, broken overcast sky, few low nimbostratus along coast
004634 Z (36.85883, -122.20515) 309.775°, 781.1 mb, 2090.0 m	Radars up and running, recording OK.
004815 Z (36.92810, -122.30026) 311.638°, 781.2 mb, 2090.0 m	2nd trip evident on the TA, particularly to the right (where the land is)
005031 Z (37.01719, -122.42587) 311.005°, 703.2 mb, 2906.0 m	Small convective cells off to the left along the beach. Tops to 3 km, 30 dbz max. INMARSAT up and connected via PPP using FREEPPP.
005257 Z (37.11663, -122.56163) 313.304°, 633.2 mb, 3704.0 m	Sky cleaing as we move over the water. No whitecaps on ocean, broken field of Cu below, clear sky above.

010351 Z (37.59074, -123.21040) 312.182°, 504.6 mb, 5360.0 m	dropsonde away
011455 Z (38.10996, -123.94278) 310.842°, 504.9 mb, 5345.0 m	entering stratiform cloud. TA shows echo to our right 10-40 km, mostly stratiform, little bright band evident but when it occurs it is about 1 km off the sfc, but occasional vertical convective cell to 4 km altitude, very narrow
012304 Z (38.49084, -124.50099) 304.682°, 504.9 mb, 5333.0 m	dropsonde away, Entering heavier stratiform, bright band to 40 dbz about 1 km off the sfc.
012419 Z (38.54720, -124.58966) 311.178°, 505.0 mb, 5333.0 m	bad dropsonde getting another one ready
012639 Z (38.66115, -124.74797) 313.202°, 505.0 mb, 5329.0 m	another rainband evident on LF about 100 km to the west of the band nearing Pt. Arena
012950 Z (38.82246, -124.96452) 311.065°, 503.1 mb, 5352.0 m	dropsonde away
014055 Z (39.34739, -125.73668) 334.799°, 505.8 mb, 5301.0 m	at pt. 1, begin spiral to 500 ft, then back up to 1000 ft for run to Pt. 2
014550 Z (39.39661, -125.60165) 135.738°, 619.9 mb, 3813.0 m	in spiral with roll angle ~26°, INMARSAT still is connected
015326 Z (39.43169, -125.58546) 149.377°, 888.2 mb, 1021.0 m	some small whitecaps on the sfc below.
015557 Z (39.30444, -125.67439) 213.236°, 986.4 mb, 167.0 m	At bottom of spiral at 500 ft. Winds 265/25 knots
015850 Z (39.29276, -125.57178) 25.244°, 971.2 mb, 296.0 m	on the west side of the rainband ~50 km off the shore. Max dbz about 50 echo tops to about 6 km, most of 40 dbz echo below about 2 km. Line extends roughly N-S
020221 Z (39.48701, -125.38330) 49.888°, 972.2 mb, 286.0 m	maneuvering to go through the line. Max dbz on the LF spotty 40 dbz
020509 Z (39.59676, -125.19887) 53.922°, 971.7 mb, 290.0 m	multiple parallel rainbands about 70 km apart on LF at this lat 39.5N. Bands come together about 41 deg N latitude
021103 Z (39.80840, -124.81346) 55.802°, 971.4 mb, 292.0 m	Though rainband. Little windshift evident at 300 m RA. From perhaps 350/25 on west side to 239/13 east side
021606 Z (39.98479, -124.47563) 56.071°, 972.1 mb, 289.0 m	deeper stratiform echo as we approach coast near Cape Mendicino. Tops to 6 km, light bright band at lower than 1 km, max dbz of bright band about 30. At Pt 2 will spiral up to 10 kft
021849 Z (40.07949, -124.29861) 54.267°, 971.9 mb, 291.0 m	apex of two bands about 70 km NW of our position
021933 Z (40.10591, -124.25171) 52.883°, 971.9 mb, 292.0 m	at pt. 2 climbing turn to 10 kft then track to Pt. 1
023058 Z (39.97461, -124.26662) 238.469°, 805.3 mb, 1798.0 m	heading to Pt 1.
023356 Z (39.91019, -124.48404) 244.437°, 805.4 mb, 1795.0 m	beginning to spiral down. In fairly deep stratiform precip. About 20 nmi off shore
024004 Z (39.90063, -124.51233) 250.197°, 989.7 mb, 142.0 m	at 500 ft, climb to 1000 ft and resume track to pt. 1 winds here are 200 ft/11 knots
024412 Z (39.79365, -124.77020) 239.241°, 969.2 mb, 311.0 m	spiral just to the east of the rainband about 5 miles. Climbing to 6k ft
025152 Z (39.71550, -124.91672) 238.945°, 806.4 mb, 1786.0 m	on track at 6k ft for Pt. 1. Winds at this alt only 250/17
025525 Z (39.60622, -125.13371) 235.818°, 810.2 mb, 1749.0 m	spiraling down to 1000 ft about 15 km to the west of the rainband
025755 Z (39.60288, -125.12872) 265.272°, 919.9 mb, 743.0 m	strataiform rain at this location weaker than near the coast. Only 25-39 dbz with weak bright band 500 m off the sfc

030047 Z (39.59180, -125.13893) 236.449°, 971.0 mb, 296.0 m	on track to pt. 1 at 1000 ft
031016 Z (39.30634, -125.69504) 235.966°, 970.9 mb, 299.0 m	at pt. 1. Turning to track west 50 nm to go through the band that is 40 miles to West. Mostly stratiform precip at this location ehco tops down to about 4 km. Bright band about 40 dbz near the sfc
031447 Z (39.29710, -126.01694) 269.922°, 971.0 mb, 299.0 m	going through the band winds shifting more westerly now 267/15
031601 Z (39.29578, -126.10551) 268.208°, 971.0 mb, 299.0 m	in middle of line winds now 310/28
032747 Z (39.28193, -126.90787) 269.360°, 969.8 mb, 319.0 m	At western most point past pt 1, spiraling up to 10000 ft. Winds 300 deg up to 6000 ft, veered to 265/35 at 10000
033430 Z (39.26695, -126.84642) 250.384°, 691.3 mb, 2982.0 m	At 10000 ft, spiraling down to 4000 ft.
033924 Z (39.29015, -126.83479) 25.819°, 866.5 mb, 1222.0 m	At 4000 ft, winds 310/30kts, heading east towards pt 1.
035241 Z (39.31977, -125.68271) 89.990°, 868.3 mb, 1198.0 m	At pt. 1, spiraling down to 1000 ft. Winds at 4000 ft 290/15kts.
035727 Z (39.40709, -125.54179) 54.907°, 969.7 mb, 306.0 m	heading towards pt 2 at 1000 ft. Within broad but intense stratiform band, some convective elements to 45 dBZ. Tops to 20000 ft. 260/22kts
040042 Z (39.52924, -125.31995) 53.374°, 969.6 mb, 305.0 m	LF indicates primary band extending south of the tip of Cape, 75 km east of aircraft, winds slowly veering to 242/19
040653 Z (39.76593, -124.88979) 56.448°, 969.6 mb, 302.0 m	Adjusting track from 55 to 65deg, now heading towards 2' (10 mi S of 2). Trying to get aircraft in wedge between precip band and coast. Band is solid 30-35 dBZ, with convective cells to 40 dBZ. Winds have veered to 230/14kts
041409 Z (39.96574, -124.33704) 65.735°, 969.8 mb, 305.0 m	Now crossing band towards 2'. Band is fairly broad (10 km across) and mainly stratiform (echo 30-40 dBZ). Winds slowly veering to 210/12
041536 Z (40.00489, -124.22755) 67.743°, 969.9 mb, 304.0 m	At 2', winds 210/15kts, Spiraling up to 6000 ft.
041855 Z (40.00807, -124.25124) 48.836°, 807.1 mb, 1777.0 m	At 6000 ft at 2'. 232/16kts. Spiraling down to 1000 ft to start radar work.
042349 Z (39.99024, -124.18935) 186.473°, 968.1 mb, 317.0 m	At 1000 ft at 2' winds 195/10kts. Heading NNW towards 6' (between points 6 and 7). Precip band has broadened, centered 15 km west of coast. Winds 190/14kts
044136 Z (40.77442, -124.73206) 332.127°, 968.8 mb, 298.0 m	Heading north up to 41°30' 126°30' in a response to requested dropsonde by the EKA WSFO. Crossed broad band winds veered to 270/15kts across front (1 deg temp drop). Ascending to 20000 ft.
045153 Z (41.06953, -125.44647) 300.328°, 595.0 mb, 4068.0 m	Departing precip as we move north and climb to 20k ft for the drop
050401 Z (41.50520, -126.47824) 300.283°, 464.4 mb, 5797.0 m	Dropsonde away Good drop
050457 Z (41.54173, -126.56166) 300.256°, 464.4 mb, 5793.0 m	Turning back to pt. 6', descending
050929 Z (41.55910, -126.30824) 119.160°, 530.9 mb, 4857.0 m	drop winds bad, readying another sonde
051143 Z (41.48380, -126.12685) 118.849°, 565.2 mb, 4415.0 m	drop ended. No winds last 2/3 of drop. Holding at 15k ft
051236 Z (41.45660, -126.05824) 116.805°, 569.5 mb, 4360.0 m	dropsonde #2 away, resuming the descent
053208 Z (40.74999, -124.68942) 125.265°, 941.2 mb, 531.0 m	pt. 6, entering precip again almost down to 1000 ft - heading to pt 9 to execute a box pattern

053557 Z (40.53291, -124.56337) 159.323°, 967.0 mb, 318.0 m	some turbulence in moderate stratiform rain. Bright band nearly on the sfc max dbz about 40. Temp here 3C. Winds have come around to 165/15 at 1000 ft alt
054529 Z (40.01719, -124.30327) 155.367°, 967.6 mb, 316.0 m	N-S band still in approximately the same location as last hour. We're in the slot between the beach and the band about 15 km off the beach
055212 Z (39.74584, -123.95149) 135.902°, 967.9 mb, 323.0 m	at pt 5", turning South in moderately heavy stratiform rain at 1000 ft altitude to new pt. 9
055709 Z (39.47415, -123.92389) 172.729°, 968.3 mb, 322.0 m	can see the lights of Ft. Bragg; Now off the coast about 5 nm in moderate stratiform rain. Bright band just above us at 40 dbz. At 1000 ft altitude temp is 4.6C
060621 Z (38.98015, -123.85681) 167.597°, 967.7 mb, 332.0 m	at pt 9. Turning to track 137 to pt. 10
060729 Z (38.93332, -123.80371) 137.196°, 968.0 mb, 330.0 m	strongest bright band ususally associated with billowing cloud top, some convective instability?
062015 Z (38.38132, -123.20544) 137.570°, 967.7 mb, 346.0 m	at pt. 10, reversing course to track to pt. 9 up the coast. Frontal band now appears well defined on the LF, extending 130 km south from just south of CZD..
063711 Z (39.01692, -124.00056) 6.184°, 967.7 mb, 329.0 m	at pt. 9, reverse course to pt. 14 to start the stack pattern over CZD. Pt 14 is the mid point of the stack pattern. At pt. 14 will turn outbound from the coast at 1000 ft. To pt. 16
065449 Z (38.40759, -123.66016) 257.247°, 973.1 mb, 292.0 m	at pt. 14, turning outbound to pt. 16, then spiral up to 6k ft, then head for pt. 17 inland of CZD
070038 Z (38.48535, -123.62674) 65.506°, 818.4 mb, 1688.0 m	now inbound to pt. 17 at 6k ft. Precip has weakened considerably. Stratiform precip is 25-30 dbz with a barely discernable bright band at about 1 km off the sfc
071019 Z (38.76747, -122.85382) 68.728°, 784.3 mb, 1165.0 m	at pt. 17 90/270 to the right to reverse course. Precip now very light
072127 Z (38.66589, -123.25856) 33.768°, 737.3 mb, 2159.0 m	pt. 18, spiraling up to 12k ft for run to pt. 16 again. At pt. 16 spiral down 10k ft.
072706 Z (38.52399, -123.40886) 241.981°, 641.2 mb, 3570.0 m	no hint of the rainband on the LF. MUX radar indicates the heaviest precip now into SFO
073157 Z (38.39853, -123.75369) 304.885°, 641.4 mb, 3566.0 m	spiraling down to 10k then to pt. 17. Precip on TA almost non-existent
074320 Z (38.77016, -122.86819) 64.504°, 691.9 mb, 2329.0 m	at pt. 17, descending and reversing course back to pt. 16 at 8k ft
075810 Z (38.41806, -123.70204) 246.494°, 749.2 mb, 2376.0 m	end of pattern. RTB. Precip very light
082036 Z (37.17562, -122.40875) 137.900°, 620.3 mb, 3852.0 m	descending into MRY
082719 Z (36.80698, -122.10912) 160.501°, 820.9 mb, 1692.0 m	going through small convective line, some bumps. TA shows cells to 6 km, 45 dbz max
083119 Z (36.62953, -121.95198) 142.626°, 935.3 mb, 635.0 m	radar recording secured
083356 Z (36.58683, -121.84396) 114.178°, 1000.4 mb, 4.0 m	land MRY
084228 Z (36.58887, -121.85680) 235.407°, 1005.5 mb, 6537.0 m	block In

N43RF AVAPS DROP LOG

Flight ID : 010112I

Take Off :

[illegible]

N43RF AVAPS DROP LOG

Flight ID : 010120I

Landing : _____

[illegible]

Flight ID : Ø1Ø123I

Landing : _____

[illegible]

Flight ID : 010131I

Landing : _____

[illegible]

Flight ID : 010201F

Landing : _____

F10924

N43RF AVAPS DROP LOG

Flight ID : 010209I

Landing : _____

[illegible]

NOAA • AOC • SED
N43RF AVAPS DROP LOG

Project : PacJet '01

Mission : PACJET #8

Flight ID : 010211I

Take Off : _____

Landing : _____

[illegible]

NOAA • AOC • SED
N43RF DATA STATION LOG

Project : PacJet '01

Mission : PacJet #8

Flight ID : 010211 I

Operators : Lyuck

Take Off : 00:29

Landing : 08:33

RAMS DAT 1 On [8/9]: <u>00:26</u>	RAMS DAT 1 Off: <u>08:42</u>	Data : <u>Slow</u> <u>Fast</u> <u>AVAPS</u>
RAMS DAT 2 On [8/9]:	RAMS DAT 2 Off:	Data : Slow Fast AVAPS
RAMS DAT 3 On [8/9]:	RAMS DAT 3 Off:	Data : Slow Fast AVAPS
Printer On : <u>00:26</u>	Printer Off : <u>08:42</u>	Disk Recording : <u>Enabled</u> / Disabled
MARS DAT 1 On [8/9]: <u>00:45</u>	MARS DAT 1 Off: <u>08:31</u>	CPU Selected : A <u>B</u>
MARS DAT 2 On [8/9]:	MARS DAT 2 Off:	VCR's Used : <u>N</u> <u>L</u> <u>R</u> <u>D</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>00:40</u>	PMS DAT 1 Off: <u>08:28</u>	
PMS DAT 2 On :	PMS DAT 2 Off :	Tapes Given To
PMS DAT 3 On :	PMS DAT 3 Off :	RAMS : <u>John S</u>
VCR Tape 1 On : <u>00:27</u>	VCR Tape 1 Off: <u>08:43</u>	MARS : <u>John D</u>
VCR Tape 2 On :	VCR Tape 2 Off :	PMS :
VCR Tape 3 On:	VCR Tape 3 Off :	VCR : <u>↓</u>

CARCAH Tasking

Mission Number : UXUXE

Storm Name : TRAIN

ASDL Setup

Flight Level (Minobs) Sample Frequency : 30s

Flight Level (Minobs) Block Time : 10m

Data Station Operator Notes

Quiz ?

NOAA • AOC • SED Flight Performance Log

Aircraft : N43RF

Project : PacJet '01

Mission : PACJET #8SED Crew: Delgado, Lynch, McKinnon, RogersFlight ID : 010211 FPre-Flight: 22:00Take-Off: 00:39Landing: 08:33

System			Pre-Flight	In-Flight	Post-Flight		
NAV	INE #1	Aligned to: <u>1</u>	✓ TL		+2	-4	1
	INE #2	Aligned to: <u>1</u>	✓ TL	3	+3	-4	2
	GPS		✓ TL		Lat	Long	GS
	Diff GPS		✓ TL	(A)			
RADAR	Nose		✓ TL				
	L/F	R/T SN: <u>103</u>	✓ TL		Mod Switch Off? ✓		
	Tail	R&T SN: <u>102/202</u>	✓ TL		Mod Switch Off? ✓		
	MARS Data System		Clean DATs ✓ TL		# DATs: <u>1</u>		
PMS	2DG-C	Ch 1/64: <u>1</u>	✓ MR				
	2D-P Mono	Ch 1/32: <u>1</u>	✓ MR				
	FSSP	Ref VDC:	✓ MR				
	SEA Data System		Clean DATs ✓ TL		# DATs: <u>1</u>		
TEMP		Cal High	Cal Low			Cal High	Cal Low
	Temp #1	<u>30.0</u>	<u>-30.5</u>	✓ TL		<u>30.8</u>	<u>-30.4</u>
	Temp #2			✓ TL			
	Temp #3	(Starboard)		NI			
	Dewpoint #1	(General Eastern)		✓ TL			
	Dewpoint #2	(Edge Tech 137)		✓ TL			
	Dewpoint #3	(Buck 1011C)		✓ TL			
PRES	Attack Angle (AP/DAP)		✓ TL				
	Slip Angle (BP/DBP)		✓ TL				
	Differential (PQ1/PQ2/PQ3/PQ4)		✓ TL (D2)				
	Absolute (PS1/PS2)		✓ TL				
	Radome Transducers		Plugs? ✓ TL		✓ JCL		
	Cabin Transducer (Station 5)		✓ TL				
	Apn-159	SN: <u>71-02</u>	✓ TL		Off?: ✓		
Apn-232	SN: <u>1761</u>	✓ TL		Off?: ✓			
FLTLVL	King Liquid Water		✓ TL				
	J&W Liquid Water		✓ JCL				
	Lyman Alpha Hygrometer		Plugs? ✓ JCL		Plugs?: ✓ JCL		
	Down PRT-5 (SST)		✓ TL				
	Side PRT-5 (CO ²)		✓ TL				
	Up PRT-5		Open? ✓ MR		Closed? ✓		
	RAMS Data System		Clean DATs ✓ TL		# DATs: <u>2</u>		
	F/D Laptop		✓ TL		Off? ✓		
	C.I. Printer		✓ TL				
	ASDL		✓ TL	(2)	Off?: ✓ TL		
MISC	Exterior Walk Around		✓ JCL				
	Video	<u>(N) (D) (D) (D)</u>	✓ TL		Lens Covers?: ✓		
	AXBT Receivers		NI				
	AXBT Sonobouys		#On Board: <u>0</u>	#Dropped: <u>—</u>	#Good: <u>—</u>		
	AVAPS		✓ DSM				
	GPS Dropsondes		#On Board: <u>40</u>	#Dropped: <u>5</u>	#Good: <u>3</u>		
	FCU	<u>-A-B-C</u>	✓ TL		UPS Off?: ✓		
USER	SatComm		✓ MR		Accelerometers		
	NASA GORE		✓ TL		#1 (2 G): <u>8194</u>		
					#2 (2.5 G): <u>6086</u>		
					#3 (3 G): <u>5967</u>		
					#4 (3.5 G): <u>2892</u>		

Please Note any Discrepancies

Item #	Zulu Time	Problem Description	Initials	Status
		On Prestigios:		
		1- Blew out pressure lines for Nose, Attack & Slip		
		2- Replaced FSEP probe w/ spare		
		3- Cleaned & Aligned Precip mono probe		
①		PQ1 still has 1 mb offset from 2-4	TZ	
2		ABDL prec error	TZ	
3		INE #2 CDY - intermittently NOT accepting operator input properly	TZ	OK
4		Diff GB burst count going to 0 - intermittently	TZ	
5		PQ4 (Nose) Reading 218mb, ICE on RADOME		-
6	BZZB	FMS DAS locked up - Video out went blue screen - no system activity		
#		Tape Copy - Unknown error, Error on Read "Continue or Quit" → Should show 100% good time		

10000 GVC

CLEARANCES				
FREQ	ALT	HGD	OTHER	
			2000	18410
			127.15	3202
	170/12618			
	VIS	4 MIS		
	0VC 2000			
	0VC 1500			
	JNDSM			133.37/132.2

TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 PPR
0031					
0040					
0050	Δ	36 58.7 122 22.4	36 58.8 122 22.5	-1 -1	36.5 122
0150	Δ	39 17.8 125 34.2	39 18.2 125 33.7	-4 +1.7	39.1 125
0252	Δ	39 39.1 125 02.7	39 39.0 125 03.4	+1 -7	39.3 125
0401	Δ	39 33.4 125 16.4	39 33.5 125 17.4	-1 -1.0	39.3 125
0453	Δ	41 07.9 125 35.6	41 08.3 125 35.5	-4 +1	41.0 125
0532.11					
0557	Δ	39 25.0 123 55.5	39 28.4 123 57.1	+6 -1.6	39.2 123
0700	Δ	38 28.9 123 28.2	38 28.1 123 29.9	+8 -1.7	38.7 123
0811	Δ	37 43.8 123 01.7	37 42.4 123 03.7	+1.4 -2	37.4 123
0834					
0842					

[illegible]

MISSION LOG	PAGE ____ OF ____
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Two circular diagrams are shown on graph paper. The left diagram features a circle with a radius of 130, labeled '130' and '130/8 UNRES'. The right diagram features a circle with a radius of 130, labeled '130' and '130/8 UNRES'.

POSITION REPORT

1. POSITION

2. TIME

3. ALTITUDE

4. NEXT POSITION

5. ETA *BEN*

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	M/F/Voice
243.0	121.5	2182 KHz 3664 KHz 500 KHz

MAYDAY, MAYDAY, MAYDAY
THIS IS NOAA, 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 _____

