

Flt ID: 020202H	From: KPDx	To: KPDx
Flt No: 02-024	Blk In: 1926	ATA: 1923
ETD: 1200Z	Blk Out: 1154	ATD: 1206
ETE: 8+00	Blk Time: 7.5 732	Flt Time: 7.3
Sponsor Org: NOAA/ETC	Program: PAClet/Ocean Winds	Purpose: IOP1

AOC Personnel

AC: TEBEEST, R	Sys Eng: SMITH, J ✓
CP: TAGGART, B / HALVERSON, J	Data Sys: BARR, J ✓
Nav: ADLER J ✓	Radar:
FE: WADE, S ✓	GPS/BT:
FD: SHERKHO, T ✓	Cld Phys:
Avionics: ROGERS, M ✓	

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
PERSSON, OLA ✓	PI	NOAA/ETC/CIRES
JORGENSEN, D ✓	Co-PI	NOAA/NSSL
CHANG, P ✓	PI	NOAA/NESOS
SCHNEIDER, B ✓	OBJ	NOAA/NWS
ZHANG, A ✓	SFMR	UMass
ESTABAN, D ✓	SFMR	UMass

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

Zero Jaws 121150
RADARS ↓ 1449 up 1500

1886
1154
732

AGCWF2

02020214

1206

1923

Wx Station (Land)

1022.7

30.24

30.19

1021.0

Data Disposition / Date / Quality

2

4

Dropsondes

/

good - NES DIS

Video

Remarks

Rate

Remarks

3

Pacjet Ocean Winds 2002

Flight #1 020202H

<u>Sensor or system</u>	<u>Number or Name</u>
INE	2
Accelerometer	2
Temperature Probe	1
Dew Point Probe	1
Altitude (for vertical wind)	Radar Alt. (APN-159)
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO2021.CON

Notes:

Takeoff: 1206Z

Land: 1923Z

There were no data gaps during the flight.

The radar altimeter (APN-159) was replaced by the APN-232 due to spiking during takeoff (120301 - 121400) and landing (190500 - 192600).

During times when the aircraft was flying through heavy precipitation, the dew point temperature exceeded the ambient temperature resulting in humidities greater than 100%. This could also be due in part to wet bulbing effect on the total temperature sensor. No adjustments were made.

The vertical winds are calculated using the selected altimeter (radar altimeter for this flight). Therefore, the vertical wind speeds are erroneous at the beginning and end of the flight as the aircraft transited over mountainous terrain between the coast and KPDJ.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	1022.7	1021.0
Corrected tower pressure	1024.0	1022.4

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 resectively, 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
123100	4516	12417	260	256	216	28.7	-6.2	-31.4	2944	2960	1017.8	706.2	72.8	
124830	4501	12547	256	254	217	19.1	-6.0	-18.3	2943	2947	1015.6	706.1	76.9	
125000														CLIMB to 10KRA
130940	4443	12737	258	254	194	27.0	-7.5	-7.4	3049	3036	1014.4	696.9	71.4	
132400	4430	12848	256	253	218	30.4	-6.1	-7.2	3047	3018	1010.8	696.9	74.4	
132615														Begin
133330	4433	12901	297	245	172	48.7	6.6	7.1	470	435	1009.8	956.3	70.3	1500 RA
135750	4456	13103	283	272	197	46.2	8.4	8.2	522	434	1003.1	952.0	75.3	
142045	4513	13253	282	275	215	34.1	6.1	6.2	578	447	998.5	945.8	78.7	
143615														RT Turn to TRK 140 TO NEW PT 3A PT 2A
143925	4521	13352	143	149	290	36.0	4.7	5.4	577	441	998.1	945.8	70.4	Hdg to pt 3A
145555	4431	13259	144	153	256	30.5	5.0	5.1	575	465	1001.1	945.9	71.2	
152115	4317	13144	144	153	235	29.7	6.9	7.4	549	472	1004.8	949.2	71.1	
153750	4230	13057												Turn to TRK 100 PT 3A
154715	4225	13009												Begin spiral to 5000'
155000	4226	13011												Begin spiral to 500'
155405	4228	13004	102	112	184	41.7	10.2	11.2	221	177	1008.3	989.0	81.3	500' RA
160000	4225	12939	99	111	182	39.7	10.0	11.0	199	163	1009.2	989.5	74.2	
160400	4223	12920												Spiral up to 5000 RA RT TURN
160735	4225	12918												Spiral down to 1500 RA (R)
162800	4148	12939												Turn to TRK 240
163610	4153	13012												R to TRK 010 V 500 RA
164420														Turn on TRK 010
164630	4216	12959	014	012	214	34.3	9.9	8.0	190	155	1009.2	990.3	70.9	
165130	4230	12946	99	111	184	39.9	10.4	10.5	191	156	1009.0	990.3	76.7	
165425	4228	12932												(R) TO TRK 190
173200	4206	12932												(R) TO TRK 270 and climb to 10000 RA
180715	4241	12824	066	073	201	42.3	-5.2	-6.3	3069	3058	1012.2	695.1	74.2	
181410	4255	12745	62	69	204	38.4	-6.0	-7.3	3069	3070	1014.0	694.9	76.8	DROP NEEDS
182225	4312	12658	063	068	214	31.7	-7.1	-7.2	3042	3048	1016.4	697.2	66.9	
185055	4421	12428	058	061	220	29.8	-6.4	-12.2	3008	3032	1018.3	700.5	70.7	SET BLD SET ABV

020202H

TT# 1

CONSTANTS FILE C02021.CON

DP# 1

TO 1206

INE# 2

LAND 1923

AZI# 2

RA

sub 232 for 159

120301 - 121400 TO. ✓

190500 - 192600 LAND ✓

PA for RA?

120301 → 122700 ^{OV}R M+VS (NO science)

1856 → 192600

BPF ^{OK}163800 ^{OK}170400 ^{OK}170630, 171230, 171900

ROK

OK

OK

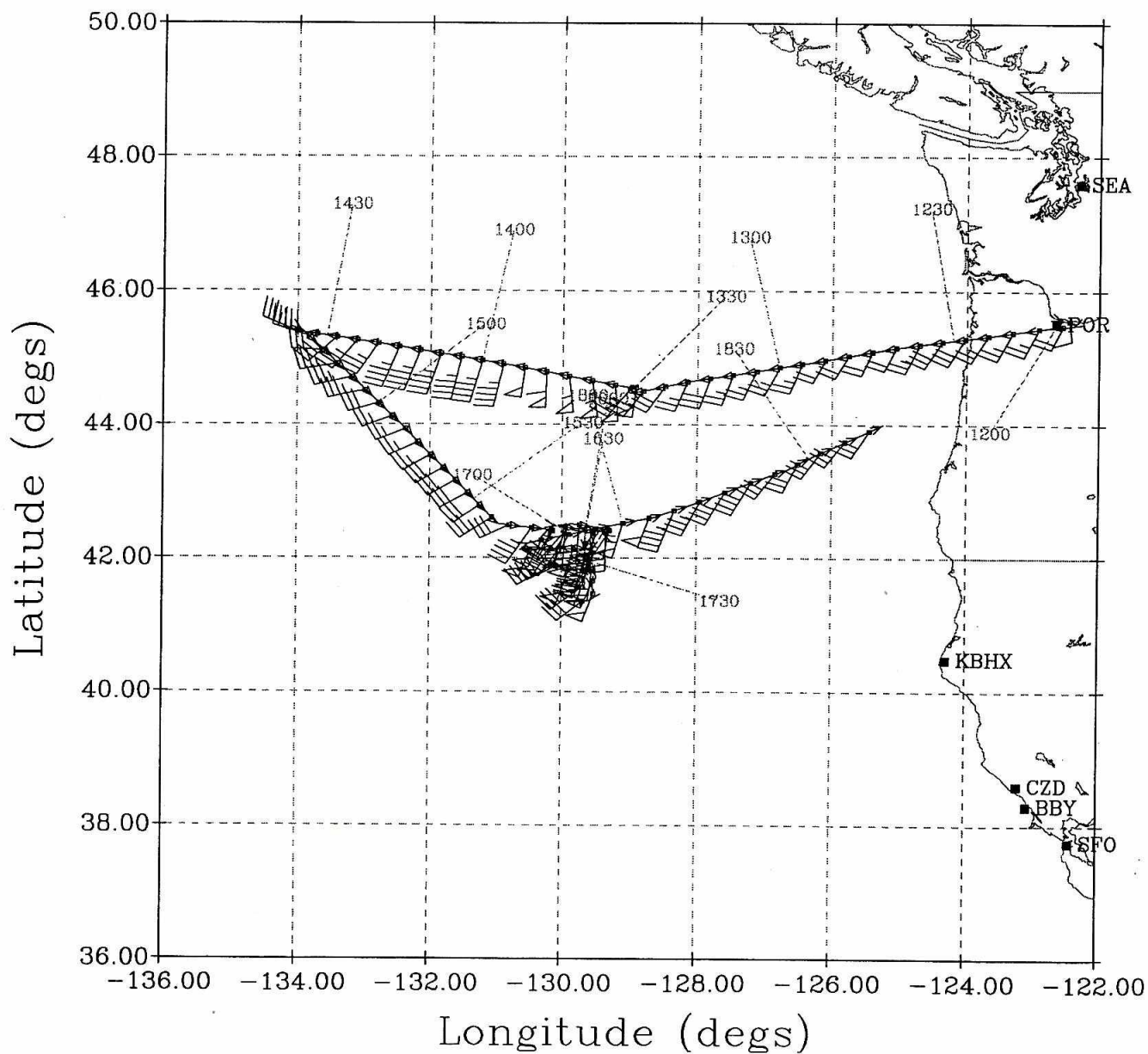
OK

~~122500~~

~~132100~~

1)	122100	0.0	+0.1	45 22.5	-123 24.2	✓
	123600	0.0	0.0	45 12.2	124 42.1	✓
	130800	0.1	0.1	44 44.8	127 27.9	✓
	135200	0.5	0.2	44 51.1	130 34.4	✓
5)	143800	+0.5	0.2	45 25.4	133 57.0	✓
	150000	0.7	0.4	44 19.1	132 46.8	✓
	160300	1.3	0.1	42 23.3	129 25.4	
	164400	1.7	-0.1	42 6.7	130 3.3	✓
	172800	1.9	-0.2	41 49.2	129 36.4	✓
	181000	2.0	-0.7	42 46.0	128 8.5	✓
10	183900	2.1	-0.7	43 51.7	125 32.0	✓
	190400	2.4	-0.8	45 2.8	123 24.9	✓
	192600	-0.6	-1.0	45 35.2	122 34.8	✓
13)						

Flight= 020202H PACJet-2002 1
Time Interval=120000-192600 UTC



N42RF AVAPS DropSonde Log

N42RF Project: PACJET 02 Flight ID 020202H

Mission: 1 Flight #: 1 System Status: _____

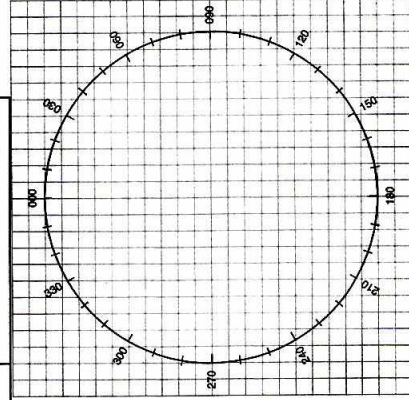
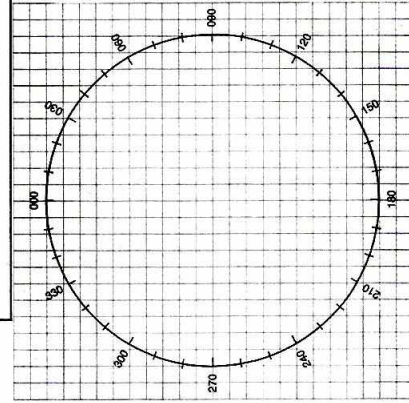
Drop #	Sonde Serial Number	Chn. #	Time (Zulu)	Press. offset	Winds time	Operator Initials	Comments / Drop Status/ Failure Reason	GOOD ☒
1	003 135 307	1	1814		20	mor		☒
2	003 135 139	2						
3								
4								
5								
6							FROM NEEDS INVENTORY	
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
32								
33								

HEADER ~~02~~ UZPN 13 KWBC

[illegible]

MISSION LOG	PAGE ____ OF ____
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PAGE **OF**



POSITION REPORT	1. POSITION 2. TIME 3. ALTITUDE 4. NEXT POSITION 5. ETA 6. NEXT POSITION
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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	MF/VOICE	HF/CW	MF/CW
243.0	121.5	2182 KHZ	8364 KHZ	500 KHZ

MAYDAY, MAYDAY, MAYDAY

THIS IS 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 _____

[illegible]