

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

Flt ID: 040721H	From: KPSM	To: KPSM
Flt. No: 04-026	Blk In: 2033 z	Time On: 2027 z
ETD: 142 z	Blk Out: 1353 z	Time Off: 1403 z
ETE: 6 + 30	Blk Time: 6 + 40 (6.7 Hrs)	Flt Time: 6 + 24 (6.4 Hrs)
Sponsoring Org: NOAA / A.L.	Program: NEAQS	Purpose: IOP6

AOC Flight Crew

Aircraft Commander: Kennedy, P	Data System: McMillen, S
Co-Pilot: Choy, B	AVAPS:
Navigator: Brakob, D / Gallagher, T	System Eng: XXXX Roles, J
Flight Eng: /	A A:
Flight Director: Flaherty, P	A A:
Avionics: XXXX	Crew Chief:

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation
REYERSON, T	Principal Investigator	A.L.
Nowak, J	SCI	"
Peltier, R	SCI	"
Smith, J	SCI	"
Nelson, D	SCI	"

Remarks (Storm Name, Mission ID, Recco Times, Fix Times)

Mission ID:

14065 PA19A Good

185320 - BARANINGA DWPTZ

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Flight ID: 040721H Time Off: 1403 Z Time On: 2027 Z

	A/C - Takeoff	Wx Station - Takeoff	A/C - Land	Wx Station - Land
Pressure	1011.4 mb	299.5 mb	1010.7 mb	299.3 mb

ATIS	Time	Observation
Takeoff	1255 Z	030 03 KB 23/19 299.5
Land	1955 Z	29.93

	Number	Data Disposition / Date / Quality
Flight Level Tapes		
Radar Tapes		
Cloud Physics Tapes / CDs		
Video Tapes		
Dropsondes		Good: Bad:
AXBT		
AXCP		
AXCTD		

Remarks:



NOAA P-3 N42RF
NEAQS 2004 Flight # 6
KPSM - KPSM



Flight ID: H0407#21

Sensor or system

Number or Name

Inertial + Accelerometer Data

1

Temperature Probe

1

Dew Point Probe

3**

Altitude (for vertical wind)

Pressure Altitude

Radar Altitude

RA-159

Static and Dynamic Pressure

Rosemount Fuselage

Time Source

Micro 99

Constants File

CO2042.CON

Notes:

There were several time/data gaps during the flight: 144459-144510Z, 194151-194220Z, 194721-30Z, 194941-50Z, and 195041-50Z. Be aware of data spiking as a result of these data gaps.

Radar Altimeter 159 was replaced with Radar Altimeter 232 from 140101-141500Z (takeoff) and from 202200-202900Z (landing) due to spiking.

**Due to inconsistencies with TDM1 + TDM 2 during the flight, TDM3 was used. Because TDM3 tends to run higher than both TDM 1+2, an offset between 2-3 degrees was used to correct TDM 3 to better represent the actual dew point values. These values should be used carefully when analyzing this flight.

There may have been instances when the dew point temperature exceeded the ambient temperature resulting in a RH% above 100%. These times were during heavy precipitation events and were likely due to a wet-bulb effect on the total temperature sensor, and/or an artificial warming of the dew point sensor as it tried to burn off excess moisture. These periods are typically reflected in the J/W liquid water data. No corrections were made during these events unless noted above.

All other instruments worked optimally during the flight.

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:
Phone #:

Paul Flaherty
(813) 828-3310 ext. 3094

040721 H

M0101 - 202900

TT1

FLM3

RA 1

Inz 1

15

TT1 SPIKE AT
LANDING ~~HA~~

GLIRTES

144459 - 144510

194151 - 194220

4721 - 4730

4440 - 4950

5041 - 5050

RA 57 - 141500

202200 - E10

FINE REMAY

144030	- .1	- .6
153000	1.0	0
161500	.4	- .8
170030	2.0	.3
174500	2.3	- 1.2
183000	2.8	.2
190000	2.0	- 1.8
193000	3.8	- 1.8
200000	3.0	- 1.1
202900	2.4	- 2.4

M0101
+225 - 7:05

W2 SPIKES
due to
data gaps

040721 H

TIME	LAT	lon	TK	HDC	T	T _D	DIR	SP	SFC	STAT		
141800	4231	7018	145	147	13	5	300	6.2	1014.8	827.9	STARTING CAL	
143430											END CAL	
144230	4112	6006	146	148	22	12	262	5.3	1013.4	828.8	1000'	
145630	4034	6832	147	149	21	15	276	4.3	1014	828.5	PT2 TURN	
152400	4051	6819	21	21	21	15	210	4	1013.7	827.2	FIRST HB PROFILE	
181150	4158	6704	150	153	21	15	225	9.4	1013.5	829.0	END 2ND HB	
180359	4156	6344	295	294	18	13	273	12	994.2	909.2	PT 71	
184500											DESCENDING TO 1000'	
191030	4208	6714	238	239							HB PROFILE	
201418	4256	7033	345	344	14	6	251	5.1	1013.3	829.5	DESCENT	

[illegible]

