U.S. Dep't. of Commerce / NMAO / NOAA / Aircraft Operations Center

FLT ID: 06 0205N	From: PANC	To: PANC
Flt No: 06 —	In: 0234 Z	On: 0232 Z
ETD: ~~1120~~ Z	Out: 1941 Z	Off: 1946 Z
ETE: 7 + 00	Blk Time: 6 + 53 (6.9 Hrs)	Flt Time: 6 + 48 (6.8 Hrs)
Sponsoring Org: NCEP	Program: WS 2006	Purpose: TRK 20

JZ 14 18

AOC Flight Crew

Aircraft Commander: FINKE	Data System: ROGERS
Co-Pilot: HAGNER / LOGENECKER	AVAPS: TONG
Navigator: /	System Engineer: SMITH
Flight Eng: /	AA:
Flight Director: FLAHERTY /	AA:
Avionics:	Crew Chief:

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation

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

Recco Times 8-35

Fix # *Fix Time*

Storm Name:

Mission ID: 07WSC

DAP1 WOP 2323Z. BLANKDAT 0032Z PACIC IN 0036Z

(See reverse for additional remarks)

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FLT ID: 06020SN	TIME OFF: 1946 Z	TIME ON: 0232 Z

	A/C - Takeoff	WX Station - Takeoff	A/C - Land	WX Station - Land
Pressure	986.5	2927	982.8	2918

ATIS - Takeoff	1853Z	30012 KTS	10SM	-7/-12	2927
ATIS - Land	0153Z	29009 KTS	10SM	-4/-7	2918

Data Source	Number	Data Disposition / Date / Quality
Flight Level Tapes		
Radar Tapes		
Cloud Physics Tapes / Cds		
Video Tapes		
Dropsondes	18	Good: 18 Bad: Total:
AXBT		
AXCP		
AXCTD		
SONOBUOY		

REMARKS:

NOAA G-IV
WINTER STORMS 2006
Flight 7 – Track 20
PANC – PANC

Flight ID: 060205N

Sensor or system	*Number or Name*
Inertial (for wind derivation)	*VEW_PITR/VNS_PITR*
Temperature Probe	*AT3*
Dew Point Probe	*DPLC*
Static and Dynamic Pressure	*PS2C/QC2C*
Project Directory / Constants File	*601 / 49cal051*

Notes:

There were no time/data glitches during this flight. Large spikes were seen in the aircraft attitude data at take-off and landing.

AT2 was not installed for these missions. DPLC was chosen as the primary dewpoint sensor because DPRC was greater than the ambient temperature during ascent and descent. It also read 5-10 degrees warmer than DPLC through most of the flight. Because of the ascent data, the data from DPLC appears to be the more accurate of the 2 sensors.

During ascent and descent, dynamic and differential pressures diverged due to location and air flow around the aircraft. All data, specifically pressure and wind data should be used carefully during these times.

DAP1 was not operational from 2323Z-0036Z. Raw dynamic attack pressure right (DAP2) was and should be used for derivations.

All other instruments worked properly.

	Takeoff	Landing
Aircraft Static Pressure (mb)	986.5 mb	982.8 mb
Station Altimeter	29.27	29.18"

Flight Director: Contact Paul Flaherty
Phone #: (813) 828-3310 ext. 3094

N49RF AVAPS DropSonde Log

Project: WSR 06 Flight ID: 060205N Flt Dir: P. 7.

Mission: _____ Flight #: A707 Status: Sys 1 ✓ Sys 2 ✓ Launcher S/N: —

Drop #	Sonde Serial Number	Chn. #	Time (Zulu)	Press. offset	Winds time	Operator Initials	Comments /Status/ Failure Reason	$	GOOD ☑
1	053 716 427	1	2011	0	15	RT			✓
2	053 716 428	1	2032	+.8	52				✓
3	053 316 021	1	2054	+.5	28				✓
4	012 545 007	2	2116	0	29				✓
5	053 716 175	3	2138	+.5	18				✓
6	053 416 119	4	2200	0	54				✓
7	044 415 222	1	2220	0	26				✓
8	053 316 012	1	2238	0	38				✓
9	053 316 008	4	~~2258~~	0	33		* RS/CH2 + LS/CH6 LOCKED		✓
10	053 316 020	3	2318	0	13				✓
11	053 316 138	2	2340	+.6	38				✓
12	044 535 058	1	0003	0	65		Late winds		✓
13	053 316 013	4	0025	+.4	36				✓
14	053 416 295	1	0046	0	58				✓
15	053 316 022	1	0109	+.6	16				✓
16	053 316 017	4	0127	0	36		SAME LOCK LS/RS		✓
17	053 316 180	2	0145	0	18				✓
18	053 416 018	1	0205	+.4	28				✓
19									
20									
21									
22									
23									
24									
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26									
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28									
29									
30									
31									
32									
33									

$ Codes A = AOC (N = NHC/NWS) H = HRD OW = NESDIS ___ = _____ ___ = _____

* software showed a launch w/ a time stamp from previous launch, was able to terminate.

N49RF AOC Flight Director's GPS Dropwindsonde Log

FLIGHT ID 060205N FLIGHT DIRECTOR FLAHERTY Page ____ of ____

MISSION ID 07WSC STORM/Track ID TRK 20 Total # of dropsondes ____

#	Sonde ID	Time (Z)	Lat N / S	Lon W / E	Weather Conditions	Winds	Surface Press.	Ob #	WMO KWBC #	Send Time	Sat Com Fails
1	05371647	201119			BKN SC	15	985.9	1	152748	2027	0
2	05371642	203255			BKN SC	52	980.8	2	155852	2058	1
3	05331621	205452			BKN SC	28	969.2	3	162037	2120	0
4	612545007	211639			SCT SC	29	969.2	4	164321	2144	0
5	05371645	213822			SCT SC	18	976.4	5	170834	2209	0
6	05346119	220602			SCT SC	46	983.9	6	172042	2221	0
7	04441527	222035			BKN SC	26	993.8	7	174146	2242	1
8	05331601	223830			OVC SC	32	[illegible]	8	182715	2328	1 *
9		225804			OVC SC	33	1011.7	9	182921	2330	0
10	05331620	231719			BKN SC	13	1015.5	10	184344	2244	0
11	05331638	234033			SCT AS/SC	38	1012.6	11	190849	2309	0
12	04453858	000323			OVC AS	65	X	12	193313	2334	0 *
13	~~002502~~	002502			OVC CI	58	X	13	195329	2354	0 *
14	05531602	~~004614~~			OVC AS	16	1002.1	14	201645	0017	0
15	05331602	010914			OVC AS	16	991.2	15	203729	0038	0
16	012716	012716			OVC AS	36	987.6	16	204817	0048	0
17	05331630	014550			OVC AS	18	986.6	17	210812	0115	3
18					OVC CI	28	990.0	18	212201	0123	0
19											
20											
21											
22											
23											
24											
25											

Winter Storm Reconnaissance Program (WSRP)

Track 20 18 Drops

Date: 05 Feb 2006
Takeoff Time: 2000Z 6Hours 45Minutes

MISSION ID: **NOAA9 07WSC TRACK20**

Departure Point: Anchorage

Arrival Point: Anchorage

PANC		61 10N	150 00W	
ENA		60 37N	151 12W	(Kenai VOR)
HOM		59 42.6N	151 27.4W	(Homer VOR)
20T01	Turn - Drop 1	59 15N	150 15W	
20T02	Turn - Drop 2	56 45N	150 30W	
20D03	Drop 3	54 15N	150 15W	
20D04	Drop 4	51 45N	150 00W	
20D05	Drop 5	49 15N	149 45W	
20T06	Turn - Drop 6	46 45N	149 30W	
20D07	Drop 7	44 15N	148 45W	
20T08	Turn - Drop 8	42 00N	148 00W	
20D09	Drop 9	40 45N	144 30W	
20T10	Turn - Drop 10- CP	40 00N	141 00W	
20D11	Drop 11	42 30N	139 00W	
20T12	Turn - Drop 12	45 00N	137 00W	
20D13	Drop 13	47 30N	138 30W	
20D14	Drop 14	50 00N	139 45W	
20T15	Turn - Drop 15	52 30N	141 15W	
20D16	Drop 16	55 00N	142 45W	
20D17	Drop 17	57 15N	144 30W	
20T18	Turn - Drop 18	59 30N	146 45W	
SOBGE		60 48.6N	148 17.2W	(SOBGE Intersection)
PANC		61 10N	150 00W	