

U.S. Dep't. of Commerce / NMAO / NOAA / Aircraft Operations Center			
FLT ID: 060209N	From: PANC	To: PANC	
Flt No: 06 -	In: 0322z	On: 0318z	
ETD: 20 z	Out: 1934 ²² ₂₆ ⁴⁸	Off: 1943 ¹⁸	
ETE: 7 + 30	Blk Time: 7 + 48	7.8 Hrs	
Sponsoring Org: NCEP	Program: WSRP	Flt Time: 7 + 35	7.6 Hrs
		Purpose: TRACK 21	

Aircraft Commander: HAGAN	Data System: ROGERS
Co-Pilot: LONGENEKER / ODFC	AVAPS: BROGAN
Navigator: /	System Engineer: HILL
Flight Eng: /	AA:
Flight Director: FLAHERTY /	AA:
Avionics: CARPENTER	Crew Chief:

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09W5C

(See reverse for additional remarks)

U.S. DEP'T OF COMMERCE / NMAO / NOAA / AIRCRAFT OPERATIONS CENTER

FLT ID:		TIME OFF: Z		TIME ON: Z	
		A/C - Takeoff	WX Station - Takeoff	A/C - Land	WX Station - Land
Pressure		1004.8	1010.2	999.2	2958
ATIS - Takeoff		1853z 01008 K+S 105M -SN -5/-9 2982			
ATIS - Land		0153z 28007 K+B 105M -SN -2/-6 2958			
Data Source	Number	Data Disposition / Date / Quality			
Flight Level Tapes					
Radar Tapes					
Cloud Physics Tapes / Cds					
Video Tapes					
Dropsondes	21	Good: 19	Bad: 2	Total:	
AXBT					
AXCP					
AXCTD					
SONOBUOY					

REMARKS:

19 OBS / 21 SONDES



NOAA G-IV
WINTER STORMS 2006
Flight 9 – Track 21
PANC – PANC

Flight ID: 060209N

Sensor or system

Inertial (for wind derivation)
Temperature Probe
Dew Point Probe
Static and Dynamic Pressure
Project Directory / Constants File

Number or Name

VEW_PITR/VNS_PITR
AT3
DPLC
PS2C/QC2C
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 operational for this flight, however, it diverged from DAP2 from 0013Z – 0252Z. Without a 3rd sensor for comparison, it's not possible to say for sure which one is more correct. But since DAP1 has not been working well recently, raw dynamic attack pressure right (DAP2) was used for derivations.

All other instruments worked properly.

	Takeoff	Landing
Aircraft Static Pressure (mb)	1004.8 mb	999.2 mb
Station Altimeter	29.82"	29.58"

Flight Director:
Phone #:

Contact Paul Flaherty
(813) 828-3310 ext. 3094

N49RF AVAPS DropSonde Log

Project: Winter Storms '06 Flight ID: 060209n Flt Dir: Fletcher

Mission: _____ Flight #: RFO9 Status: Sys 1 ☒ Sys 2 ☒ Launcher S/N: 02

Drop #	Sonde Serial Number	Chn. #	Time (Zulu)	Press. offset	Winds time	Operator Initials	Comments /Status/ Failure Reason	\$	GOOD ☒
1	053 716 142	1	2033	Ø	18	DWC	OK	✓	✓
2	053 716 487	1	2056	Ø	22		↓		✓
3	053 716 492	1	2120	Ø	17		↓		✓
4	053 716 494	1	2145	Ø	24		↓		✓
5	053 716 358	1	2210	Ø	39		Bad on RS-good on LS		✓
6	053 716 381	2	2237	Ø	—		No winds		✓
7	053 716 099	3	2239	Ø	13		R/U for drop #6		✓
8	053 716 366	4	2300	Ø	32		OK		✓
9	053 716 355	1	2320	Ø	32		↓		✓
10	053 716 356	2	2338	Ø	43		↓		✓
11	053 716 365	1	2357	Ø	2 mins.		Late winds		✓
12	053 716 495	2	0011	Ø	20		OK		✓
13	053 716 404	3	0027	Ø	69		↓		✓
14	053 716 096	4	0042	Ø	21		↓		✓
15	053 716 098	2	0103	Ø	3 mins.		Late winds/lost winds		✓
16	053 716 101	1	0124	Ø	—		No winds/fast fall		✓
17	053 716 158	3	0126	Ø	26		blu for drop #15		✓
18	051 926 046	3	0145	Ø	19		Lost winds		✓
19	053 716 136	4	0204	Ø	15		OK		✓
20	053 716 102	2	0226	Ø	18				✓
21	053 716 154	3	0247	Ø	26				✓
22									
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32									
33									

\$ Codes A = AOC N = NHC/NWS H = HRD OW = NESDIS

Installed AVAPS v4.3.3 on RS before flight
Installed on LS after all drops done on RTD - DWC

FLIGHT ID 060209N FLIGHT DIRECTOR FLAHERTY Page 1 of 1

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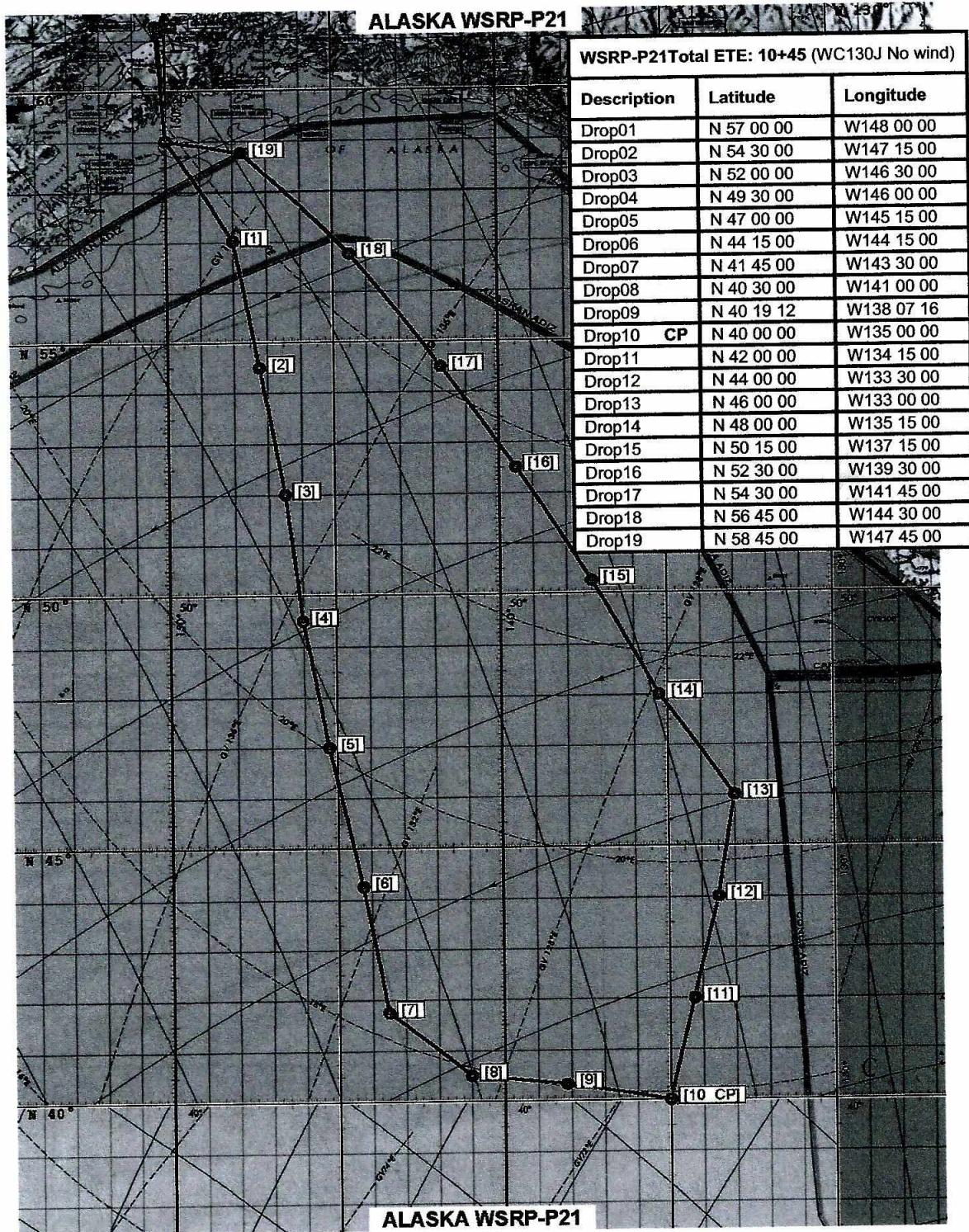


Figure G-21. Alaskan Flight Track WSRP-P21.