

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

File ID: 060222N	From: PANC	To: PANC
Flt. No: 06-40	Blk In: 0243 Z	Time On: 0241 Z
ETD: 2100 Z	Blk Out: 2045 Z	Time Off: 2051 Z
ETE: 6+00	Blk Time: 5+58 (6.0) Hrs	Flt Time: 5+50 (5.8) Hrs
Sponsoring Org: NCEP	Program: Winter Storms	Purpose: Investigate S/wave

AOC Flight Crew

Aircraft Commander:	Finn	Data System:	Rogers
Co-Pilot:	Odell / Longenecker	AVAPS:	Bryan
Navigator:	/	System Eng:	
Flight Eng:	/	A A:	
Flight Director:	Mayeaux /	A A:	
Avionics:	Carpenter	Crew Chief:	

[illegible][illegible]

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

Storm Name:

Mission ID: NOAA 9 15WSC Track13

Penetration number and time

217 Takeoff

Recco Times

Check Volcano website
Get 250mb Temp

Climbed to 44,000 ft through flight

<u>Fix #</u>	<u>Fix Time</u>
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Flight ID: 060222N		Time Off: 2051 Z		Time On: 0243 Z	
A/C: Takeoff		Wx Station: Takeoff		A/C: Land	
Wx Station: Land					
Pressure	1025.8 mb	30.38 mb	1024.7 mb	3038 mb	
ATIS	Time	Observation			
Takeoff	1953 Z	18007G16KT 060V35U 10sm -3/-9 A3037 fpm050 Set110 Set200			
Land	0153Z	00000V 10sm 60000 Set200 -2/-12 A3038 14R 07			
	Number	Data Disposition / Date / Quality			
Flight Level Tapes	1				
Radar Tapes					
Cloud Physics Tapes / CDs					
Video Tapes					
Dropsondes	17	Good: 4 Bad: 3			
AXBT					
AXCP					
AXCTD					

Remarks:

Check OPL & OPR for consistency / Too smooth
 Also DAPI & OAP2 20 m/s/10



NOAA G-IV N49RF
Winter Storms 2006
RESEARCH FLIGHT 12 TRACK 13



Flight ID: N060222

Sensor or system

INE (for wind derivation)

Attack Angle

Slip Angle

Accelerometer

Temperature Probe

Dew Point Probe

Altitude (for vertical wind derivation)

Static Pressure

Dynamic Pressure

True Air Speed

Constants File

Project Directory

Number or Name

VEW_PITR,VNS_PITR

AKRD2

SSRD2

ACINS

AT3

DPLC

RA

PS2C

QC2C

TAS1

49cal051

601

Notes:

There were no time/data gaps during this flight.

Temperature Sensor two was erroneous throughout the entire flight.

Dynamic attack pressure from sensor one and sensor two had a difference of up to 20 mb from takeoff to 2118Z.

Also, upon climb and descent, dynamic sideslip pressures (DBP1 and DBP2) separated by 10 to 15 mb. Due to the absence of a third sensor for comparison, no judgement can be made on which sensor is performing more accurately.

The right dewpoint sensor was ~10 degrees too warm throughout the flight.

Flight Director:

Martin Mayeaux (813) 828-3310 ext. 3086

N49RF AVAPS DropSonde Log

Project: WIS '06 Flight ID: 060222N Flt Dir: N/A/peak
 Mission: _____ Flight #: RF12 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	053 716 447	1	2125	.7	23	DWC	OK	N	✓
2	053 716 388	1	2144	0	20				✓
3	053 716 610	1	2206	0	14				✓
4	053 716 395	1	2226	0	14				✓
5	053 716 534	1	2247	0	59				✓
6	053 716 751	1	2309	0	12				✓
7	053 716 075	3	2326	0	27				✓
8	053 716 407	1	2342	.5	37				✓
9	053 716 135	1	0002	.5			Fast fall/No winds		
10	053 716 148	3	0004	0	4:30		Drop#9 b/u/No winds		
11	053 716 411	4	0007	0	25		Drop#9 2:00 b/u		✓
12	053 716 414	1	0025	.5	12		OK		✓
13	053 716 104	1	0046	0	28		No Pressure		
14	053 716 150	3	0048	.5	20		Drop#11 b/u		✓
15	053 716 069	1	0110	0	14		OK		✓
16	053 716 156	1	0135	0	12				✓
17	053 716 406	1	0159	0	35				✓
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\$ Codes A = AOC N = NHC/NWS H = HRD OW = NESDIS

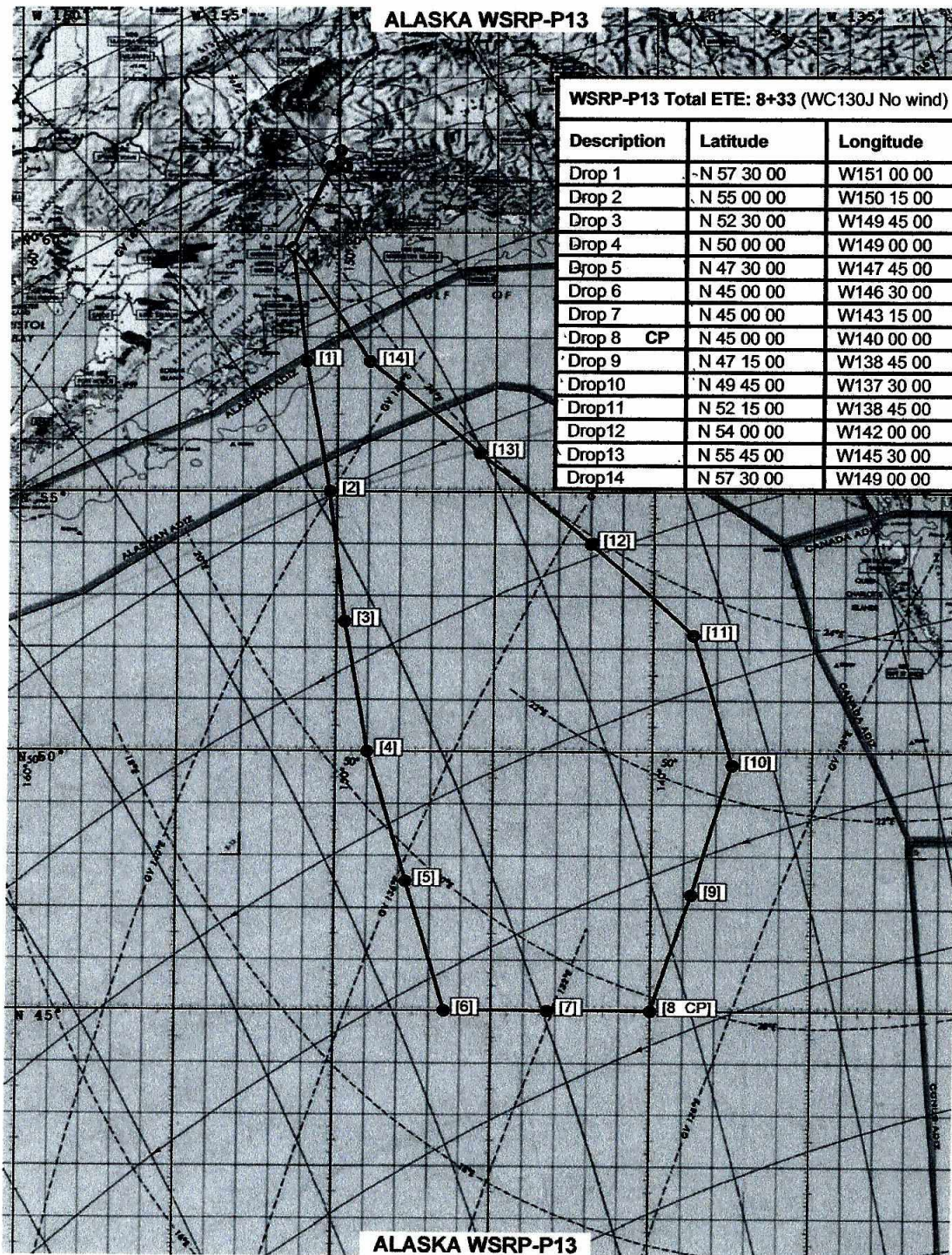


Figure G-13. Alaskan Flight Track WSRP-P13.