

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

Flt ID: 060228N	From: KLG-B	To: PANC
Flt. No: 06-044	Blk In: 0242 z	Time On: 0239 z
ETD: 2000 z	Blk Out: 1954 z	Time Off: 2003 z
ETE: 7+00	Blk Time: 6+48(6.8) Hrs	Flt Time: 6+36(6.6) Hrs
Sponsoring Org: NCCP	Program: Winter Storms	Purpose: Flight 16

AOC Flight Crew

Aircraft Commander: Finn	Data System: Rogers
Co-Pilot: Odell, Longenecker	AVAPS: Brogan
Navigator: /	System Eng:
Flight Eng: Kitson	A A:
Flight Director: Maxaux	A A:
Avionics: Carpenter	Crew Chief:

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation

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

Storm Name: Noaa9 20WSE Track Control 43N 146.5N Control Time 01/00z Noaa9 20WSE Track 99
99 Begin Drop 39N 135W 10 drops 39N 135W - Anchorage
 Mission ID: Noon Takeoff - 9 AM leave hotel, 7:30 hours

Penetration number and time

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

Flight ID: 060228N		Time Off: 2003 Z		Time On: 0239 Z	
A/C - Takeoff		Wx Station - Takeoff		A/C - Land	
Pressure		mb		mb	
1018.7		3012		1008.9	
		mb		2992 mb	
ATIS	Time	Observation			
Takeoff	1852 Z	Vr300KT 10sm set 025 Bkn030 17/12 A3011			
Land	0153 Z	34011KT 10sm SKC M7/M21 A02972			
	Number	Data Disposition / Date / Quality			
Flight Level Tapes	1				
Radar Tapes					
Cloud Physics Tapes / CDs					
Video Tapes					
Dropsondes	11	Good: 11 Bad: 0			
AXBT					
AXCP					
AXCTD					

Remarks:

28 Feb 2006 2000Z Takeoff
NOAA9 20 WSC Track 99
33 49 118 09
Drop 1 3840 134 00
2 3945 137 08
3 4050 140 15
4 4155 143 23
5 4300 146 30
6 4530 146 55
7 4800 147 20
8 5030 147 45
9 5300 148 10
10 5530 148 35
11 5800 148 50

Shut DSM off 2015Z due to GPS problems
GPS Dropouts in data ~2215Z

KLCB
1952Z 19006KT 10sm set 025 Bkn030 A3012 17/11
DAP1 fire up 2133Z (Ran High & Low at 2145Z)

N49RF AVAPS DropSonde Log

Project: 155 '06 Flight ID: 060228n Flt Dir: Mayeaux
 Mission: _____ Flight #: RF16 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	053 716 535	1	2212	Ø	22	DWC	OK	N	✓
2	053 716 380	1	2236	Ø	20				✓
3	053 716 157	1	2300	Ø	17				✓
4	053 716 448	1	2324	Ø	72				✓
5	053 716 206	3	2348	Ø	21				✓
6	053 636 004	1	0010	Ø	9				✓
7	053 716 368	3	0033	Ø	21				✓
8	033 415 249	1	0054	Ø	20				✓
9	053 716 500	3	0116	Ø	23				✓
10	053 716 554	1	0138	Ø	39				✓
11	053 716 164	3	0159	Ø	9				✓
12									
13									
14									
15									
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31									
32									
33									

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

Disabled ch2 for Dad MWG card



NOAA G-IV N49RF
Winter Storms 2006
RESEARCH FLIGHT 16 TRACK 99



Flight ID: N060228

<u>Sensor or system</u>	<u>Number or Name</u>
INE (for wind derivation)	VEW, VNS
Attack Angle	AKRD2
Slip Angle	SSRD2
Accelerometer	ACINS
Temperature Probe	AT4
Dew Point Probe	DPLC
Altitude (for vertical wind derivation)	RA
Static Pressure	PS2C
Dynamic Pressure	QC2C
True Air Speed	TAS2
Constants File	49cal051
Project Directory	601

Notes:

There was one time/data gap during this flight which occurred from 201331Z to 201354Z due to a mandatory DSM shutdown to repair the GPS equipment. From approximately 201300Z to 201400Z, during the DSM shutdown, inertial two was inoperative.

From 214325Z to 214355Z and from 214451Z to 214458Z, attack differential pressure one (AP1) had significant spikes.

Dynamic Attack Pressure one (DAP1) began reporting erroneous data from 213446Z through the end of the flight. Along the same lines, attack angle computed from DAP1 (AKRD1) dropped one degree from AKRD2 and never recovered.

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.

From 215557Z to 215601Z and from 220000Z-220010Z, the Collins GPS sensor was inoperative. Therefore, the Honeywell GPS was used for all derived parameters.

Temperature Sensor two was erroneous throughout the entire flight.

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

Flight Director:

Martin Mayeaux (813) 828-3310 ext. 3086

Flight Director *Mayeaux*

Storm

Page ____ of ____

Drop #	Channel # Sonde ID	Time (UTC)	Lat (°N)	Lon (°W)	Sfc Prs mb	WX Cond.	Comments	OB #	SatComm Failures	Sent Time
1	053716380	223648	39.44	137.08	1004.7	Wx20 Cl1	175442	2	0	1754
2	053716380	223648	39.44	137.08	1004.7	Wx20 Cl1	175442	2	0	1754
3	053716380	223648	39.44	137.08	1004.7	Wx20 Cl1	175442	2	0	1754
4	053716380	223648	39.44	137.08	1004.7	Wx20 Cl1	175442	2	0	1754
5	053716380	223648	39.44	137.08	1004.7	Wx20 Cl1	175442	2	0	1754
6	053636004	001052	45.29	146.53	1006.5	Wx29 Cl1	192829	6	0	1929
7	053716380	223648	39.44	137.08	1004.7	Wx20 Cl1	175442	2	0	1754
8	033415249	005453	50.30	147.45	1002.5	Wx20 Cl1	201339	8	0	2014
9	053716380	223648	39.44	137.08	1004.7	Wx20 Cl1	175442	2	0	1754
10	053716380	223648	39.44	137.08	1004.7	Wx20 Cl1	175442	2	0	1754
11	053716380	223648	39.44	137.08	1004.7	Wx20 Cl1	175442	2	0	1754
12	053716380	223648	39.44	137.08	1004.7	Wx20 Cl1	175442	2	0	1754
13	053716380	223648	39.44	137.08	1004.7	Wx20 Cl1	175442	2	0	1754
14	053716380	223648	39.44	137.08	1004.7	Wx20 Cl1	175442	2	0	1754
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100	053716380	223648	39.44	137.08	1004.7	Wx20 Cl1	175442	2	0	1754

Winter Storm Reconnaissance Program (WSRP)

Track __

Drops

Date:

28 Feb 2006

Takeoff Time:

2000Z

MISSION ID:

NOAA9 20WSC TRACK99

Departure Point:

Long Beach

Arrival Point:

Anchorage

KLGB	33 49N	118 09W	
MAFIC	35 44N	125 04W	MAFIC Intersection
Drop 1	38 40N	134 00W	
Drop 2	39 45N	137 08W	
Drop 3	40 50N	140 15W	
Drop 4	41 55N	143 23W	
Drop 5 - CP	43 00N	146 30W	
Drop 6	45 30N	146 55W	
Drop 7	48 00N	147 20W	
Drop 8	50 30N	147 45W	
Drop 9	53 00N	148 10W	
Drop 10	55 30N	148 35W	
Drop 11	58 00N	148 50W	
YESKA	61 00N	149 20W	YESKA Intersection
PANC	61 10N	150 00W	

813-928-3115