

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

Flt ID: 061012I	From: KEFD	To: KEFD
Flt No: 07-007	Blk In: 0610z	Time On: 0606z
ETD: 2330z	Blk Out: 2810z 0115z	Time Off: 0122z
ETE: 6 + 30	Blk Time: 4 + 5.5 (4.9 Hrs)	Flt Time: 4 + 44 (4.7 Hrs)
Sponsoring Org: NOAA/ESRL	Program: TEXAQS	Purpose: Houston Urban

AOC Flight Crew

Aircraft Commander: CHOY	Data System: LYNCH
Co-Pilot: NEWMAN	AVAPS:
Navigator: BISHOP, BRIDGES SEGEL	System Eng:
Flight Eng: FLOYD	AA:
Flight Director: FLAHERTY	AA:
Avionics: SAMS, Souci	Crew Chief:

Participating Scientists / Visitors

Name (Last, First)	Activity on Aircraft	Affiliation
BROCK	PI	
BAYNARD	SCI	
HOLLOWAY	SCI	
WALLGA	SCI	
MIDDLEBROOK	SCI	
BROWN	SCI	

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

Storm Name: FLIGHT 061011I BECAME 061012 DUE TO 2
 Mission ID: HR DELAY (2330-0130) - DELAY DUE TO FIRE
 BUC ACTIVATION DUE TO OVERHEATED/SMOKING PUMP @ STATION 3.

159 OUT FOR PART OF FLT

061012F

(See reverse for additional remarks)

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Flight ID: ~~061011F~~ Time Off: 0722Z Time On: 0606Z

A/C - Takeoff

Wx Station - Takeoff

A/C - Land

Wx Station - Land

Pressure

1009.4

2985

1009.1

2986

Number

Data Disposition / Date / Quality

Flight Level Tapes

Radar Tapes

Cloud Physics Tapes / CDs

Video Tapes

Dropsondes

Good: Bad:

AXBT

AXCP

AXCTD

Remarks:

FLIGHT ID: 06 1012 I

START TIME: 012001
END TIME: 060800

Static Pressure Probe: (PSW) ~~PSF~~
PSWx PSFx

Dynamic Pressure Probe: PQW (PQF1) PQF2
PQWx PQF1x PQF2x

Inertial/Accelerometer: INE1 (INE2)
ACC1 ACC2

Total Temperature: (TT1) TT2 TT3
TT1x TT2x TT3x

Dewpoint Temperature: TDM1 TDM2 TDM3
TDM1x (TDM2x) TDM3x

Altimeter (for Vertical Winds): (PA1 (land)) RA159 RA232
 RA159x RA232x

Radar Altitude: RA159 RA232
(For surface pressure if PA selected above) RA159x (RA232x)

Spikes Edited

Parameter	Start	End	Type of Edit	Weight/Std Dev/Substitution	Offset
TDM2	020145	020149	SUB	TDM3	✓
"	031032	031037	"	"	"
"	035458	035501	"	"	"
	050912	-050918	"	"	"
	051120	051232		"	"
	053421	053425	"	"	"
	051217	-051233	MAN		

0201
031032
0355
0512
0534
0509

061012 I

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FOIA 4-13-50

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Flight Plan for Wednesday, 11 October 2006

Houston Urban & Industrial, Parish PP

Emission characterization, chemical processing into the night
Winds, from the S

(winds are predicted to be from S after stagnation near 19 CDT, during the day winds were from the N)

Default climb rate 1500 ft/min

Access to plane: 14:30 CDT

Preflight :

Pt. 0 : Ellington Airfield (29 36.5 N, 95 09.4 W)

Doors close: CDT

Takeoff: 18:30 CDT

Head to Pt. 1 at 1500 ft, may cross daytime Houston plume

At Pt.1 head in direction of Pt. 2 and climb en route to 10 kft

Calibration at 10 kft en route to Pt. 2, after calibration start descent to 6 kft

Head to Pt. 3 (Hooks airport), missed approach at Hooks

Climb to 2.4 kft before missed approach at Pt. 4 (Hobby airport)

(note height of remnant PBL)

Pt. 5 to Pt. 6 at 1.5 kft, upwind transect might intersect the daytime Houston plume

En route from Pt. 6 to Pt. 7 climb to 4 kft (above remnant PBL)

Pt. 7 to Pt. 8 to Pt. 9 missed approach at Sugar Land airport

During the descent to and ascent from Sugar Land look for possible crossing of the Parish power plant plume

Note the plume altitude(s)

Pt. 10 to Pt. 11 at 1.5 kft, 2 kft, and 3 kft (should be within remnant PBL) along I10 corridor

Pt. 13 to Pt. 14 across IAH at 2 kft

Pt. 14 to Pt. 15 at 3 kft and 1.5 kft (or heights of Parish Power plant plume(s))

Pt. 16 to Pt. 17 at 1.5 kft, 2 kft, 3 kft (or heights of Parish Power plant plume(s))

Pt. 18 to Pt. 19 at 2 kft, 1.5 kft, 1 kft (ship Channel plumes?)

Pt. 22 to Pt. 23 at 1 kft, 1.5 kft, 2 kft, 2.5 kft, 3 kft (racetrack profile)

Pt. 25 to Pt. 27 at 3 kft, (or height of Parish power plant plume)

Pt. 27 to Pt. 26 at 3 kft, 2 kft, 1.5 kft

At Pt. 28 climb to 10 kft en route to Pt. 29

Calibration at 10 kft en route to Pt. 30 (Lone Star airport)

Missed approach at Pt. 30 (Lone Star airport)

Missed approach at Pt. 21 (IAH airport)

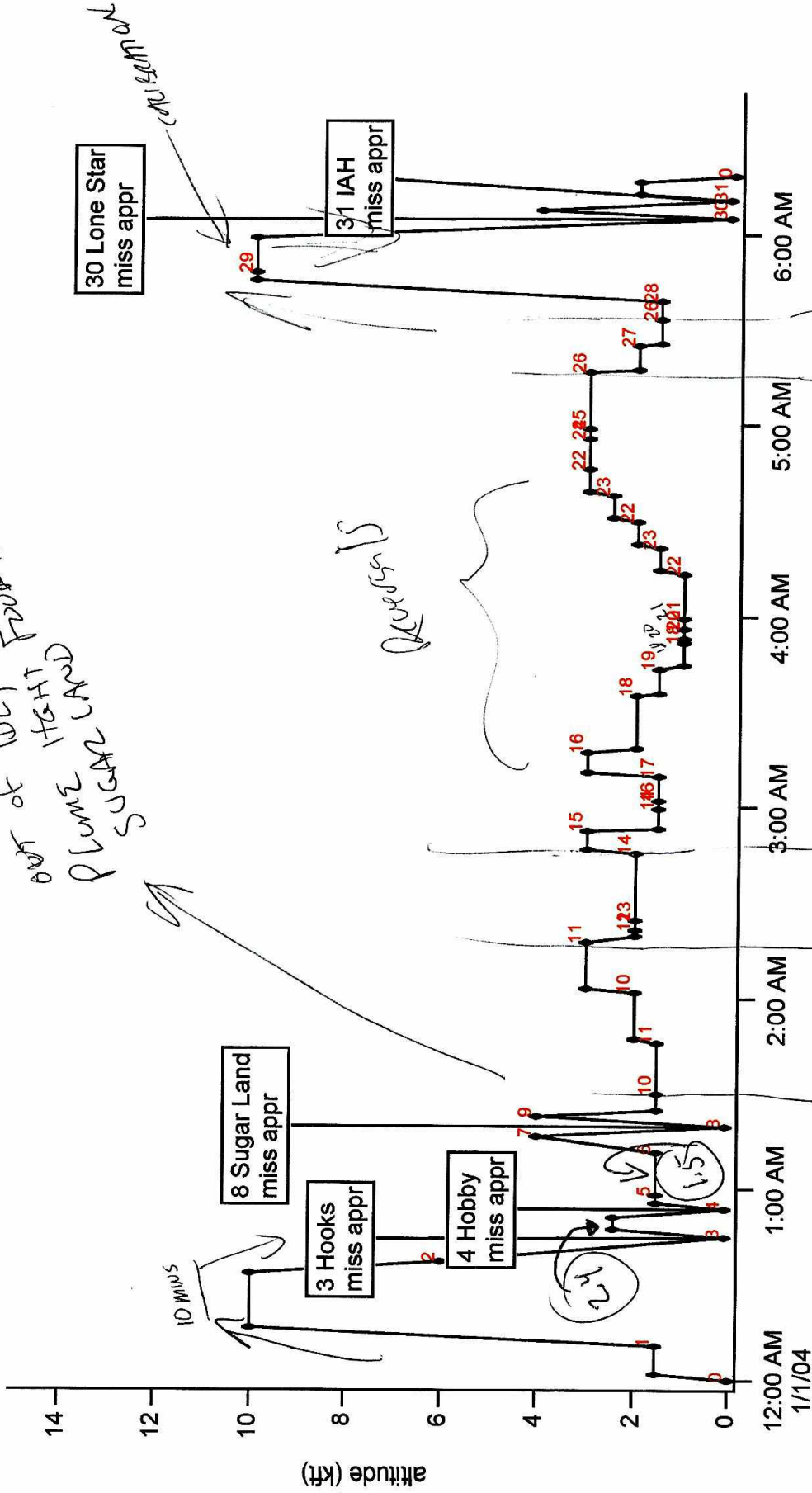
Head to Ellington at 1.5 kft

Return to Ellington

6.5 hours

Houston plume at night, 10/10/06

IF you LEGS ARE
out of BL1 ADJUST TO
PLUME HEIGHT
SUGAR LAND



estimated time since take off (hr) assumes 205 knots

ETA 06z

EMERGENCY MESSAGE

TRANSMIT THE FOLLOWING MESSAGE TO ANY AGENCY ON THE AIR-GROUND FREQUENCY IN USE. IF UNABLE TO ESTABLISH COMMS, ATTEMPT CONTACT ON ANY OF THE FOLLOWING EMERGENCY FREQUENCIES:

UHF/VOICE	VHF/VOICE	MF/VOICE	HF/CW	MF/CW
243.0	121.5	2182 KHZ	8364 KHZ	500 KHZ

MAYDAY. MAYDAY. MAYDAY.

THIS IS NOAA _____, NOAA _____, NOAA _____

- POSITION _____ N / S

- HEADING _____ TRUE/MAG _____

-AT _____ KTS TRUE/INDICATED

- FLIGHT LEVEL OR ALTITUDE -

- WE ARE A P-3 AIRCRAFT V

- NATURE OF EMERGENCIES

- ASSISTANCE DESIR

- PILOT INTENTIONS

POSITION REPORT

1. POSITION

2. TIME

3. ALTITUDE

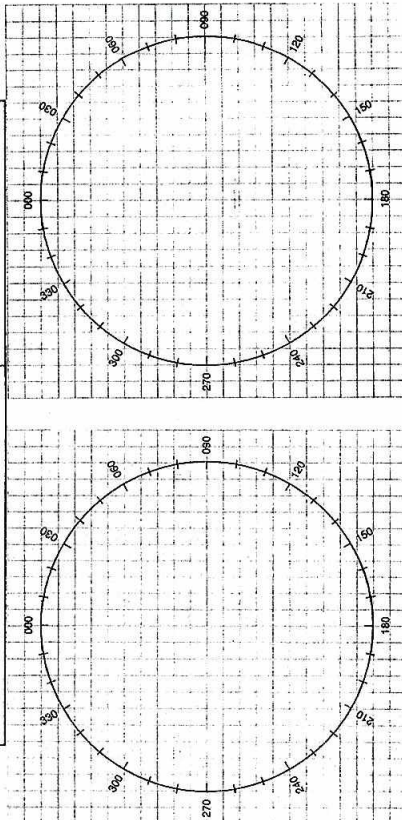
4. NEXT POSITION

5. ETA

6 NEXT POSITION

MISSION LOG

PAGE OF



CLEARANCES

[illegible][illegible]

FAK

Black Taxi

011

✓

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INS PERFORMANCE		INS 1	INS 2
BEGIN ALIGN TIME		0000	0000
ALIGN STATUS (0-5)		0	0
END NAV TIME		0010	0010
START NAV TIME		0108	0108
DELTA T		5+02	5+02

TERMINAL ERRORS		INS 1	INS 2
DELTA LAT		+3.6	+1.6
DELTA LON		-2.0	+1.5
RCS		1	0
RADIAL ERROR		4	1

[illegible]