

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

FLT ID: 20100202N1	From: RITY	To: RITY
FLT #: 10-31	Blk In: 1525 Z 7.6	Lnd Time: 1522 Z 7.4
ETD: 0800 Z	Blk Out: 0747 Z	T/O Time: 0758 Z
ETE: 7hrs @ 19min	Total Blk: 7hrs 38min	Total Flt: 7hrs 24min
Sponsoring Org:	Program: TPARC-WSR10	Purpose: Surveillance

AOC Flight Crew

Aircraft Commander: Longenecker	Data System: Carpenter			
Co-Pilot: Glover 1 Toth	Avaps: Greene			
Navigator: 1	System Engineer:			
Flight Eng: 1	AA: Paul, Steven			
Flt Director: Almeida	AA:			
Avionics:	Crew Chief:			
Participating Scientists, Visitors, & Add'l Aircrew on back.	Total # of people on board: 7	# of people listed on back: 0		
	A/C - Takeoff	Wx Station - Takeoff	A/C - Land	Wx Station - Land
Pressure				

ATIS - Takeoff	
ATIS - Land	

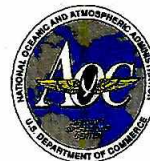
Data Source	Number	Data Disposition / Date / Quality / File Name(s)
Flight Level Tapes		1001rf09a.ads
Radar Tapes	0	
Dropsondes	15	Good: 14 Bad: 1 Sent: 14
AXBT	0	

List other data sources on back in Remarks section.		Recco Times:	Fix #	Fix Time
Remarks (Storm Name, Mission ID, Recco Times, Fix Times)				
Storm Name: Track 99				
Mission ID: NO4A9 12WSW				

CP: 167.7 E START/STOP: 150° E
 45.8 N Drops



NOAA G-IV N49RF
WSR10
02 February 2010



Flight ID: 20100202N1

Sensor or system

Accelerometer
Altitude
Attack Angle
Dew Point Probe
Dynamic Pressure
Geopotential Altitude
Inertial Selected
Static Pressure
Slip Angle
Temperature Probe
True Air Speed
Constants File
Project Directory

Number or Name

ACINS
PALT
AKRD2
DPR
QC2M
GPGALT
VEW, VNS
PS2M
SSRD1
AT3/TT3
TAS2
49cal093
/proj/1001

Local Met Data:

Aircraft Static Pressure
Tower Pressure (corrected)

Takeoff (0758Z)

101#. # mb
101#. # mb

Landing (1522Z)

101#. # mb
101#. # mb

Notes:

There are some spikes throughout the flight in the HGM232 radar altimeter. Collins altitude (GPALT) used instead in meteorological calculations.

There are spikes in all INE2 (_PITR), Honeywell GPS #2 (_SG1) variables and PCAB variable at 0800z, 0900z, 1000z, 1200z, 1300z, and 1400z. PCAB has some additional spikes at 1144z and 1314z.

Throughout the flight INE2's position drift is larger than INE1, thus INE1 is used in meteorological calculations.

There is about a 2mb difference between PS1M and PS2M. From test flights comparing aircraft data to dropsonde data PS2M has been closer to representing the actual atmosphere.

PS1M has spikes in its data at 0910z-0919z.

There were periods where the dewpoint temperature exceeded the ambient temperature resulting in RH values > 100%. This was likely due to passing through a cloud layer, a wet-bulb effect on the total temperature sensor, and/or an artificial warming of the dewpoint sensor as it tried to burn off excess moisture. Corrections were not made to the data.

All other instruments worked optimally during the flight

15 dropsondes launched: 14 good, 01 bad

All 14 good drops successfully sent to NCEP and ingested into the 02/12Z model run.

Flight Director:
Phone #:

LTJG Jackie Almeida
(813) 828-3310 ext. 3075

Flight: 20100202N1

Inertial Altitude
☒ ALT (m)
 IRS Baro-Inertial
 Altitude
☒ ALT_PITR (m)
 IRS Baro-Inertial
 Altitude
☒ ADCBCALT (m)
 DADC Baro Corrected
 Altitude

GPS Altitude
☒ GHALT_SG1 (m)
 Honeywell GPS Altitude
 (MSL)
☒ GHALT_SG2 (m)
 Honeywell GPS Altitude
 (MSL)
☒ GPALT (m)
 Collins GPS Altitude
 (MSL)

Pressure Altitude
☒ PALT (m)
 NACA Pressure Altitude
☒ PALTf (feet)
 NACA Pressure Altitude
☒ ADCPALT (m)
 DADC Pressure Altitude

Radar Altitude
☒ HGM232 (m)
 Geometric (Radar)
 Altitude

D-Value
☒ DVALU (m)
D-VALUE
 Geopotential Alt Source - PALT)

Geopotential Altitude
☒ GPGALT (m)
 Collins GPS
 Geopotential Altitude
☒ HGALT (m)
 APN-232 Radar
 Geopotential Altitude

*Some spikes
appears less/smaller
than last year
flights*

Pitch vs Alt
☒ PITCH (deg)
 Aircraft Pitch Angle
☒ PITCH_PITR (deg)
 Aircraft Pitch Angle

Roll vs Hdg
☒ ROLL (deg)
 Aircraft Roll Angle
☒ ROLL_PITR (deg)
 Aircraft Roll Angle

Heading vs Trk
☒ THDG (deg)
 IRS1
☒ THDG_PITR (deg)
 IRS2

Drift Angles
☒ AOCD A (deg)
 Computed Drift Angle
☒ AOCD A_PITR (deg)
 Computed Drift Angle
☒ DRFTA (deg)
 IRS1 Drift Angle
☒ DRFTA_PITR (deg)
 IRS2 Drift Angle

Track vs DA
☒ AOCTK (deg)
 Computed Aircraft Track
 Angle from IRS1
☒ AOCTK_PITR (deg)
 Computed Aircraft Track
 Angle from IRS2
 N/A TKAT (deg)
 IRS1 Track Angle
 N/A TKAT_PITR (deg)
 IRS2 Track Angle
 N/A TKAR (deg/s)
 IRS1 Aircraft Track
 Angle Rate
 N/A TKAR_PITR (deg/s)
 IRS2 Aircraft Track
 Angle Rate

Select the following variable references:

<u>2</u> ATTACK	AKRD(1, 2)	<u>2</u> QCX	QC(1, 2)M
<u>3</u> ATX	AT(1, 2, 3, 4)	<u>2</u> QXCX	QC(1, 2)C
<u>2</u> DPX	DP(L, R)	<u>1</u> SSLIP	SSRD(1, 2)
<u>2</u> DPXC	DP(L, R)C	<u>2</u> TASX	TAS(1, 2)
<u>2</u> DVALU	(HG, GPG)ALT	<u>3</u> TTX	TT(1, 2, 3, 4)
<u>2</u> PSX	PS(1, 2)M	<u>1</u> WI	IRS 1 or 2
<u>2</u> PSXC	PS(1, 2)C	<u>1</u> XLATC	IRS 1 or 2

☒ Print Trackline
☒ Print FD Log
☒ Print Calibration Worksheet
☒ Print Error Summary

☒ r.nc file created
☒ rc.nc file created
*same file
no chgs*

Color Code
 Red = Reference Variable
 Blue = Inertial Variable
 Green = Default Variable used in
 Reference Variable

Note: IRS = Inertial Reference System.

Equivalent to INS on P-3's. _PITR denotes IRS#2.

Flight: 20100202N1

Latitudes
N/A ☒ GHLATF_SG1 (deg)
 Honeywell GPS
N/A ☒ Latitude, Fine
N/A ☒ GHLATF_SG2 (deg)
 Honeywell GPS
☒ Latitude, Fine
☒ GHLAT_SG1 (deg)
 Honeywell GPS Latitude
☒ GHLAT_SG2 (deg)
 Honeywell GPS Latitude

☒ GPLAT (deg)
 Collins GPS Latitude
☒ LAT (deg)
 IRS1 Latitude
☒ LAT_PITR (deg)
 IRS2 Latitude

☒ XLATC (deg)
 GPS-Corrected Inertial
 Latitude

Longitudes
N/A ☒ GHLONF_SG1 (deg)
 Honeywell GPS
N/A ☒ Longitude, Fine
N/A ☒ GHLONF_SG2 (deg)
 Honeywell GPS
☒ Longitude, Fine
☒ GHLO_N_SG1 (deg)
 Honeywell GPS
☒ Longitude
☒ GHLO_N_SG2 (deg)
 Honeywell GPS

☒ GPLON (deg)
 Collins GPS Longitude
☒ LON (deg)
 IRS1 Longitude
☒ LON_PITR (deg)
 IRS2 Longitude

☒ XLONC (deg)
 GPS-Corrected Inertial
 Longitude

HDOP
☒ GHHDOP_SG1 (none)
 Honeywell GPS Horiz.
 Dilution of Precision
☒ GHHDOP_SG2 (none)
 Honeywell GPS Horiz.
 Dilution of Precision

VDOP
☒ GHVDOP_SG1 (none)
 Honeywell GPS Vertical
 Dilution of Precision
☒ GHVDOP_SG2 (none)
 Honeywell GPS Vertical
 Dilution of Precision

HFOM
☒ GHHFOM_SG1 (m)
 Honeywell GPS Horiz.
 Figure of Merit
☒ GHHFOM_SG2 (m)
 Honeywell GPS Horiz.
 Figure of Merit

VFOM
☒ GHVFOM_SG1 (m)
 Honeywell GPS Vertical
 Figure of Merit
☒ GHVFOM_SG2 (m)
 Honeywell GPS Vertical
 Figure of Merit

GPS Differences
☒ GDIF1
 Position Difference
 (Collins - IRS1)
☒ GDIF2
 Position Difference
 (Collins - IRS2)

Compare GPS lat/lon to inertial lat/lon to see
 which inertial did better during the flight.
 Compare their differences.
4085 Max position difference of INE1
5587 Max position difference of INE2

Difference Utilities
☒ DIFF1
 Difference Utility 1
 (AT3 - ADCSAT)
☒ DIFF2
 Difference Utility 2
 (PS2M - PS1M)
☒ DIFF3
 Difference Utility 3
 (QC1M - QC2M)

You can use the difference utilities for
 comparing the difference between
 any 2 quantities. Just change the
 inputs in NIMBUS and re-run to
 create a new NetCDF file. The
 difference is calculated by subtracting
 the second variable from the first

Flight: 20100202N1

Temperatures

Ambient Temperature

✓ AT1 (degC)
Ambient Temperature,
Top Left
N/A AT2 (degC)
Ambient Temperature,
Bottom Right
✓ AT3 (degC)
Ambient Temperature,
Top Right
✓ AT4 (degC)
Ambient Temperature,
Bottom Left
3 ATX (degC)
Ambient Temperature,
Reference

Total Temperature

✓ TT1 (degC)
Total Temperature, Left
Top
N/A TT2 (degC)
Total Temperature,
Right Bottom
✓ TT3 (degC)
Total Temperature, Left
Bottom
✓ TT4 (degC)
Total Temperature,
Right Top
3 TTX (degC)
Total Temperature
Reference

Dewpoint Temperature

✓ DPLC (degC)
Dew Point Temperature,
Left
✓ DPRC (degC)
Dew Point Temperature,
Right
R DPXC (degC)
Dew Point Temperature,
Reference
✓ DPL (degC)
Left Dew/Frost Point
Temperature
✓ DPR (degC)
Right Dew/Frost Point
Temperature
R DPX (degC)
Dew/Frost Point
Temperature, Reference

Air Temperature

✓ ADCSAT (degC)
DADC Static Air
Temperature
✓ ADCTAT (degC)
DADC Total Air
Temperature

Potential Temperature

✓ THETA (K)
Potential Temperature
✓ THETA E (K)
Equivalent Potential
Temperature
✓ THETA V (K)
Virtual Potential Temperature

Hygrometers

BCRYO (volts)
CR-2 Hygrometer
Balance
CRYO (degC)
CR-2 Hygrometer
CRYOC (degC)
CR-2 Hygrometer,
corrected
PCRYO (mb)
CR-2 Hygrometer
Pressure

Humidity

✓ RHODL (g/m3)
Absolute Humidity,
T-Electric Left
✓ RHODR (g/m3)
Absolute Humidity,
T-Electric Right
✓ RHUM (%)
Relative Humidity
some > 100%

Mixing Ratio

✓ MR (g/kg)
Mixing Ratio, T-Electric
Ambient Water Vapor Pressure
✓ EDPC (mb)
Ambient Water Vapor
Pressure, Reference

PSI spikes start ~ 0910 - 0919
~1mb

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Pressures

Dynamic Pressure

- ☒ QC1C (mb)
Corrected Dynamic Pressure, Left
- ☒ QC1M (mb)
Left Raw Dynamic Pressure
- ☒ QC2C (mb)
Corrected Dynamic Pressure, Right
- ☒ QC2M (mb)
Right Raw Dynamic Pressure
- 2 ☒ QCX (mb)
Raw Dynamic Pressure, Reference
- 2 ☒ QCXC (mb)
Corrected Dynamic Pressure, Reference

Attack (compare to pitch)

- ☒ AP1 (mb)
Left Vertical Differential Pressure
- ☒ AP2 (mb)
Right Vertical Differential Pressure
- ☒ DAP1 (mb)
Left Raw Dynamic Attack Pressure
- ☒ DAP2 (mb)
Right Raw Dynamic Attack Pressure
- ☒ ADCAOA (deg)
Air Data Computer Attack Angle
- ☒ AKRD1 (deg)
Attack Angle, Left Side
- ☒ AKRD2 (deg)
Attack Angle, Right Side
- 2 ☒ ATTACK (deg)
Attack Angle, Reference

Raw and corrected attack angles can be compared with each other, as the same variables are compared

Static Pressures

- ☒ PS1C (mb)
Corrected Static Pressure, Top Fuselage
- ☒ PS1M (mb)
Raw Static Pressure, Top Fuselage
- ☒ PS2C (mb)
Corrected Static Pressure, Bottom Fuselage
- ☒ PS2M (mb)
Raw Static Pressure, Bottom Fuselage
- 2 ☒ PSX (mb)
Raw Static Pressure, Reference
- 2 ☒ PSXC (mb)
Corrected Static Pressure, Reference

Sideslip (compare to roll)

- ☒ BP1 (mb)
Top Horizontal Differential Pressure
- ☒ BP2 (mb)
Bottom Horizontal Differential Pressure
- ☒ DBP1 (mb)
Top Raw Dynamic Slip Pressure
- ☒ DBP2 (mb)
Bottom Raw Dynamic Slip Pressure
- ☒ SSDF1 (deg)
Sideslip Angle, Diff. Pressure, Top
- ☒ SSDF2 (deg)
Sideslip Angle, Diff. Pressure, Bottom
- ☒ SSRD1 (deg)
Sideslip Angle, Top
- ☒ SSRD2 (deg)
Sideslip Angle, Bottom
- 1 ☒ SSLIP (deg)
Sideslip Angle, Reference

Surface Pressure

- ☒ PSURF (mb)
Calculated Surface Pressure

Cabin Pressure

- ☒ PCAB (mb)
Cabin Pressure

Horizontal Wind Direction

- ☒ IWD (deg)
Horizontal Wind Direction (IRS)
- ☒ IWD_PITR (deg)
Horizontal Wind Direction (IRS)
- ☒ WD (deg)
Horizontal Wind Direction

Horizontal Wind Speed

- ☒ IWS (m/s)
Horizontal Wind Speed (IRS)
- ☒ IWS_PITR (m/s)
Horizontal Wind Speed (IRS)
- ☒ WS (m/s)
Horizontal Wind Speed

North/South Component

- ☒ VI (m/s)
Wind Vector, North Component

East/West Component

- ☒ UI (m/s)
Wind Vector, East Component

Vertical Winds

- ☒ WI (m/s)
Wind Vector, Vertical Gust Component

UTAN/URAD Winds

- ☒ UX (m/s)
Wind Vector, UTAN Longitudinal Component
- ☒ VY (m/s)
Wind Vector, Lateral Component URAD

spikes
08Z
09Z
10Z *pcab only
1144Z
12Z
13Z *pcab only
1314 only
14Z

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Groundspeeds

- ☒ GHGSF_SG1 (m/s)
Honeywell GPS Ground Speed
- ☒ GHGSF_SG2 (m/s)
Honeywell GPS Ground Speed
- ☒ GPGSPD (m/s)
Collins GPS Ground Speed
- ☒ GSF (m/s)
Inertial Ground Speed
- ☒ GSF_PITR (m/s)
Inertial Ground Speed

East/West Component

- ☒ GHVEW_SG1 (m/s)
HoneyWell GPS Ground Speed Vector E/W
- ☒ GHVEW_SG2 (m/s)
HoneyWell GPS Ground Speed Vector E/W
- ☒ GPVEW (m/s)
Collins GPS Ground Speed Vector E/W
- ☒ VEW (m/s)
Inertial Ground Speed Vector E/W
- ☒ VEW_PITR (m/s)
Inertial Ground Speed Vector E/W
- ☒ XVEWC (m/s)
GPS-Corrc'd Inertial Ground Spd Vector E/W

North/South Component

- ☒ GHVNS_SG1 (m/s)
HnyWll GPS Grnd Spd Vector, Nrth/Sth Component
- ☒ GHVNS_SG2 (m/s)
HnyWll GPS Grnd Spd Vector, Nrth/Sth Component
- ☒ XVNSC (m/s)
GPS-Corrc'd Inertial Ground Spd Vector, North Component

Vertical Acceleration

- ☒ ACINS (m/s²)
Aircraft Vertical Acceleration
- ☒ ACINS_PITR (m/s²)
Aircraft Vertical Acceleration

Vertical Velocity

- ☒ GHVZI_SG1 (m/s)
HnyWll GPS Comp'd aircraft Vert. Velocity
- ☒ GHVZI_SG2 (m/s)
HnyWll GPS Comp'd aircraft Vert. Velocity

- ☒ GPVSPD (m/s)
Cllns GPS Comp'd Aircraft Vertical Velocity
- ☒ VSPD (m/s)
IRS-Computed Aircraft Vertical Velocity
- ☒ VSPD_PITR (m/s)
IRS-Computed Aircraft Vertical Velocity

- ☒ WP3 (m/s)
Damped Aircraft Vertical Velocity
- ☒ WP3_PITR (m/s)
Damped Aircraft Vertical Velocity

Airspeeds

- ☒ ADCCAS (m/s)
DADC Computed Airspeed
- ☒ IAS (Kts)
Aircraft Indicated Airspeed
- ☒ ADCTAS (m/s)
DADC True Airspeed

- ☒ TAS1 (m/s)
Aircraft True Airspeed #1
- ☒ TAS2 (m/s)
Aircraft True Airspeed #2
- ☒ TASHC (m/s)
Aircraft True Airspeed, Humidity Corrected
- ☒ TASX (m/s)
Aircraft True Airspeed, Reference

Mach

- ☒ ADCMACH (none)
DADC Mach Number
- ☒ MACH (none)
Aircraft Mach Number
- ☒ XMACH2 (none)
Aircraft Mach Number Squared

- ☒ GPVNS (m/s)
Cllns GPS Grnd Spd Vector, Nrth/Sth Component
- ☒ VNS (m/s)
Inertial Ground Speed Vector, North/South Component
- ☒ VNS_PITR (m/s)
Inertial Ground Speed Vector, North/South Component

DSM	CHAN	DESCRIPTION	MANUF.	MODEL	SERIAL NUMBER	RANGE (V)	Update of Calibration: 05 Aug 2009		G	Vos	C1'	C2'
							C1	C2				
	U P D A T						Insert Cal Lab					
FWD	00	Left AOA AP (AP1)	Rosemount	1221F2VL7B1B	2299	+/- 10	0.0021	6.8842	1	10	0.0021	6.8842
FWD	01	Left AOA DAPM (DAP1)	Rosemount	1221F2AF8B1B	2312	0 - 10	0.9327	34.4761	2	10	173.3132	17.2381
FWD	02	Right AOA AP (AP2)	Rosemount	1221F2VL7B1B	2309	+/- 10	-0.067	6.8901	1	0	-0.0670	6.8901
FWD	03	Right AOA DAPM (DAP2)	Rosemount	1221F2AF8B1B	2313	0 - 10	-1.2127	34.4983	2	10	171.2788	17.2492
FWD	04	Top Slip BP (BP1)	Rosemount	1221F2VL7B1B	2300	+/- 10	-0.1618	6.8935	1	0	-0.1618	6.8935
FWD	05	Top Slip DBPM (DBP1)	Rosemount	1221F2AF8B1B	2319	0 - 10	-0.3527	34.4729	2	10	172.0118	17.2368
FWD	06	Bottom Slip BP (BP2)	Rosemount	1221F2VL7B1B	2310	+/- 10	0.0028	6.8869	1	0	0.0028	6.8869
FWD	07	Bottom Slip DBPM (DBPM2)	Rosemount	1221F2AF8B1B	2318	0 - 10	-1.9627	34.4847	2	10	170.4608	17.2424
FWD	08	Left Dewpoint (DPL)	EdgeTech	137-C3 Ext. Range	1685 / 018269	0 - 5	-100.24	30.074	4	10	-25.055	7.5185
FWD	09	Right Dewpoint (DPR)	EdgeTech	137-C3 Ext. Range	1686 / 018268	0 - 5	-100.37	30.041	4	10	-25.2678	7.5103
FWD	0a	Total Temp #3 (TT3)	Rosemount	1021J2AG w/ 510GB41E	A32555/0202	+/- 10	-0.1575	6.9931	1	0	-0.1575	6.9931
FWD	0b	Total Temp #2 (TT2)	Rosemount	102CL2AZ w/ 510GB43E	A20245 / 0199	+/- 10			1	0	0.0000	0.0000
FWD	0c	Total Temp #4 (TT4)	Rosemount	102CP2AF w/ 510GB41E	A6786 / 0141	+/- 10	0.0542	7.0261	1	0	0.0542	7.0261
FWD	0d	Total Temp #1 (TT1)	Rosemount	102CP2AF w/ 510GB41E	A18367/0140	+/- 10	0.2124	7.0005	1	0	0.2124	7.0005
FWD	0e	Static Pressure #1 (PS1M)	Rosemount	1281AF2B1B	588	0 - 10	-0.5869	108.3262	2	10	541.0441	54.1631
FWD	0f	Dynamic Pressure #1 (QC1M)	Rosemount	1281AF2B1B	588	0 - 10	-0.0815	33.8826	2	10	169.3315	16.9413
FWD	10	Static Pressure #2 (PS2M)	Rosemount	1281AF2B1B	826	0 - 10	-2.4031	108.3794	2	10	539.4939	54.1897
FWD	11	Dynamic Pressure #2 (QC2M)	Rosemount	1281AF2B1B	826	0 - 10	-0.3861	33.8788	2	10	169.0079	16.9394
FWD	12	Cr-2 Hygrometer	Buck	CR-2	207	0 - 10	-150	20	2	10	-50	10
FWD	13	Cr-2 Hygrometer Pressure	Buck	CR-2	207	0 - 10	100	100	2	10	600	50
FWD	14	Cr-2 Hygrometer Balance	Buck	CR-2	207	0 - 10	0	1	1	0	0.0000	1.0000
AFT	0	Cabin Pressure (PCAB)	Vaisala	PTB220	W3120002	0 - 5	500	120	4	10	800	30

$C1' = (C2' \times Vos) + C1$
 $C2' = C2 / G$
 Units = C1 + C2 * Vadc

*Note: This table has been modified from the official assignment sheet.
 If the numbers contained in columns C1' and C2' are green, then they are actually C1 & C2 and are not calculations of C1' or C2'. They were copied over to make it easier to read when checking the calibration coefficients in Nimbus.

AOC GPS Dropwindsonde Log

Flight Director:

Almeida

Storm/Track:

Track 99

Pg 1 of 1

20	40	00	00
10	50	10	30
6	54	14	34
3	57	17	37
1	59	19	39

Drop + time

Ch. #	Drop #	Sonde ID	Drop Time (UTC)	Lat (°N)	Lon (°W)	Wx Cond.	SFC Pres (mb)	Ob #	L5/R5	Last Winds R5 (ht, ws, wd)	Last Winds L5 (ht, ws, wd)	Sent Time/KWBC (UTC)
872	1	094110192	090023	36.43	149.26	DARK	1012.3	01	R5			0932.33
869	2	094110160	092005	37.09	153.16		1008.3	02	R5	10 19.1 309	Mo L5	1003.38
887	3	094110179	094058	37.32	157.12		998.9	03	R5	10 24.3 295	Mo L5	1020.22
896	4	094120086	100007	37.51	160.43		992.0	04	R5	10 20.1 270		1032.18
904	5	094355034	102054	38.52	164.22		988.1	05	R5	10 18.5 202		1044.29
904	6	094120134	104007	39.45	167.40		996.2	06	R5	10 10.9 184	10 16.9 188	1144.46
896	7	094355002	110023	42.17	167.42		993.2	07	R5	10 9.8 107		1145.50
896	8	094355012	112024	44.52	167.42		997.7	08	R5	10 14.1 105		1146.51
896	9	094355006	114039	46.38	165.47		997.7	09	R5	10 11.5 106		1208.30
902	10	094110178	120107	47.43	162.32		997.2	10	R5	10 14.7 77		1233.12
902	11	094120097	122007	46.56	159.26		995.2	11	R5	10 14.0 71		1248.05
954	12	094110195	124005	45.54	156.23	EAST FALL	998.7	12	R5			1306.06
926	13	094355032	124132	45.49	156.10		1006.0	13	R5	10 12.4 324		1327.51
965	14	094412003	130012	44.45	153.34		1009.1	14	R5	10 2.0 316		1344.36
965	15	094355035	132140	43.28	150.45							

LAST REPORT

Use DROP 02 in Training - Remove winds @ 340mb

t/o wx: wd: var-~~W~~ beng^WNW
~0800Z ws: 4-6 kt
clouds: BKN ~~ovc 020~~ -035
turb: poss. BR

Outbound: wd: W
ws: 100-150 kts
clouds: clear till ~150°E when we start
turb: to drop. most cloudy on N leg +
turn back to west
ice: poss. in clouds?

Inbound: wd: SW
ws: 70 → 100-150
clouds: ovc till ~150-155 etc
turb: poss in cloud turb + ice
ice:

landing wx: wd: NW
~1530Z ws: 5-10 kts
clouds: SCT 030
turb: ~~o~~
local conditions: poss BR

Sea Salt: No

Volcanic Ash: No

NOAA G-IV flight request for Tuesday 02/02/2010

Radio Call Sign: NOAA49

Planned take off: 02/02/2010 0800Z

Planned landing time: 02/02/2010 1600Z

Route of flight:

RJTY 35.75 139.35

KOGAR

TLE

CVC

1 36 54N 151 10E 36.9N 151.17E

2 37 44N 160 19E 37.73 160.32

3 39 40N 167 42E 39.67 167.7

4 45 51N 167 42E 45.85 167.7

5 47 46N 162 45E 47.77 162.75

6 46 35N 158 12E 46.58 158.2

Stop → 7 43 20N 150 28E 43.33 150.47

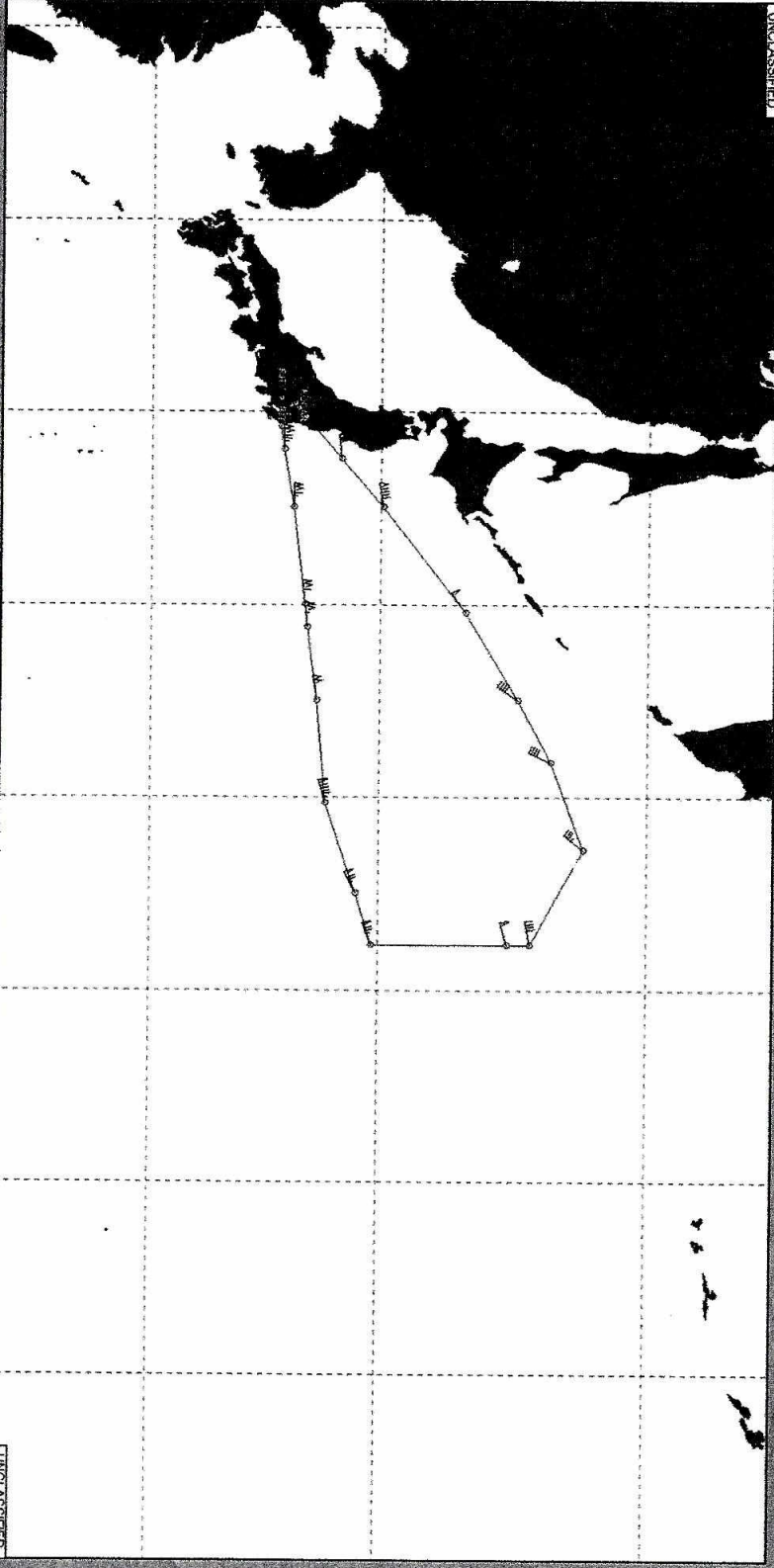
NIKON

JD

HATAR

8 RJTY 35.75 139.35

Planned Altitudes: FL390-450



UNCLASSIFIED

Start

Power Plant

0202

0202

0202

0202

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