

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

FLT ID: <u>20100206N1</u>	From: <u>RJTY</u>	To: <u>RJTY</u>
FLT #: <u>10-033</u>	Blk In: <u>1505</u>	Lnd Time: <u>1502</u>
ETD: <u>0800</u> Z	Blk Out: <u>0745</u>	T/O Time: <u>0750</u>
ETE: <u>7.5 hrs</u>	Total Blk: <u>Thrs 20min</u>	Total Flt: <u>Thrs 12min</u>
Sponsoring Org:	Program: <u>WSR 10</u>	Purpose: <u>Surveillance</u>

AOC Flight Crew

Aircraft Commander: <u>Longenecker</u>	Data System: <u>Carpenter</u>
Co-Pilot: <u>Glover 1 Toth</u>	Avaps: <u>Smith</u>
Navigator: <u>1</u>	System Engineer:
Flight Eng:	AA: <u>Paul, Steven</u>
Flt Director: <u>Almeida</u>	AA:
Visitor Avionics: <u>Hasett, Nathan, USAF</u>	Crew Chief:

Participating Scientists, Visitors, & Add'l Aircrew on back.

Total # of people on board:

of people listed on back:

	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	<u>2</u>	<u>1001rf11b.ads / 1001rf11a.ads</u>
Radar Tapes		
Dropsondes	<u>19</u>	Good: <u>18</u> Bad: <u>1</u> Sent: <u>18</u>
AXBT		

List other data sources on back in Remarks section.

Remarks (Storm Name, Mission ID, Recco Times, Fix Times)	Recco Times:	Fix #	Fix Time
Storm Name: <u>Track 99</u>			
Mission ID: <u>NOAA9 18WSW</u>			

CP: 44 51 N
170 00 E

Data System Crashed @ ~1303 &
Brought ↑ @ 131708 Z



NOAA G-IV N49RF
WSR10 - Japan
06 Feb 2010



Flight ID: 20100206N1

<u>Sensor or system</u>	<u>Number or Name</u>
Accelerometer	ACINS
Altitude	PALT
Attack Angle	AKRD2
Dew Point Probe	DPR
Dynamic Pressure	QC2M
Geopotential Altitude	GPGALT
Inertial Selected	VEW, VNS
Static Pressure	PS2M
Slip Angle	SSRD1
Temperature Probe	AT3/TT3
True Air Speed	TAS2
Constants File	49cal093
Project Directory	/proj/1001

<u>Local Met Data:</u>	<u>Takeoff (0750Z)</u>	<u>Landing (1502Z)</u>
Aircraft Static Pressure	101#.# mb	101#.# mb
Tower Pressure (corrected)	101#.# mb	101#.# mb

Notes:

Missing Data: 130243Z – 131535Z

Data missing because of a crash to the MADS data system.

Spikes occur in all inertial data at the data gap.

HGALT has spikes at t/o and landing and is noisier than the GPGALT. Used GPGALT in meteorological calculations.

INE1 was chosen for meteorological calculations b/c it has a smaller position drift over the time of the flight and smaller spikes at the data gap.

DPL is bad due to known problems on the aircraft. DPR 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 a data spike of ~1mb from ~0816z-0901z. PS2M is used in meteorological calculations.

All other instruments worked optimally during the flight

19 dropsondes launched: 18 good, 01 bad

All 18 good drops successfully sent to NCEP and ingested into the 06/12Z model run.

Flight Director: LTJG Jackie Almeida
Phone #: (813) 828-3310 ext. 3075

Flight: 20100206N1

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
GPG *DVALU* (m)
D-VALUE
Geopotential Alt Source - PALT)

Geopotential Altitude
✓ GPGALT (m)
Collins GPS
Geopotential Altitude
✓ HGALT (m)
APN-232 Radar
Geopotential Altitude
@ FL up to 100 m diff.
x10 + Lnd spikes noisier

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 (deg)
Computed Drift Angle
✓ AOCD_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

Missing data
M 130243-13535
No spikes?

Select the following variable references:

2 ATTACK	AKRD(1, 2)	2 QCX	QC(1, 2)M
3 ATX	AT(1, 2, 3, 4)	2 QCXC	QC(1, 2)C
2 DPX	DP(L, R)	1 SSLIP	SSRD(1, 2)
2 DPXC	DP(L, R)C	2 TASX	TAS(1, 2)
<i>GPG</i> DVALU	(HG, GPG)ALT	3 TTX	TT(1, 2, 3, 4)
2 PSX	PS(1, 2)M	1 WI	IRS 1 or 2
2 PSXC	PS(1, 2)C	1 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
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: 20100206N1

Latitudes
N/A GHLATF_SG1 (deg)
 Honeywell GPS
 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
 Longitude, Fine
N/A GHLONF_SG2 (deg)
 Honeywell GPS
 Longitude, Fine
☒ GHLON_SG1 (deg)
 Honeywell GPS
 Longitude
☒ GHLON_SG2 (deg)
 Honeywell GPS
 Longitude

☒ 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.

10551 Max position difference of INE1
11580 Max position difference of INE2

Difference Utilities
☒ DIFF1 GPSPD - GSF
 Difference Utility 1
~~(AT3 - ADGSAT)~~
☒ DIFF2 GPSPD - GSF - PITR
 Difference Utility 2
 (PS2M - PS1M)
☒ DIFF3 GPVSPD - VSPD
 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

Chose INE1 b/c
 smaller diff w/collins
 & smaller spikes @
 data gap.

Flight: 20100206N1

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

Left + 3
Bad

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

Mixing Ratio

☒ MR (g/kg)
Mixing Ratio, T-Electric

Ambient Water Vapor Pressure

☒ EDPC (mb)
Ambient Water Vapor
Pressure, Reference

6100%

PS1 spikes 081600-090051

Flight: 20100206N1

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

Note: Attack and Sideslip angles correlate with each other, as it's some measure of the airframe

Static Pressures

- ☒ PS1C (mb)
Corrected Static Pressure, Top Fuselage
- ☒ PS1M (mb)
Raw Static Pressure, Top Fuselage
- ☒ PS2C (mb)
Correct'd 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) *mean ~0.6*
Sideslip Angle, Top
- ☒ SSRD2 (deg) *mean ~1.07*
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

- 1 ☒ 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

Flight: 20100206N1

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)
ClIns 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

PS 1 spike
N0816-09012

DSM	CHAN	DESCRIPTION	MANUF.	MODEL	SERIAL NUMBER	RANGE (V)	C1	C2	G	Vos	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	17.2384
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	-25.2675	7.5103
FWD	0a	Total Temp #3 (TT3)	Rosemount	102LJ2AG 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	539.4938	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

*Note: This table has been modified from the official assignment sheet.

C1' = (C2' x Vos) + C1
C2' = C2 / G
Units = C1 + C2 * Vadc

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.

813-967-6103 - Sean M
AOC GPS Dropwindsonde Log

Flight ID: 20100206M1

Flight Director: Almeida

Mission ID: 100449 18 WSW

Storm/Track: TRACK 99

10 38 50
1000 20 40 1
6 04 24 144

3 07 27 47
09 29 49 Pg 4 of 4

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)
854	1	095736061	081145	35.51	142.17	OK	1009.1	01	L5		10 25.5 280	090336
878	2	093736031	083018	36.31	145.46	DRK	1003.3	02	L5		10 20.2 279	090416
*894	3	094355043	085550	37.51	149.54		997.1	03	L5		10 5.6 275	090559
891	4	093736244	091125	38.25	153.08		996.0	04	L5		10 17.2 325	090843
854	5	093736247	093020	38.66	156.44	✓	991.9	05	L5		10 9.2 340	100059
857	6	094355017	095008	40.38	159.42		993.1	06	L5		10 13.8 101	101348
880	7	093736022	101007	41.42	162.41		998.2	07	L5		10 6.4 87	104216
907	8	093736011	103006	40.40	166.13		998.4	08	L5		10 6.6 059	105940
914	9	093736040	105036	41.52	169.41		1000.9	09	L5		10 2.8 257	111242
924	10	093736315	111110	44.30	170.01		999.8	10	L5		10 9.5 269	113638
911	11	093736041	113006	45.44	167.20		996.5	11	L5		10 11.7 270	120419
867	12	093736014	115017	46.43	163.58		993.1	12	L5		10 12.3 266	121604
886	13	093736026	121009	46.04	160.39		994.0	13	L5		10 9.1 268	123607
895	14	094120159	123144	45.06	157.11		992.7	14	L5		10 7.7 197	125603
909	15	093736299	125014	43.58	154.36		992.8	15	L5		10 5.8 015	132755
141596	16	093736024	132023	41.45	150.53	BAD						
899	17	305411741	132213	41.38	150.37		996.0	16	L5		10 10.8 349	135120
907	18	093736241	134010	40.34	148.12		998.6	17	R5		10 12.4 308	141236
	19	094415124	140006	39.26	145.37		1002.6	18	L5		10 27.3 09	142009

NOTES ON BACK

Drop 3 - GPS winds drop out

Drop 11 - $\checkmark$ $\text{Temp/RH}^{\text{raw}}$ vs Alt graph

t/o wx: wd: N 340 438kt
~0800 ws: 15-20 ^{-7 40} tempo 20-25 2 Lows study
clouds: Few 030-100 -7 CLR
turb: None reported

Outbound: wd: W
ws: 100 @ kts
clouds: more @ the Ern End
turb: assoc. w/clouds mostly
ice: twds Ern end
w/clouds

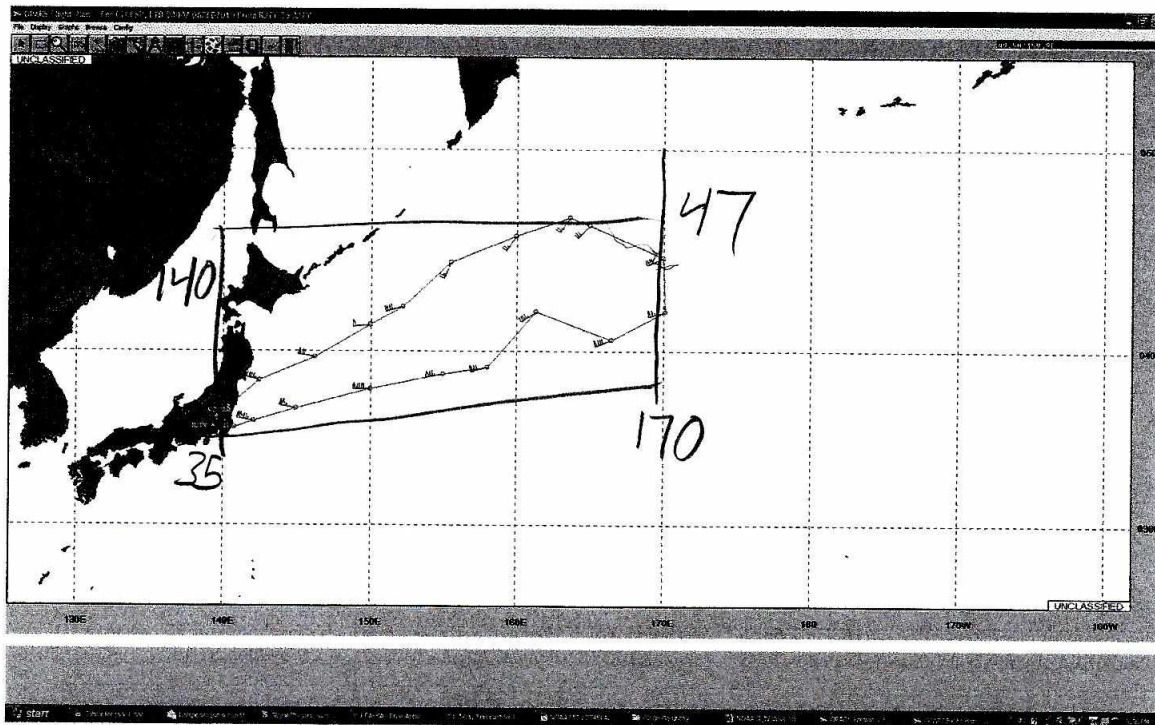
Inbound: wd: poss shifting ~~out~~ E by getting
of the back to wily near Jaga
ws: 50 kts diff. to discern
clouds: how much to expect
turb: poss. where winds diverge
ice: @ nrn end of track

landing wx: wd: N/NW
~1730z ws: 20-35
clouds: Few 030
turb:
local conditions:

Sea Salt: NO

Volcanic Ash: NO

Planned Altitudes: FL390-450



38 19.2N
142 28.2E NIKON

NOAA G-IV flight request for Saturday 02/06/2010

Radio Call Sign: NOAA49

Planned take off: 02/06/2010 0800Z

Planned landing time: 02/06/2010 1600Z

Route of flight:

RJTY

35.75 139.35

KOGAR

TLE

CVC

37 53N 150 00E 37.87 150.0

38 42N 155 00E 38.7 155.0

39 06N 158 02E 39.1 158.03

42 03N 161 22E 42.05 161.37

40 35N 166 28E 40.58 166.47

42 03N 170 10E 42.05 170.17

CP-7 44 51N 170 00E 44.85 170.0

46 48N 163 39E 46.8 163.65

44 36N 155 34E 44.6 155.57

42 18N 152 14E 42.3 152.23

39 39N 146 15E 39.65 146.25

NIKON

JD

HATAR

RJTY

35.75 139.35