

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

FLT ID: 2010020901	From: RTTY	To: RTTY
FLT #: 10-35	Blk In: 1500 Z (6.5)	Lnd Time: 1457 Z (6.4)
ETD: 0830 Z	Blk Out: 0828 Z	T/O Time: 0832 Z
ETE: 6 hrs 40 mins	Total Blk: 6 hrs 32 min	Total Flt: 6 hrs 25 min
Sponsoring Org: NCEP	Program: WSR-10	Purpose: SURVEILLANCE

AOC Flight Crew

Aircraft Commander: LONGENECKER	Data System: CARPENTER
Co-Pilot: GLOVER / TOTH	Avaps: SMITH
Navigator: 1	System Engineer:
Flight Eng: 1	AA: PAUL, STEVEN
Flt Director: ALMEIDA	AA:
Avionics: QBS WHITEMAN, JUSTIN Navy	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		1001rf13a.ads
Radar Tapes	0	
Dropsondes	15	Good: 15 Bad: 0 Sent: 15 No Hitter! Go Steve!
AXBT	0	

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: TRACK 99

Mission ID: NOAA9 21 WSW

CP: 39.6 N
163.5 E



NOAA G-IV N49RF
WSR10 - Japan
09 Feb 2010



Flight ID: 20100209N

<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 (0832Z)</u>	<u>Landing (1457Z)</u>
Aircraft Static Pressure	101#. # mb	101#. # mb
Tower Pressure (corrected)	101#. # mb	101#. # mb

Notes:

There is a 0.5° difference between AKRD1 and AKRD2 (attack angle) for the entire flight that may be due to about a 5mb difference between AP1 and AP2 for the entire flight. Used AKRD2 in meteorological calculations b/c it is closer to values of previous flights in similar conditions.

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.

PS1 spikes ~1mb from takeoff to 091442z. Used PS2 in meteorological calculations.

DPL is bad due to known problems on the aircraft. DPR is used in meteorological calculations.

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: 15 good, 00 bad

All 15 good drops successfully sent to NCEP and ingested into the 09/12Z model run.

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

Flight: 20100209N1

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
PALT (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) - some spikes
APN-232 Radar
Geopotential Altitude

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

Select the following variable references:

2	ATTACK	AKRD(1, 2)	2	QCX	QC(1, 2)M
3	ATX	AT(1, 2, 3, 4)	7	QCXC	QC(1, 2)C
7	DPX	DP(L, R)	7	SSLIP	SSRD(1, 2)
8	DPXC	DP(L, R)C	2	TASX	TAS(1, 2)
<i>blue</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.

Pg.1 - Alt, Pitch, Roll, Hdg, Trk, DA

Pg.2 - Lat, Lon, GPS...

Pg.3 - Temps, DP, Humidity...

Pg.4 - PQ, PS, Attack, SSLip, Winds...

Pg.5 - GS, Vert Velocity, TAS, Mach

Flight: 20100209N1

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

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

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

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

Compare GPS lat/lon to inertial lat/lon to see
 which inertial did better during the flight.
 Compare their differences.
2803 Max position difference of INE1
5824 Max position difference of INE2

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

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

Flight: 20100209N1

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

DPL
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

>100%

$\sim 0.5^\circ$ diff. betw. AKRD1 + 2 for entire
 ~ 5 mb diff " AP1 + 2 " f1 +

Chose AKRD2 b/c closer to prev. f1 + 5
values. but still a little higher @ times.

PS1 spikes ~ 0913 ^{beg of} ~~51 + 10~~ _{091442 -}

Flight: 20100209N1

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 often correlate with each other so if sensor was held it is corrupt

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) ~ 0.15
Sideslip Angle, Top
- ✓ SSRD2 (deg) ~ 1.06
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

Flight: 20100209N1

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-Corrct'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-Corrct'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
- 2 ☒ 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 |

DRFTA spike 100322-100324

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	17.2381
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	17.2365
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	102C12AZ 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	-1.50	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.

Flight Director: ALMEIDA

Storm/Track: TRACK 99

10	54	114	34
6	57	117	37
3	59	119	39

Pg. 39 of

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)
941	1	094120138	09001135	58.143	25	DARK	1014.5	01	L5		10 15.1 260	092753
960	2	093736161	09202136	00147	16		1015.0	02	L5		10 18.3 249	094710
934	3	093736319	09400435	51.150	59		1016.0	03	L5		10 4.6 281	00637
962	4	093736166	10000435	33.154	49	↓	1015.2	04	L5		10 14.8 298	02603
918	5	094615062	10200635	47.158	38		1017.0	05	L5		10 9.1 177	104603
940	6	094415075	10400636	24.162	03		1018.8	06	L5		10 9.5 267	110448
934	7	094120146	11000538	45.163	03		1016.1	07	L5		10 11.6 280	112640
909	8	093736028	11201041	06.162	52		1012.8	08	L5		10 4.3 286	114549
932	9	093736042	11400343	24.161	53		1010.6	09	L5		10 1.9 292	120625
916	10	093736296	12000644	44.159	31		1006.2	10	L5		10 7.4 132	122503
947	11	093736058	12200545	35.156	32		1002.4	11	L5		10 13.0 138	125123
942	12	094120120	12400445	09.153	33		995.0	12	L5		10 7.6 110	121228
936	13	094355024	13000544	07.150	46		1000.2	13	L5		10 17.8 244	132926
964	14	094415115	13200642	47.148	19		1007.8	14	L5		10 13.0 300	134956
953	15	093736164	13400741	09.146	13		1012.4	15	L5		10 15.4 290	140313

#2 - GPS wind spike @ 833 mb

#5 - Aspen chooses raw instead of QC data WS/WD in upper lvs

#7 - " WS/WD in upper lvs

#13 - " "

#14 - " "

#15 - " "

t/o wx: wd: 090

~0830

ws: 04-06

clouds: Few → CLR 060

turb:

Low N of
Hokkaido

Outbound:

wd: W/WWNW

ws: up to ~130-150 kts

clouds: ~~mostly~~ below FL

turb:

ice:

Invest Jet over
this low

Inbound:

wd: ~~W/~~WNW-NW

ws: ~130-150 kts

clouds:

turb: possible CAT assoc. w/jet

ice: but we should be above it.

landing wx:

wd: VRB

~1500Z

ws: 06

clouds: Few 060

turb:

local conditions:

Sea Salt:

Volcanic Ash:

NOAA G-IV flight request for Tuesday 02/09/2010

Radio Call Sign: NOAA49

Planned take off: 02/09/2010 0830Z

Planned landing time: 02/09/2010 1530Z

Route of flight

1 RJTY 35.75 139.35

KOGAR

TLE

CVC

2 36 03N 145 22E 36.05 145.37

3 35 28N 155 45E 35.47 155.75

4 36 03N 161 54E 36.05 161.9

5 39 39N 163 28E 39.65 163.47

6 44 06N 161 33E 44.1 161.55

7 45 50N 155 34E 45.83 155.57

8 43 35N 149 25E 43.58 149.42

9 40 19N 145 12E 40.32 145.2

10 NIKON

JD

HATAR

10 RJTY

Planned Altitudes: FL390-450

