

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

FLT ID: 2010021001	From: RJTY	To: RJTY
FLT #: 10-36	Blk In: 1559	End Time: 1556
ETD: 0800 Z	Blk Out: 0722	T/O Time: 0732
ETE: 8 1/2 hrs	Total Blk: 8 hrs 37 min	Total Flt: 8 hrs 24 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: /	System Engineer:
Flight Eng: -1	AA: PAUL, STEVEN
Flt Director: ALMEIDA	AA:
OBS Avionics: KOLODY, Axel, USAF	Crew Chief:

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

Total # of people on board: 8

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	1	1001rf14a.ads
Radar Tapes	0	
Dropsondes	17	Good: 17 Bad: 0 Sent: 17
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 23WSW			

CP 42.1N START/. 150 E
 174.2E STOP :



NOAA G-IV N49RF
WSR10 - Japan
02 Feb 2010



Flight ID: 20100210N

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
AKRD1
DPR
QC2M
GPGALT
VEW, VNS
PS2M
SSRD1
AT3/TT3
TAS2
49cal093
/proj/1001

Local Met Data:

Aircraft Static Pressure
Tower Pressure (corrected)

Takeoff (0732Z)

101#. # mb
101#. # mb

Landing (1556Z)

101#. # mb
101#. # mb

Notes:

All INE2 (PITR), Honeywell GPS #2 (SG2) variables and PCAB variable have spikes at 1000z, 1100z, 1200z, and 1300z.

INE2 has a position drift that increases to ~7000 m by the end of the flight. INE1 is used in meteorological calculations.

HGALT is noisier than GPGALT, has spikes at t/o and landing, and is up to ~100m lower than GPGALT. Thus I chose GPGALT to use 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.

PS2 spikes ~0.5mb at 082051z-082108z.

PS1 spikes ~1mb from takeoff to 082418z. 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.

Flight Director:
Phone #:

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



NOAA G-IV N49RF
WSR10 - Japan
02 Feb 2010



All other instruments worked optimally during the flight

17 dropsondes launched: 17 good, 00 bad

All 17 good drops successfully sent to NCEP and ingested into the 10/12Z model run.

Flight Director:
Phone #:

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

Flight: 20100210N1

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

Radar Altitude
✓ HGM232 (m)
Geometric (Radar)
Altitude

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

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

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

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

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

Drift Angles
✓ AOCD (deg)
Computed Drift Angle
✓ AOCD_PITR (deg)
Computed Drift Angle
✓ DRFTA (deg)
IRS1 Drift Angle
✓ DRFTA_PITR (deg)
IRS2 Drift Angle

Pressure Altitude
✓ PALT (m)
NACA Pressure Altitude
✓ PALT (feet)
NACA Pressure Altitude
✓ ADCPALT (m)
DADC Pressure Altitude

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

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:

1 ATTACK	AKRD(1, 2)	2 QCX	QC(1, 2)M
3 ATX	AT(1, 2, 3, 4)	2 QCXC	QC(1, 2)C
R DPX	DP(L, R)	1 SSLIP	SSRD(1, 2)
R 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

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: 20100210N1

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
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.

~2653 Max position difference of INE1
~7000 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

Hourly spikes
10z, 11z, 12z, 13z

Flight: 20100210N1

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

Air Temperature

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

Humidity

☒ RHODL (g/m3)
Absolute Humidity,
T-Electric Left
☒ RHODR (g/m3)
Absolute Humidity,
T-Electric Right
☒ RHUM (%)
Relative Humidity

2100

Total Temperature

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

Potential Temperature

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

Mixing Ratio

☒ MR (g/kg)
Mixing Ratio, T-Electric

Ambient Water Vapor Pressure

☒ EDPC (mb)
Ambient Water Vapor
Pressure, 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

Hygrometers

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

PS1 spike bag - 082418

PS2 - 082050 - 082108

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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
- 1 ☒ ATTACK (deg)
Attack Angle, Reference

Note: Attack and Sideslip often correlate with each other, so it's sometimes helpful to compare

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) ~ 0.10
Sideslip Angle, Top
- ☒ SSRD2 (deg) ~ 1.11
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
- ☒ 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

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

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	-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.

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.

$$C1' = (C2' \times Vos) + C1$$

$$C2' = C2 / G$$

$$\text{Units} = C1 + C2 \times Vadc$$

AOC GPS Dropwindsonde Log

Flight ID: 20100210n1

Flight Director: ALMEIDA

Mission ID: NOAA9 23WSW

Storm/Track: TRACK 99

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

Time (sec)	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/KMBC (UTC)
926	1	1	30544174	094006	37.41	148.59	DARK	1015.6	01	L5		10 6.9 014 092027	
898	2	2	093736057	090009	38.29	152.28		1011.3	02	L5		10 8.3 301 092924	
957	1	3	093736036	092007	39.05	156.08		1009.3	03	L5		10 14.2 297 094605	
934	2	4	093736162	094006	39.34	159.51		1007.3	04	L5		10 12.7 295 100530	
967	1	5	093736160	100004	39.56	163.35		1005.3	05	L5		10 13.1 292 102544	
919	2	6	094120127	102004	40.35	167.13		1002.7	06	L5		10 18.1 286 104904	
941	1	7	094355018	104004	41.28	170.49		998.1	07	L5		10 15.0 296 110716	
930	2	8	093736054	104006	42.22	173.58		995.4	08	L5		10 9.6 034 113028	
918	1	9	093736034	112006	43.59	171.59		997.9	09	L5		10 5.1 064 115244	
893	2	10	093736051	114006	45.08	169.34		999.7	10	L5		10 7.9 063 120627	
919	1	11	094120136	120006	45.13	166.34		998.8	11	L5		10 12.4 069 122651	
891	2	12	094355022	122007	44.36	163.44		998.7	12	L5		10 10.7 077 124930	
930	1	13	093736060	124010	43.50	161.03		1001.4	13	L5		10 12.2 267 130437	
956	2	14	093736325	130005	43.03	158.34		1001.7	14	L5		10 13.6 292 132504	
938	1	15	094355045	132006	42.20	156.05		1005.5	15	L5		10 14.5 304 134440	
955	2	16	094120114	134005	41.45	153.36		1009.4	16	L5		10 13.1 285 140347	
937	1	17	093736159	140005	41.08	151.14		1011.6	17	L5		10 8.5 301 142200	

NOTES ON BACK

102849

Drop 1 - Missing PTU data $\sim 280\text{mb} \rightarrow \sim 324\text{mb}$
($t=165_{\text{sec}}$) ($t=222\text{sec}$)

- wind spike @ 338mb from 37.6744, 149.0979
to 13.1448, 8.9734

Drop 7 - wind spike @ 465mb from 41.4064, 171.1562
to 14.1084, 02.5220

Drop 8 - wind spike @ 300mb from 42.3473, 174.0846 (removed bad data from D)
to 14.6243, 1.6977 (file + saved as = Pb.6 file)

Drop 12 - wind spike @ 385.8mb from 44.5796, 163.9751
to 14.6143, 4.2069

t/o wx: wd: E → VRRB
~0800Z ws: 5-10 kt
clouds: 0VC021-7025 POSS BKN005
turb: light ice from 500 ft - 79500 ft AGL

Outbound: wd: W/WNW
ws: 100-130 kts
clouds: BLOW FL.
turb: POSS. LT
ice:

Inbound: wd: W
ws: 100-130 kts
clouds:
turb:
ice:

landing wx: wd: NE
~1500Z ws: 10
clouds: BKN005
turb: LT ice 500-9500 ft
local conditions: 3nm Vis - SHRA

Sea Salt:

Volcanic Ash:

NOAA G-IV flight request for Wednesday 02/10/2010

Radio Call Sign: NOAA49

Planned take off: 02/10/2010 0800Z

Planned landing time: 02/10/2010 1600Z

Route of flight

1 RJTY 35.75 139.35 ← (1)

KOGAR

TLE

CVC

ACQ

start → 2 38 01N 150 00E 38.02 150.0 ← (2)

3 39 35N 160 00E 39.58 160.0

4 40 03N 165 14E 40.03 165.23

5 41 17N 170 00E 41.28 170.0

6 42 10N 174 12E 42.17 174.2 ← (3)

7 45 06N 170 30E 45.10 170.5

8 45 13N 166 07E 45.22 166.12

9 42 34N 157 09E 42.57 157.15

stop → 10 40 48N 150 00E 40.80 150.0 ← (4)

NIKON

JD

HATAR

RJTY 35.75 139.35

Planned Altitudes: FL390-450

