

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

AOCWF

Flt ID: 100521E	From: KONT	To: KONT
Flt No: 10-39	Blk In: 1841Z	ATA: 1826Z
ETD: 1530Z	Blk Out: 1520Z	ATD: 1528Z
ETE:	Blk Time: 3:21 (3.4)	Flt Time: 2:58 (3.0)
Sponsor Org: NOAA/ESRL/CSD	Program: CALNEX	Purpose: SHIP WORK + TRIAL RUN FOR NIGHT MISSION

AOC Personnel

AC: GIRMONTÉ	Sys Eng: DELGADO
CP: MARTIN	Data Sys:
Nav: BRAKOB/BISHOP	Radar:
FE: FLOYD	GPS/BT:
FD: DAMIANO	Cld Phys:
Avionics: ROGERS	

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
RYERSON	PI	CSD/ESRL
LACK		
MIDDLEBROOK		
PEISCHL		
NEUMAN		

Proposed/Actual Mission Remarks (Recco, Fixes, Storm, PENET, NHOP #)

Data glitch 1533Z

AM(6)
~ 9:45 ship slowing
down

Ship moving ~ 20 kts

San Nicholas

Salt on windscreen

at 1743Z decide to

end the mission

FOUO occurred

at approx 1620Z at Station 5
resumed mission monitor

3336

Ship 120:09

1642Z

4K AGL TOP OF

Died high power engine eff
run after landing

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AOCWF2

Flt ID:

100521E

Time Off:

1538Z

Time On:

1826Z

A/C (Take Off)

Wx Station (Take Off)

A/C (Land)

Wx Station (Land)

Pressure

979.6

29.89

/978.6

979.3

29.88/978.2

Number

Data Disposition / Date / Quality

Flt Lvl Tapes

2

Radar Tapes

Cloud Physics Tapes

Video Tapes

AXBT

AXCP

AXCTD

Dropsondes

Video

Forward

Left Side

Right Side

Down

Remarks

Time On

Time Off

Rate

Remarks



NOAA P-3 N43RF
ERROR SUMMARY
CALNEX



Flight ID: 100521I

Overflying Ship Maersk

Sensor or system	Number or Name
INE (for wind derivation)	INE1
Accelerometer	ACC1
Temperature Probe	TT1
Dew Point Probe	TDM2 (EdgeTech)
Altitude (for vertical wind)	ALTI1 (GPS)
Static Pressure	PSF
Dynamic Pressure	PQF1
Time Source	Micro 99
Constants File	n43_calnex10v1.adc
Project Directory	/acdata/2010/calnex

Notes:

The fire bill was activated at approximately 1620Z. A monitor at station 5 was found to be emitting fumes and was disabled. This allowed the mission to continue until approximately 1743Z when the flight crew observed a light milky white film on the front wind screens. The aircraft commander decided to end the mission per AOC operations manual regulations regarding salt accretion on the aircraft.

There was one time/data gap: 153301Z – 153317Z.

Dewpoint sensor #2 (TDM2...EdgeTech) values were replaced with Dewpoint sensor #1 (TDM1...Buck) values during the following time frames:
162009Z – 162042Z, 162326Z – 162407Z, 164258Z – 164548Z,
172419Z – 172556Z and 181514Z – 181543Z.

The replacement of TDM2 values with TDM1 values was done via direct substitution,

$$\text{TDM2} = \text{TDM1}$$

Dewpoint sensor #2 (TDM2...EdgeTech) values were replaced with Dewpoint sensor #3 (TDM3...Maycomm TDL) values during the following time frames: 155527Z – 160503Z, 165127Z – 165820Z, 174548Z – 174626Z and 174715Z – 174839Z. The replacement of TDM2 values with TDM3 values was done via direct substitution,

$$\text{TDM2} = \text{TDM3}$$

All other sensors worked optimally.

SPECIAL NOTE!!! The variable names dpj_wgs, dpj_was and dpj_wz in the netCDF file represent vertical ground speeds , vertical air speeds and vertical wind speeds, respectively, computed using Dave Jorgensen's vertical wind algorithm. It is recommended that these values be used for vertical wind analysis.

	Takeoff (1528Z)	Landing (1826Z)
Aircraft Static Pressure	979.6 mb	979.3 mb
Corrected Tower Pressure	978.6mb	978.2 mb

Flight Director: A. Barry Damiano (813) 828-3310 ext. 3073

100521I

IWEI

ACU

TTI

TDM2

PSF

P&FI

ALTI

Date Gap

153301-153317

^{M2}
TD~~2M~~ fixer using TDM1

162009-162042

162326-162407

164258-164548

172419-172556

181514-181543

TDM2 fixer using TDM3

155527-160503

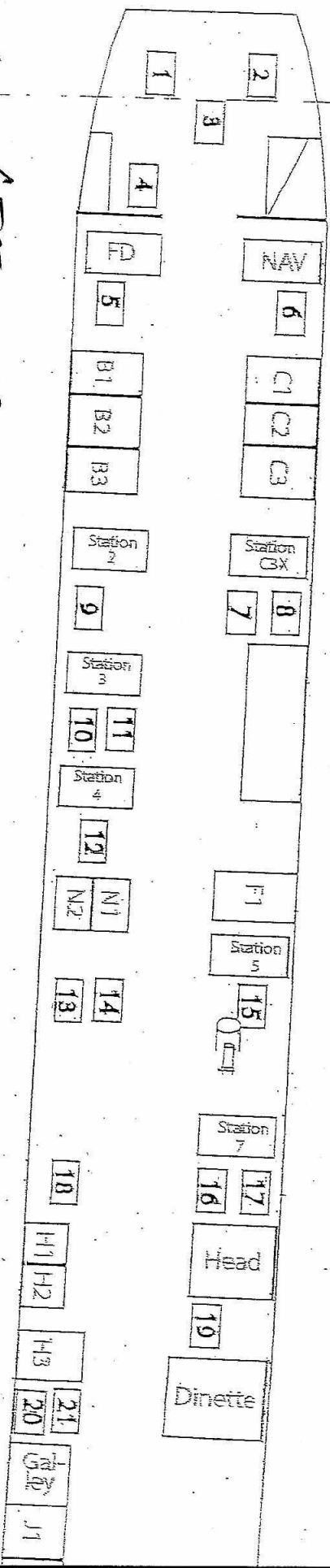
165127-165820

174548-174626

174715-174839

NOAA AIRCRAFT OPERATIONS CENTER

Flight ID 160521E



1. GIRI MONTE
PILOT

2. MARTIN
COPILOT

3. FLOYD
FLIGHT ENGINEER

4. BISHOP
STATION 1

5. DAMIANO
FLIGHT DIRECTOR

6. BISHOP BEAKOS
NAVIGATOR

7. STATION C3X

8. RYERSON
STATION C3X

9. LACIC
STATION 2

10. MIDDLEBROOK
STATION 3

11. STATION 3

12. DELCADO
STATION 4

13. PROJECT SEAT

14. PROJECT SEAT

15. STATION 5

16. STATION 7

17. STATION 7

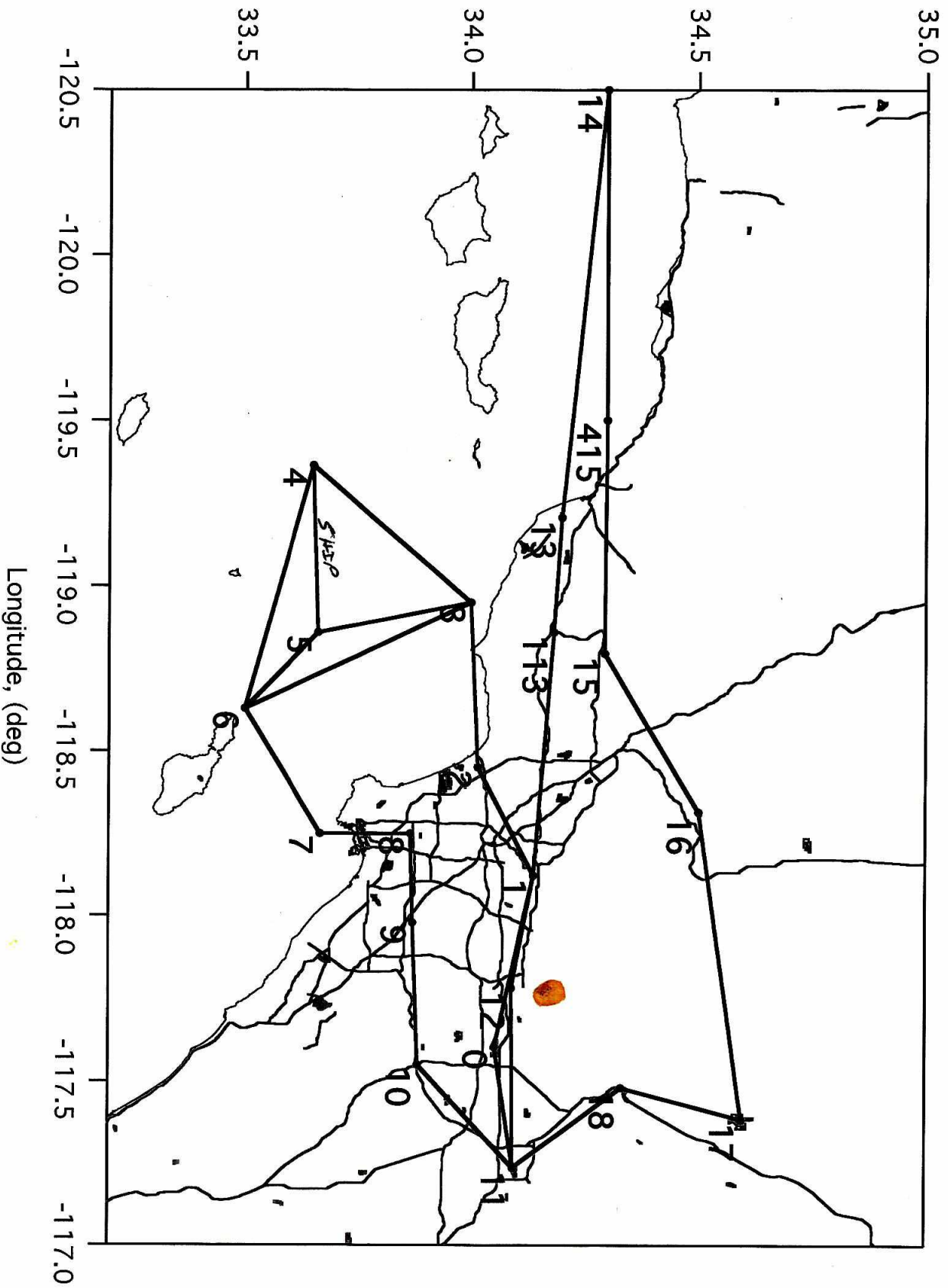
18. STATION 8

19. ROGERS
DINETTE

20. NEUMAN
GALLEY

21. PEISCHL
GALLEY

Fuel Switch Experiment & Upwind conditions to the West of Los Angeles
 Flight tracks over LA Basin, to Santa Barbara Channel, to Victorville to be used during upcoming Night Flights



Lead
 9/17

Jim
 9/17

