

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

Flt ID: 100608I	From: KMCF	To: KMCF
Flt No: 10-46	Blk In: 00302	ATA: 00202
ETD: 17002	Blk Out: 16432	ATD: 17002
ETE:	Blk Time: 7:47 (7.8)	Flt Time: 7:20 (7.3)
Sponsor Org: NOAA/ERL/CSO	Program: CALNEX	Purpose: AIR QUALITY OVER OIL SPILL IN GULF

AOC Personnel

AC: NEWMAN	Sys Eng: GREENE
CP: KIBBEY / SWEENEY	Data Sys: NAEHER
Nav: SLOAN	Radar:
FE: BAST	GPS/BT:
FD: DAMIANO	Cld Phys:
Avionics:	

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation
RYERSON	PI	CSO
LACK	ASSA PI	
MIDDLEBROOK		
NEWMAN NOWAK, J		
WARNEKE, CARSTEN		

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

1555Z 31.65 Did engine ~~off~~ before T/O
 31
 24 07pa
 Get TBW 002/9 sounding

Compressor Stall
 #3 during taxi
 after landing

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AOCWF2

 Flt ID: **100608I** Time Off: **1700Z** Time On: **0020Z**

A/C (Take Off) Wx Station (Take Off) A/C (Land) Wx Station (Land)

 Pressure: **1016.6** **30.04** / **1016.6** **1016.5** **30.01** / **1015.6**

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

31 32 23 30.05

1655Z 300.4 2355Z 30 30.01

CAS → IAS 2kt FMSTAS → TAS 3kt

267kt RS

TOP BL ~ 5500 ft

172155Z

set SEA LWC to zero

Down RAD 31°C at 210ft

32.8 → 33.0C

Ken Arhin

303-681-6346



NOAA P-3 N43RF ERROR SUMMARY CALNEX



Flight ID: 100608I Air Quality Gulf Oil Spill Mission #1

Sensor or system	Number or Name
INE (for wind derivation)	INE2
Accelerometer	ACC2
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:

Prior to takeoff an engine efficiency run-up was done.

During taxi after landing #3 engine experience a compressor stall and was shut down as a precautionary measure.

There were no time/data gaps.

Dewpoint sensor #2 (TDM2...EdgeTech) values were replaced with dewpoint sensor #3 (TDM3...Maycomm TDL) values during the following time frame: 001140Z – 001300Z. The replacement of TDM12 values with TDM3 values was done via direct substitution,

TDM2 = TDM3

Dewpoint sensor #2 (TDM2...EdgeTech) values were replaced with dewpoint sensor #1 (TDM1...Buck) values during the following time frames:
171719Z – 172133Z, 220719Z – 220750Z, 231947Z - 232214Z and
002318Z – 002618Z. The replacement of TDM2 values with TDM1 values was done via direct substitution,

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

Fuselage static pressure...PSF...provided erroneous data during the following time frames: 230100Z – 230300Z and 232500Z – 232700Z. The erroneous data was removed and replaced utilizing statistical techniques with wingtip static pressure...PSW...as a reference.

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 (1700Z)	Landing (0020Z)
Aircraft Static Pressure	1016.6 mb	1016.5 mb
Corrected Tower Pressure	1016.6 mb	1015.6 mb

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

- (E) FIRE EXTINGUISHER
 (R) RAFT
 (O2) O2 BOTTLE WITH MASK

✚ FIRST AID

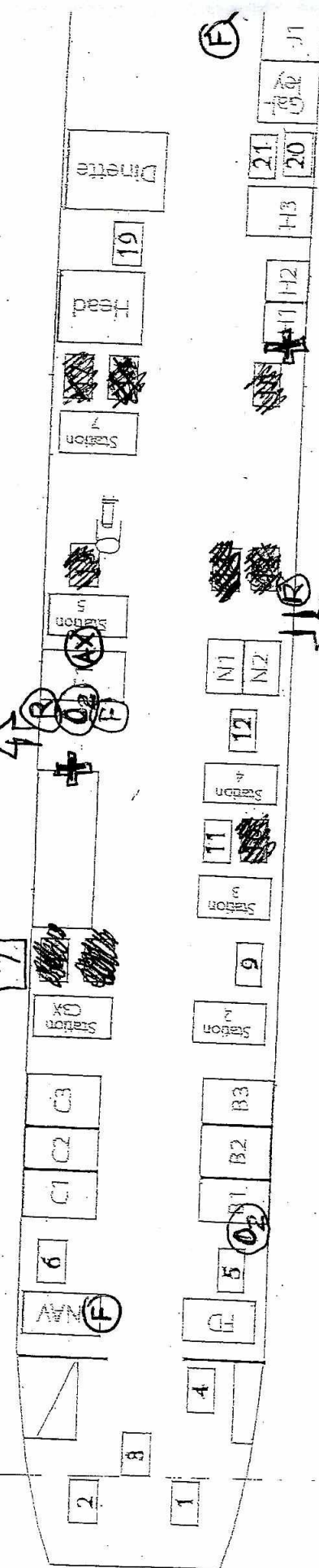
NOAA

AIRCRAFT OPERATIONS CENTER

100608E ~~100608E~~

CALNEX CONFIGURATION

Flight ID



1. NEWMAN

PILOT

2. KIBBEY

COPILLOT

3. BAST

FLIGHT ENGINEER

4. SWEENEY

STATION 1

5. DAMIANO

FLIGHT DIRECTOR

6. SLOAN

NAVIGATOR

7. RYERSON

STATION C3X

8. STATION C3X

9. BACK

STATION 2

10. MIDDLE BLOCK

STATION 3

11. STATION 3

12. NAEHER

STATION 4

13. PROJECT SEAT

14. PROJECT SEAT

15. STATION 5

16. STATION 7

17. STATION 7

18. STATION 8

19. GREENE

DINETTE

20. NOWAK

GALLEY

21. WARNKE

