NOAA G-IV N49RF ERROR SUMMARY
WINTER STORMS 2011
5 Mar 2011 TRACK 34 (37WSC)
NCEP (PWT) PHNL →PHNL

Flight ID: 20110305N1

Sensor or system	Number or Name
Accelerometer	AccZI.1
Altitude	AltGPS.3
Attack Angle	AA.2
Dew Point Probe	TD.2
Dynamic Pressure	PQF.2
Geopotential Altitude	AltGPS.3
Inertial Selected	INE1
Static Pressure	PSF.2
Slip Angle	SA.2
Temperature Probe	TTM.1
True Airspeed	TASF.3
Constants File	49cal102
Flight Directory	acdata/2011/MET/20110305N1

Local Met Data	Takeoff (1944z)	Landing (0150z)
Aircraft Static Pressure	1017.3 mb	1016.8 mb
Tower Pressure (corrected)	1018.1 mb	1016.6 mb

Notes:

There was a glitch in the AAMPS data system that caused a data gap for all analog and inertial data beginning 9 seconds after 00z that lasted 45 seconds.

Other than the interval described above: The only other data gaps were two intervals in AltRa.1 from the APN-232 radar altimeter:
20:01:23-20:02:04z (multiple gaps during this interval during climbout)
01:27:14- 01:27:36z (multiple gaps during this interval during descent to landing)

In creation of higher MET parameters, PDAlphaF.2 was selected (under Attack Pressure Probe Selection choices) to utilize AA.2.

GDIFF check: Mean of 1426 meters of drift for INE #1 (with respect to the Novatel)
1644 meters for INE#2. In creation of higher MET parameters, INE #1 selected.

TTM.3 displayed an oscillation of around 0.6C to 0.7C (with a period of approx 6 minutes) during cruise above 41K. TTM.1 is the default.

The Left Dew Point sensor (TD.1) again read far too high through the entire flight. TD.2 did a reasonably good job but is also too high during the cruise portion of flight at or above 41,000 feet (where sondes suggest an RH near 5% and the dew points generated by TD.2 yield an RH around 20%). TdM.2 did spike well above TA.1 during descent to landing.

Vertical Winds showed a small low bias during the cruise portion of flight (with a mean UWZ.1 of -0.09 during a 4 hour interval between 20:43z and 00:50z).

All other flight level instruments worked optimally during the flight.

- 13 drop points assigned by NCEP
- 14 AVAPS II dropsondes deployed, 1 Fast Fall (2317z Drop Pt #8) Backup was good
- 13 drops good and transmitted for ingestion into 06/0000z model runs

Flight Director: Jessica Williams (813) 828-3310 ext. 3140 and LCDR Nancy Ash

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

FLT ID: 20110305N1	From: PHNL	To: PHWL
FLT #: 11-041	Blk In: 0154 Z	Lnd Time(on): 0150 Z
ETD: 2000 Z	Blk Out: 1932 Z	T/O Time (off): 1944 Z
ETE: 6.5	Total Blk: 6.4	Total Flt: 6.1
Sponsoring Org: NCEP	Program: WSR	Purpose: SURV

AOC Flight Crew

Aircraft Commander: Twining	Data System: Rogers
Co-Pilot: Toth /	Avaps: Paul
Navigator: /	System Engineer: Smith
Flight Eng: /	AA:
Flt Director: Ash / Flaherty	AA:
Avionics:	Crew Chief:

Participating Scientists, Visitors, & Add'l Aircrew on back. Ø # of people listed on back: 7

	A/C - Takeoff	Wx Station - Takeoff	A/C - Land	Wx Station - Land
Pressure	1017.9		1016.4	

STA
1018.1
1016.6

ATIS - Takeoff	0518532 06001KT 10SM -RA SCT045TCU BKN065 BKN095 22/19 A300T
ATIS - Land	0600532 12005KT 10SM SCT024 BKN055 BKN090 24/20 A3002

Data Source	Number	Data Disposition / Date / Quality / File Name(s)
Flight Level Tapes		
Radar Tapes		
Dropsondes	14	Good: 13 Bad: 1 Sent: 13
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:

Mission ID: NOAA9 37WSC Track 34

YOKOTA WX
374oss.weather@yokota.af.mil
PMSV 344.6

AOC GPS Dropwindsonde Log

Flight ID: 20110305N1 Flight Director: Ashl Flaherty

Mission ID: NOAA 9 37WSC Storm/Track: Track 34

Ch. #	Drop #	Sonde ID	Drop Time (UTC)	Lat (°N)	Lon (°W)	Wx Cond.	SFC Prs (mb)	Ob #	L5/R5	Last Winds R5 (ht, ws, wd)	Last Winds L5 (ht, ws, wd)	Sent Time/KWBC (UTC)
1	1	093159125	205123	28.5	154.5	cu SC	1023.1	1	15		add surf wind	214254
2	2	053316163	211010	30.8	153.5	cu	1024.9	2	r5	corr sent	"	214619 / 224834
3	3	093039044	212916	33.3	153.0	cu SC	1025.4	3	r5	corr sent	"	215629 / 230135
1	4	093039038	214916	35.8	152.8	sc cu	1023.5	4	r5	25010	"	221653
1	5	092329119	221022	38.2	153.7	SC	1020.7	5	r5		OK	230417
1	6	091959007	223331	40.1	156.0	SC	1015.6	6	r5	19014	add surf wind	230941
1	7	093129050	225648	41.0	159.0	ci	1012.4	7	r5	08506	corr for surf wd	232958
2	8	091959036	231712			ci		8		FAST FALL		
3	9	043519071	231815	39.4	161.6	ci	1013.6	8	r5	25512	"	234603
1	10	093129107	233557	37.2	162.7	ci	1016.9	9	r5		"	000308 / 003654
2	11	093319106	235425	34.7	162.7	cu	1020.0	10	r5		"	002837
1	12	093159084	001306	32.2	162.5	cu	1022.4	11	r5		"	004125
2	13	093129125	003214	29.7	161.7	few cu	1023.8	12	15		"	011948
3	14	093129116	005207	27.2	160.8	few cu	1022.1	13	15		"	012300

1.8 64

6.5 58

5.3 212

Track 34, 13 drops

High impact central us storm + severe wx threat
high
med

t/o wx: wd:

04012KT P6SM few035 SCT050

2000 ws:

couds:

turb:

Outbound: wd:

ws: SW 50-120 KTS

clouds:

turb:

Inbound: wd:

ws:

clouds:

turb:

landing wx: wd:

0730 ws: 04012KT P6SM few035 SCT050

clouds:

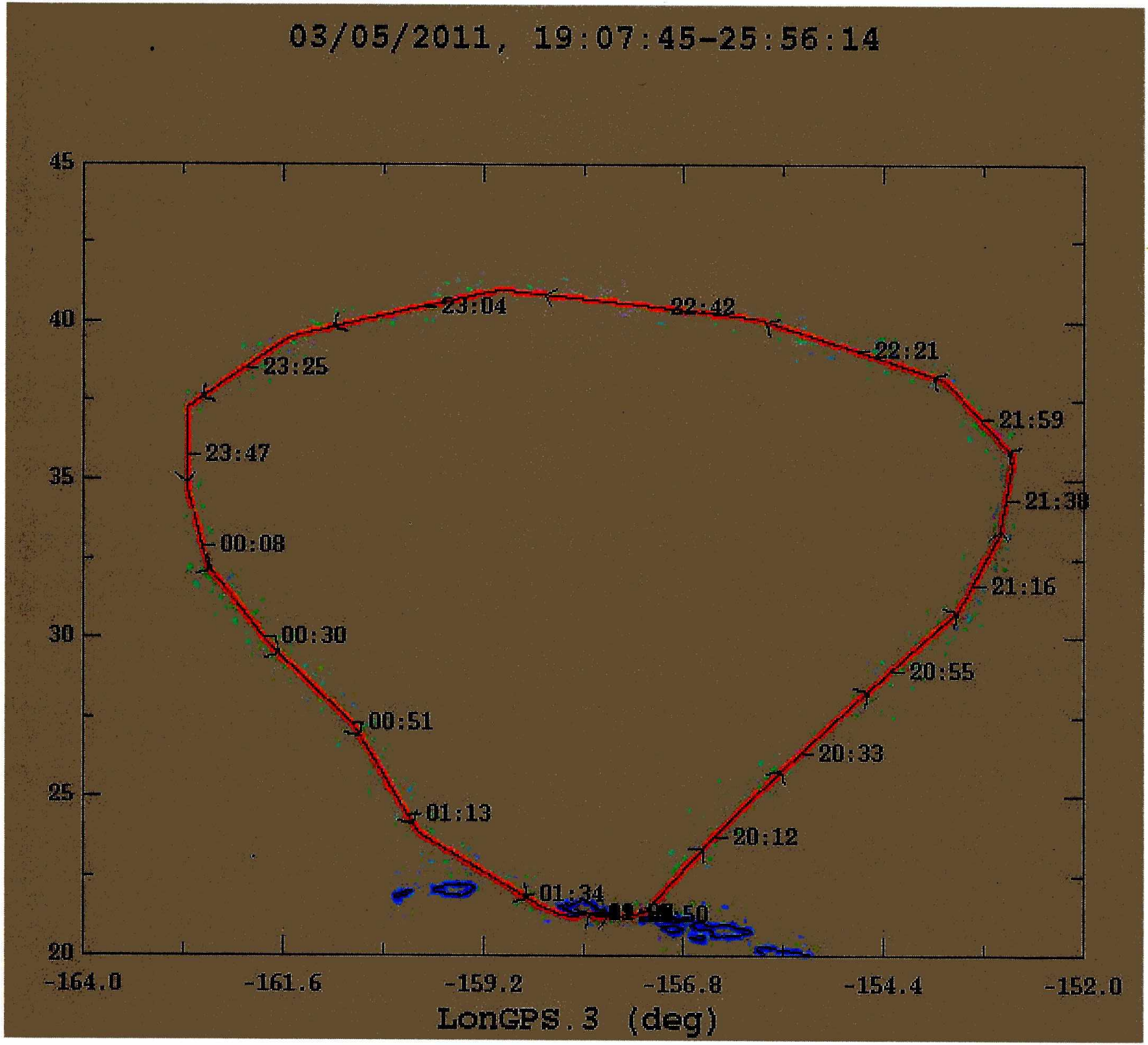
turb:

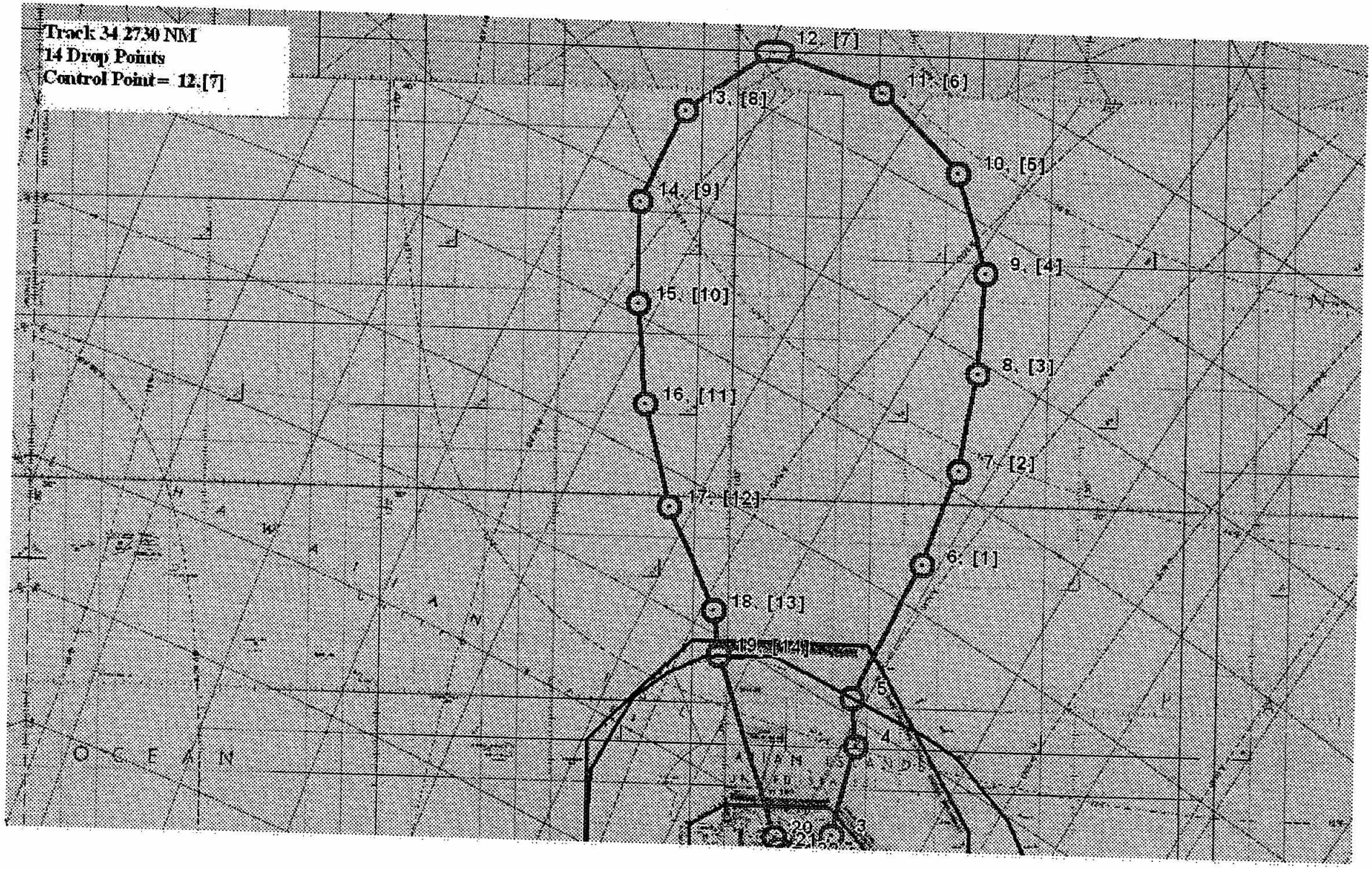
local conditions:

Sea Salt:

Volcanic Ash: none

Turbulence = west leg going through jet exit region
isol cb to 420 over islands


03/05/2011, 19:07:45-25:56:14
45
40
35
30
25
20
-164.0
-161.6
-159.2
-156.8
-154.4
-152.0
LonGPS.3 (deg)
23:04
22:42
22:21
23:25
21:59
23:47
21:38
00:08
21:16
00:30
20:55
00:51
20:33
01:13
20:12
01:34


Track 34.2730 NM
14 Drop Points
Control Point = 12.[7]
12. [7]
11. [6]
13. [8]
10. [5]
14. [9]
9. [4]
15. [10]
8. [3]
16. [11]
7. [2]
17. [12]
6. [1]
18. [13]
19. [14]
5
4
3
20
1
O C E A N