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

AOCWS

Flt ID: ~~H69~~ 110907H	From: KMCF	To: KMCF
Flt No: 11 – 048	Blk In: 1454Z	ATA: 1445Z
ETD: 1400Z	Blk Out: 1342Z	ATD: 1354Z
ETE:	Blk Time: 1:10 1.02	Flt Time: :51 .8
Sponsor Org: HOC / SEB	Program: SCIENCE MISSION SYSTEMS	Purpose: CHECK OUT ~~NOAA~~ OF ATTACK ANGLE PROBE

AOC Personnel

AC: NEWMAN	Sys Eng:
CP: KERNS	Data Sys: BOSKO
Nav:	Radar:
FE: HEYSTEK	GPS/BT: RICHARDS
FD: DAMIANO	Cld Phys:
Avionics:	

Participating Scientists / Visitors / AOC

Name (Last, First)	Activity on Aircraft	Affiliation

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

24
24 Sent 4 recos in NHC got all but last report recco

Use all time slots WXWXA TRAIN

U.S. Dept of Commerce / NOAA / Aircraft Operations Center — AOCW-2

Flt ID:	Time Off:	Time On:
11090711	13542	14452

	A/C (Take Off)	Wx Station (Take Off)	A/C (Land)	Wx Station (Land)
Pressure	1013.6 PSF	29.96 / 1013.6	1013.8	29.96 / 1013.6

	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 13557
24 29.96
24

~~13~~ 143710 data glitch

Both TDMs bad on descent

144100 TDM2 back

N42RF ERROR SUMMARY
ATTACK ANGLE TEST FLIGHT

Flight ID: 20110907H1

Sensor or system	Number or Name
INE (for wind derivation)	INE1
Accelerometer	ACCI1
Temperature Probe	TTM1
Dew Point Probe	TDM2
Static Pressure	PSF
Dynamic Pressure	PQF1
Vert. Wind	ALTI1
Constants File	/acdata/adc/42_11v5.adc
Project Directory	/acdata/2011/MET/20110907H1

Notes:

This flight was conducted to verify that the recent repair to the fuselage attack angle probe pressure lines resulted in valid measured fuselage differential and dynamic attack angle pressures.

There was one data gap: 135851Z - 135905Z.

RINU-1550 GPS altitude (ALTI1) experienced a dropout between 135851Z - 135905Z. The erroneous data was replaced with Novatel GPS (ALTNVL) altitude values using the following equation,

$$ALT1 = ALTNVL + 4.$$

Dewpoint sensor 2 (TDM2 [EdgeTech]) generated erroneous data between 143614Z – 144126Z. The erroneous data was replaced with dewpoint sensor 3 (TDM31 [Maycomm TDL]) output via the following equation,

$$TDM2 = TDM3 + 0.85$$

Measured fuselage static pressures, PSF, generated erroneous data between 193500Z – 193700Z. The erroneous data was removed and replace using statistical techniques with wingtip static pressure (PSW) as a reference. All other instruments worked optimally during the flight.

There were twenty-eight (28) GPS dropsondes deployed...25 good 3 bad.

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(1354Z)	**Landing(1445Z)**
Aircraft Static Pressure	1013.6mb	1013.8mb
Corrected Tower Pressure	1013.6mb	1013.6mb

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