

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

FLT ID: 20130611H1	From: KMAY	To: KMAY
FLT #:	Blk In: 2301 Z	Lnd Time: 2255 Z
ETD: 1500 Z	Blk Out: 1624 Z	T/O Time: 1629 Z
ETE: 7400	Total Blk: 6.6	Total Flt: 6.4
Sponsoring Org: OAR	Program: SEVEX	Purpose: SEVEX - AUBM

AOC Flight Crew

Aircraft Commander: KIRBY	Data System: BOSKO
Co-Pilot: MARTIN /	Avaps:
Navigator: SLOAN /	System Engineer:
Flight Eng: DABBY / HEY STEK	AA:
Flt Director: SEARS /	AA:
Avionics: CARPENTER	Crew Chief:

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

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
-------------	--------	-----------------------------------

Flight Level Tapes	
--------------------	--

Radar Tapes	
-------------	--

Dropsondes	Good:	Bad:	Sent:
------------	-------	------	-------

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: SEVEX 4			
Mission ID:			

- DELAY
 - ABORT ON RUNWAY - ASYM FLAPS
 - ORIGINAL BLOCK 1455

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

FLT ID:	T/O Time: Z	Lnd Time: Z
Name (Last, First)	Activity on Aircraft	Affiliation
POLLACK ILANA		
LACK DAN - 2		
WELTI ANDRE - 3		
DE GOUW JOOST - DIN		
LEE, BEN -		

Remarks:



N42RF ERROR SUMMARY

SENEX 2013 KMQY

11 June 2013



Flight ID: 20130611H1

<u>Sensor or system</u>	<u>Number or Name</u>
Static Pressure Probe	PSM.2
Dynamic Pressure Probe	PQM.2
Total Temperature Probe	TTM.1
Dewpoint Temp. Probe	TDM.2
Vertical Accelerometer	AccZI.1
Altimeter	AltIGPS.1
INE Selection	1
Differential Attack Pressure Probe	PDALPHA.1
Differential Sideslip Pressure Probe	PDBETA.1
Dynamic Attack Pressure Probe	PQALPHA.1
Dynamic Sideslip Pressure Probe	PQBETA.1
Flight Directory	acdata/MET/2013/20130611H1

Local Met Data:	<u>Takeoff (1629Z)</u>	<u>Landing (2255Z)</u>
Aircraft Static Pressure	997.7mb	995.7mb
Tower Pressure (corrected)	999.4mb	997.9mb

Notes:

TDM.3 was unavailable for this flight.

After the aircraft returned to MacDill AFB, a few instruments that were installed on N42RF were removed and calibrated in the AOC calibration laboratory. The final Quality Control data sets use the post project calibration coefficients for determining the output of the instruments.

The following parameters that have been updated from the original data set follow.

PDALPHA.2 - Radome Attack Differential Pressure Measured
PDBETA.2 - Radome Sideslip Differential Pressure Measured
PDALPHA.1 - Fuselage Attack Differential Pressure Measured
PQALPHA.1 - Fuselage Attack Dynamic Pressure Measured
PDBETA.1 - Fuselage Sideslip Differential Pressure Measured
PQBETA.1 - Fuselage Attack Dynamic Pressure Measured
PQM.3 - Measured Fuselage Dynamic Pressure, Two Sources --co-pilot
PQM.4 - Radome Dynamic Pressure Measured
TTM.1 - Measured Total Temperature Degree
TTM.2 - Measured Total Temperature Degree

Any derived value using the outputs from the measured parameters listed above have changed slightly from the values measured in real-time.

See SENEX_READ_ME.txt for file information.

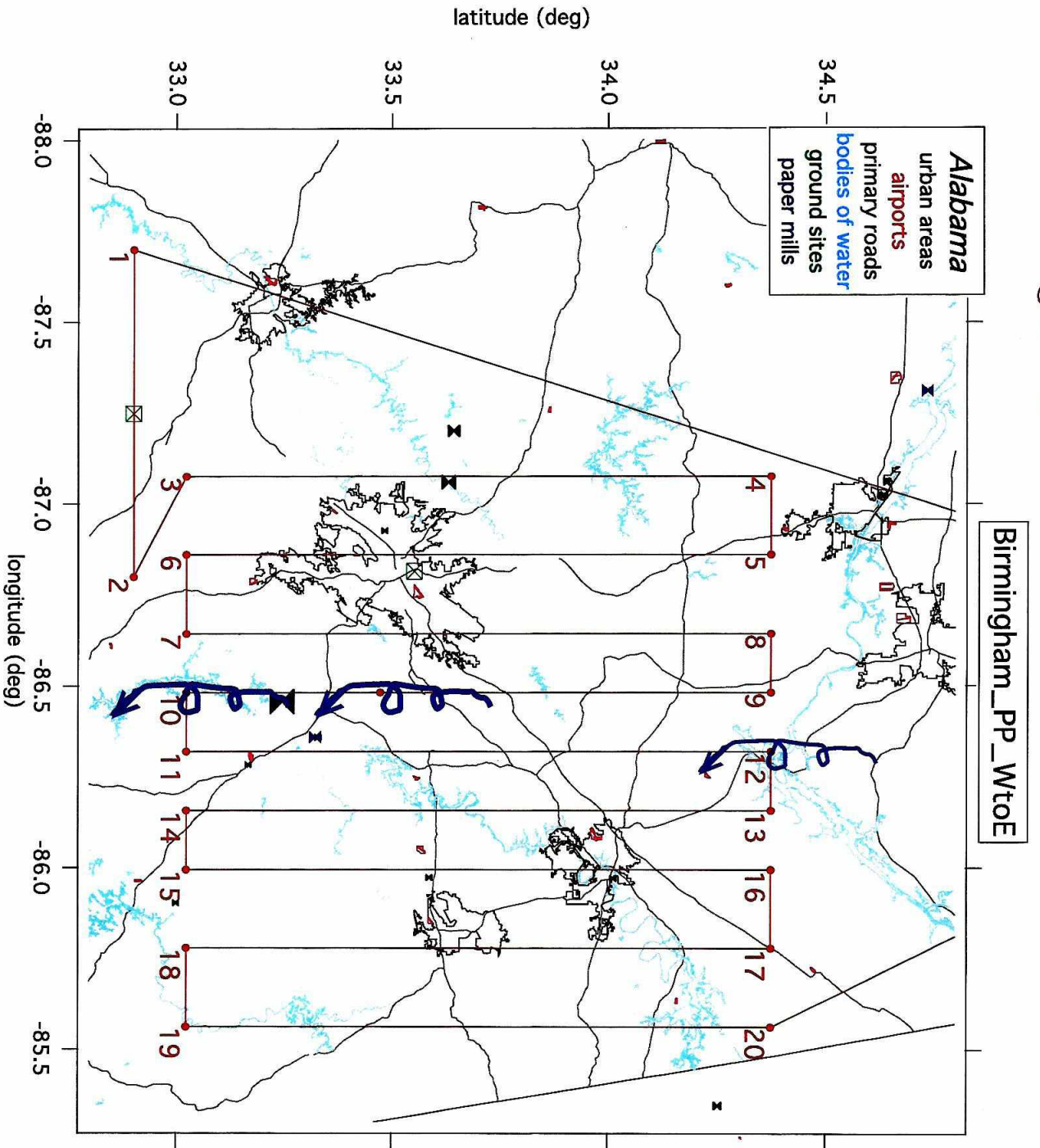
Flight Director:

Phone #:

Ian Sears

(813) 828-3310 ext. 3039

33.30
33.5



Birmingham_PP_WtoE

est_time	alt_ft	Comments	lat_deg	lat_min	lng_deg	lng_min	lat	lng	point	AGL	MSL
0:00:00	543	KMOY Smyrna	36	0.54	-86	31.2	36.009	-86.5201	0	AGL	
0:12:00	12000	enroute up								MSL	
0:45:53	12000	enroute down								MSL	
0:57:53	1000	CTR transects	32	54.17	-87	41.98	32.9029	-87.6997	1	AGL	
1:11:20	1000		32	54.17	-86	47.98	32.9029	-86.7997	2	AGL	
1:12:20	1500										
1:24:46	1500		32	54.17	-87	41.98	32.9029	-87.6997	1	AGL	
1:25:46	2000										
1:38:13	2000		32	54.17	-86	47.98	32.9029	-86.7997	2	AGL	
1:40:13	4000										
1:51:39	4000		32	54.17	-87	41.98	32.9029	-87.6997	1	AGL	
1:53:39	6000										
2:05:06	6000	CTR transects	32	54.17	-86	47.98	32.9029	-86.7997	2	AGL	
2:09:45	1500	Birmingham plume	33	1.4	-87	4.6	33.0233	-87.0767	3	AGL	
2:33:47	1500		34	22.48	-87	4.6	34.3747	-87.0767	4	AGL	
2:36:58	1500		34	22.48	-86	51.63	34.3747	-86.8604	5	AGL	
3:01:00	1500		33	1.4	-86	51.63	33.0233	-86.8604	6	AGL	
3:04:14	1500		33	1.4	-86	38.65	33.0233	-86.6442	7	AGL	
3:28:16	1500		34	22.48	-86	38.65	34.3747	-86.6442	8	AGL	
3:30:39	1500	mark plume max location	34	22.48	-86	28.92	34.3747	-86.482	9	AGL	
3:54:41	1500		33	1.4	-86	28.92	33.0233	-86.482	10	AGL	
4:02:42	8000	return to plume max location, enroute up									
4:09:12	1500	spiral down at plume max									
4:17:13	8000	enroute up	33	1.4	-86	28.92	33.0233	-86.482	10	AGL	
4:23:43	1500	spiral down									
4:26:08	1500		33	1.4	-86	19.19	33.0233	-86.3198	11	AGL	
4:44:10	1500										
4:50:10	8000		34	22.48	-86	19.19	34.3747	-86.3198	12	AGL	
4:56:10	1500		34	22.48	-86	19.19	34.3747	-86.3198	12	AGL	
4:58:33	1500		34	22.48	-86	9.46	34.3747	-86.1577	13	AGL	
5:22:35	1500		33	1.4	-86	9.46	33.0233	-86.1577	14	AGL	
5:25:00	1500		33	1.4	-85	59.73	33.0233	-85.9955	15	AGL	
5:49:03	1500		34	22.48	-85	59.73	34.3747	-85.9955	16	AGL	
5:52:13	1500		34	22.48	-85	46.76	34.3747	-85.7793	17	AGL	
6:16:15	1500		33	1.4	-85	46.76	33.0233	-85.7793	18	AGL	
6:19:29	1500		33	1.4	-85	33.78	33.0233	-85.563	19	AGL	
6:43:31	1500	Birmingham plume	34	22.48	-85	33.78	34.3747	-85.563	20	AGL	
6:59:31	18000										
7:15:45	543	KMOY Smyrna	36	0.54	-86	31.2	36.009	-86.5201	0	AGL	