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

FLT ID: 20130619H1	From: KMQY	To: KMQY
FLT #:	Blk In: 0435 Z	Lnd Time: 0428 Z
ETD: Z	Blk Out: 2224 Z	T/O Time: 2230 Z
ETE:	Total Blk:	Total Flt:
Sponsoring Org:	Program:	Purpose:

AOC Flight Crew

Aircraft Commander: KIBBEY	SSA: BOSKO
Co-Pilot: KEENS / MAHN	AVAPS: /
Navigator: SLOAN /	Scientists: POLLACK
Flight Eng: DARBY /	Scientists WARNEKE
Flt Director: SEARS /	Scientists EDWARDS
SEB: PAUL / /	Scientists: MIDDLEBROOK
Crew Chief:	Visitors: LACK / /

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

AS REQUIRED BY ORM	YES / NO	REMARKS
VOLCANIC ASH		
SCIENCE MISSION WITHIN BOUNDARY LAYER		
LACK OF PRECIPITATION		
RELATIVE HUMIDITY AT OR ABOVE 80%		
LARGE AIR-SEA TEMPERATURE GRADIENT		
HIGH SURFACE WINDS		
LONG FETCH AND/OR DURATION OF SFC WIND		
SEA SALT ACCRETION FORECAST		
SEA SALT ACCRETION OBSERVED		

Dropsondes		Good:	Bad:	Sent:
AXBT		Good:	Bad:	Sent:

List other data sources in Remarks section

Remarks (Storm VDM Identifier, Mission ID, Fix Times)	Fix #	VDM Ob Num	Fix Time / SLP
Storm Number Identifier (VDM): (ie: AL072012)			
TCPOD/WSPOD Mission ID: (ie: NOAA2 2418A SANDY)			

Remarks:

33.3 84 2

33.1 83.3

N42RF ERROR SUMMARY
SENEX 2013 KMQY
19 June 2013

Flight ID: 20130619H1

Sensor or system	Number or Name
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/2013/20130619H1

Local Met Data:	Takeoff (2230Z)	Landing (0428Z) 20 June
Aircraft Static Pressure	999.3mb	1002.3mb
Tower Pressure (corrected)	997.0mb	999.1mb

Notes:
All AOC instruments worked properly
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: *Ian Sears*
Phone #: *(813) 828-3310 ext. 3039*

CLNC

RMG 3K 15K+16 118.4

Ø732

TFR -

N 33 44 3NM

W 84 23

6/19

GA_Atlanta_PP_NtoS_Day_into_Night

est_time	altit_ft	Comments	lat_deg	lat_min	lng_deg	lng_min	lat	lng	point	AGL_MSL
0:00:00	543	KMQY Smyrna	36	0.54	-86	31.2	36.009	-86.52	0	MSL
0:15:00	15000	enroute up								
0:27:00	15000	enroute down								
0:40:48	2000		34	2.53	-85	4.63	34.0421	-85.077	3	AGL
1:01:32	2000		34	2.53	-83	40.22	34.0421	-83.67	4	AGL
1:03:57	2000		33	54.42	-83	40.22	33.907	-83.67	5	AGL
1:11:17	2000									
1:13:17	300	KPDK Peachtree missed approach	33	52.54	-84	18.12	33.8756	-84.302	99	AGL
1:20:17	7000	enroute up								
1:24:45	2000	enroute down	33	54.42	-85	4.63	33.907	-85.077	6	AGL
1:27:09	2000		33	46.31	-85	4.63	33.7718	-85.077	7	AGL
1:45:37	2000									
1:47:37	300	D73 Monroe	33	46.95	-83	41.58	33.7825	-83.693	26	AGL
1:52:37	7000	enroute up	33	30.09	-83	40.22	33.5016	-83.67	9	AGL
1:57:37	2000	enroute down								
2:13:29	2000		33	30.09	-85	4.63	33.5016	-85.077	10	AGL
2:16:42	2000		33	19.28	-85	4.63	33.3214	-85.077	11	AGL
2:37:36	2000		33	19.28	-83	40.22	33.3214	-83.67	12	AGL
2:41:11	2000		33	8.47	-83	33.73	33.1412	-83.562	13	AGL
3:03:45	2000		33	8.47	-85	4.63	33.1412	-85.077	14	AGL
3:07:46	2000		32	54.96	-85	4.63	32.916	-85.077	15	AGL
3:36:51	2000		32	54.96	-83	7.76	32.916	-83.129	16	AGL
3:40:03	2000		32	44.15	-83	7.76	32.7358	-83.129	57	AGL
3:54:37	2000		32	44.15	-84	6.19	32.7358	-84.103	58	AGL
3:58:38	2000		32	30.63	-84	6.19	32.5106	-84.103	59	AGL
4:13:14	2000		32	30.63	-83	7.76	32.5106	-83.129	60	AGL
4:17:15	2000		32	17.12	-83	7.76	32.2854	-83.129	61	AGL
4:31:53	2000		32	17.12	-84	6.19	32.2854	-84.103	62	AGL
5:03:33	2000		34	0	-83	31.98	34	-83.533	20	AGL
5:07:53	2000									
5:09:53	300	KLZU Gwinnett missed approach	33	58.69	-83	57.72	33.9781	-83.962	21	AGL
5:11:53	2000									
5:16:52	2000									
5:18:52	300	KFTY Fulton missed approach	33	46.75	-84	31.26	33.7791	-84.521	22	AGL
5:22:41	4000	enroute up-down								
5:26:41	300	~~KPVC~~ Cartersville missed appr	34	7.39	-84	50.94	34.1232	-84.849	23	AGL
5:31:41	6000	enroute up-down								
5:36:30	300	KCTJ WGA regional-Gray missed appr	33	37.9	-85	9.12	33.6317	-85.152	24	AGL
5:41:23	6000	enroute up-down								
5:46:23	300	KFFC Falcon	33	21.44	-84	34.32	33.3573	-84.572	25	AGL
5:53:23	8000	enroute up-down								
6:01:27	300	D73 Monroe	33	46.95	-83	41.58	33.7825	-83.693	26	AGL
6:19:27	18000	enroute up								
6:40:38	18000	enroute down								
6:58:38	543	KMQY Smyrna	36	0.54	-86	31.2	36.009	-86.52	0	MSL

START

TAXI - 32 'F' 3Ø01 2224

V - 2226

T/O - 2230

IV - 2232

III - 2234

LAND - Ø429

IN -

84 W

+5 PT14 LT PT15 E PT16

PT 5 -

7, 9, D73, 10

24 GRAY

25

26

21

22

23

B4.5

KVRC

FREQ

118.4 132.47

122.8 126.97

126.97 125.7

119.6

SQ

Ø732

3123

1	ST	KMQY/A	N 36 00.54	543FT	250T	543M	006	00+00+00	0.0
	*M	SMYRNA	W086 31.20	3.6W		352/006	006	00:00:00	0.0
		level off	N 35 15.37	unk	N/A	15000M	143	00+06+45	24.1
			W086 07.15	3.7W		337/008	143	00:14:28	51.2
3		ADMIT/W	N 34 41.21	unk	N/A	14379M	143	00+00+37	2.6
	*M	ADMIT	W085 31.93	4.1W		337/008	144	00:23:48	95.9
5			N 34 02.53	unk	N/A	2000A	166	00+01+50	7.5
	*M 3	RMG/R163008	W085 04.59	4.3W		045/008	168	00:34:28	140.9
7			N 33 54.37	unk	210T	2000A	183	00+02+16	8.1
	*M 5	AHN/R262017	W083 40.20	5.2W		061/011	186	00:57:32	219.3
9			N 33 54.37	unk	210T	2000A	279	00+10+43	38.7
	*M 6	RMG/R171016	W085 04.59	4.2W		054/009	277	01:16:54	289.6
11		KD73/A	N 33 46.95	875FT	210T	2000A	092	00+20+36	69.3
	*M	MONROE WAL	W083 41.57	5.3W		052/010	094	01:39:43	367.1
13			N 33 30.04	unk	210T	2000A	276	00+19+30	70.7
	*M 10	LGC/R012028	W085 04.59	4.2W		054/009	275	02:03:55	454.6
15			N 33 19.35	unk	210T	2000A	093	00+20+51	70.5
	*M 12	MCN/R357038	W083 40.31	5.1W		050/009	094	02:27:47	536.0
17			N 33 08.49	unk	210T	2000A	276	00+21+13	76.4
	*M 14	ATL/R228043	W085 04.59	4.1W		046/009	275	02:52:28	624.6
19			N 32 54.86	unk	210T	2000A	093	00+28+50	98.5
	*M 16	MCN/R062029	W083 07.69	5.4W		037/008	095	03:25:01	736.4
21			N 32 44.25	unk	210T	2000A	277	00+13+45	49.2
	*M 58	MCN/R276023	W084 06.09	4.7W		035/008	275	03:41:44	796.3
23			N 32 30.54	unk	210T	2000A	093	00+14+18	49.5
	*M 60	MCN/R111028	W083 07.67	5.4W		019/007	095	03:59:49	859.4

RWL

25		N 32 17.15	unk	210T	2000A	277	00+14+15	49.6
*M 62	MCN/R223034	W084 06.17	4.7W		349/006	275	04:17:44	922.3
27	KLZU/A	N 33 58.68	1062F	210T	2000A	272	00+05+48	21.5
*M	GWINNETT CO	W083 57.74	5.1W		073/013	271	04:54:59	1050.5
29	KVPC/A	N 34 07.39	759FT	210T	2000A	329	00+07+21	26.3
*M	CARTERSVILL	W084 50.92	4.5W		079/010	326	05:10:33	1107.2
31	KFFC/A	N 33 21.44	808FT	210T	2000A	122	00+09+57	33.4
*M	ATLANTA RGN	W084 34.31	4.6W		075/011	124	05:29:42	1173.7
33	WOMAC/W	N 34 07.81	unk	N/A	9462M	342	00+06+35	23.4
*M	WOMAC	W083 54.35	5.2W		071/014	338	05:51:45	1248.0
34	NELLO/W	N 34 29.97	unk	300T	16000M	315	00+02+12	10.7
*M	NELLO	W084 25.00	4.9W		295/008	316	06:00:29	1281.7
36	OKENE/W	N 35 45.08	unk	300T	16000M	316	00+16+31	82.1
*M	OKENE	W086 12.43	3.8W		336/002	316	06:23:53	1397.5
37	KMQY/A	N 36 00.54	543FT	N/A	10000M	320	00+04+51	21.2
*M	SMYRNA	W086 31.20	3.6W		080/004	319	06:28:51	1419.2