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

FLT ID: 20131018H1	From: KMCF	To: KBFI
FLT #:	Blk In: 0137 Z	Lnd Time: 0133 Z
ETD: 1700 Z	Blk Out: 1713 Z	T/O Time: 1719 Z
ETE: 7+00	Total Blk: 8.4	Total Flt: 8.2
Sponsoring Org: PMEL	Program: PAX (Arctic Flux)	Purpose: REPO to Seattle

AOC Flight Crew

Aircraft Commander: NELSON	SSA: HILL
Co-Pilot: DIDIER / Jeff MILLER (USN)	AVAPS: RICHARDS
Navigator: GALLAGHER	Scientists:
Flight Eng: KLIPPEL / RYCZEK Chris (USN)	Scientists
Flt Director: HENNING	Scientists
SEB: OLNEY / /	Scientists:
Crew Chief: CROUCH Visitors: /	/

	A/C - Takeoff	Wx Station - Takeoff	A/C - Land	Wx Station - Land
Pressure	PSM#2 1013.8	(STA 1014.3) 29.96	1019.6	(STA 1021.1) E353 30 .18 0053 30 .17 0153 30 .16

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: WXWXA TRAIN (ie: NOAA2 2418A SANDY)			

Remarks:

Nick Bond Univ Wash
James Overland
Kevin Wood Univ Wash
Muyin Wang 6900L show

Pcab 1014.2 +/0
Psurf 1014.0

1558z 120/6 29.99
1658z 29.97
1758z 29.94

Rwy 13 elev 17
31 elev 21
ramp 17 ft
BFI 47 32N 122 18W
PAE1 64 40N 147 06W

N42RF ERROR SUMMARY
ARCTIC FLUX REPO KMCF > KBFI

Flight ID: 20131018H1

Sensor or system	Number or Name
INE (for wind derivation)	INE1
Accelerometer	AccZfilterI-GPS.1
Temperature Probe	TTM.1
Dew Point Probe	TDM.1 (Buck)
Altitude (for vertical wind)	AltGPS.3 (NOVATEL)
Static Pressure	PSM.2
Dynamic Pressure	PQM.2
Project Directory	/acdata/2013/MET/20131018H1

Notes:

During the high altitude cruise, TDM.2 (Edgetech) ran away far too warm (more than 50 deg C too warm) and stayed that way for over four hours. TDM.1 (the Buck) was used in post processing. The TDL (TDM.3) dewpoint sensor trended well at times with the Buck but was too cold for much of the mission at high altitude and too warm early in the flight at lower altitudes.

Novatel (AltGPS.3) altimeter output was selected for post-flight processing.

	Takeoff (1719Z)	**Landing (0133Z)**
Aircraft Static Pressure	1013.8 mb	1019.6 mb
Corrected Tower Pressure	1014.3 mb	1021.1 mb

Flight Director: Richard Henning (813) 828-3310 ext. 3086

280/50 FLAK 180 + ½ GW - 126 TAS 224 76 107 53 233 - 40 / 193

MISSION LOG

PAGE ___ OF ___

CLEARANCES			
FREQ	ALT	HDG	OTHER
	1600	190	RAD VEC SZW →
3530	18K FL260		as Filed

POSITION REPORT

1. POSITION
2. TIME
3. ALTITUDE
4. NEXT POSITION
5. ETA
6. NEXT POSITION

EMERGENCY MESSAGE

TRANSMIT THE FOLLOWING MESSAGE TO ANY AGENCY ON THE AIR-GROUND FREQUENCY IN USE. IF UNABLE TO ESTABLISH COMMS, ATTEMPT CONTACT ON ANY OF THE FOLLOWING EMERGENCY FREQUENCIES:

UHF/VOICE	VHF/VOICE	MF/VOICE	HF/CW	MF/CW
243.0	121.5	2182 KHZ	8364 KHZ	500 KHZ

MAYDAY, MAYDAY, MAYDAY
THIS IS NOAA _____, NOAA _____, NOAA _____

- POSITION ____________ N/S ____________ E/W AT ________ Z
- HEADING ______ TRUE/MAG
- AT ______ KTS TRUE/INDICATED
- FLIGHT LEVEL OR ALTITUDE ______
- WE ARE A P-3 AIRCRAFT WITH ______ SOULS ON BOARD
- NATURE OF EMERGENCY
- ASSISTANCE DESIRED
- PILOT INTENTIONS
- WE HAVE ________ ENDURANCE REMAINING

TIME	FIX TYPE	N/W POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	MH	VAR +E==>	TH	DR +R==>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
17^11 / 17^13	ENG / TAXI																				
17^18 / 17^19	BLK / T/O																				
17^25	Δ	28-15.3 / 082-48.7	28-15.3 / 082-48.7	— / —	28-15.2 / 082-48.8	+.1 / -.1	344	5W	339	2R	341	276	219	10	/18K	255	SZW	148	+42	18^07	
18^25	Δ	31-57.5 / 085-36.4	31-58.0 / 085-36.[illegible]	-.5 / +[illegible]	[illegible]	[illegible]	292	4W	3[illegible]	7R	315	278	253	47	18K	284	MGM	53	+12	18^37	
19^25	Δ	38-00.5 / 090-18.2	38-01.5 / 090-18.2	-1.0 / —	38-03.8 / 090-17.9	-3.3 / +.3	341	1W	340	11R	349	334	248	67	FL200	315	VORA	43	+10	19^35	
20^25	Δ	39-[illegible] / 091-42.3	[illegible] / 091-4[illegible].9	[illegible]	[illegible] / 091-[illegible]	[illegible]	[illegible]	[illegible]	3[illegible]	12L	317	247	251	67	[illegible]	280	[illegible]	40	+10	20^[illegible]	
21^25	Δ	42-46.6 / 099-31.8	42-48.7 / 099-31.1	-2.1 / +.7	42-52.1 / 099-31.4	-5.5 / +.4	297	5E	302	10L	312	285	334	48	FL260	321	ONL	99	+21	21^46	
22^25	Δ	43-57.3 / 10[illegible]-36.6	43-5[illegible] / 103-55.1	-2.5 / +1.5	44-04.1 / 10[illegible]-55.3	[illegible]	291	7E	30[illegible]	12L	296	276	353	37	FL260	322	[illegible]	21	+07	22^32	
23^25	Δ	45-43.7 / 108-07.2	45-46.5 / 108-05.4	-2.8 / +1.8	45-50.5 / 108-06.7	-6.8 / +.5	286	11E	297	10L	287	286	350	63	FL260	317	HLN	165	+35	00^00	
00^25	Δ	47-02.1 / 115-14.2	47-05.3 / 115-12.2	-3.2 / +2.0	47-09.0 / 115-11.7	[illegible]	241	14E	23[illegible]	7L	281	268	352	47	FL260	327	[illegible]	240	+47	01^16	
01^57	LAND																				
01^57	BLK																				

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