

21A.

548A.

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

FLT ID: 20131019H1	From: KBF1	To: PAE1
FLT #:	Blk In: 2319 z	Lnd Time: 2314 z
ETD: 1800 z	Blk Out: 1821 z	T/O Time: 1830 z
ETE: 5+00	Total Blk: 5.0	Total Flt: 4.7
Sponsoring Org: PMEL	Program: PAX (Arctic Flux)	Purpose: REPO to Eielson AFB

AOC Flight Crew

Aircraft Commander: NELSON	SSA: HILL
Co-Pilot: DIDIER, Jeff MILLER (USN)	AVAPS: RICHARDS
Navigator: GALLAGHER	Scientists: NICK BOND (Univ WASH)
Flight Eng: KLIPPEL, Chris RYCZEK (USN)	Scientists: James OVERLAND (PMEL)
Flt Director: HENNINIG	Scientists: Kevin WOOD (Univ WASH)
SEB: OLNEY, /	Scientists:
Crew Chief: CROUCH	Visitors: /

	A/C - Takeoff	Wx Station - Takeoff	A/C - Land	Wx Station - Land
Pressure	PSM #2 1022.0	1753z 30.19 #2 971.8	PSM #2 1022.0	1753z 30.19 #2 971.8
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:

H0 pcab 1021.4
psurf 1023.4
1753z slp 1022.2

FRI
13hrs 9AM → 10PM
SAT

8:45AM → 17:45 (1hrs)

9 → 17:00
1 OT
4 OT ND

4.7

29.29
29.27
29.28
29.32



N42RF ERROR SUMMARY ARCTIC FLUX REPO KBFI > PAEI



Flight ID: 20131019H1

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.1 (Pure RINU GPS)
Static Pressure	PSM.2
Dynamic Pressure	PQM.2
Project Directory	/acdata/2013/MET/20131019H1

Notes:

The Novatel (AltGPS.3) began experiencing numerous dropouts after approx 20:45z. Then it completely failed at 21:15z for the remainder of the flight. Both blended RINU solutions (AltI-GPS.1 and AltI-GPS.2) had periods of unreliability. Therefore the pure GPS RINU #1 (AltGPS.1) was selected for post processing.

During the high altitude cruise, TDM.2 (Edgetech) was again far too warm (at least 10-15 deg C too warm). TDM.1 (the Buck) was used in post processing. The TDL (TDM.3) dewpoint sensor trended well for much of the flight with the Buck but was too cold for portions of the mission at high altitude.

Takeoff (1830Z) Landing (2314Z)

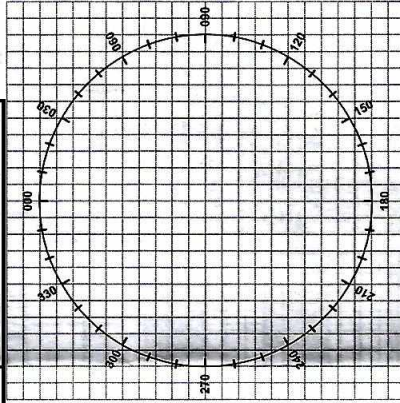
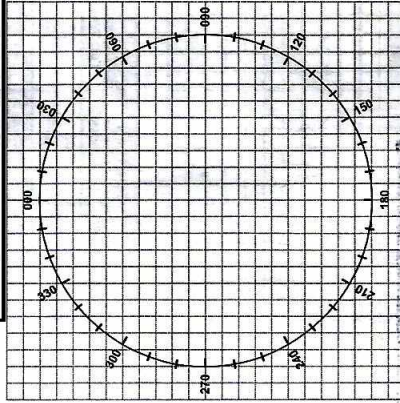
Aircraft Static Pressure	1022.0 mb	971.8 mb
Corrected Tower Pressure	1022.0 mb	972.7 mb

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

MISSION LOG

PAGE _____ **OF** _____

OF

[illegible]

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 DESIRÉE

- PILOT INTENTIONS
- WE HAVE

ENDURANCE REMAINING

TIME	FIX TYPE	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
1835	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	
1837	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	
1839	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	
1841	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	
1843	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	
1845	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	
1847	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	
1849	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	
1851	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	
1853	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	
1855	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	
1857	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	
1859	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	
1901	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	
1903	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	
1905	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	
1907	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	
1909	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	
1911	Δ	48-29.4 122-11.9	48-29.4 122-11.9	-	48-29.4 122-11.9	-	281	146	295	-	295	219	310	20	156	219	ADOK	55	+15	1850	