U.S. DEPT. COMM./NOAA/OAO - DATA SECTION WORK FORM NO.1 OAOWF1 FILE

FLT ID: 040123n	FM: PHNL	TO: PHNL
FLT NO: 04-035	BLK IN: 0000	ATA: 2355
ETD: 2030	BLK OUT: 2020	ATD: 2032
ETE: 0400	BLK TIME: 3+40/3.6	FLT TIME: 3+23/3.4
SPONSOR ORG: NOAA	PROGRAM: NCEP	PURPOSE: Winter Storms

OAO PERSONNEL

AC MCCANN, B	SYS ENG SMITH, J
CP POSTON, R / HAGAN,	DATA SYS NORNBROOK, C
NAV	RADAR
FE ROTTEVEEL, K	DT/ODW BROGAN, D
RADIO	CLD PHYS
FD WHITE, S	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
YOUNG, R ✓	Media	KGMB
RIKE, R ✓	"	"
TAHENY	"	KHON
JONES, J ✓		NWS
CARLSON, E ✓	NWS	NOS

PROPOSED/ACTUAL MISSION/REMARKS (RECCO, FIXES, STORM, PENET, NHOP #)

21172
mission abated for HF radios
called M. Finke pass to CARCAH

" "

U.S. DEPT. COMM./NOAA/OAO - DATA SECTION WORK FORM NO.2 OAOWF2 FIL

FLT ID: 040123H TIME OFF: 2032 TIME ON: 2355

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	1016.7	1016.4	1016.5	1016.1

	NO	DATA DISPOSITION/DATE/QUALITY
1/SEC FLT LVL TAPES		
FAST FLT LVL TAPES		
RADAR TAPES		
DOPPLER TAPES		
ODW CASSETTES		
HARD COPIES		
AXBT		
AXCP		
ODW		

PHOTOGRAPHY

	FWD	LS	RS	VERT	
ON					
OFF					
RATE					

REMARKS

NOAA GIV
WINTER STORMS 2004
RESEARCH FLIGHT # 02

Flight ID: N040123

Sensor or System	Number or Name
INE (for wind derivation)	VEW_PITR,VNS_PITR
Temperature Probe	AT3
Dew Point Probe	DPRC
Static Pressure	PS2C
Dynamic Pressure	QC2C
Constants File	49cal032

Notes:

There were no time/data glitches during this flight.

Radar altimeter 232 (HGALT) recorded an erroneous spike at 2106Z.

There were spikes in the analog data around 2159113Z due to a data system problem. This also affected the derived quantities that use this analog data as inputs.

As the plane was in its final descent, the left and right dewpoint sensors began recording erroneous data. Although the right dewpoint sensor measured values greater than the ambient temperature, it appears more representative of the actual environment than the data recorded from the left dewpoint sensor.

Dynamic slip pressure sensor two had a large spike at 231830Z. Compared to the Dynamic attack pressures, Dynamic slip pressure one looks more representative.

	Takeoff	Landing
Aircraft Static Pressure	1016.7	1016.5
Corrected Tower Pressure	1016.4	1016.1

Flight Director	Marty Mayeaux	(813) 828-3310 ext 3086

Winter Storm Reconnaissance Program (WSRP)

Track 55 2004 — 19 Drops — NOAA9 01WSC TRACK55

Departure: Honolulu

Arrival: Honolulu

ZIGIE	24 20 157 25
Drop 1	26 00N 157 15W
Drop 2	28 15N 157 30W
Drop 3	30 30N 157 00W
Drop 4	32 45N 156 30W
Drop 5	35 00N 155 45W
Drop 6	37 30N 155 00W
Drop 7	39 45N 154 00W
Drop 8	42 00N 153 45W
Drop 9	43 45N 155 15W
Drop 10	45 00N 157 00W
Drop 11	44 00N 159 00W
Drop 12	42 15N 160 30W
~~Drop 13~~	~~Omitted from Air Force list~~
Drop ~~14~~ 13	40 00N 161 00W
Drop ~~15~~ 14	37 30N 160 45W
Drop ~~16~~ 15	35 15N 160 30W
Drop ~~17~~ 16	33 00N 160 00W
Drop ~~18~~ 17	31 00N 159 30W
Drop ~~19~~ 18	28 30N 159 00W
Drop ~~20~~ 19	26 05N 158 15W
ZIGIE	

Rob Young	KGMB
Rick Pike	"
Ted Taheny	KHON
Jan Jones	NWS
Ed Carlson	NOS

040123N Flight RF02

Post Processing

Part A

201441 - 221150

Start w/ 202041 to eliminate spikes

Before takeoff

AKRD 1 major spike at 202631Z & 203053Z & 215913Z

Reversed

AXRD 2 major spike at 215913Z

This is b/c of a data system problem w/ analog data that also affected derived quantities

Takeoff 2033Z

Hgalt Spike at 2106Z

Inertial 2

PART B

222257 - 235617

Dew Point difference at 234457Z

DPLC went out to lunch

Use DBQC since it is more accurate but mention overshoot

Ambient at 2352Z

Use DBP1 b/c all DAFs and QCs follow DBP1 at 231830Z

Inertial 2 is better