

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

FLT ID: <b>20170822N1</b>	From: <b>KLAL</b>	To: <b>KLAL</b>
FLT #:	Blk In: <b>0139</b> Z	Lnd Time: <b>0134</b> Z
ETD: Z	Blk Out: <b>1735</b> Z	T/O Time: <b>1747</b> Z
ETE:	Total Blk: <b>8.1</b>	Total Flt: <b>7.7</b>
Sponsoring Org: <b>NHC</b>	Program:	Purpose: <b>HARVEY</b>

AOC Flight Crew

Aircraft Commander: <b>MACINTYRE</b>	SSA:
Co-Pilot: <b>COWAN / SIMMS</b>	AVAPS: /
Navigator: /	Scientists: <b>HASAN</b>
Flight Eng: /	Scientists: <b>MORENO</b>
Flt Director: <b>SEARS / WILLIAMS</b>	Scientists:
SEB: <b>DEFED / WARNEKE / GREENE</b>	Scientists:
Crew Chief:	Visitors: / /

	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	<b>28</b>	Good: <b>28</b> Bad: <b>0</b> Sent: <b>28</b>
AXBT		Good: Bad: Sent:

List other data sources in Remarks section

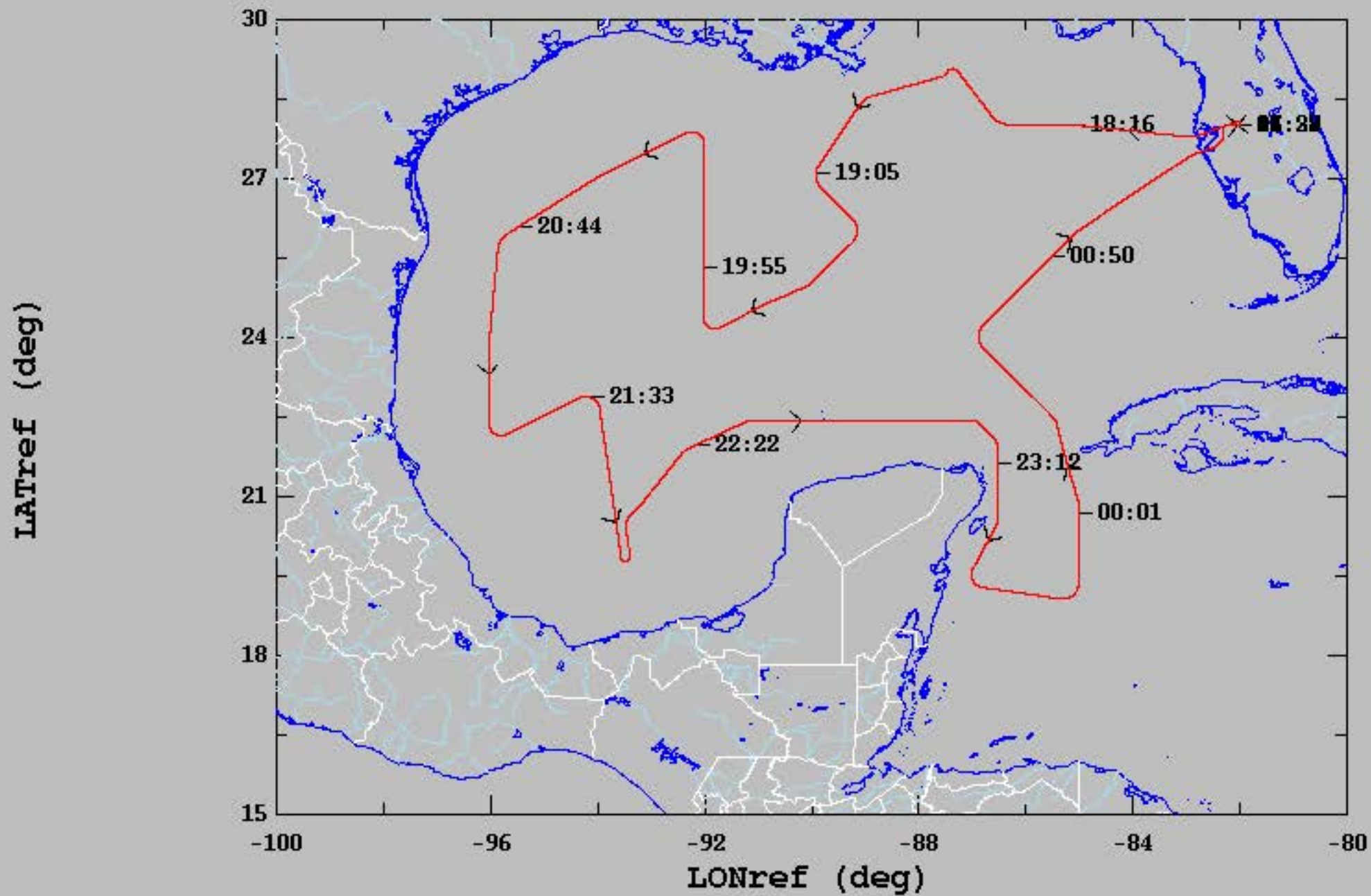
Remarks (Storm VDM Identifier, Mission ID, Fix Times)	Fix #	VDM Ob Num	Fix Time / SLP
Storm Number Identifier (VDM): (ie: AL072012)			
TCPOD/WSPOD Mission ID: <b>0609A HARVEY</b> (ie: NOAA2 2418A SANDY)			

Remarks: **TDR FAILED => NOT A MISSION REQ**



# TD Harvey Open Wave NHC Surv

08/22/2017, 16:38:01-25:39:58



	mean	sigma	min	max
— LATref (deg), 1 s/sec	24.88	2.96	19.05	29.06
— LONref (deg), 1 s/sec	-88.13	4.53	-96.00	-81.97



Flight Director: Sears/Williams  
Phone #: 863-500-3987

ACAT-4 Version = 7.1

## APPENDIX 2 – GIV QC Checklist

<b>Flight ID:</b>	20170822N1
<b>Flight Director(s):</b>	Sears / Williams

Pressure Comparison		
	T/O	Land
<b>Aircraft</b>	1: 1012.6 2: 1013.7	1010.3 1011.5
<b>Tower</b>	1013.0	1011.1
<b>Times</b>	1747	0134

UWZ.d mean: raw 0.12\_\_\_\_\_

		Raw 1Hz Mean File Parameters				C File Parameters	
<input checked="" type="checkbox"/>	Accelerometer	AccAXI.1	AccAYI.1	AccAZI.1		AccZref	
		AccAXI.2	AccAYI.2	AccAZI.2			
		AccAXI.3	AccAYI.3	AccAZI.3			
<input checked="" type="checkbox"/>	Altitude	AltGPS.1	AltI.1	AltPaADDU.1	AltBCADDU.1	ALTref	
		AltGPS.2	AltI.2	AltPaADDU.2	AltBCADDU.2	ALTPA.d	
		AltGPS.3	AltI.3	* AltRA.1		ALTGA.d	
<input checked="" type="checkbox"/>	Ground Speed	GsXI-GPS.1	GsXI.1	GsGPS.1	GsXGPS.1	GSXref	
		GsXI-GPS.2	GsXI.2	GsGPS.2	GsXGPS.2	GSYref	
		GsYI-GPS.1	GsXI.3		GsYGPS.1	GSZref	
		GsYI-GPS.2	GsYI.1	GsZI.1	GsYGPS.2		
		GsZI-GPS.1	GsYI.2	GsZI.2	GsZGPS.1		
		GsZI-GPS.2	GsYI.3	GsZI.3	GsZGPS.2		
<input checked="" type="checkbox"/>	Lat/Lon	LatGPS.1	LatI.1	LonGPS.1	LonI.1	LATref	
		LatGPS.2	LatI.2	LonGPS.2	LonI.2	LONref	
		LatGPS.3		LonGPS.3			
<input checked="" type="checkbox"/>	Pressure	PDALPHA.1	PQALPHA.1	PQM.1	PSM.1	PDALPHAref	PQMref
		PDALPHA.2	PQALPHA.2	PQM.2	PSM.2	PDBETAref	PQ.c
		PDBETA.1	PQBETA.1	PQM.11	PSM.11	PQALPHAref	PSMref
		PDBETA.2	PQBETA.2			PQBETAref	PS.c
<input checked="" type="checkbox"/>	Air Speed	CasADDU.1	TasADDU.1	IasADDU.1		IAS.d	TAS.d
<input type="checkbox"/>	Pitch/Roll	PitchI.1	PitchRateI.1	RollI.1	RollRateI.1	PITCHref	
		PitchI.2	PitchRateI.2	RollI.2	RollRateI.2	ROLLref	
		PitchI.3	PitchRateI.3	RollI.3	RollRateI.3		
<input type="checkbox"/>	Temp/Dewpt	TTM.1	TTM.11	TDM.1		TD.c	TTMref
		TTM.2	TTM.13	TDM.2		TDMref	TA.d
		TTM.3	TTM.4	TDM.11			
<input type="checkbox"/>	Miscellaneous (must check)					UWZ.d	WS.d
						DPJ_WSZ	WD.d
						HUM	

### Mission Documents:

<input checked="" type="checkbox"/>	Error Summary
<input checked="" type="checkbox"/>	Crew Manifest
<input checked="" type="checkbox"/>	QC checklist
<input checked="" type="checkbox"/>	Dropwindsonde Log(s) – AVAPS and FD if completed
<input type="checkbox"/>	Miscellaneous FD notes

**NOTES:** AltRA spikes first half of flight. AltGPS is reference.

TDM.1 is about 10 degrees warmer than tdm.2 and is the reference. But on the ground is incorrect. Should we change ref to tdm.2 and have it be wrong on ground / low alts but more reasonable (still too warm) at altitude, so td.c is more reasonable (but still too warm)?