

Jetstream-31 (J31) Flight Report for INTEX-ITCT Flight 14 - 23 July 2004

Aerosol profiles and near-surface legs with Aqua (1754 UT).

Overview

This was the eighth J31 flight out of Pease. Goals focused on the Aqua overpass of 1754 UT

J31 and its instruments performed well.

Flight Path, Timing, and Measurements

Flight path is shown in Figure 1 below. Engines on ~1655-1848 UT. Takeoff at 1719 UT..

Found a clear area. Spiral descent, 17,000 ft to 200 ft. Found lots of horizontal variability. AOD(500 nm) increased on 200 ft leg from 0.5 to 0.68. Flew parking garage ascent, with leg at 8500 ft. (see Figure 2 below).

Debrief

Takeoff time matched plan. J31 operated fine. Pilots noted that generally for flight planning, we should go North instead of South if options allow. Spiraling in the Boston corridor was difficult.

POS behaved slightly better.

SSFR operated OK.

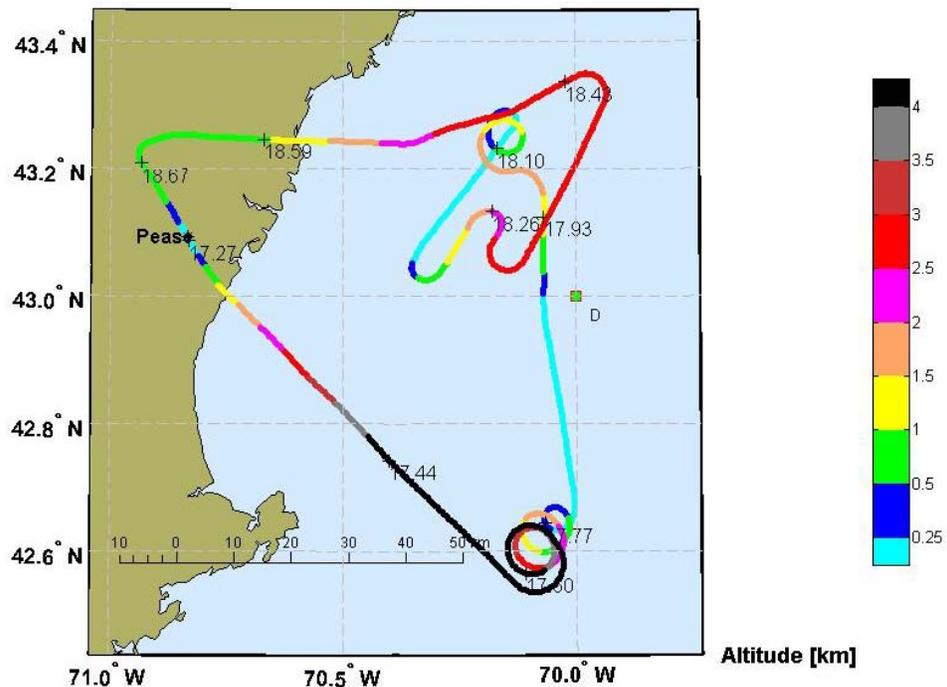


Figure 1. Flight track of J-31, Flight 14, July 23, 2004.

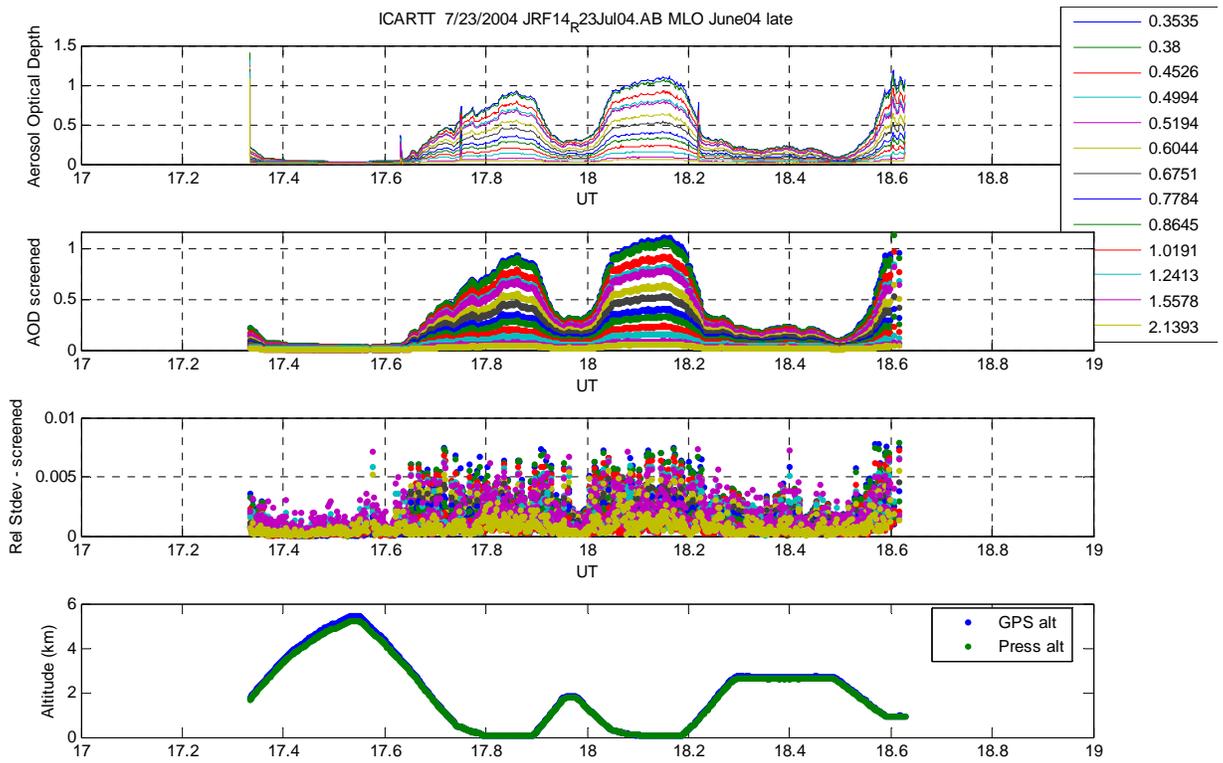


Figure 2. Time series of flight altitude, AATS-14 signals, derived aerosol optical depths, standard deviation of signals, and modified Ångström exponent for J-31, Flight 14, July 23, 2004.