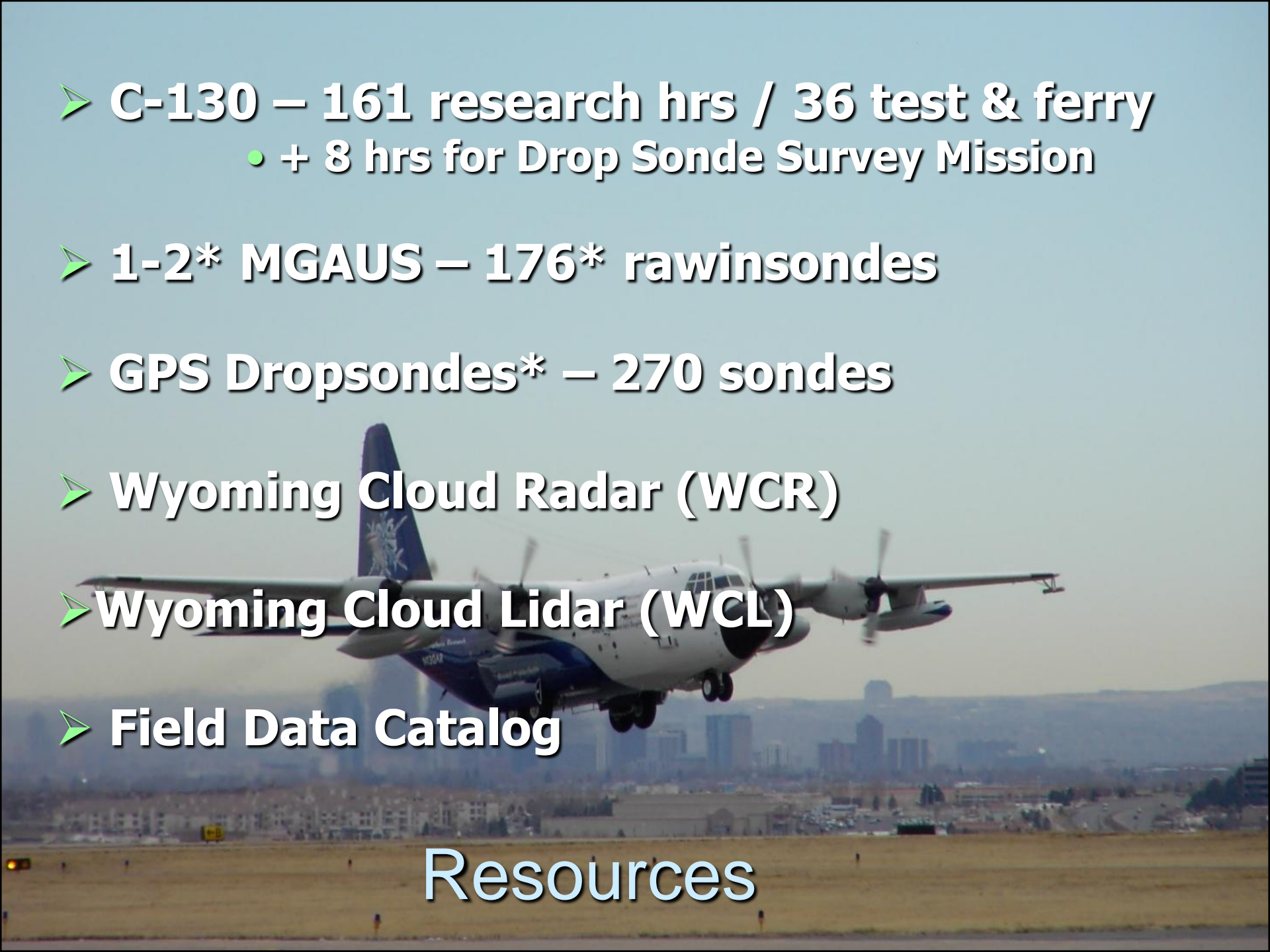


Profiling of Winter Storms (PIOWS)

Rauber et al

C-130



- 
- A four-engine turboprop aircraft, likely a C-130, is shown in flight, banking to the right. The aircraft is white with blue accents on the tail and engines. The background features a city skyline and a large, flat, brownish field in the foreground.
- **C-130 – 161 research hrs / 36 test & ferry**
 - + 8 hrs for Drop Sonde Survey Mission
 - **1-2* MGAUS – 176* rawinsondes**
 - **GPS Dropsondes* – 270 sondes**
 - **Wyoming Cloud Radar (WCR)**
 - **Wyoming Cloud Lidar (WCL)**
 - **Field Data Catalog**

Resources

Schedule

- Upload: 9/15/09 – 10/16/09
- JeffCO Flight Tests: 10/19/09 – 10/26/09
- Ferry to Site: 10/28/09 (RAF staff)
- Phase 1 Research: 11/1/09 – 12/15/09
- Ferry to JeffCO: 12/16/09 (RAF staff)
- Ferry to Site: 1/14/09 (RAF staff)
- Phase 2 Research: 1/15/10 – 2/28/10
- Ferry to JeffCO: 3/02/09 (RAF staff)
- Offload & post cals: 3/3/10 – 3/15/10

Instrumentation List

- State Parameters
- TDL Hygrometer
- OPHIR in cloud Temperature
- Remote Sfc Temperatures (up & down)
- WCR & WCL
- Ozone (Teco; 10-s effective response)
- PVM-100, FSSP, PCASP, 2D-P, CPI, 2D-C (10 um)
2D-C 25 um)
- DMT CSI
- CN (RAF & Clarkson test)
- Drop Sondes
- Digital Video (forward)

Instrumentation List

PCASP	0.2-3 micron	
FSSP	3-47 micron	with tubular shroud
(FSSP3-47 micron		without tubular shroud)
(CDP	3-47 micron	assigned to HIPPO)
2D-C	10-640 micron	~17 micron minimum; DMT
2D-C	25-1600 micron	DMT fast electronics
2D-P	200-6400 micron	slow elec. is not a problem
CPI	2.3-2500 micron	~15 micron minimum

C-130 Draft LAYOUT FOR PLOWS

8/05/09

