

Global Hawk #872 02/09/13 - 02/10/13

Aircraft:

[Global Hawk - AFRC #872](#) (See full schedule)

Flight Number:

872-0106

Payload Configuration:

ATTREX - TN872 2013 configuration

Nav Data Collected:

No

Archive Data:

[20130209](#) (13 archive (plain-text) files)

Total Flight Time:

24.3 hours

Submitted by:

Chris Naftel on 02/11/13

Flight Segments:

From:	EAFB	To:	EAFB
Start:	02/09/13 14:45 Z	Finish:	02/10/13 15:03 Z
Flight Time:	24.3 hours		
Log Number:	13H003	PI:	Eric Jensen
Funding Source:	Hal Maring - NASA - SMD - ESD Radiation Science Program		
Purpose of Flight:	Science		
Comments:	The second ATTREX 2013 science flight was successfully completed on Feb 10. The aircraft landed with a green board.		

Flight Hour Summary:

	13H003
Flight Hours Approved in SOFRS	208
Total Used	152.9
Total Remaining	55.1

13H003 Flight Reports

Date	Flt #	Purpose of Flight	Duration	Running Total	Hours Remaining	Miles Flown
01/19/13	872-0104	Check	6.5	6.5	201.5	
02/05/13 - 02/06/13	872-0105	Science	24.5	31	177	
02/09/13 - 02/10/13	872-0106	Science	24.3	55.3	152.7	
02/14/13 - 02/15/13	872-0107	Science	24.5	79.8	128.2	
02/21/13 - 02/22/13	872-0108	Science	24.6	104.4	103.6	
02/26/13 - 02/27/13	872-0109	Science	24.4	128.8	79.2	
03/01/13 - 03/02/13	872-0110	Science	24.1	152.9	55.1	

Flight Reports began being entered into this system as of 2012 flights. If there were flights flown under an earlier log number the flight reports are not available online.

Related Science Report:

ATTREX - Global Hawk #872 02/09/13 - 02/10/13 Science Report

Mission:

ATTREX

Mission Summary:

This flight provided numerous vertical profiles through the TTL in the deep tropics (10 S to 20 N). Extremely dry air was sampled in the upper TTL. Air masses advected from the southern Pacific convergence zone and the western Pacific were sampled. Very low ozone concentrations were measured indicative of recent transport of clean air from the marine boundary layer to the uppermost troposphere by deep convection in the SPCZ. Ice clouds were detected near 5-10 N, but not in the upper TTL associated with the very dry layers. The southernmost flight leg extended down to about 12.5 N at 150 W.

File:[ATTREX_SciRpt_020913.pdf](#)**Submitted by:**

Erin Czech on 02/25/13

Page Last Updated: April 22, 2017

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Source URL: https://espoarchive.nasa.gov/flight_reports/Global_Hawk_872_02_09_13_-_02_10_13