Danny Vaughan on Twitter | Flightradar24.com - Live f | Mick

www.flightradar24.com/2015-10-14/19:11/12x/ASA353/7b3d2b3

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AS353 / ASA353
Alaska Airlines

OAK → **SEA**
Oakland — Seattle

STD 8:40 AM PST | STA 10:35 AM PST
ATD **9:52 AM PST** | ETA **11:42 AM PST**

3D

Aircraft (B738)	**Boeing 737-890**
Registration (A6504B)	**N506AS**
Altitude	**10,100 ft**
Vertical Speed	**-1408 fpm**
Speed	**307 kt**
Track	**43°**
Latitude	**46.9042**
Longitude	**-122.573**
Radar	**T-KGRF3**
Squawk	**1752**

Search | Bookmarks

AAR272 | Seattle | Okanogan-Wenatchee National Forest | Leavenworth | Wenatchee | DAL589 | QXE327 | Spokane | Coeur d'Alene | Cheney | Wallace
SWA510 | QXE337 | Tacoma | WASHINGTON
SCX283 | ASA637 | ASA353 | AAL2262 | SWA2513
Olympia | Yakima | Pullman | Lewiston
SKW4692 | CPZ5781 | QXE103 | Kennewick
Astoria | Gifford Pinchot National Forest | ASA719 | Walla
SKW4572 | DAL1852
Hood River | Portland | Beaverton | Mt Hood National Forest | FFT139 | La Grande | Riggins
Salem | Baker City
Newport | Corvallis | Cascade
Weiser | Ontario | Boise
Caldwell | Boise
Burns

Speed: 12x | 2015-10-14 19:11

17:00 | 18:00 | 19:00 | 20:00 | 21:00
Wed 14 Oct 2015

Google

1
00:00:05,390 --> 00:00:02,720
this is my quest of Medibank net org and

2
00:00:07,909 --> 00:00:05,400
control science comm as they run

3
00:00:09,560 --> 00:00:07,919
websites that have a focus on contrails

4
00:00:13,430 --> 00:00:09,570
I often get people sending me

5
00:00:15,829 --> 00:00:13,440
photographs of strange-looking contrails

6
00:00:17,750 --> 00:00:15,839
and asking me if they can if I can

7
00:00:20,929 --> 00:00:17,760
identify them for them this is a good

8
00:00:23,599 --> 00:00:20,939
example this is one from a Danny Vaughn

9
00:00:25,519 --> 00:00:23,609
on Twitter and he says all right my

10
00:00:29,660 --> 00:00:25,529
quest use your connections and track it

11
00:00:31,550 --> 00:00:29,670
October 14th Portland noonish and we've

12
00:00:34,010 --> 00:00:31,560
got these pretty interesting Tron

13
00:00:35,450 --> 00:00:34,020

contrails here they're curved and shave

14
00:00:37,639 --> 00:00:35,460
this one looks like it's almost like

15
00:00:39,260 --> 00:00:37,649
it's at a circle and there's one off in

16
00:00:42,110 --> 00:00:39,270
a distance which also has this strange

17
00:00:44,600 --> 00:00:42,120
kind of curve and possibly possibly a

18
00:00:48,229 --> 00:00:44,610
bend there that might just be a cloud so

19
00:00:49,910 --> 00:00:48,239
how do we go about tracking down what

20
00:00:53,420 --> 00:00:49,920
planes might have created these

21
00:00:57,279 --> 00:00:53,430
contrails but suppose what do we know we

22
00:00:59,959 --> 00:00:57,289
know it was taken in Portland Oregon and

23
00:01:03,670 --> 00:00:59,969
we know it was knocked over the 14th and

24
00:01:08,300 --> 00:01:03,680
about 12:00 noon so what I use is a

25
00:01:10,910 --> 00:01:08,310
website called flightradar24 comm which

26
00:01:13,580 --> 00:01:10,920
is basically a tracking site which

27
00:01:18,020 --> 00:01:13,590
tracks the positions of all the planes

28
00:01:23,289 --> 00:01:18,030
in the sky they use a technology called

29
00:01:27,320 --> 00:01:23,299
a DSP which is just a flight tracking

30
00:01:29,899 --> 00:01:27,330
flight tracking software service ok so

31
00:01:31,490 --> 00:01:29,909
we get to flightradar24 comm by default

32
00:01:33,319 --> 00:01:31,500
it's gonna start in Sweden because it's

33
00:01:36,530 --> 00:01:33,329
a Swedish company so we go over to the

34
00:01:39,830 --> 00:01:36,540
bookmarks tab over here and set it to

35
00:01:42,310 --> 00:01:39,840
North America and we're interested in

36
00:01:45,260 --> 00:01:42,320
Portland Oregon so we go over here to

37
00:01:47,719 --> 00:01:45,270
Oregon we zoom in and there's Portland

38
00:01:49,130 --> 00:01:47,729

now one thing you may have noticed

39
00:01:50,630 --> 00:01:49,140
straight away is there's an awful lot of

40
00:01:54,440 --> 00:01:50,640
planes these are actually the planes

41
00:01:56,240 --> 00:01:54,450
that are in the sky right now which is

42
00:01:57,620 --> 00:01:56,250
quite an incredible amount of air

43
00:02:00,170 --> 00:01:57,630
traffic when you really think about it

44
00:02:03,289 --> 00:02:00,180
and if we look over here you see

45
00:02:04,580 --> 00:02:03,299
Portland as less than some areas but

46
00:02:09,050 --> 00:02:04,590
still there's quite a lot of planes in

47
00:02:11,300 --> 00:02:09,060
this general area what we're interested

48
00:02:13,670 --> 00:02:11,310
in is planes that are making contrails

49
00:02:15,259 --> 00:02:13,680
so what we can do is filter

50
00:02:17,390 --> 00:02:15,269
planes out that are too low to make

51
00:02:20,860 --> 00:02:17,400
contrails so I'm going to go over to

52
00:02:24,920 --> 00:02:20,870
this gear wheel here go to filters

53
00:02:28,720 --> 00:02:24,930
enable filtering and do an altitude

54
00:02:32,209 --> 00:02:28,730
filter and I'm gonna set it to between

55
00:02:35,119 --> 00:02:32,219
20,000 feet and above and you click the

56
00:02:37,580 --> 00:02:35,129
plus sign here to add to the filter so

57
00:02:39,649 --> 00:02:37,590
now it's only going to show the planes

58
00:02:41,209 --> 00:02:39,659
that are high enough to make contrails

59
00:02:43,250 --> 00:02:41,219
and you'll see you've got that guess

60
00:02:45,860 --> 00:02:43,260
we'd have a lot of the clutter around

61
00:02:47,569 --> 00:02:45,870
around Portland if we click on an

62
00:02:51,220 --> 00:02:47,579
individual plane like here's one plane

63
00:02:53,659 --> 00:02:51,230

right now over Portland Delta Airlines

64
00:02:56,119 --> 00:02:53,669
984 you can see it's a flight from Las

65
00:02:59,330 --> 00:02:56,129
Vegas to Seattle and it's flying over

66
00:03:01,789 --> 00:02:59,340
Portland at 31,000 feet nearly today

67
00:03:04,940 --> 00:03:01,799
2,000 feet so that's a plane that's high

68
00:03:07,159 --> 00:03:04,950
enough to leave a contra one thing

69
00:03:08,809 --> 00:03:07,169
that's of interest is that any plane

70
00:03:12,020 --> 00:03:08,819
that's actually heading towards Portland

71
00:03:14,059 --> 00:03:12,030
will generally be too low if we turn the

72
00:03:16,780 --> 00:03:14,069
filters off again you'll see all these

73
00:03:18,740 --> 00:03:16,790
other planes that are going to Portland

74
00:03:20,030 --> 00:03:18,750
see is this we're going to pull them out

75
00:03:24,710 --> 00:03:20,040
it's going to Seattle - that's a

76
00:03:26,149 --> 00:03:24,720
low-flying plane that his plane going to

77
00:03:28,839 --> 00:03:26,159
Portland and we see it's actually at

78
00:03:31,369 --> 00:03:28,849
18,000 feet which is and it's descending

79
00:03:33,469 --> 00:03:31,379
fairly rapidly and that's going to low

80
00:03:34,969 --> 00:03:33,479
to make a contrail so if we just filter

81
00:03:36,289 --> 00:03:34,979
the planes are flying over Portland

82
00:03:38,390 --> 00:03:36,299
that'll be the ones that are actually

83
00:03:41,420 --> 00:03:38,400
making the contrails you can see from

84
00:03:46,099 --> 00:03:41,430
Portland now I'm going back to the tweet

85
00:03:48,830 --> 00:03:46,109
it was October 14th and noonish now what

86
00:03:53,119 --> 00:03:48,840
we can do in flightradar24 is replay the

87
00:03:55,909 --> 00:03:53,129
flight activity if you have an account

88
00:03:57,499 --> 00:03:55,919

you can go back as far as in month if

89
00:03:59,179 --> 00:03:57,509
you don't have an account the free

90
00:04:02,679 --> 00:03:59,189
service will let you do it for I think

91
00:04:05,689 --> 00:04:02,689
it's about a week so you can still do

92
00:04:08,149 --> 00:04:05,699
trails that you've seen that day or in

93
00:04:10,429 --> 00:04:08,159
the last week or so but since I've

94
00:04:14,149 --> 00:04:10,439
signed up for an account I can go back

95
00:04:19,430 --> 00:04:14,159
to we just check what was it 10 14 yes

96
00:04:24,260 --> 00:04:19,440
October the 14th and the time now the

97
00:04:25,980 --> 00:04:24,270
time is in UTC time UTC is a universal

98
00:04:29,610 --> 00:04:25,990
time zone

99
00:04:32,460 --> 00:04:29,620
and since this was a couple of weeks ago

100
00:04:33,900 --> 00:04:32,470
it was in Pacific Daylight Time and the

101
00:04:38,909 --> 00:04:33,910
difference between Pacific Daylight Time

102
00:04:40,770 --> 00:04:38,919
and UTC is seven hours there seven hours

103
00:04:43,200 --> 00:04:40,780
ahead of us it's basically similar to a

104
00:04:44,339 --> 00:04:43,210
Greenwich Mean Time the same as

105
00:04:52,140 --> 00:04:44,349
Greenwich Mean Time

106
00:04:54,240 --> 00:04:52,150
so noonish would be 12 plus 7 is 1900

107
00:05:01,290 --> 00:04:54,250
hours or 7 o'clock in the afternoon

108
00:05:02,879 --> 00:05:01,300
UTC so we can start playback all right

109
00:05:05,909 --> 00:05:02,889
so what I'm going to do is just pause it

110
00:05:09,240 --> 00:05:05,919
straight away and have a look at what

111
00:05:12,839 --> 00:05:09,250
lights we see over Portland at about

112
00:05:16,020 --> 00:05:12,849
noon ish here's one AAS a witch in

113
00:05:18,270 --> 00:05:16,030

Alaska Alaska Airlines and you see us

114
00:05:19,290 --> 00:05:18,280
made a little kink in there probably not

115
00:05:22,230 --> 00:05:19,300
the type of thing we're actually looking

116
00:05:23,580 --> 00:05:22,240
at Southwest Airlines oh there's an

117
00:05:27,059 --> 00:05:23,590
interesting one this is Southwest

118
00:05:30,420 --> 00:05:27,069
Airlines flight from Oakland to Seattle

119
00:05:32,159 --> 00:05:30,430
is flying in a loop over Portland so

120
00:05:34,620 --> 00:05:32,169
that seemed like a very good candidate

121
00:05:37,020 --> 00:05:34,630
for a plane which we're believing this

122
00:05:42,560 --> 00:05:37,030
type of contrail so what else do we have

123
00:05:49,230 --> 00:05:46,709
which is flying from that's flying to

124
00:05:53,580 --> 00:05:49,240
Portland for some reason it's at 24,000

125
00:05:56,189 --> 00:05:53,590
feet but here we've got a plane flying

126
00:05:57,390 --> 00:05:56,199
in a loop oh for Portland why would he

127
00:06:00,029 --> 00:05:57,400
be doing such a thing

128
00:06:06,270 --> 00:06:00,039
why would he be flying in a loop if it's

129
00:06:09,659 --> 00:06:06,280
going to Seattle the reason that planes

130
00:06:11,129 --> 00:06:09,669
fly in loops although technically as a

131
00:06:14,730 --> 00:06:11,139
circuit a loop would be flying

132
00:06:16,649 --> 00:06:14,740
head-over-heels is that there's a lot of

133
00:06:20,520 --> 00:06:16,659
traffic going to Seattle these planes

134
00:06:22,980 --> 00:06:20,530
here are all going to Seattle and it's a

135
00:06:25,830 --> 00:06:22,990
very busy Airport and they have to

136
00:06:28,529 --> 00:06:25,840
schedule the arrivals in a very strict

137
00:06:31,800 --> 00:06:28,539
order they have to arrive you're pretty

138
00:06:33,330 --> 00:06:31,810

much on a you know 1 minute window so

139
00:06:35,219 --> 00:06:33,340
you can't just have planes just flying

140
00:06:37,620 --> 00:06:35,229
directly in their landing air traffic

141
00:06:38,719 --> 00:06:37,630
control in Seattle is going to tell the

142
00:06:40,790 --> 00:06:38,729
plane to

143
00:06:43,070 --> 00:06:40,800
you arrived a little bit later or a

144
00:06:44,179 --> 00:06:43,080
little bit earlier than before and

145
00:06:45,619 --> 00:06:44,189
normally what they do is they will tell

146
00:06:48,860 --> 00:06:45,629
the plane to just take a slight

147
00:06:50,989 --> 00:06:48,870
deviation from their direct route in and

148
00:06:54,100 --> 00:06:50,999
they'll fly in a little circuit like

149
00:06:56,209 --> 00:06:54,110
this or sometimes they will fly in a

150
00:06:57,950 --> 00:06:56,219
they'll just fly off to the side and

151
00:06:59,510 --> 00:06:57,960
then back onto the track again it's just

152
00:07:01,579 --> 00:06:59,520
basically a way of slowing down the

153
00:07:05,299 --> 00:07:01,589
planes arrival so it can arrive at a

154
00:07:09,140 --> 00:07:05,309
particular particular time now one thing

155
00:07:12,350 --> 00:07:09,150
we can do in the filters is we can

156
00:07:14,269 --> 00:07:12,360
filter by the airport that the plane is

157
00:07:18,499 --> 00:07:14,279
going to so I'm going to do

158
00:07:19,760 --> 00:07:18,509
Seattle here SCA and do in so we just

159
00:07:23,059 --> 00:07:19,770
have the planes that are going into

160
00:07:25,820 --> 00:07:23,069
Seattle now I'll turn off the altitude

161
00:07:29,149 --> 00:07:25,830
filter so we can see all of the flights

162
00:07:31,909 --> 00:07:29,159
and let me just turn this back on get

163
00:07:34,570 --> 00:07:31,919

rid of the filters here so these are all

164
00:07:37,730 --> 00:07:34,580
the flights that are going into Seattle

165
00:07:39,920 --> 00:07:37,740
at that time and assume right out so we

166
00:07:41,809 --> 00:07:39,930
can get a countrywide view just get some

167
00:07:44,239 --> 00:07:41,819
perspective as to just how many planes

168
00:07:46,760 --> 00:07:44,249
are heading for Seattle at that

169
00:07:49,579 --> 00:07:46,770
particular time noonish on the 14th of

170
00:07:51,829 --> 00:07:49,589
October let's just pause it here so here

171
00:07:54,739 --> 00:07:51,839
there's a lot of planar so there's over

172
00:08:00,139 --> 00:07:54,749
50 planes visible right here and if we

173
00:08:02,959 --> 00:08:00,149
zoom in to Seattle here's the one plane

174
00:08:05,649 --> 00:08:02,969
that's doing the loop may have made one

175
00:08:07,639 --> 00:08:05,659
of those curved contrails

176
00:08:11,029 --> 00:08:07,649
let's have a look at some of these other

177
00:08:14,089 --> 00:08:11,039
planes over here notice Blaine here did

178
00:08:15,649 --> 00:08:14,099
a quite a major deviation from here to

179
00:08:17,779 --> 00:08:15,659
here and then it's going back in again

180
00:08:21,439 --> 00:08:17,789
so maybe a similar type of thing instead

181
00:08:23,360 --> 00:08:21,449
of doing a circuit it just went over

182
00:08:26,119 --> 00:08:23,370
here and then went over here which again

183
00:08:28,159 --> 00:08:26,129
changes the the order in which it

184
00:08:29,659 --> 00:08:28,169
arrives and you see if you look at the

185
00:08:33,079 --> 00:08:29,669
actual planes coming in they're very

186
00:08:36,949 --> 00:08:33,089
very close to each other here's Alaska 3

187
00:08:41,240 --> 00:08:36,959
1 1 and here's that's the Southwest

188
00:08:43,309 --> 00:08:41,250

Airlines flight coming in and here's

189
00:08:46,579 --> 00:08:43,319
another flight and you see there there's

190
00:08:48,110 --> 00:08:46,589
not very much room for error here that's

191
00:08:50,929 --> 00:08:48,120
a very interesting one you can see that

192
00:08:52,400 --> 00:08:50,939
they did a lot of deviations of its

193
00:08:54,199 --> 00:08:52,410
flight here as it came in didn't

194
00:08:58,670 --> 00:08:54,209
to fly straight in is doing a lot of

195
00:09:01,879 --> 00:08:58,680
moving around looking to get in at the

196
00:09:07,369 --> 00:09:01,889
right time so I hope that shows you how

197
00:09:09,470 --> 00:09:07,379
you can track down particular planes one

198
00:09:11,090 --> 00:09:09,480
thing you might want to do if you don't

199
00:09:14,179 --> 00:09:11,100
know the exact time is just simply let

200
00:09:15,559 --> 00:09:14,189
the simulation let the the recording

201
00:09:18,379 --> 00:09:15,569
play for a while and you'll see all

202
00:09:21,350 --> 00:09:18,389
these other planes coming in this is

203
00:09:23,569 --> 00:09:21,360
filtering for Seattle at the moment and

204
00:09:25,400 --> 00:09:23,579
here's another another fly and you see

205
00:09:27,139 --> 00:09:25,410
again doll flying directly in it's

206
00:09:32,300 --> 00:09:27,149
making these these adjustments so that

207
00:09:35,269 --> 00:09:32,310
it arrives on time so you'll see a lot

208
00:09:38,420 --> 00:09:35,279
of a lot of this type of thing if you if

209
00:09:44,110 --> 00:09:38,430
we change things so that we see all the

210
00:09:48,170 --> 00:09:44,120
tracks at once you know meta tracks

211
00:09:54,800 --> 00:09:48,180
pause it now let's go in and just look

212
00:09:58,460 --> 00:09:54,810
at all the tracks you can see there's

213
00:10:04,280 --> 00:09:58,470

quite a variety in the incoming planes

214
00:10:08,540 --> 00:10:04,290
tracks they don't fly in what you might

215
00:10:11,650 --> 00:10:08,550
expect a straight line as they are

216
00:10:13,689 --> 00:10:11,660
arriving they have all these adjustments