## NOAA G-IV N49RF ERROR SUMMARY WINTER STORMS 2011 15 Feb 2011 Modified TRACK73 (21WSW) NCEP (PWT) RJTY →RJTY

## Flight ID: 20110215N1

Sensor or system		Number or Name
Accelerometer		AccZI.1
Altitude	6 B	AltGPS.3
Attack Angle		AA.2
Dew Point Probe		TD.2
Dynamic Pressure		PQF.2
Geopotential Altitude		AltGPS.3
Inertial Selected		INE2
Static Pressure		PSF.2
Slip Angle		SA.1
Temperature Probe		TTM.3
True Airspeed		TASF.3
Constants File		49cal102
Flight Directory		acdata/2011/MET/20110215N1
Local Met Data	Takeoff (0729z)	Landing (1533z)
Aircraft Static Pressure	1004.9 mb	1011.2 mb
Tower Pressure (corrected)	1004.3 mb	1010.9 mb

Notes:

There were two intervals of data gaps in AltRa.1 from the APN-232 radar altimeter: 07:43:39-07:45:10z (multiple gaps during this interval) 15:09:14z

The ALTPA.1 (NACA Pressure Altitude) ran about 80 meters lower than a tight clustering of Air Data Computer and ADC Baro Corrected sources.

Angle of Attack sources: AaADDU.1 (from the Air Data Computer) was consistently about 0.6 degrees higher than either AA.1 or AA.2, or AaADDU.2. Spike in AA.1 at 7:28:37z during takeoff roll from -35 to +49 degrees. Similar AA.1 spike during landing rollout from -123 to +162 degrees. In creation of higher MET parameters, PDAlphaF.2 was selected (under Attack Pressure Probe Selection choices) to utilize AA.2.

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GDIFF check: Mean of 1330 meters of drift for INE #2 (with respect to the Novatel). The plot of GDIFF for INE#1 was incomplete (missing most of the flight). In creation of higher MET parameters, INE #2 selected.

The Left Dew Point sensor (TD.1) again read far too high through the entire flight. TD.2 did a reasonably good job but is also too high during the cruise portion of flight at or above 41,000 feet (where sondes suggest an RH near 5% and the dew points generated by TD.2 yield an RH around 25%).

Vertical Winds showed a small low bias during the cruise portion of flight (with a UWZ.1 mean of -0.15).

All other flight level instruments worked optimally during the flight.

- 19 drop points assigned by NCEP
- 19 AVAPS II dropsondes deployed
- All 19 were good and all 19 coded surface winds. However, for Drop Pt 9 at 10:31:22z there was an Early Launch Detect requiring the need to manually rebuild a launch line in the D File and Drop Pt 12 at 11:41:02z displayed an abnormally fast fall rate below 400 mb.

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Flight Director: Richard Henning (813) 828-3310 ext. 3086

U.S. Dep't	t. of Commerce / NMAO /	NOAA / Aircraft Operations	S Center
FLT 10: 20110215N1	From: RUT	Ту То:	RJTY
FLT#: 11-32	Bik In: 153	37 Z Lnd Ti	ime(on): 1533 z
etd: 0730z	Blk Out: 07	24 z T/O TI	ime (off): 0729 z
	Total Blk:	Total F	=11: (8.1.)
Sponsoring Org: NCEP	Program: PWT	(WSR 11) Purpo	se: TRACK 73
	AOC Flig	ght Crew	
Aircraft Commander: TWIN	ING	Data System: RC	LES
Co-Pilot: TOTH /		Avaps: GREE	NE BOSKO
Navigator: /		System Engineer:	
Flight Eng: /	2 2	AA:	
FIt Director: HENNIN	G	AA:	1.
Avionics:		Crew Chief:	
Participating Scient	tists, Visitors, & Add'l Airc		# of people listed on back:
A/C - Takeoff	Wx Station - Takeof	f A/C - Land	
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ATIS - Takeoff	STA1004.2	STAC	
ATIS - Land			
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	Da	a Dispusition / Date / Quali	
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	Good: 9 Bad:		(one ELD Fixed
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N49RF AOC GPS Dropwindsonde Log HENNING

Flight ID: 20110215N1

Flight Director:

Mission ID: NO 449 21 WISWIRK73 Storm/Track

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## drop points.txt

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