

NOAA WP-3D N42RF ERROR SUMMARY
OCEAN WINDS WINTER 2013
14 Jan 2013 PROJECT FLIGHT #1
NESDIS (PND) KMCF → KBGR wx divert CYHZ

Flight ID: 20130114H1

<u>Sensor or system</u>	<u>Number or Name</u>
Altitude	AltIGPS.1 (RINU)
Accelerometer	AccZfilterI-GPS.1
Dew Point Probe	TDM.2X
Dynamic Pressure	PQM.2
Inertial Selected	INE1
Static Pressure	PSM.2
Temperature Probe	TTM.1
Constants File	AAMPSConfig/core/n43.xml
Flight Directory	acdata/MET/20130114H1

Local Met Data	Takeoff (1422z)	Landing (2018z)
Aircraft Static Pressure	1022.1 mb	1009.2 mb
Tower Pressure (corrected)	1021.2 mb	1009.0 mb

Notes:

Deployment flight with enroute delay 1754-1916z and descent to 10K radalt around Buoy 44024. WX divert to Bangor, ME. After refuel and two hour wait, continued on to Halifax (AAMPS not running during the subsequent 0.9 hr flight KBGR to CYHZ).

Maycomm (TDM.3) dew point sensor was essentially unusable. TDM.2 (Edgetech), the reference, departed from 1433z – 1521z. Approx 16:37z to 16:50z there were intervals of slight supersaturation in clouds at enroute cruise altitude of 19K (well above freezing level).

All other flight level instruments worked optimally during the flight.

Vertical Winds during science portion showed a mean UWZ of -0.04 m/s. SPECIAL NOTE: The variable names GSZ_DPJ, ASZ_DPJ and WSZ_DPJ in the netCDF file represent vertical ground speeds vertical air speeds and vertical wind speeds, respectively, computed using Dave Jorgensen's vertical wind algorithm. It is recommended that these values be used for vertical wind analysis.

No expendables deployed

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