



NOAA G-IV N49RF
HUR13KMCF
1 July 2013
Shakedown



Flight ID: 20130701N1

<u>Sensor or system</u>	<u>Number or Name</u>
Static Pressure Probe	PSM.2
Dynamic Pressure Probe	PQM.2
Total Temperature Probe	TTM.4
Dewpoint Temp. Probe	TDM.2
Vertical Accelerometer	AccZI.1
Altimeter	AltGPS.3
INE Selection	1
Differential Attack Pressure Probe	PDALPHA.2
Differential Sideslip Pressure Probe	PDBETA.2
Dynamic Attack Pressure Probe	PQALPHA.2
Dynamic Sideslip Pressure Probe	PQBETA.2
Constants / Calibration revision no.	4986
Flight Directory	acdata/MET/2013/20130701N1

<u>Local Met Data:</u>	<u>Takeoff (1632Z)</u>	<u>Landing (1821Z)</u>
Aircraft Static Pressure	1012.2mb	1011.2mb
Tower Pressure (corrected)	1014.8 mb	1013.9 mb

Notes:

Static pressure checks at both takeoff and landing showed a larger difference between PSM#2 and the MacDill Station Pressure than normal (2.6 and 2.7 mb respectively). During cruise PSM#1 averaged about 4 mb lower than PSM#2.

TDM.1 and TDM.2 are both not rated for use under -50 deg C. and cannot be considered reliable for dew points colder than -50C. TDM.1 exceeded ambient temperature during the entire segment at 41,000 ft. Furthermore, high rate of change in humidity during ascent and descent can lead to erroneous measurements during those times.

TTM.3 displays an oscillation with a magnitude of about 0.4 to 0.6 degrees C and a period of about 120 to 150 seconds. TTM.1 showed a 3 degree C cold bias at cruise altitude compared with TTM.3 and TTM.4

Expendable Type	Number deployed	Number good	Number of messages transmitted
GPS dropwindsonde	3	2	2