N49RF ERROR SUMMARY
INSTRUMENT CHECKOUT

Flight ID: 20150608N1

Sensor or system	Number or Name
INE	INE
Accelerometer (for wind derivation)	ACCZI.1
Temperature Probe	TTM.4X
Dew Point Probe	TDM.2
Altitude (for vertical wind)	GPS.3 (Novatel)
Static Pressure	PSM.2X
Dynamic Pressure	PQM.2
Attack Angle	AA.1
Slip Angle	SA.1
Project Directory	/acdata/2015/MET/20150608N1

Notes:

There were no data gaps.

The left (pilot) side dewpoint sensor (TDM.1) is a new sensor.

It was noted that for the corrected radar altimeter (AltRa1.c) output, there were data dropouts at approximately every 90 seconds. This was a very consistent pattern throughout the flight.

After landing total temperature #4 (TTM.4) output was erroneous from 155338Z – 155516Z. The erroneous values were removed and replaced with TtADDU.2 (total temperature from FMS) output,

$$TTM.2 = TtADDU.2 + 0.50$$

Also after landing fuselage static pressure #2 (PSM.2) output was erroneous from 155306Z – 160033Z. The erroneous values were removed and replaced with fuselage static pressure #1 (PSM.1) output,

$$PSM.2 = PSM.1$$

All other instrumentation worked optimally.

Two (2) dropsondes were deployed; 2 were good; 2 tempdrop messages were transmitted and received at NHC.

SPECIAL NOTE!!!   The variable names DPJ_GSZ, DPJ_ASZ and DPJ_WSZ 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.

	Takeoff (1426Z) **KMCF**	**Landing (1553Z)** **KMCF**
Aircraft Static Pressure	1016.5 mb	1015.8 mb
Corrected Tower Pressure	1018.1 mb	1017.5 mb

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