



N49RF ERROR SUMMARY

Ferry MacDill to Long Beach KMCF- KLGB

6 July 2015



Flight ID: 20150706N1

Sensor or system

Static Pressure Probe
Dynamic Pressure Probe
Total Temperature Probe
Dewpoint Temp. Probe
Vertical Accelerometer
Altimeter
INE Selection
Differential Attack Pressure Probe
Differential Sideslip Pressure Probe
Dynamic Attack Pressure Probe
Dynamic Sideslip Pressure Probe
Flight Directory

Number or Name

PSM.2
PQM.2
TTM.4
TDM.2
AccZI.1
AltGPS.3
INE1
PDALPHA.1
PDBETA.1
PQALPHA.1
PQBETA.1
acdata/MET/2015/20150706N1

Local Met Data:

Aircraft Static Pressure
Tower Pressure (corrected)

Takeoff (1824Z)

1019.2 mb
1021.1 mb

Landing (2250Z)

1009.8 mb
1013.3 mb

Notes:

There was a significantly larger than normal difference between station pressure and aircraft static pressures upon landing in Long Beach. PSM.2 (the reference) was 3.5 millibars lower. There was nothing to indicate a problem with the sensor and PSM.2 was within two millibars of station pressure for takeoff the following day.

The roll oscillation problem seen in all flights dating back into 2014 was again evident with a dominant period of just over 30 seconds. However, there was variability with regard to both the period and amplitude of the oscillation.

TDM.2 was used as the source dewpoint sensor and ALTGPS.3 (Novatel) was used as the altimeter source for calculations.

There were no data gaps and all other sensors performed well throughout the mission.

Expendable Type	Number deployed	Number good	Number of messages transmitted
GPS dropwindsonde	0	0	0

Flight Director:
Phone #:

Richard Henning
(813) 828-4624