



N49RF ERROR SUMMARY

Repo KMCF to KLGB

3 October 2015



Flight ID: 20151003N1

<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.1
Vertical Accelerometer	AccZfilterI.1
Altimeter	AltGPS.3
INE Selection	1
Differential Attack Pressure Probe	PDALPHA.1
Differential Sideslip Pressure Probe	PDBETA.1 (See note below)*
Dynamic Attack Pressure Probe	PQALPHA.1
Dynamic Sideslip Pressure Probe	PQBETA.1 (See note below)*
Flight Directory	acdata/2015/MET/20151003N1

<u>Local Met Data:</u>	<u>Takeoff - KMCF (2056Z)</u>	<u>Landing - KLGB (0144Z)</u>
Aircraft Static Pressure	1000.5 mb	996.8 mb
Tower Pressure (corrected)	1002.5 mb	998.7 mb

Notes:

* The nose radome on N49 was stuck by lightning on 1 Oct and subsequently replaced on 2 Oct. The replacement radome was not equipped to connect the Dynamic Sideslip Pressure Probes (PQBeta.1 and PQBeta.2) and the Differential Sideslip Pressure probes (PDBeta.1 and PDBeta.2). As a consequence, these data are not available in this dataset. Moreover, because these data are not available, flight level wind speed measurements should be considered suspect throughout this dataset.

The Edgetech dewpoint sensor (TDM.1) was the most representative dewpoint sensor throughout and was therefore used as the source. AltRA.1 recorded 30 instances of "NAN's" between 17:54:01Z and 01:10:25Z. All other sensors performed nominally.

Takeoff/Landing data: Data during landing and takeoff are potentially suspect. It is recommended that ground data not be used for scientific analysis.

SPECIAL NOTE!!! The variable names dpj_wgs, dpj_was, and dpj_wz in the netCDF file represent vertical ground, vertical air, 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.

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 the ambient temperature for nearly the entire mission during cruise above 41,000 feet. TDM.2 was used for post processing.

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

Flight Director:
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