



N43RF ERROR SUMMARY FERRY TO MacDill AFB



Flight ID: 20151029I2

<u>Sensor or system</u>	<u>Number or Name</u>
INE (for wind derivation)	INE1
Accelerometer	AccZfilterI-GPS.1
Temperature Probe	TTM.1
Dew Point Probe	TDM.1X (Buck)
Static Pressure	PSM.2
Dynamic Pressure	PQM.2
Altimeter (for Vert. Wind)	ALTGPS.3 (Novatel GPS)
Project Directory	/acdata/2015/MET/20151029I2

Notes:

There were no data gaps.

Dewpoint sensor #1 (TDM.1 [Buck]) displayed erroneous output from 203317Z – 203411Z. The erroneous values were manually removed and replaced using statistical techniques with a patch value of 0.50.

Also between 203618Z – 203728Z and 212723Z – 213245Z, TDM.1 displayed erroneous output that was removed and replaced with values from dewpoint sensor #2 (TDM.2....EdgeTech) via direct substitution,

$$\text{TDM.1} = \text{TDM.2}$$

Shortly after landing there were missing values in GPS MSL output from the uncorrected Novatel altimeter (AltGPS.4) from 214017Z – 214104Z.

All other instrumentation worked optimally.

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 (2011Z) KMGE	Landing (2140Z) KMCF
Aircraft Static Pressure	973.1mb	1013.0mb
Corrected Tower Pressure	973.6mb	1012.9mb

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