



N49RF ERROR SUMMARY
Tropical Storm Karen
4 OCT 2013



Flight ID: 20131004N1

<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 File	49cal102
Flight Directory	acdata/MET/2013/20131004N1

Local Met Data:	<u>Takeoff</u> (0517Z)	<u>Landing</u> (1254Z)
Aircraft Static Pressure	1014.7mb	1015.9mb
Tower Pressure (corrected)	1017.5mb	1018.5mb

Notes:

TDM.1 and TDM.2 are both not rated for use under -50 deg C. Cannot be considered reliable for dewpoints colder than -50C.

PQBeta.1 drifts erroneously from 10:03:19z to the end of the flight. PQBeta.2 is used as reference parameter in calculations.

INE1 seems to drift throughout the flight significantly more than INE2 and INE3. This drifting error shows up in parameters like the derived ground speed (GS.d). When recalculating parameters in ACAT-4 using INE2 there is a significant increase in the vertical wind mean from zero (UWZ mean is 0.08m/s with INE1 as opposed to 0.28m/s with INE2). This would indicate that using INE2 adversely affects the wind calculations. For this reason, we have decided to stay with using the usual default INE1.

Number of Drops: Good 38, Bad 1, Total 39

Flight Director:
Phone #:

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