

SFMR EXPERIMENT
Science Description

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Requirements: *High-Incidence Angle:* wind speeds $\geq 15 \text{ m s}^{-1}$; *G-IV SFMR:* TS or Hurricane

Science Objectives:

- 1) Collect high-incidence angle (off-nadir) SFMR data in regions with different wind speeds ($\geq 15 \text{ m s}^{-1}$), rain rates, storm relative quadrants, and radii from the storm center [*IFEX Goal 2*]
- 2) Sample the wind speed and rain rate from the G-IV SFMR in coordination with the P-3 SFMR [*IFEX Goal 2*]

Description of Science Objectives:

SCIENCE OBJECTIVE #1: *Collect high-incidence angle (off-nadir) SFMR data in regions with different wind speeds ($\geq 15 \text{ m s}^{-1}$), rain rates, storm relative quadrants, and radii from the storm center* [SFMR High Incidence Angle Measurements, HiSFMR]

Motivation: Surface winds in a tropical cyclone are essential for determining its intensity. Currently, the Stepped-Frequency Microwave Radiometer (SFMR) is used for obtaining surface wind measurements at nadir. Due to poor knowledge about sea surface microwave emission at large incidence angles and high wind speeds, SFMR winds are only retrieved when the antenna is pointed directly downward from the aircraft during level flight. Understanding the relationship between the SFMR measured brightness temperatures, surface wind speed, wind direction, and the ocean surface wave field at off-nadir incidence angles would potentially allow for the retrieval of wind speed measurements when the aircraft is not flying level. It is hypothesized that at off-nadir incidence angles the distribution of foam on the ocean surface from breaking waves impacts the SFMR measurements differently than at nadir and is dependent on polarization. Therefore, by analyzing the excess brightness temperature at various wind speeds and locations within the tropical cyclone environment at various off-nadir incidence angles, the relationship between the ocean surface characteristics and the SFMR measurements will be quantified as a function of wind direction relative to the SFMR look angle and polarization.

Background: Currently, if the aircraft pitch or roll angle exceeds a threshold of $\pm 5^\circ$, wind speeds are not reported for the SFMR. These thresholds result in wind speeds not being provided when the aircraft turns or if the aircraft exceeds the pitch threshold while flying a constant pressure surface through the eyewall where the highest wind speeds are usually measured. By improving our understanding of the physics of the air-sea interaction between the wind and sea surface in the extreme environment of tropical cyclones, it will be possible to develop corrections for the SFMR algorithm to obtain wind speed measurements when the aircraft is not flying level.

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Hypothesis: Collecting high-incidence angle SFMR data will allow for quantification of the changes in the SFMR brightness temperature at off-nadir incidence angles that are related to the wind direction relative to the SFMR look angle and polarization.

Aircraft Pattern/Module Descriptions:

P-3 Module #1: HiSFMR

Two down-looking SFMRs should be mounted on the P-3 aircraft. The operational wing-pod mounted SFMR should be operating as usual. A second SFMR is to be mounted parallel to the latitudinal axis of the airframe (rotated 90° from the operational position).

When the aircraft rolls, the operational SFMR will be collecting off-nadir data at H-pol and the second SFMR will be collecting off-nadir data at V-pol, simulating the data that the SFMR would collect when the aircraft pitches. The high-incidence angle modules can be flown during any mission with any flight pattern and are designed to obtain SFMR measurements in various locations of the tropical cyclone environment at several different wind speeds during constant banked aircraft turns at several different roll angles, specified below. A full pattern for each module consists of three complete circles for each specified roll angle (Figure SF-1). It is important to maintain as constant of a roll angle, pitch angle, and altitude as possible. A dropsonde and AXBT pair should be released at the beginning of the pattern. The wide swath radar altimeter (WSRA), if available, should also be obtaining measurements during the pattern for analysis of the ocean surface characteristics. The wave spectra obtained by the WSRA will allow for a more accurate investigation of the sensitivity of the SFMR to the surface wave characteristics. It is ideal to fly these modules in rain-free areas as to reduce the impact of the atmospheric emission on the SFMR measurements and to obtain measurements in regions of moderate to heavy precipitation, as deemed safe by the aircraft pilots, in order to understand the impact of varying the path length of the precipitation.

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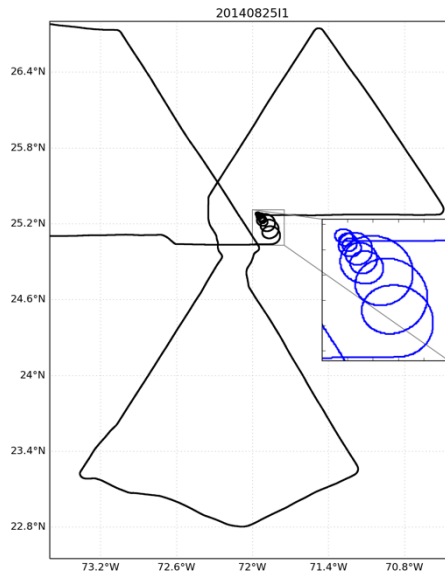


Figure SF-1: Example flight path (black) with SFMR high-incidence angle module. The inset zoomed in portion with the blue track displays the SFMR module in more detail.

Module Options:

1. Zero wind, high incidence angle response
 - This module is designed to determine the antenna pattern corrections and possible impacts of sun glint
 - Fly circles at roll angles of 15, 30, 45, and 60 degrees
2. Moderate wind response ($\sim 15 \text{ m s}^{-1}$, 30 kts)
 - This module is designed to understand the mixed “phase” (i.e., foam vs roughness contributions to brightness temperature)
 - Fly circles at roll angles of 15, 30, and 45 degrees
3. Moderate winds ($\sim 15 \text{ m s}^{-1}$, 30 kts) and substantial swell or varying fetch length response
 - This module is designed to determine the sensitivity to stress
 - This can be performed on the way to the storm or in different sectors of the storm
 - Fly circles at roll angles of 15, 30, and 45 degrees
4. Strong wind response ($>30 \text{ m s}^{-1}$, 60 kts)
 - This module should be flown in multiple storm quadrants (motion relative)
 - Fly circles at roll angles of 15, 30, and 45 degrees

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Thus far, measurements have been obtained in all storm-relative quadrants except for the rear left quadrant (Figure SF-2). To develop a more complete composite picture, *we are particularly interested in obtaining measurements in the rear left quadrant* of storms (motion relative) this season. We would also like to focus on regions with wind speeds greater than 20 m s^{-1} and regions of stratiform precipitation.

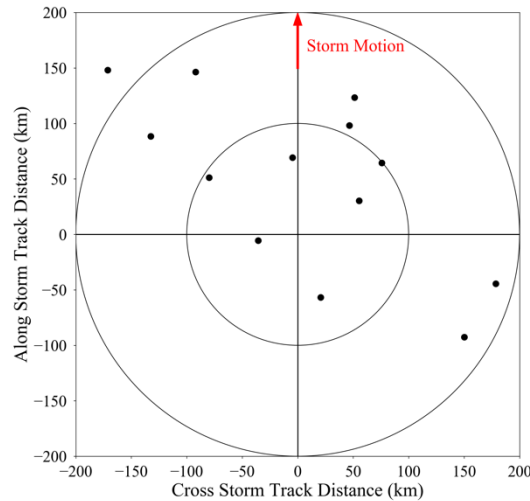


Figure SF-2: Storm-relative locations of high-incidence angle SFMR observations obtained in previous seasons.

Analysis Strategy: The SFMR data from these flights will be analyzed to quantify the double harmonic oscillation that is evident in high-incidence angle SFMR data collected during previous seasons. The WSRA data will then be used to analyze the differences in the ocean surface characteristics to reveal any possible relationships between the double harmonic oscillation found in the SFMR measurements and the ocean surface characteristics. The surface wind direction from the dropsondes will be used to compute the relative look angle of the SFMR to the surface wind direction. Wind speed from the dropsondes will be used to quantify the differences in the SFMR brightness temperatures expected at nadir with the high-incidence angle measurements. SST from the AXBTs will be used as input to the brightness temperature algorithm.

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SCIENCE OBJECTIVE #2: *Sample the wind speed and rain rate from the G-IV SFMR in coordination with the P-3 SFMR [G-IV SFMR Validation]*

Motivation: The SFMR on the P-3 has a proven track record for providing surface wind data in tropical cyclones (Uhlhorn et al. 2007, Klotz and Uhlhorn 2014). However, there is no documentation of the G-IV SFMR data and its usefulness under the current specifications of the G-IV flight patterns. To our knowledge no data from the G-IV SFMR has been released or used in any research or operational capacity. This data could potentially provide important information about the tropical cyclone wind radii as well as for mapping the environmental surface winds. The goal of this module is to validate the G-IV SFMR data with reliable, coincident P-3 SFMR data in the full spectrum of wind speeds and rain rates.

Background: Historically, the SFMR has primarily served as a research instrument that measured surface wind speeds and rain rates in hurricanes. As early as 1980, data were collected to estimate surface wind speeds from the breaking waves on the sea surface, but they were used in a limited capacity due to various errors. Beginning in 1998–1999, SFMR data were regularly collected on the P-3 aircraft with reasonable estimates of wind speeds, but an algorithm upgrade in the mid-2000s significantly improved the data. The SFMR still struggled at the low wind regime and within rainy conditions, which prompted a second algorithm update that became operational in 2015.

An SFMR was also installed on the G-IV, but it has several additional factors with which to contend. Because of the aircraft altitude, the footprint size is ~4–5 times larger than the SFMR on the P-3. The SFMR on the P-3 was designed to only interpret rain below the melting level because the P-3 normally operates at those altitudes. The G-IV must not only interpret rain, but also ice particles in the column between the flight-level and melting level. The combined factors call into question the G-IV SFMR ability to produce reasonable wind speeds (and rain rates) along the flight track.

A third SFMR (upward looking) was installed on the P-3 (NOAA42) to take measurements of the air column above the aircraft. This data has not been used in any research or operational capacity either, but could prove very useful for this module. Figure SF-3 provides a schematic of the footprint size and coverage for the three SFMR instruments based on standard flight altitudes of 42,000 ft and 10,000 ft for the G-IV and P-3, respectively. Note that this schematic is not to scale.

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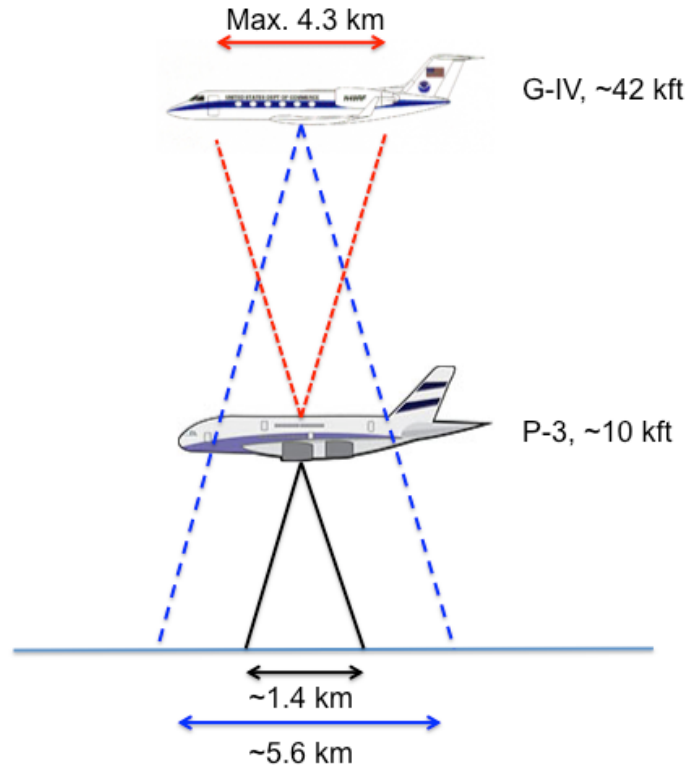


Figure SF-3. A schematic figure of the footprint coverage for the various SFMR instruments is provided. Also indicated are the normal operating altitudes of each aircraft. This schematic is not to scale.

Hypothesis: Comparison with P-3 SFMR data will necessitate modifications to the G-IV SFMR processing and/or algorithm to account for the additional impacts on the received signal. It is expected that if the G-IV uses the P-3 processing algorithm, there will be noticeable deficiencies in the returned values.

Aircraft Pattern/Module Descriptions:

P-3 Module #1: G-IV SFMR Validation

G-IV Module #1: G-IV SFMR Validation

The premise behind this module is fairly simple: coordinate small sections of overlapping flight tracks between the G-IV and P-3. It is expected that this module should fit into a larger experiment so as not to interrupt the overall goals of said mission. Because the G-IV and P-3 often fly very different patterns, the best way to have the aircraft overlap is using the circumnavigation pattern. This flight option would coordinate along the inner circumnavigation (G-IV), targeting an area that is experiencing intermittent but occasionally moderate to heavy rain. This flight strategy allows for comparison of similar strength wind speeds

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(consistent radius) with a large variety of rain rates. If the G-IV can fly a radial pass in conjunction with the P-3 (maybe possible for a tropical storm), this would allow evaluation over a variety of wind speeds and rain rates. A third option would be to complete this module on a downwind leg of a P-3 TDR mission.

The two aircraft operate at different air speeds (~325 kt for the P-3 and ~440 kt for the G-IV), which limits the amount of time the aircraft will have reasonable coverage over the same portion of the ocean surface. Therefore, this module needs to be operated from the perspective of a preselected meeting point or midpoint of the pattern, which ensures both SFMR are observing the same portion of the ocean. The aircraft should be flying along the same heading during this coordinated overlap. For about 3–4 minutes prior to and after this midpoint, the two SFMR will have varying overlap in their footprints with the least overlap at the beginning and end of the module. A reasonable estimate of the duration of this module is ~8 minutes. Figure SF-4 is a schematic of the footprint coverage as a function time within the module centered on the preselected midpoint. As confirmation of the wind speeds observed at the midpoint, a dropsonde should be launched from the P-3.

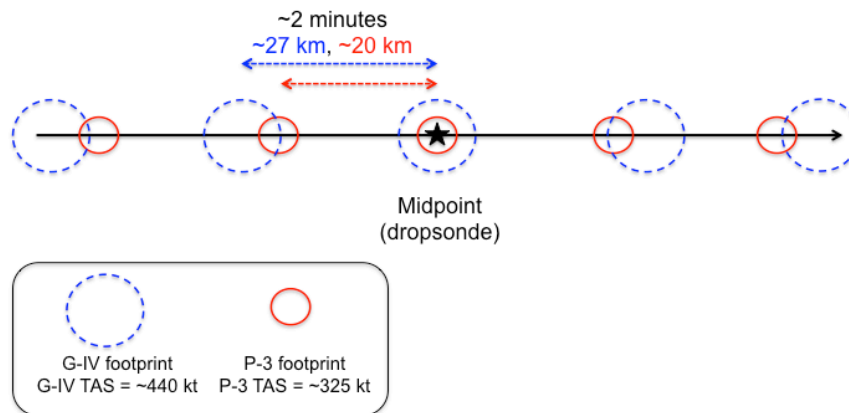


Figure SF-4. A schematic diagram of the flight path of the G-IV and P-3 aircraft during the module is provided. The red and blue circles indicate the P-3 and G-IV SFMR footprint size, respectively. The timing between successive locations in the figure is ~2 minutes with the distance covered by each aircraft noted. This figure is not to scale as the footprint size is emphasized for visibility.

Analysis Strategy: Data that are collected during this module will first be post-processed and quality-controlled. The two downward looking SFMR will be compared and statistically evaluated depending on the overlapping footprint coverage and distance from the midpoint. From this perspective, differences can be determined based on coverage, wind speed, and rain rate. A surface-adjusted wind speed from the dropsonde will serve as the truth to validate both SFMR. A determination of the additional impacts of the air

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column above the P-3 on the G-IV SFMR results could prompt further investigation into changes for the G-IV processing or algorithm. Comparison of the upward looking P-3 SFMR will serve as an independent measure of the above aircraft air column and will help confirm any impacts the G-IV SFMR encounters.

References:

Klotz, B. W., and E. W. Uhlhorn, 2014: Improved Stepped Frequency Microwave Radiometer tropical cyclone surface winds in heavy precipitation. *J. Atmos. Oceanic Technol.*, 31, 2392–2408.

Uhlhorn, E. W., P. G. Black, J. L. Franklin, M. Goodberlet, J. Carswell, and A. S. Goldstein, 2007: Hurricane Surface Wind Measurements from an Operational Stepped Frequency Microwave Radiometer. *Mon. Wea. Rev.*, 135, 3070–