

7 October 2014

TO: CONTRAST data-processing file
 FROM: Al Cooper
 SUBJECT: example: AKRD coefficients, CONTRAST

Equations underlying the calibration

The first-order expression for the vertical wind w is

$$w = V \sin(\alpha - \phi) + w_p \quad (1)$$

where V is the true airspeed, α the angle of attack, ϕ the pitch, and w_p the vertical motion or rate-of-climb of the aircraft. The solution for the angle-of-attack is

$$\alpha = \phi + \arcsin \frac{w - w_p}{V} \quad (2)$$

If it is reasonable to assume for some period of flight that w is zero, or that it averages to zero, then

$$\alpha^* = \phi - \arcsin \frac{w_p}{V} \quad (3)$$

can be used as a reference angle-of-attack to which to fit a parameterized formula. This fit reference depends on measurements of pitch, rate-of-climb, and true airspeed. Even in the presence of waves, fitting to this as functions of the radome measurements and other flight characteristics should average any real effects of vertical wind as long as the vertical wind over the flight segments used averages to zero.

In the case of the radome, the relevant variables are ϕ =PITCH, w_p =GGVSPDB, and V =TASX.¹ The radome measures the pressure difference (ADIFR) between top and bottom ports on the radome, and this pressure is usually normalized by some measure of dynamic pressure like QCF or QCXC or QCRC. The former is preferable because the use of corrected QCXC requires the application of static-defect corrections that themselves depend on α , leading to circularity in the calculation, and QCR and QCRC are sometimes affected by icing or freezing of accumulated water even when ADIFR continues to function.

¹There is an element of circularity that arises from TASX dependence on the pressure corrections but pressure corrections dependent on angle of attack. This is usually minor because the fractional change in TASX introduced by the pressure corrections is small, but it may be useful to iterate once, applying the new sensitivity coefficients in recalculation of TASX and then repeating the fit.

Determining the Sensitivity Coefficients

The fit procedure is to determine the coefficients $\{c_i\}$ in the following equation that provide a best fit to α^* as given by (3):

$$\text{AKRD} = c_0 + \frac{\{\text{ADIFR}\}}{\{\text{QCXC}\}} (c_1 + c_2 \{\text{MACHX}\}) \quad (4)$$

The “standard” representation of angle of attack as described in the document on processing algorithms (cf. this link) is this equation with coefficients $\{c_0, c_1, c_2\} = \{4.604 [^\circ], 18.67 [^\circ], 6.49 [^\circ]\}$. However, this clearly did not provide a good fit to the CONTRAST measurements. A good example of the need for revised coefficients comes from the only speed runs I found in the CONTRAST flights, those from RF08 8:28:00–8:37:00 (about 19,000 ft altitude) and 9:17:00–9:26:00. A fit of (4 to these measurements, summarized below and shown in Fig. 1, resulted in coefficients $\{4.4635, 14.5758, 11.3049\}$, a fit significantly different from the standard.

```
##
## Call:
## lm(formula = AOAREF ~ AQR + AQRM, data = DataSR)
##
## Residuals:
##      Min       1Q   Median       3Q      Max
## -0.26821 -0.12915 -0.00398  0.10592  0.29715
##
## Coefficients:
##              Estimate Std. Error t value Pr(>|t|)
## (Intercept)   4.46348    0.00696   640.9  <2e-16 ***
## AQR           14.57581    0.39109    37.3  <2e-16 ***
## AQRM          11.30495    0.58309    19.4  <2e-16 ***
## ---
## Signif. codes:  0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1 ' ' 1
##
## Residual standard error: 0.141 on 1199 degrees of freedom
## Multiple R-squared:  0.982, Adjusted R-squared:  0.982
## F-statistic: 3.32e+04 on 2 and 1199 DF,  p-value: <2e-16
```

– End of Memo –

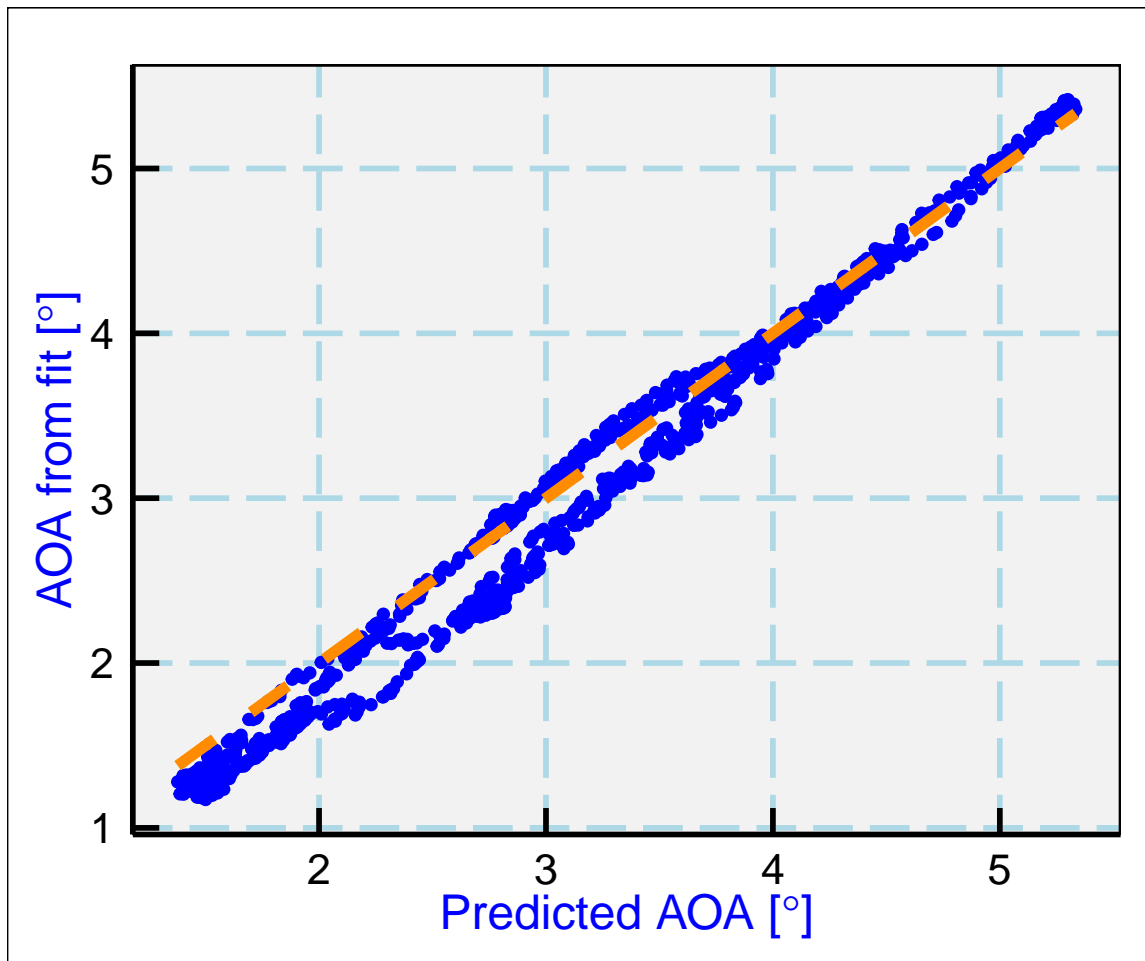


Figure 1: Data from the two speed runs from CONTRAST flight RF08, plotted as predicted vs. fit angle-of-attack for individual 1-s measurements. The dashed orange line shows the result expected for the fit to these measurements.

Instructions for re-use of the program that generated this memo

In the first “chunk” labelled “initialization”, change the project and flight number and set the times of speed runs to include. Alternately, it is possible to do this calculation on any period of a flight, or the entire flight, or to merge additional flights into the data set before fitting. The program runs under RStudio on tikal, accessible via this link. Copy the file referenced in the header of this memo to your work space and, once loaded into RStudio, run via the “Compile PDF” button.

Reproducibility:

PROJECT:	CONTRAST cal AOA
ARCHIVE PACKAGE:	CONTRASTcalAOA.zip
CONTAINS:	attachment list below
PROGRAM:	/h/eol/cooperw/RStudio/Reprocessing/CONTRASTcalAOA.Rnw
ORIGINAL DATA:	/scr/raf_data/CONTRAST/CONTRASTrf08.nc
ARCHIVE:	git://github.com/WilliamCooper/RSessions.git

Attachments: ProgramFile listed above
 CONTRASTcalAOA.pdf
 CONTRASTcalAOA.Rdata.gz

```
system ("zip CONTRASTcalAOA.zip CONTRASTcalAOA.Rnw CONTRASTcalAOA.pdf //  
SessionInfo CONTRASTcalAOA.Rdata.gz")
```