Comments on Cooper, Spuler, Spowart, Lenschow and Friesen:

Calibrating measurements from a research aircraft using a Doppler laser air-motion sensor.

This is an exceptionally important paper for fundamental measurements from aircraft, and it may be extended to non research aircraft.

The new LAMS measurements are used to make corrections to both static and dynamic pressure. It is assumed that the LAMS beam obtains measurements from un-disturbed air ahead of the aircraft; how sure can we be that is the case, and is it possible that if the air is not completely undisturbed, then slightly different results would be obtained? Should we try to focus LAMS further forward on subsequent flights to verify that the sampling is indeed in undisturbed air?