
22 August 2015

To: Reprocessing File
FROM: Al Cooper and Jorgen Jensen
SUBJECT: Vertical wind for HIPPO flights, circuits 2–5

1 General comments

The measurements of vertical wind from HIPPO flights appear to need different sensitivity coefficients for HIPPO-2/3 vs HIPPO-4/5, and the reason for that is not evident. Projects HIPPO-2 and HIPPO-3 are consistent and could use the same coefficients without serious error, but projects HIPPO-4 and HIPPO-5 each need significantly different coefficients and, even with those changes, the results for vertical wind appear to produce significant errors that can't be removed by AKRD calibration. Prior to January 2012, when the radome was changed, the “standard” coefficients expected to apply to the radome, determined from the PREDICT project, which was in August 2010 and so between HIPPO-3 and HIPPO-4, are listed in the following table. The suggested coefficients are also listed, and it is clear that the standard coefficients do not apply well to any of the HIPPO circuits (all flown before the 2012 radome change). There is significant difference also vs. the DC3-TEST project, flown just before the last two HIPPO circuits. There was some evident change between HIPPO-3 and HIPPO-4 (between April 2010 and June 2011), and the results from PREDICT are still different. Furthermore, the resulting vertical wind in HIPPO-2 and HIPPO-3 looks satisfactory, while there are evident problems in HIPPO-4 and HIPPO-5 that do not appear to be correctable by calibration coefficients, as discussed in the next section.

There were apparently no speed runs in the test or research flights leading to HIPPO-4 and HIPPO-5, but there were several in flights 1, 2, and 4 of DC3-TEST. Therefore there may be some argument for using these coefficients in preference to those determined from HIPPO-4/5, in case some frequent radome problems affect the results from those projects. This will be discussed further in the “Suggested processing” section below.

Project	Dates	c_1	c_2	c_3
“standard”	before 2012	5.516	19.07	2.08
HIPPO-2	Nov. 2009	5.151	15.651	7.303
HIPPO-3	Mar/Apr 2010	5.112	14.016	8.291
HIPPO-4	Jun/Jul 2011	4.876	9.882	12.275
HIPPO-5	Aug/Sept 2011	4.832	9.506	12.669
DC3-TEST	May 2011	5.389	20.172	0

2 Illustration and study of the HIPPO-4/HIPPO-5 problem

Flight 3 of HIPPO-5 illustrates the problem that is present in vertical-wind measurements from HIPPO-4 and HIPPO-5. If the coefficients listed in the above table, determined from the full-project measurements combining all flights, are used the result is the vertical wind shown in Fig. 1.

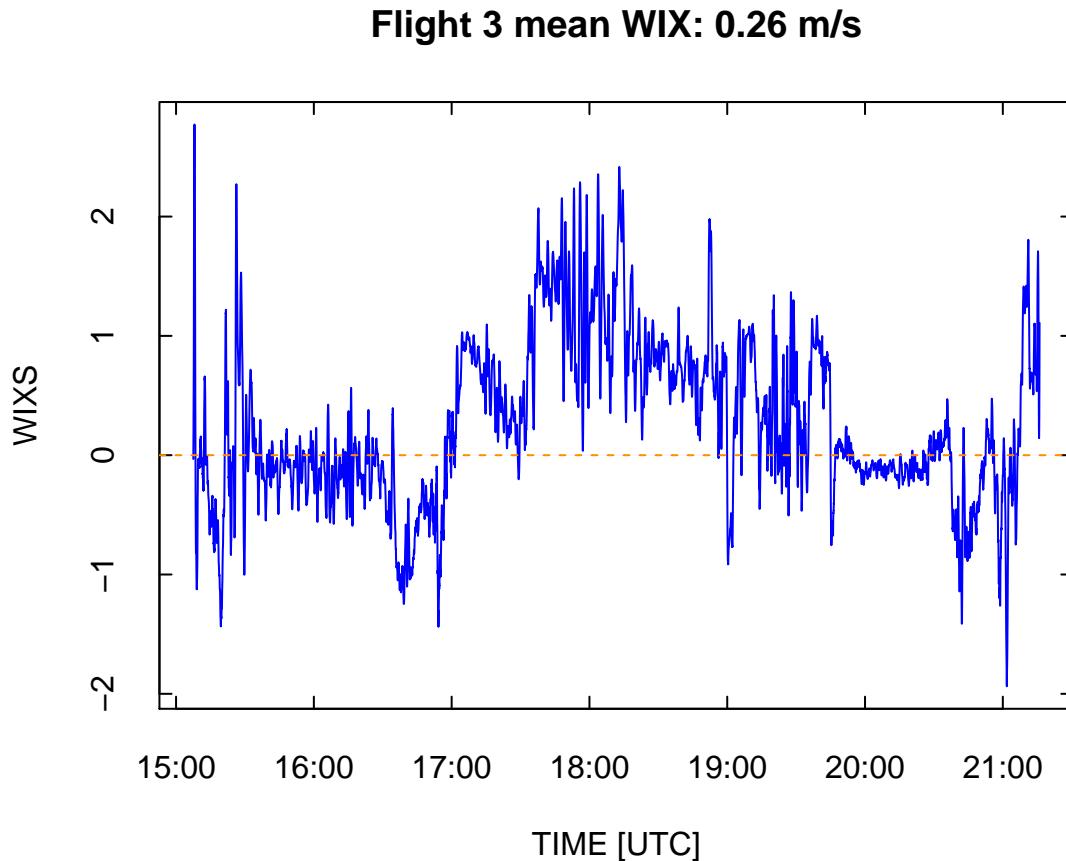


Figure 1: Vertical wind measurements WIC for HIPPO-5 flight 3.

If fit coefficients are determined from only this flight, to avoid the possibility that other flights might have different radome characteristics and so distort the results, the coefficient are $\{4.76, 7.80, 15.00\}$. The resulting fit has only minor improvement in the residual standard deviation (0.182 vs 0.188) in comparison to using the full-project coefficients as listed in the above table. It does not appear to improve the vertical wind, however; it lowers the central portion where there appears to be too-high vertical wind, but it accomplishes this by lowering the level portions near the start and end of the flight. Examination of the components entering the vertical wind shows that everything appears normal except ADIFR, which has enough offset in the central portion of the plot to account for the excess vertical wind.

Figure 2 shows that a similar but even more problematic deviation occurs for Flight 4. Because these features occur throughout HIPPO-5, and have both signs, it seems implausible that they are real. More likely is that the radome suffers from some problem, like some accumulation of dirt or a bug near the ports or a partial obstruction in the lines or a leak. To check for this, the measurements of ADIFR were considered as functions of altitude or Mach number to see if there

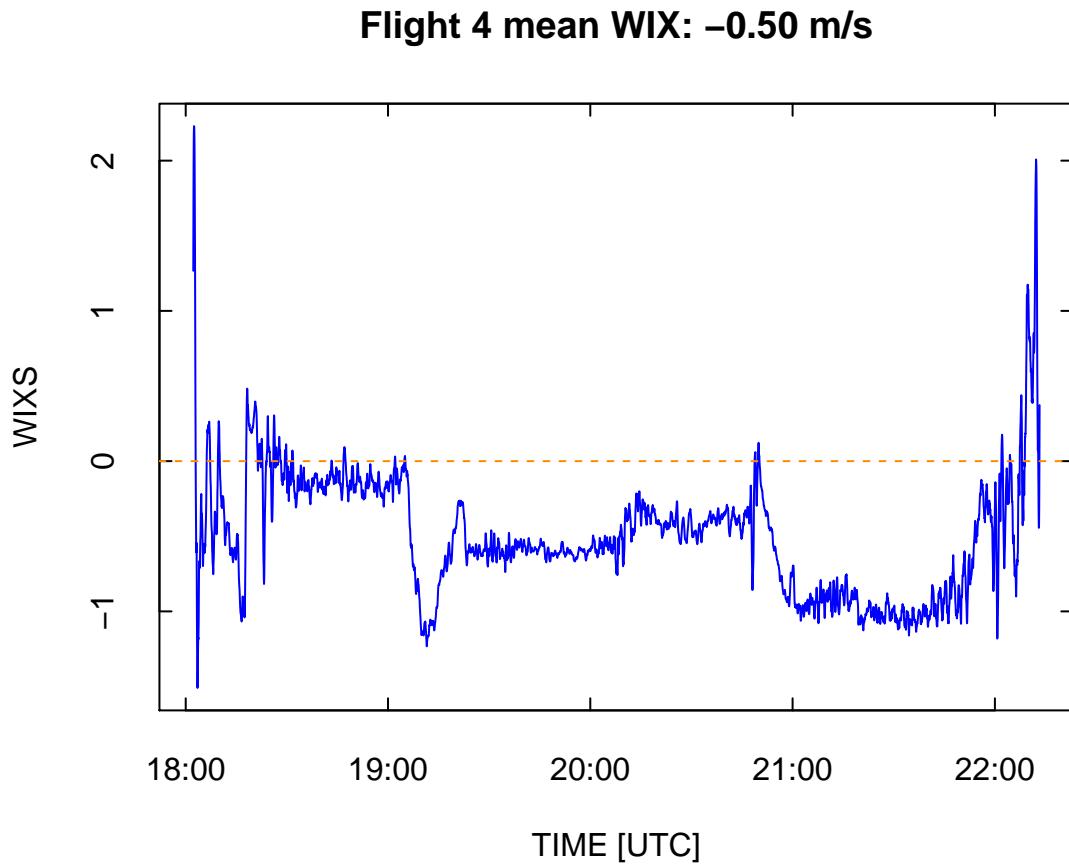


Figure 2: As in the preceding figure but for HIPPO-5 flight 4.

is a normal pattern for level flight and if there is unusual variance in HIPPO-5. Figure 3, comparing the measurements of ADIFR from flight 4 to those from all other HIPPO-5 flights except 1, 3, and 4, shows that flight-4 measurements are clear outliers. Of course, this would be the case if the vertical wind is really low as shown in Fig. 2, but that seems unlikely over such an extended distance. It seems more likely that there was some problem affecting the radome on this flight and perhaps also others in HIPPO-4 and HIPPO-5.

3 Suggested processing

The DC3-TEST coefficients were tested in HIPPO-5, but the results appeared to be much worse than those with the tabulated coefficients for HIPPO-5, so it appears best to keep those coefficients even though there is suspicion that something about the radome-based measurements is problematic in HIPPO-5. The suggested solution, to obtain reasonable-looking vertical wind for HIPPO-4

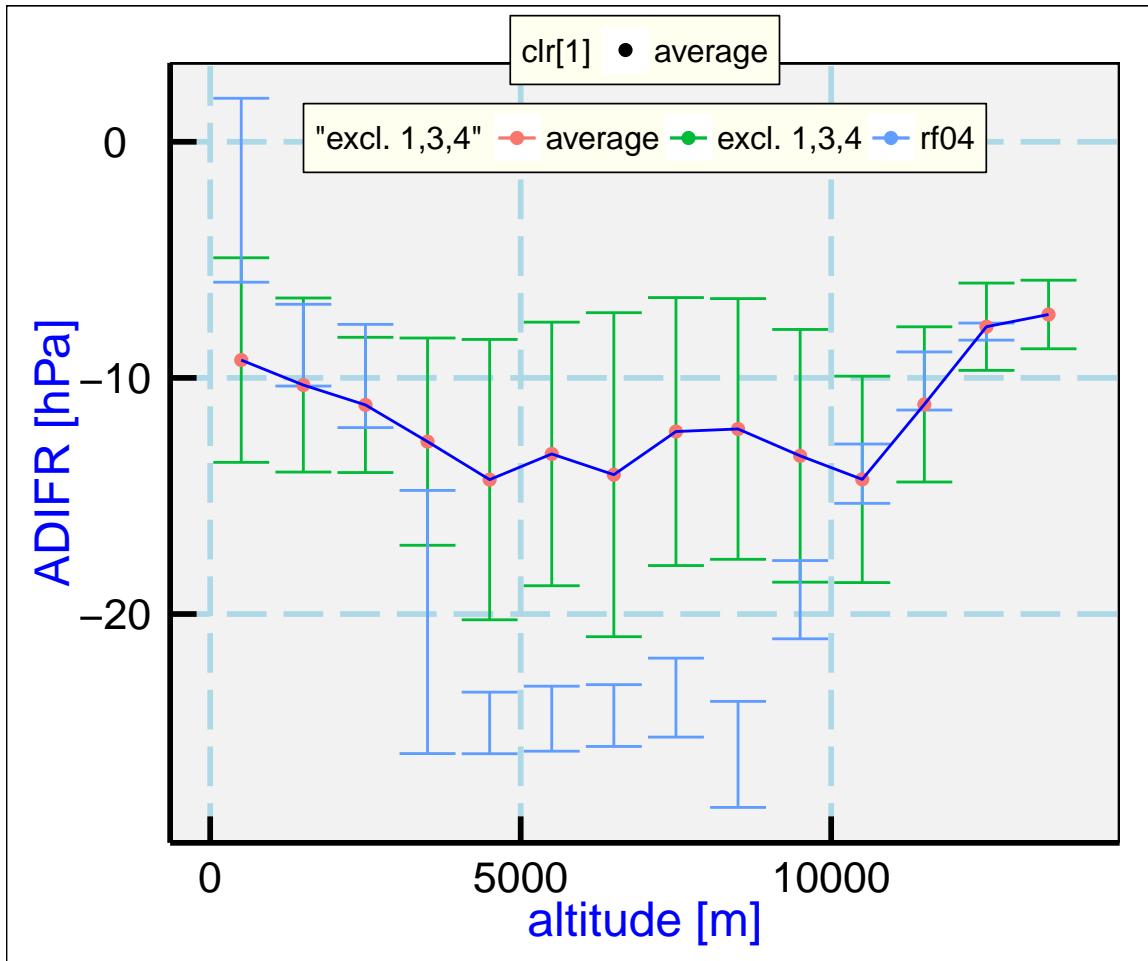


Figure 3: Distribution in ADIFR in altitude bins, for all measurements in HIPPO-5 except those in flights 1, 3, and 4 (green), and for those from flight 4 (blue).

and HIPPO-5, is to high-pass filter the vertical wind and then provide three variables: WIC (which would be what is called WIX in this memo); WIF (filtered WIC), and WIX, the recommended value of vertical wind. For HIPPO-4 and HIPPO-5, WIX would be WIF; for HIPPO-2 and HIPPO-3, WIX would be WIC without filtering. That would be consistent with 'X' used to identify other best choices among redundant measurements.

The filter should have a long time constant to avoid affecting real long-wavelength waves. The suggested choice is 600 s, which for airspeed above 180 m/s would correspond to a wavelength longer than 100 km. Furthermore, the filter should be applied forward and backward or otherwise designed to be centered to avoid the phase shift that would occur otherwise. This will necessitate second-pass processing to provide the filtered variable.

HIPPO-5 flight 3; red line: WIX – mean (WIX–WIXF)

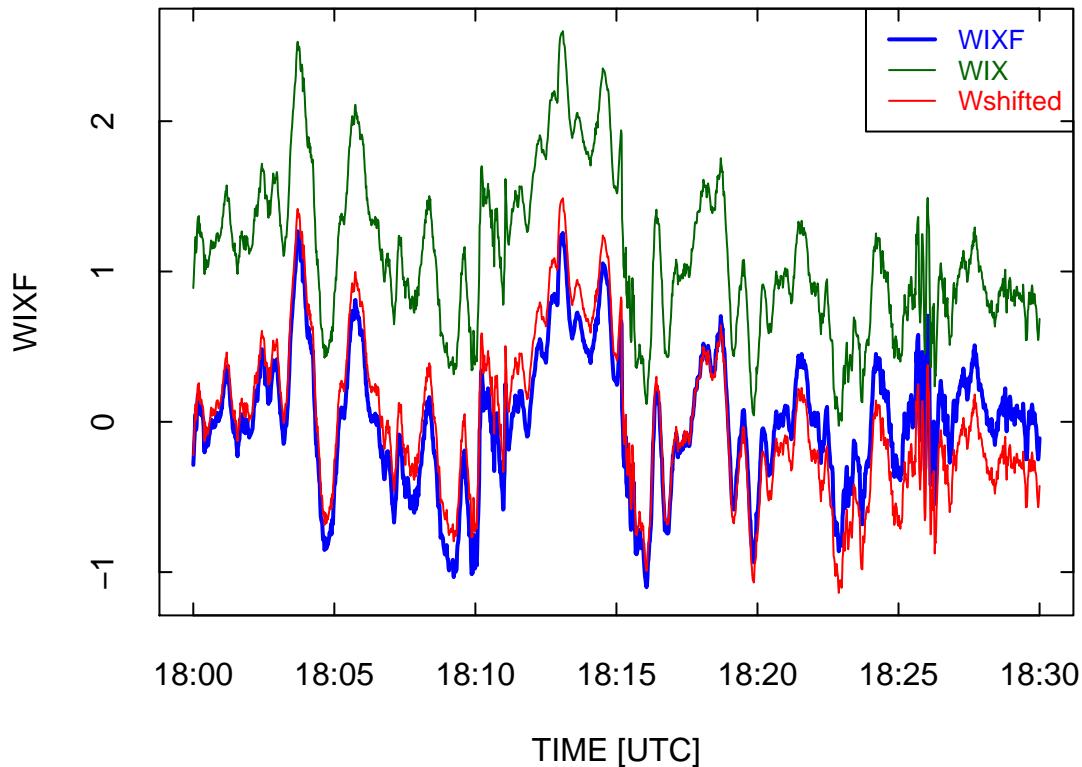


Figure 4: Example of the effect of a 600-s high-pass filter (WIXF) applied to the vertical wind measurement (WIX), from HIPPO-5 flight 3, 18:00:00–18:30:00.

4 Resulting vertical wind

An example of the result of applying this approach, with 600-s high-pass filtering, is shown in Fig. 4. The high-frequency structure is mostly preserved well while the significant offset is removed. For reference, the full-flight plots of the unfiltered and filtered wind that results from this approach are appended, for both HIPPO-4 and HIPPO-5. See the sequence of figures starting with Fig. 5.

Memo to: Reprocessing File

22 August 2015

Page 6

– End of Memo –

Reproducibility:

PROJECT: WICforHIPPO
ARCHIVE PACKAGE: WICforHIPPO.zip
CONTAINS: attachment list below
PROGRAM: WICforHIPPO.Rnw
ORIGINAL DATA: /scr/raf_data/HIPPO/HIPPO-5/rf08.nc, etc. Aug 19)
GIT: git@github.com:WilliamCooper/WICforHIPPO.git

Attachments: WICforHIPPO.Rnw
WICforHIPPO.pdf
SessionInfo

HIPPO-5 flight 1 mean unfiltered 0.17 filtered 0.01

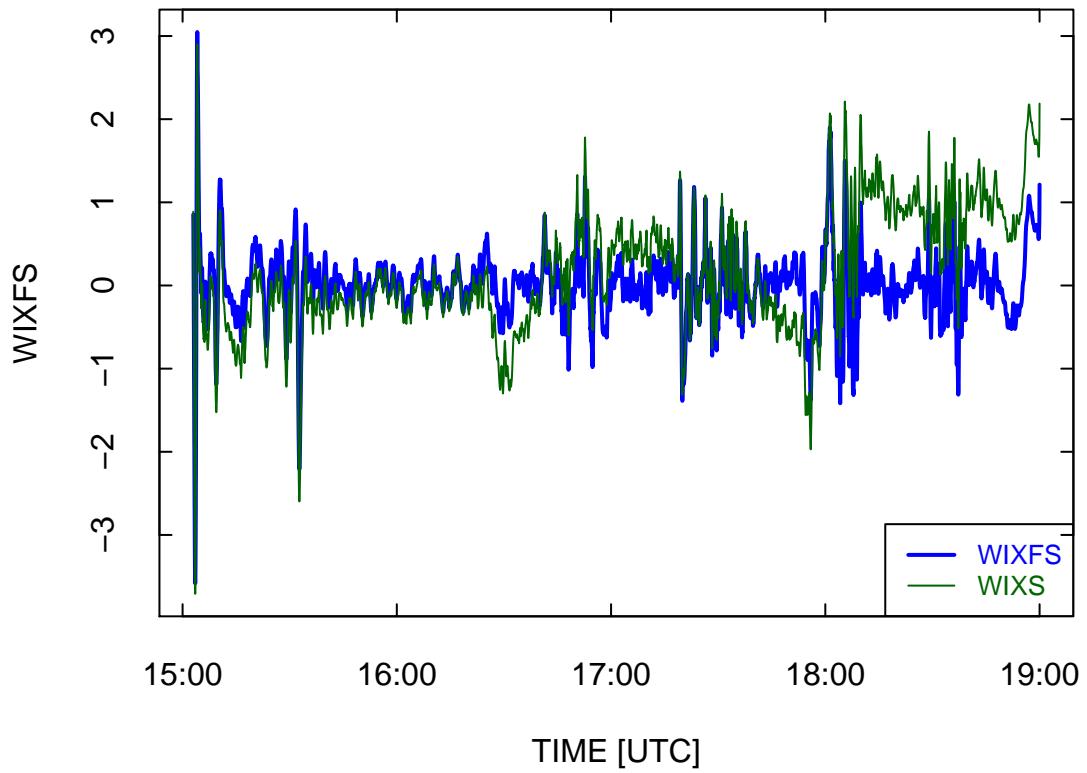


Figure 5: Result for unfiltered and filtered vertical wind for HIPPO-5 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO-5 flight 2 mean unfiltered 0.36 filtered -0.00

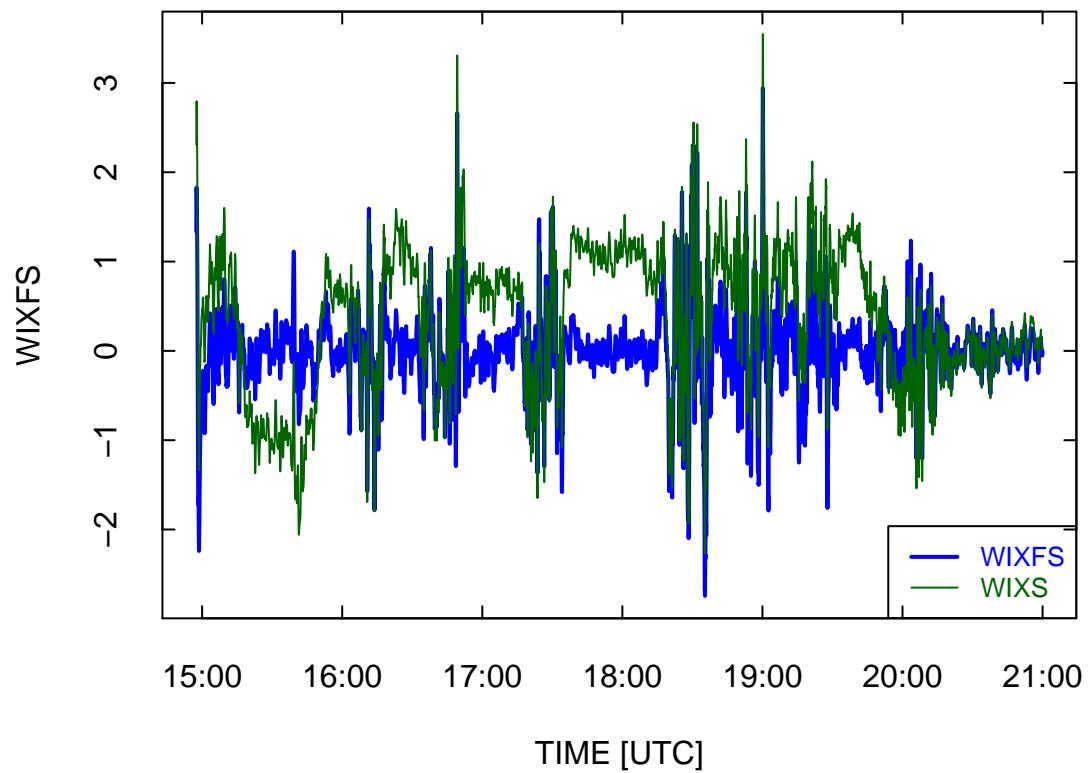


Figure 6: Result for unfiltered and filtered vertical wind for HIPPO-5 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO-5 flight 3 mean unfiltered 0.26 filtered 0.01

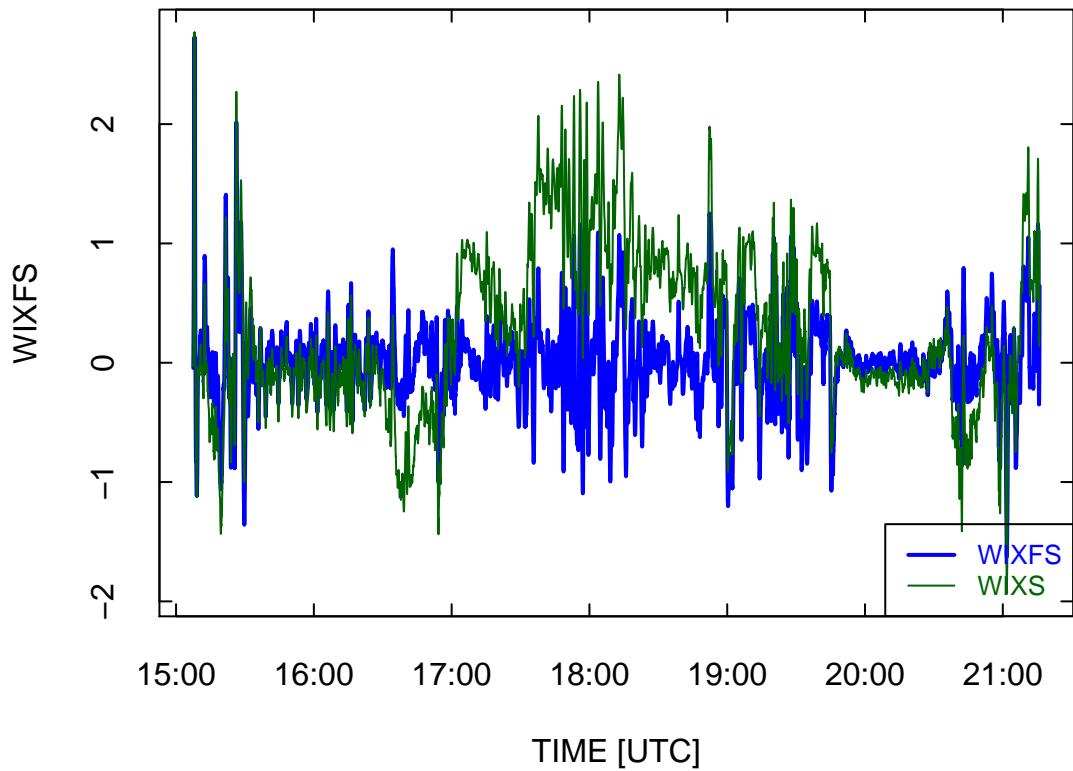


Figure 7: Result for unfiltered and filtered vertical wind for HIPPO-5 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO-5 flight 4 mean unfiltered -0.50 filtered 0.00

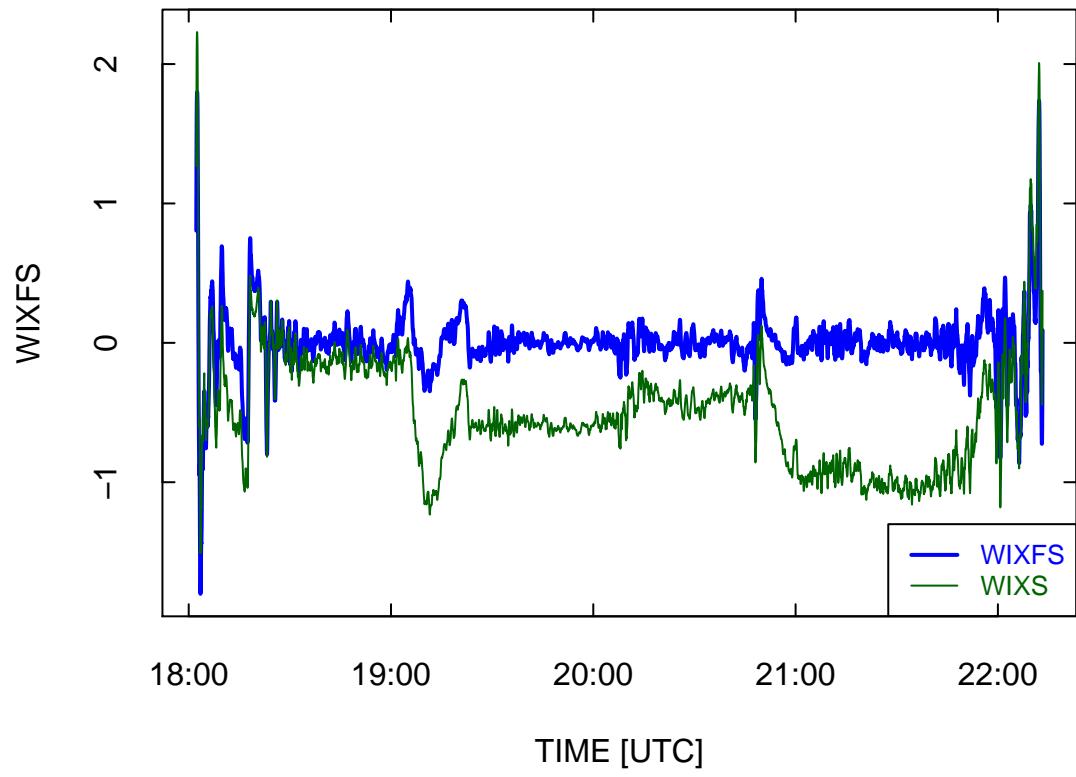


Figure 8: Result for unfiltered and filtered vertical wind for HIPPO-5 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

Memo to: Reprocessing File

22 August 2015

Page 11

HIPPO-5 flight 5 mean unfiltered 0.15 filtered 0.00

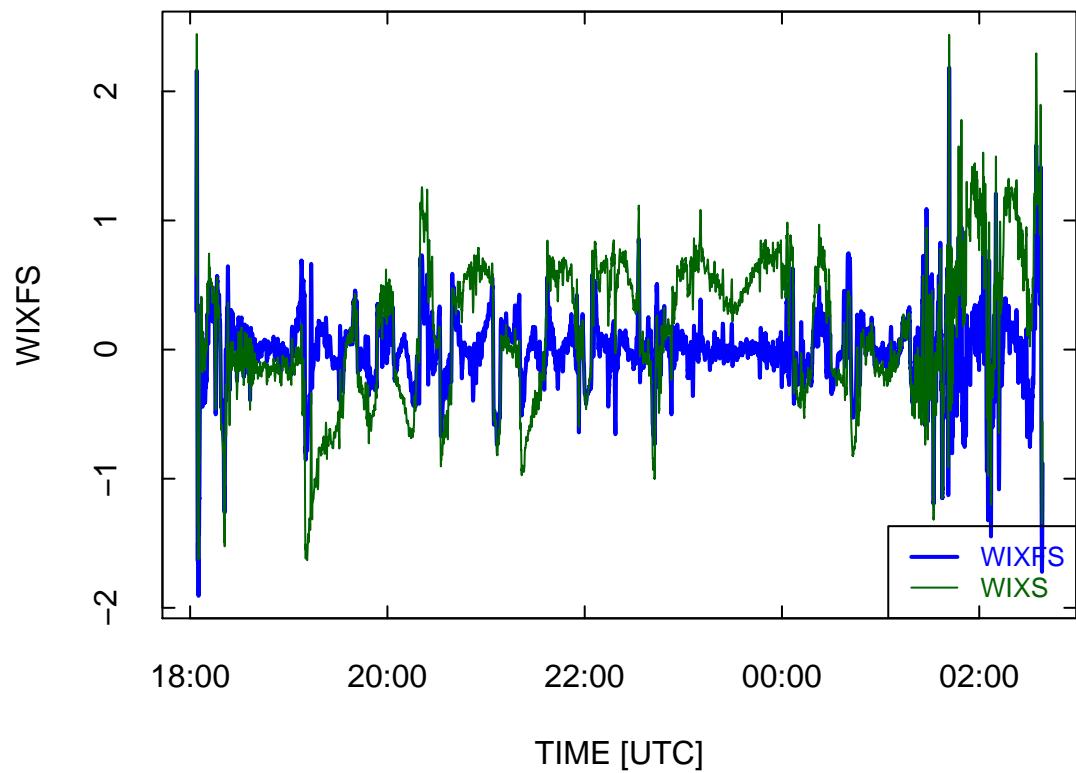


Figure 9: Result for unfiltered and filtered vertical wind for HIPPO-5 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

Memo to: Reprocessing File

22 August 2015

Page 12

HIPPO-5 flight 6 mean unfiltered -0.03 filtered -0.01

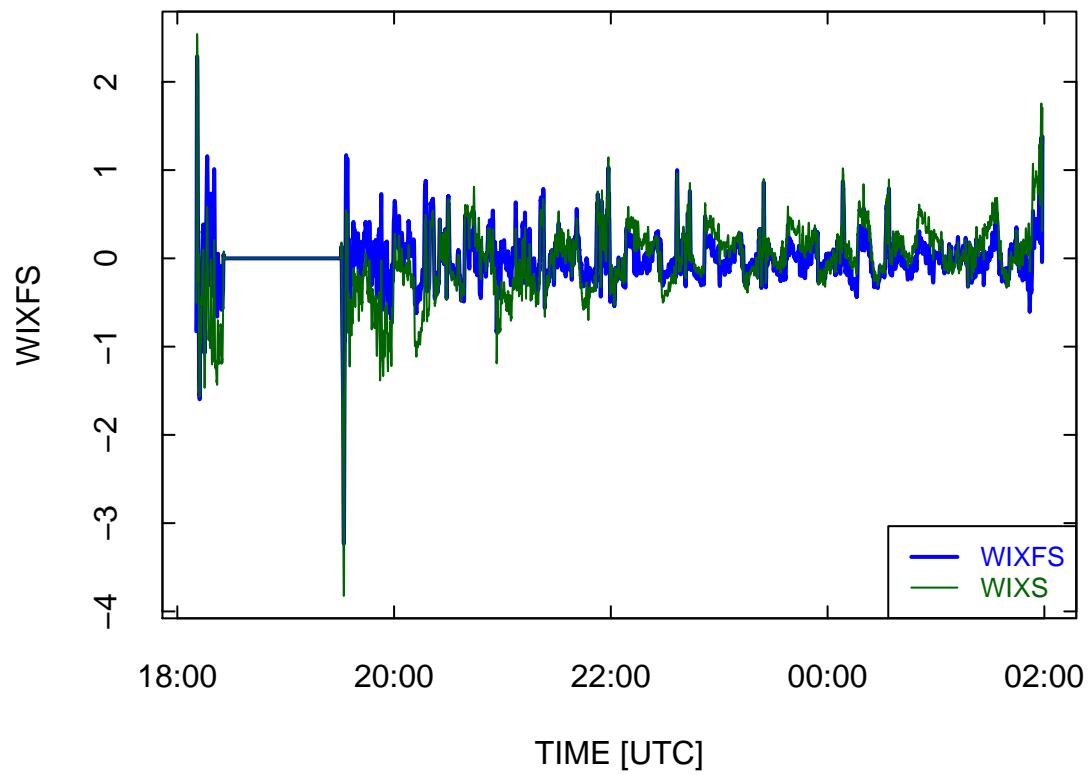


Figure 10: Result for unfiltered and filtered vertical wind for HIPPO-5 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO-5 flight 7 mean unfiltered -0.03 filtered 0.00

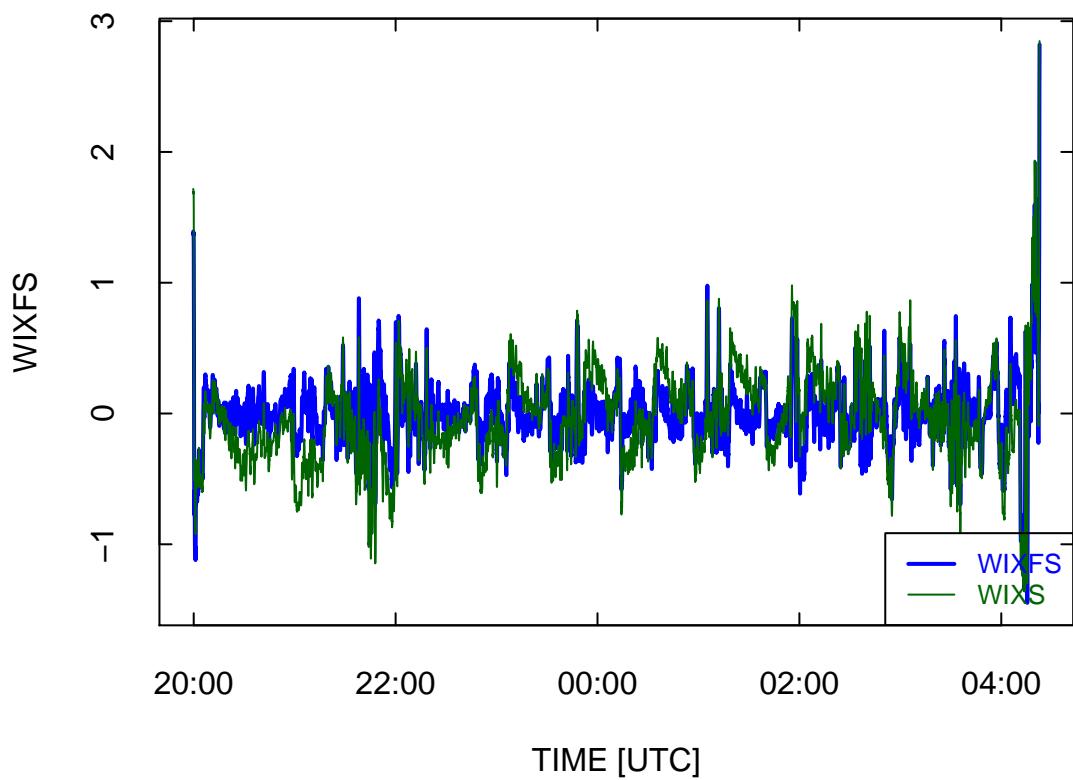


Figure 11: Result for unfiltered and filtered vertical wind for HIPPO-5 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO-5 flight 8 mean unfiltered -0.29 filtered -0.00

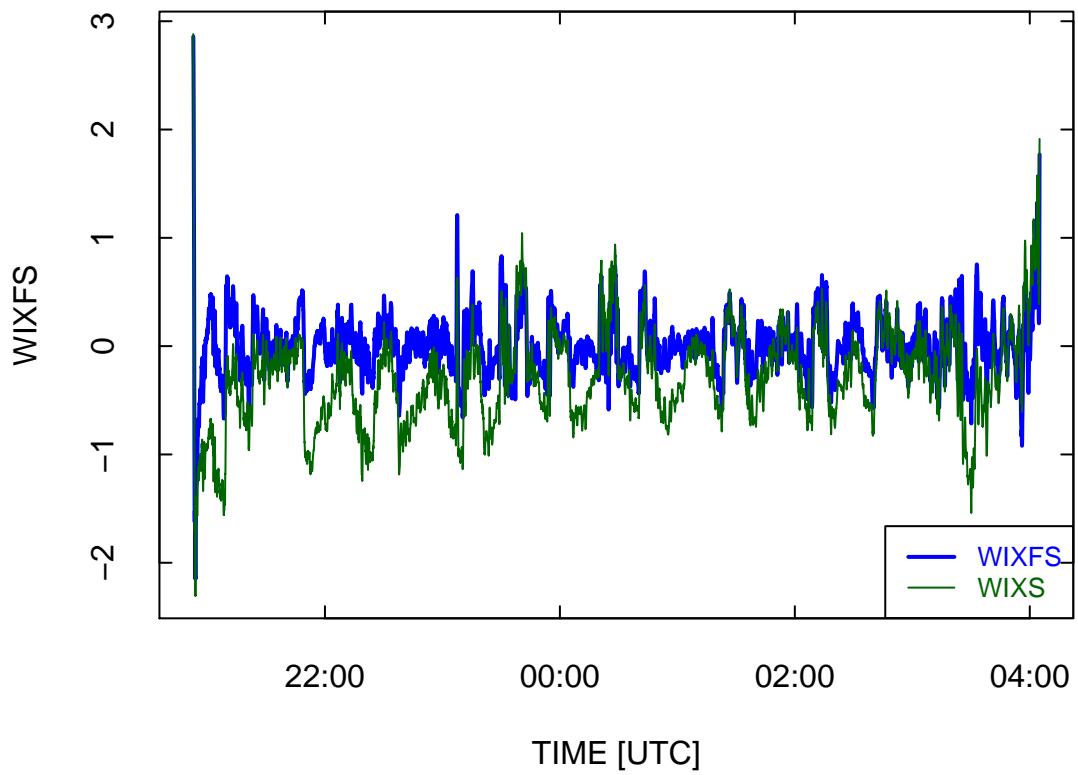


Figure 12: Result for unfiltered and filtered vertical wind for HIPPO-5 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO-5 flight 9 mean unfiltered -0.10 filtered 0.00

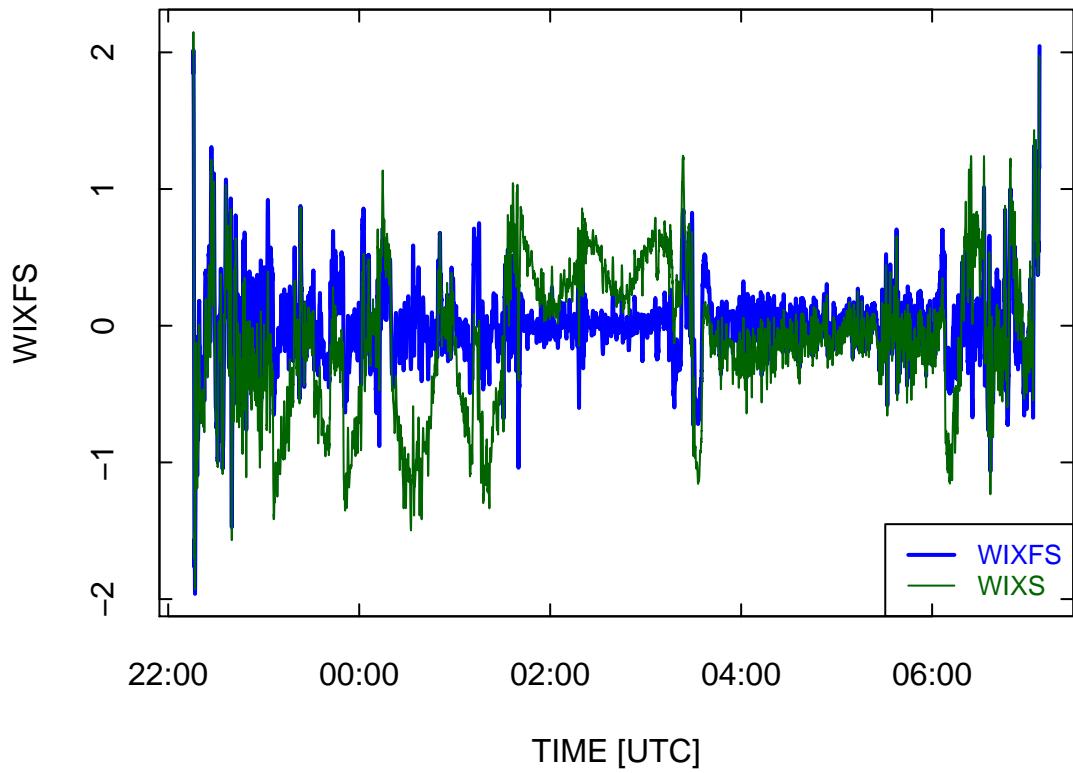


Figure 13: Result for unfiltered and filtered vertical wind for HIPPO-5 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

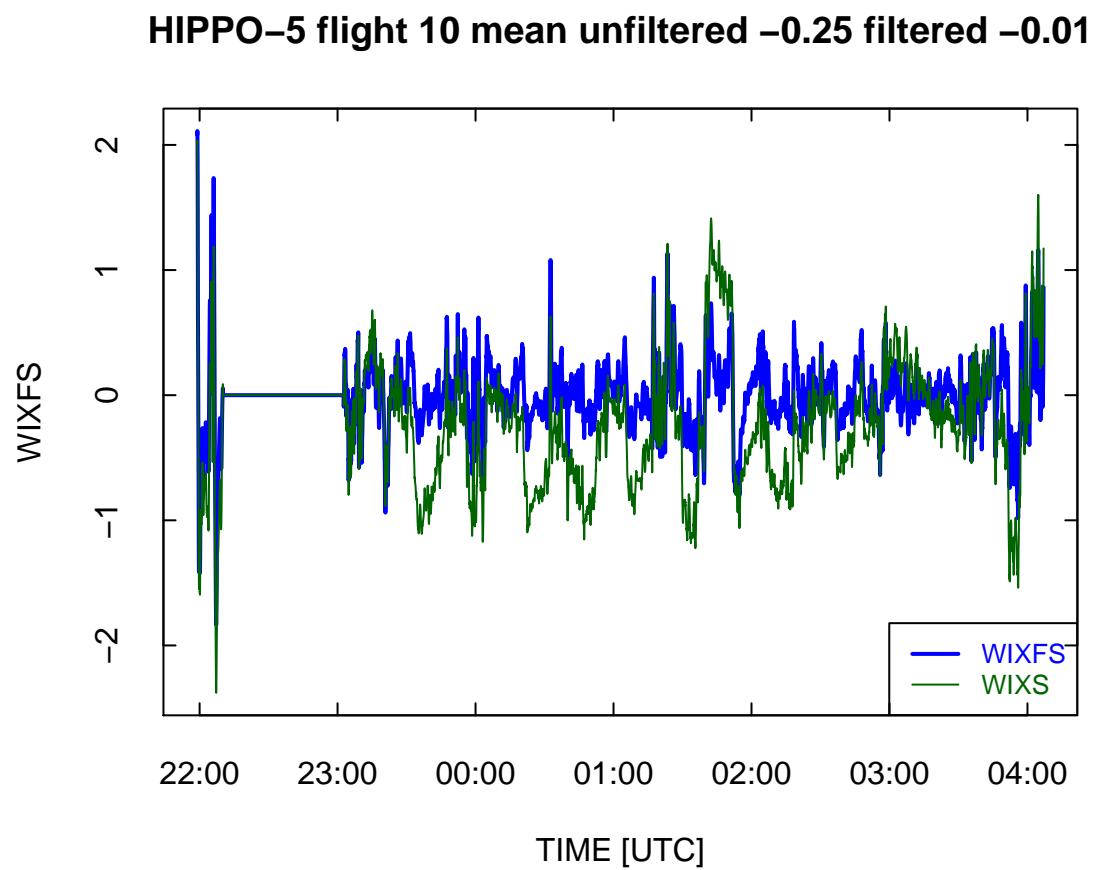


Figure 14: Result for unfiltered and filtered vertical wind for HIPPO-5 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO-5 flight 11 mean unfiltered 0.11 filtered 0.00

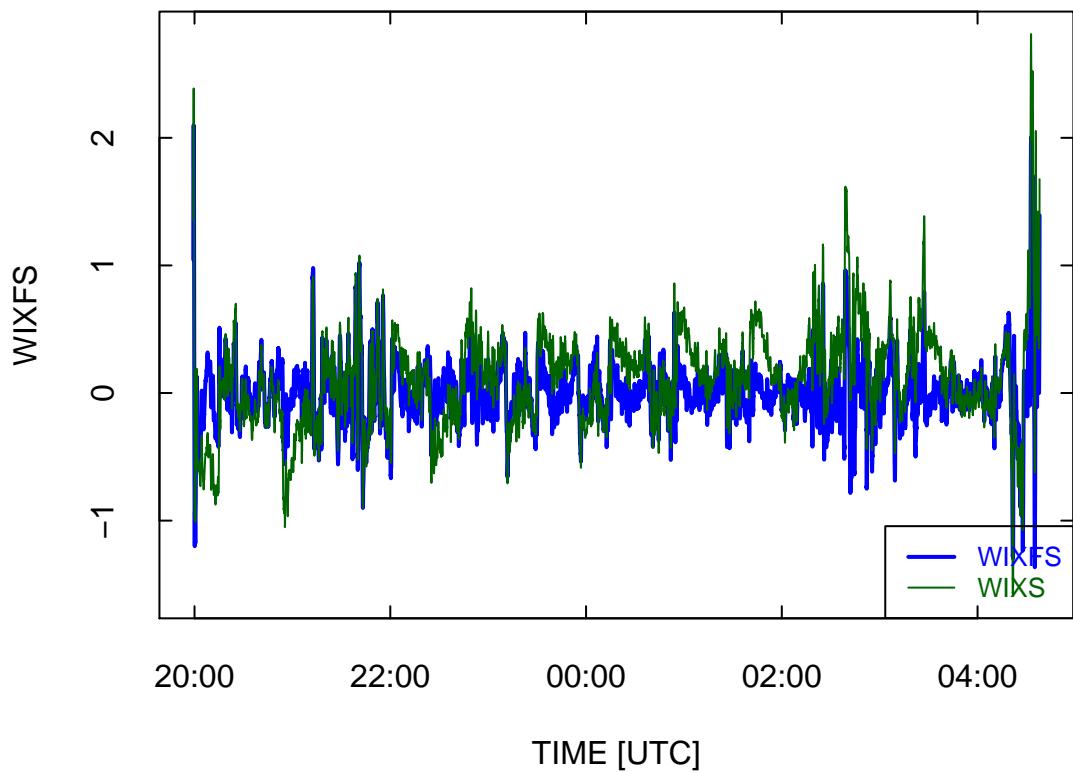


Figure 15: Result for unfiltered and filtered vertical wind for HIPPO-5 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO–5 flight 12 mean unfiltered 0.03 filtered –0.00

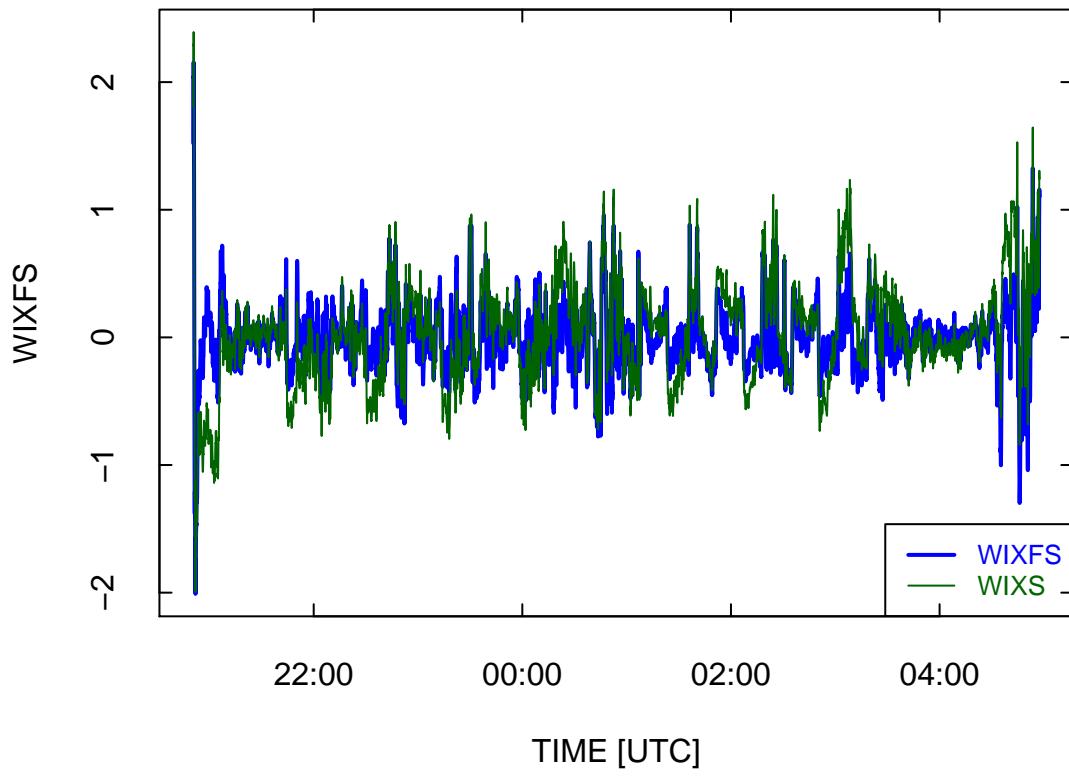


Figure 16: Result for unfiltered and filtered vertical wind for HIPPO-5 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO-5 flight 13 mean unfiltered 0.19 filtered 0.01

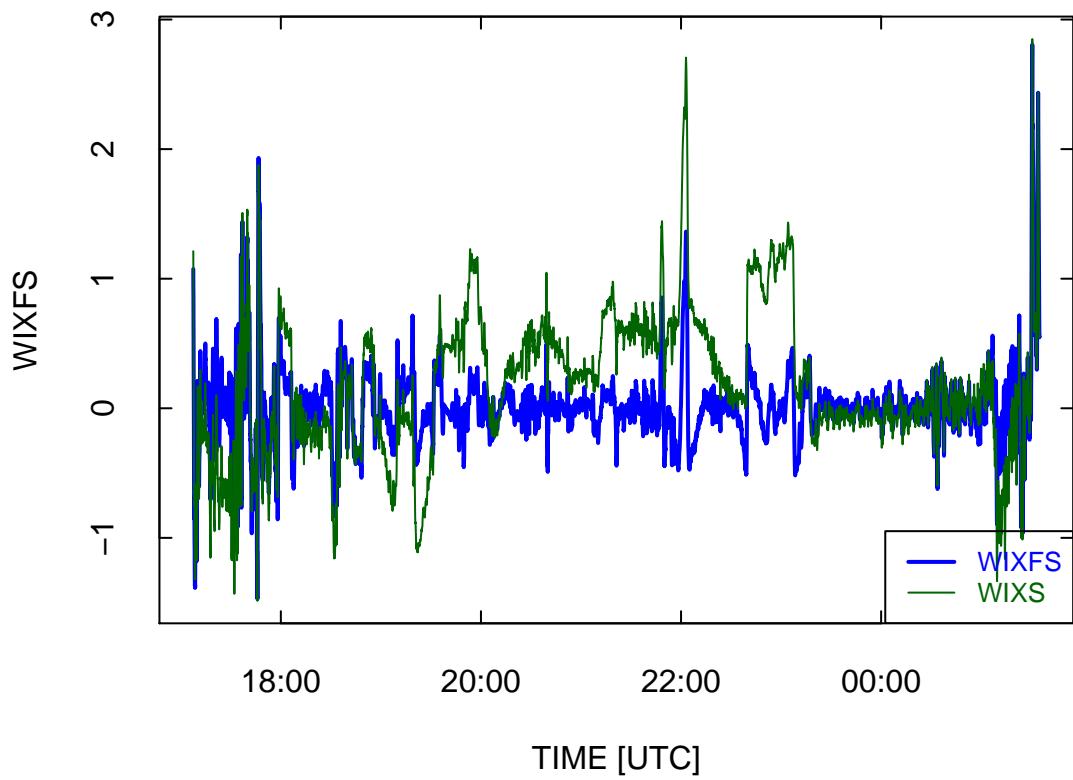


Figure 17: Result for unfiltered and filtered vertical wind for HIPPO-5 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO-4 flight 1 mean unfiltered -0.15 filtered 0.00

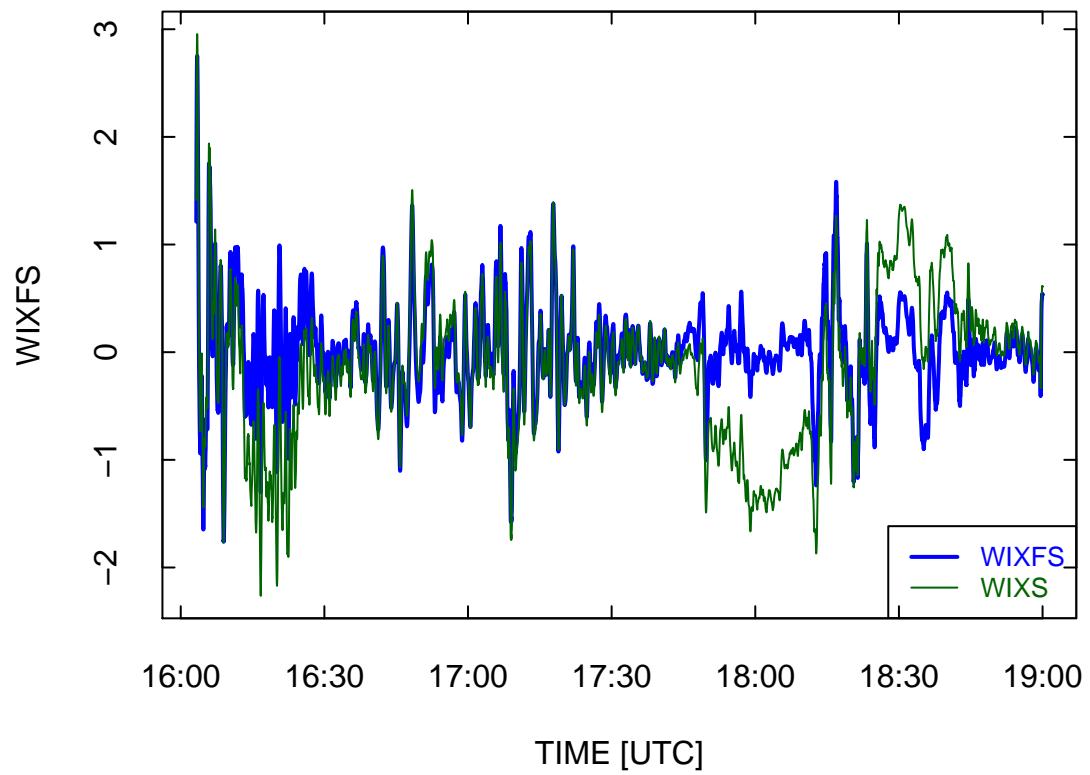


Figure 18: Result for unfiltered and filtered vertical wind for HIPPO-4 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO-4 flight 2 mean unfiltered -0.06 filtered 0.00

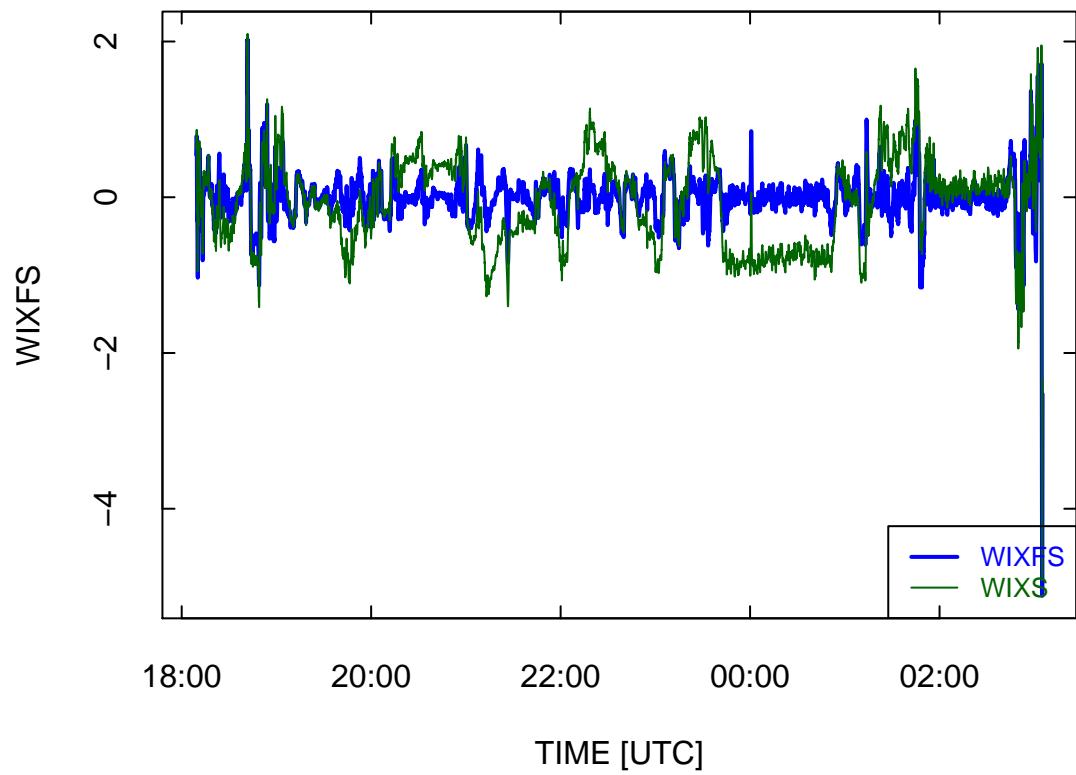


Figure 19: Result for unfiltered and filtered vertical wind for HIPPO-4 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

Memo to: Reprocessing File

22 August 2015

Page 22

HIPPO-4 flight 3 mean unfiltered 0.03 filtered 0.00

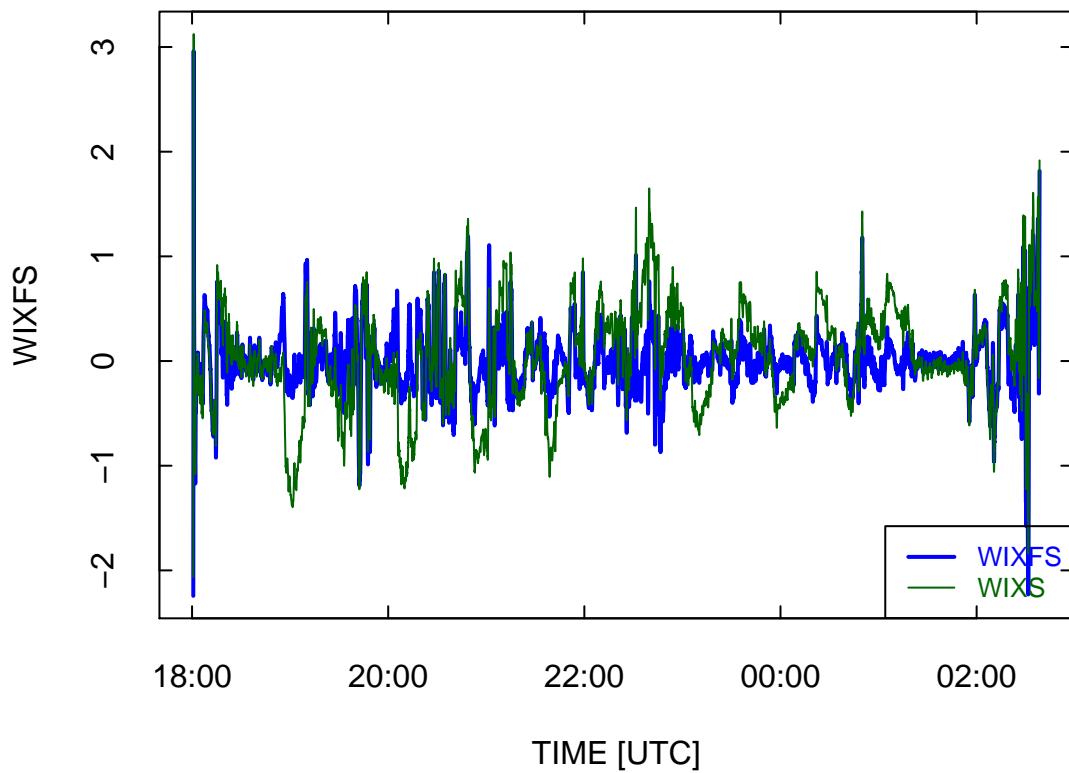


Figure 20: Result for unfiltered and filtered vertical wind for HIPPO-4 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO-4 flight 4 mean unfiltered -0.05 filtered 0.00

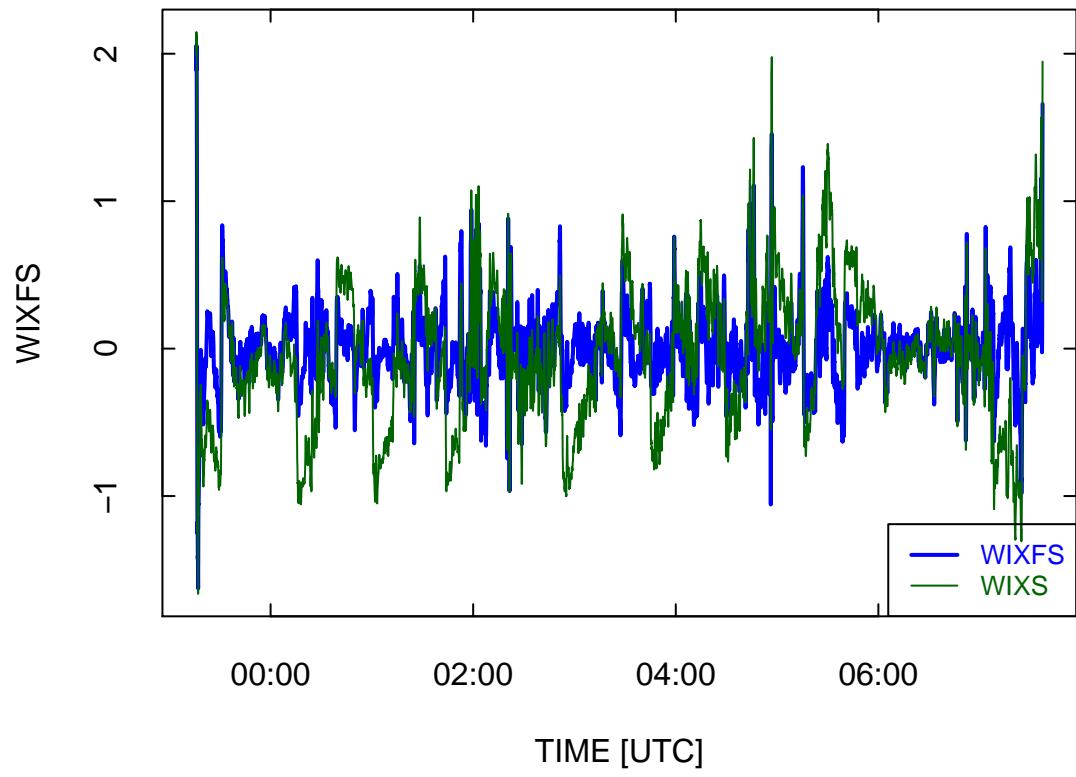


Figure 21: Result for unfiltered and filtered vertical wind for HIPPO-4 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO-4 flight 5 mean unfiltered -0.07 filtered 0.00

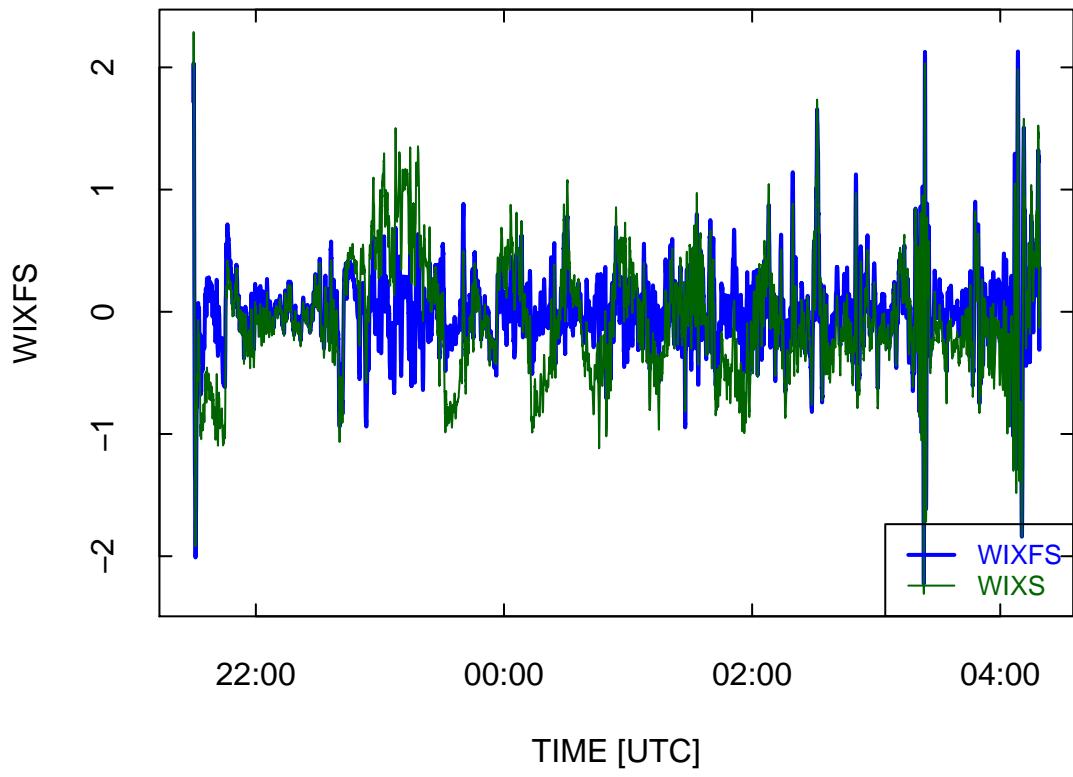


Figure 22: Result for unfiltered and filtered vertical wind for HIPPO-4 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO-4 flight 6 mean unfiltered 0.06 filtered -0.00

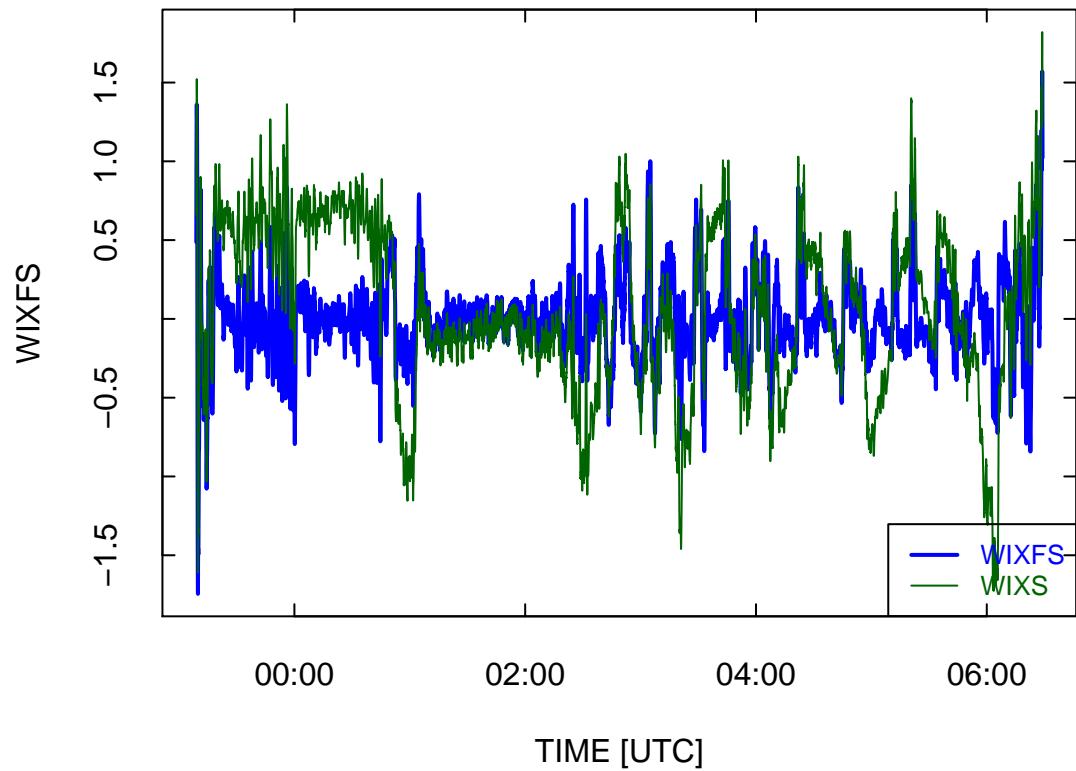


Figure 23: Result for unfiltered and filtered vertical wind for HIPPO-4 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO-4 flight 7 mean unfiltered 0.22 filtered -0.00

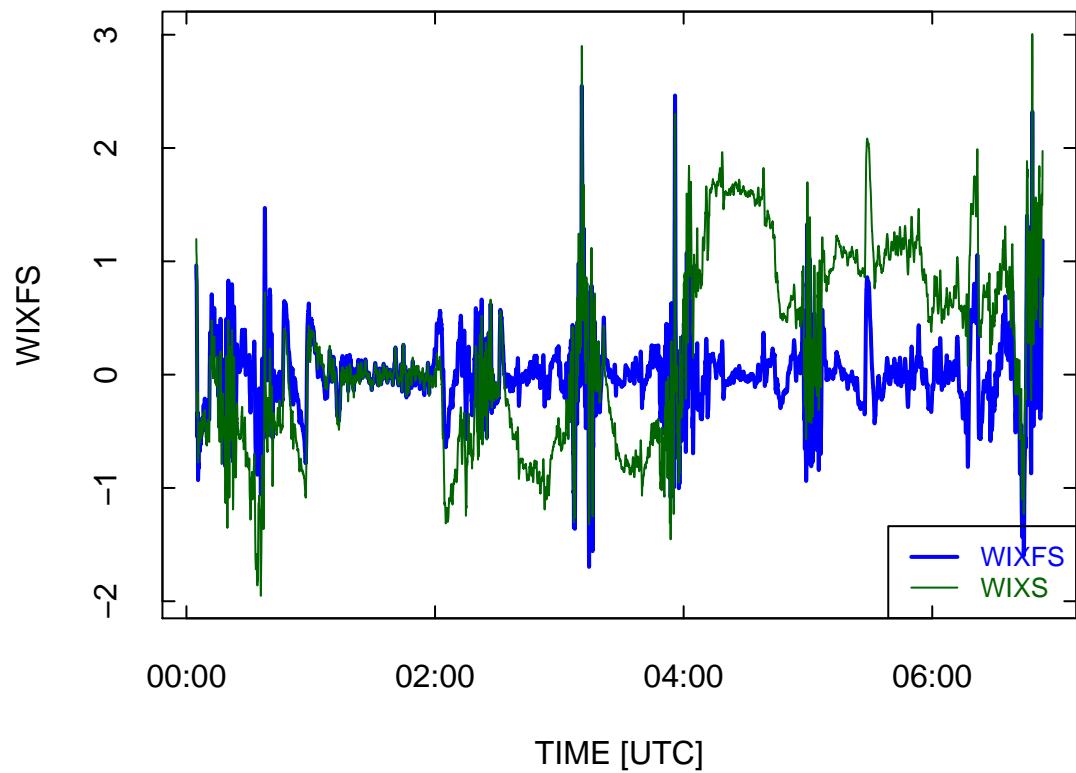


Figure 24: Result for unfiltered and filtered vertical wind for HIPPO-4 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO-4 flight 8 mean unfiltered 0.01 filtered -0.00

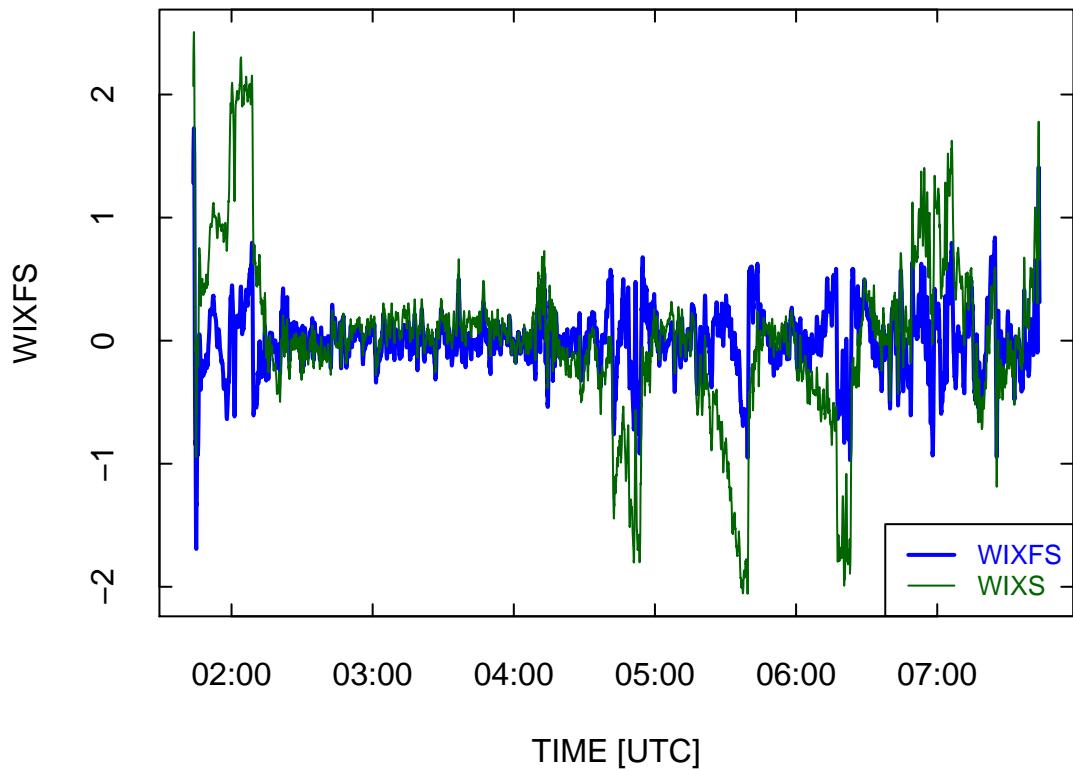


Figure 25: Result for unfiltered and filtered vertical wind for HIPPO-4 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO-4 flight 9 mean unfiltered 0.08 filtered 0.00

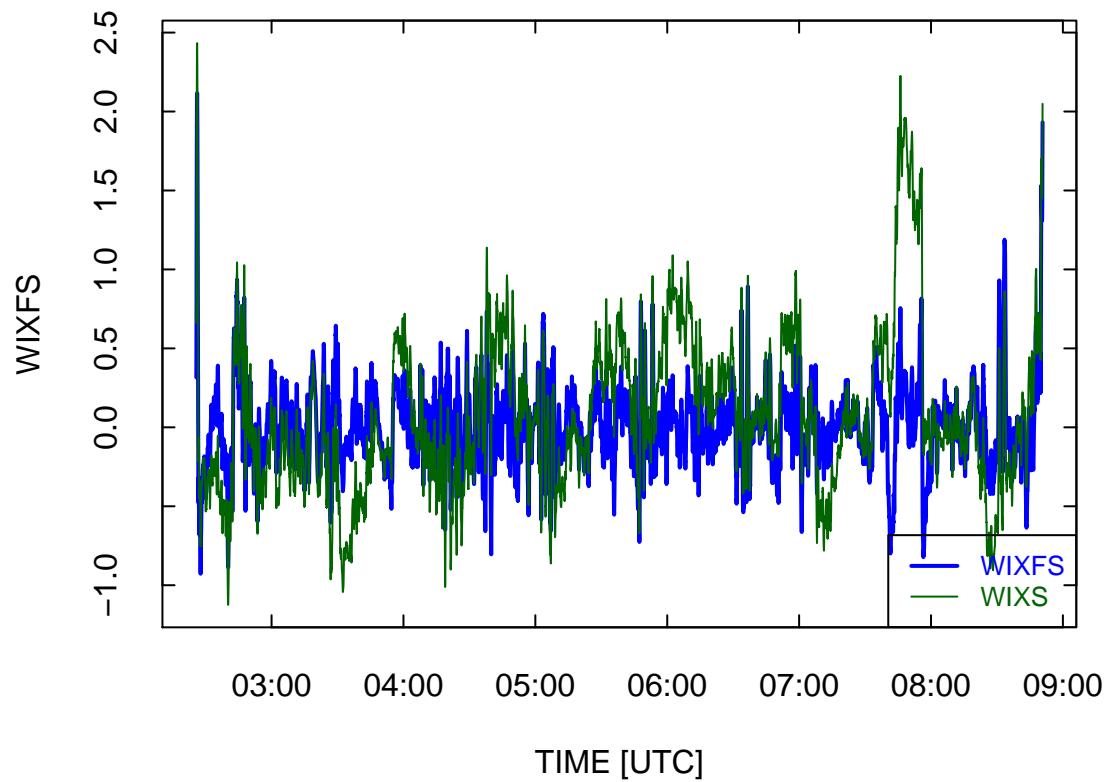


Figure 26: Result for unfiltered and filtered vertical wind for HIPPO-4 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO-4 flight 10 mean unfiltered -0.09 filtered 0.00

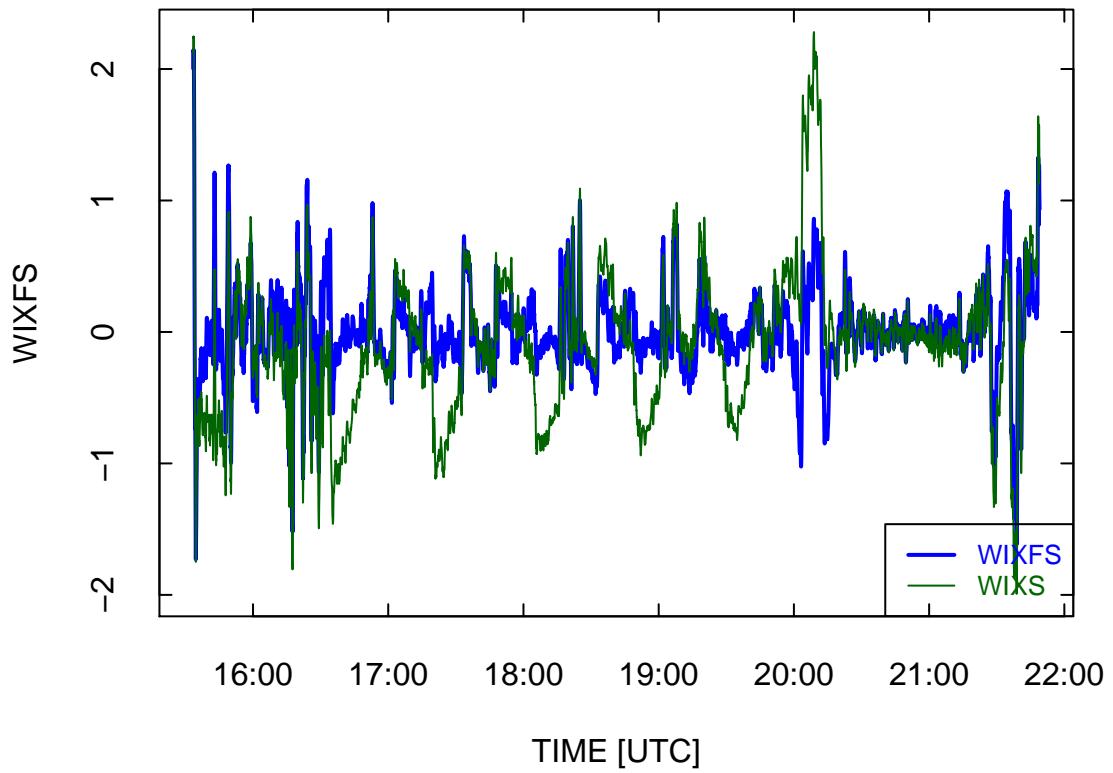


Figure 27: Result for unfiltered and filtered vertical wind for HIPPO-4 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

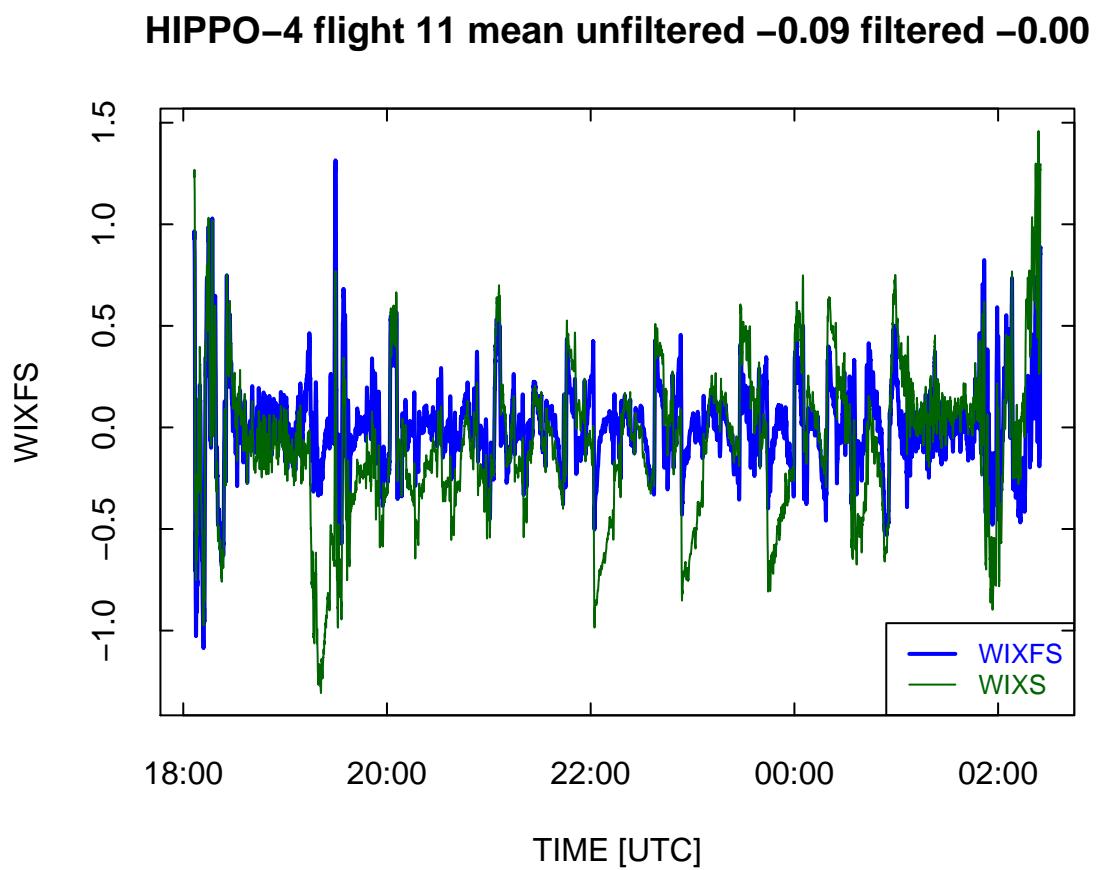


Figure 28: Result for unfiltered and filtered vertical wind for HIPPO-4 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.

HIPPO-4 flight 12 mean unfiltered -0.09 filtered 0.00

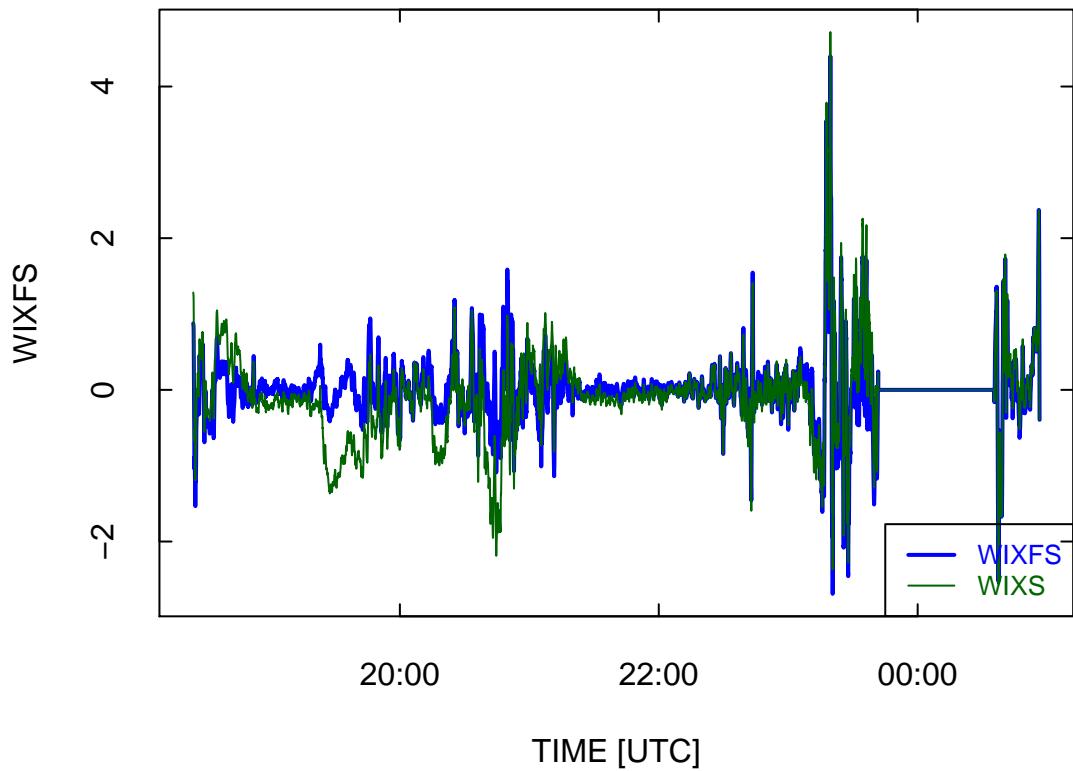


Figure 29: Result for unfiltered and filtered vertical wind for HIPPO-4 flights. All plots have 60-s smoothing to reduce noise in these full-flight plots.