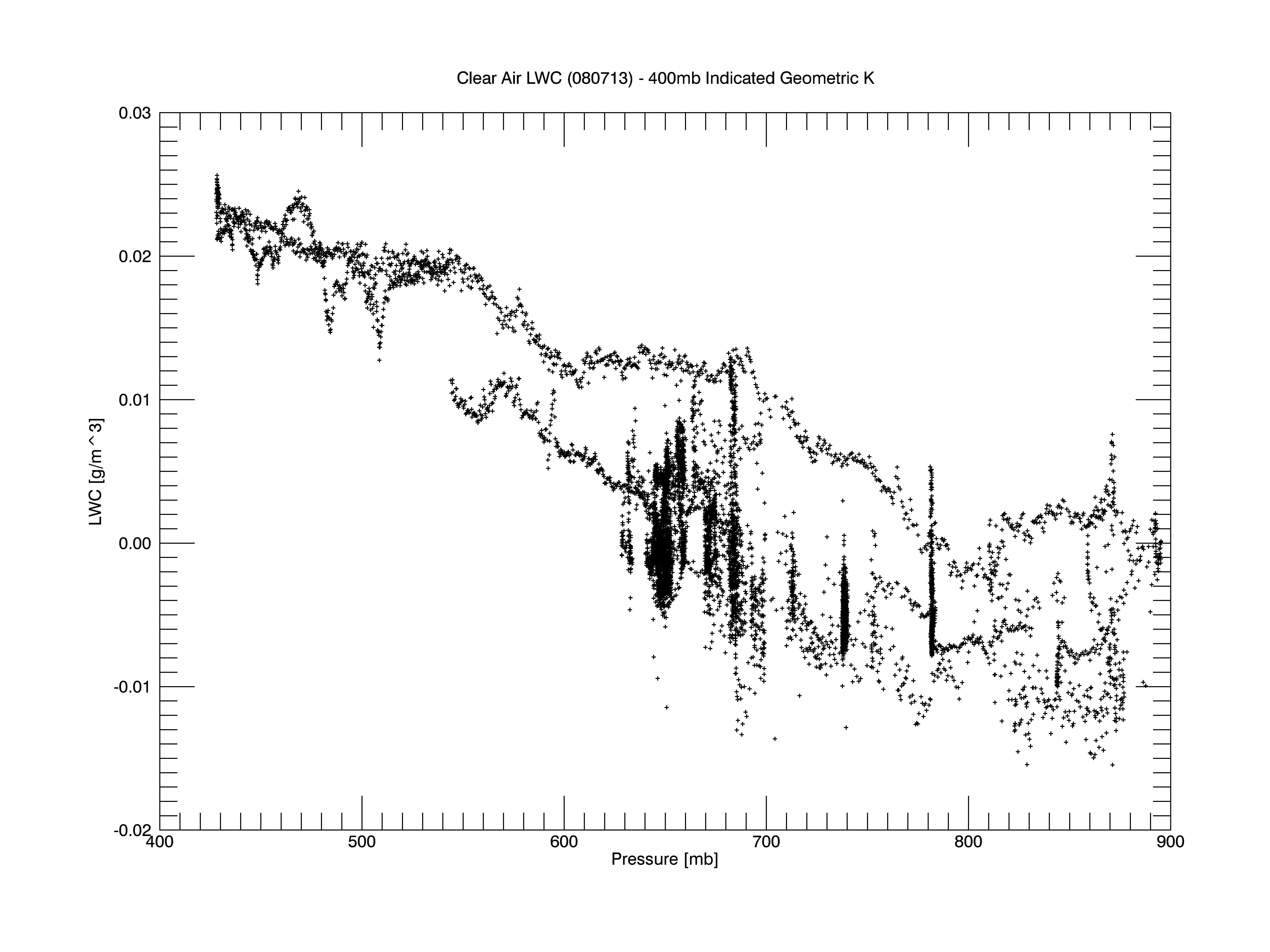
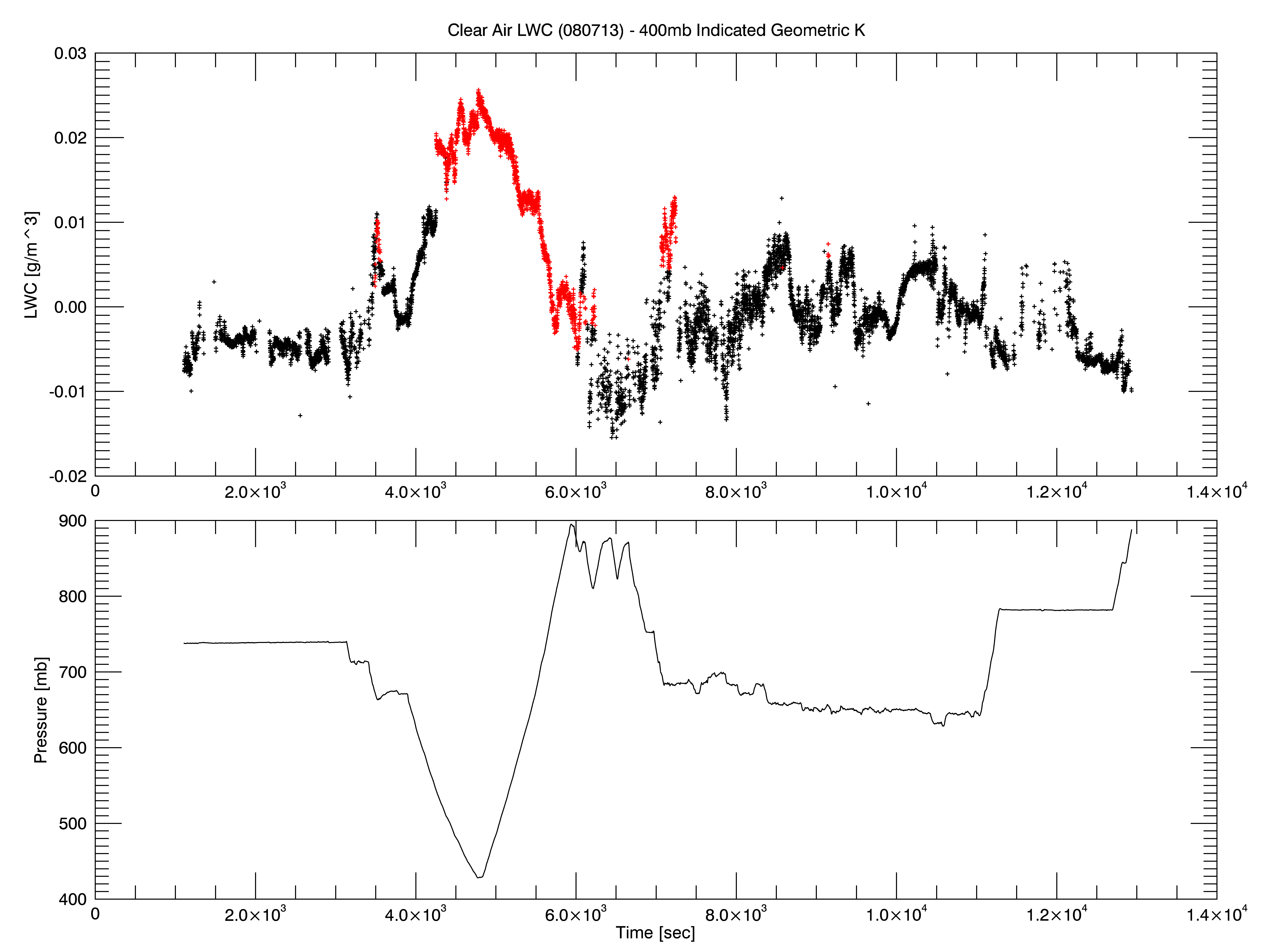
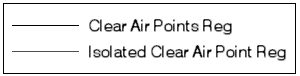
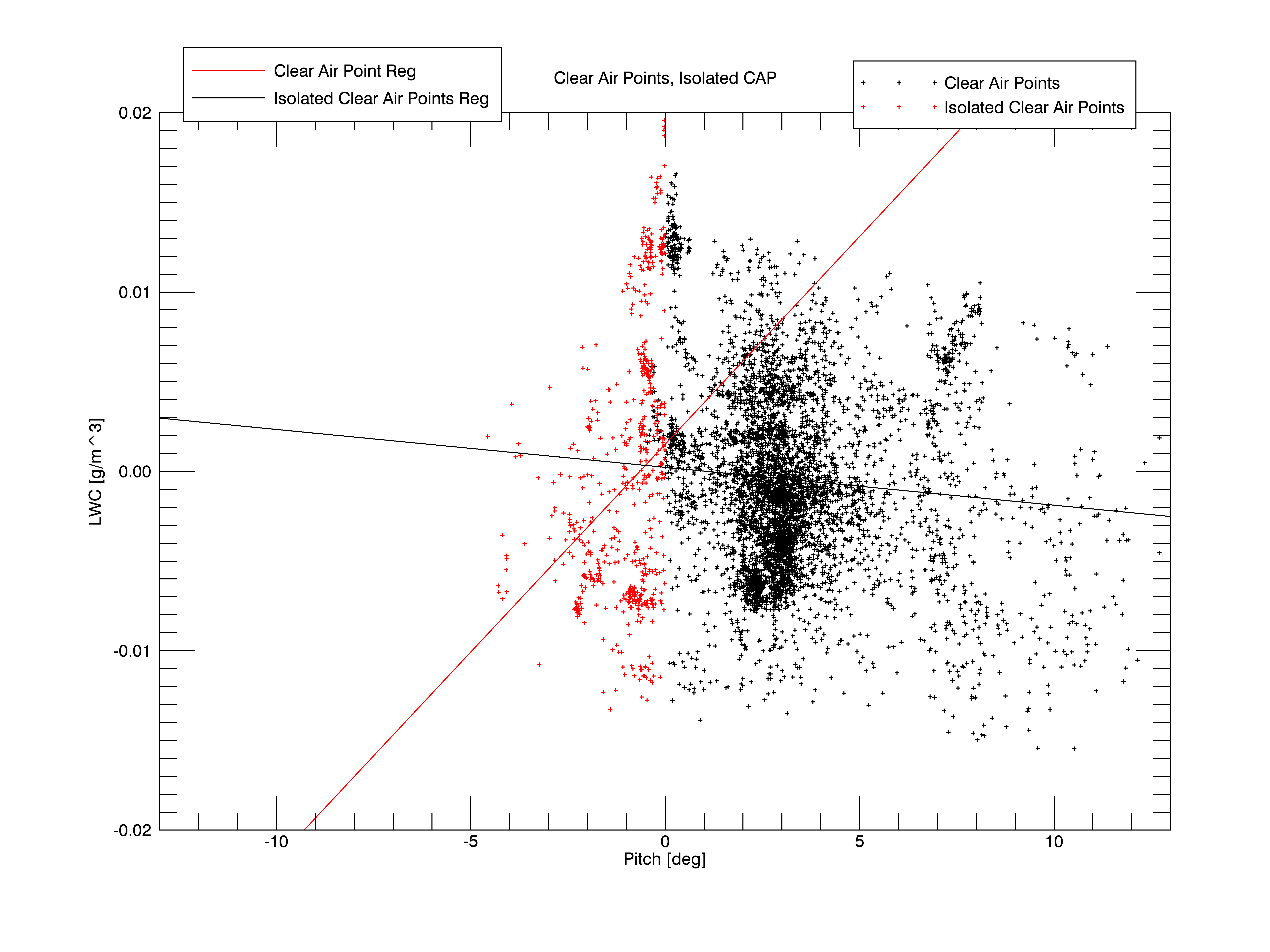
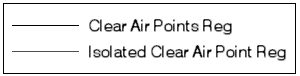
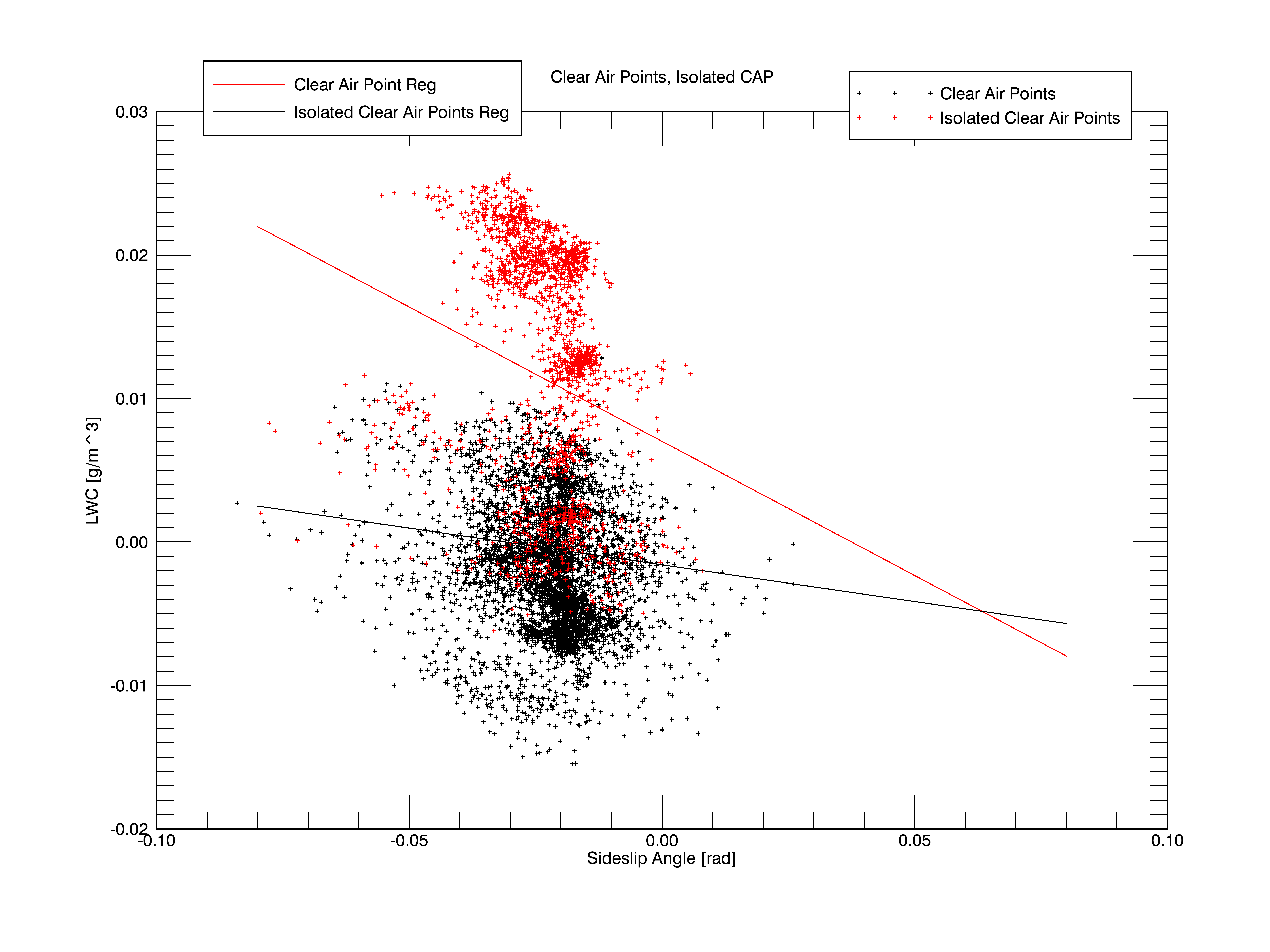
I isolated clear air points for the 080713 flight by the following criteria; Alexei’s LWC > .01 g/m^3 and accepted CDP counts > 4. A considerable number of points met these conditions (8914/13783 points).

Here’s a plot of pressure vs clear air LWC…

I made note of the isolated linear group of greater LWC and isolated that group of points (which i’ll call “Isolated Clear Air Points” for lack of a better term) for a closer look. The next figure shows that these isolated points (in red) mostly occur during a steep decent.

The next figure shows Pitch vs LWC of all clear air points (in black) and LWC of the “isolated” group of clear air points in red. The isolated points unsurprisingly appear associated with times of negative pitch angles.

I also plotted and Sideslip Angle vs. Clear Air LWC. I think there’s a tendency for the “isolated points” to appear during times of negative sideslip angles.

I also plotted and Yaw vs. Clear Air LWC. I think there’s a tendency for the “isolated points” to appear during times that the aircraft is yawed left.

So I was wondering if…

* High clear air LWC drifts could be party attributed to a combination of high angles of attack and deviations along another axis (yaw, roll), perhaps due to the placement of the nevzorov
* There’s a way to isolate what degree LWC baseline drift could be caused by large attack angles vs. rapid changes in pressure