Committee Meeting

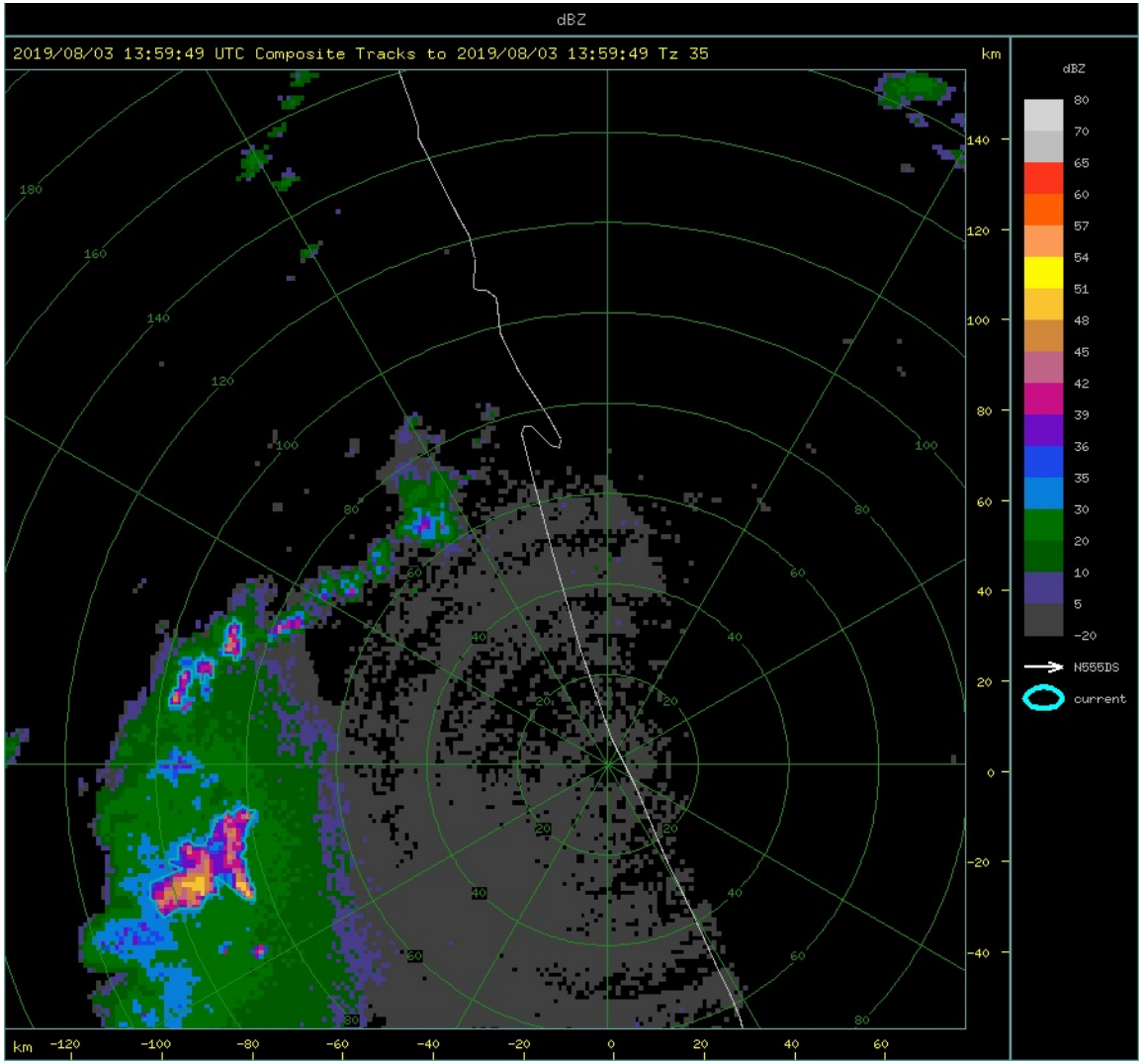
5 April 2022

Christian Nairy

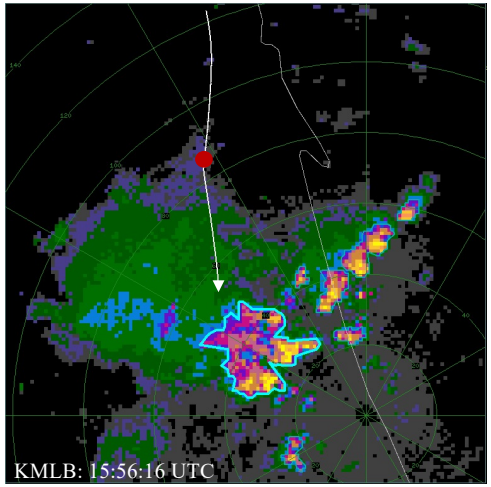
Updates

- Participated in the 2022 IMPACTS field campaign
- Current writing and preparing for defense (this summer)

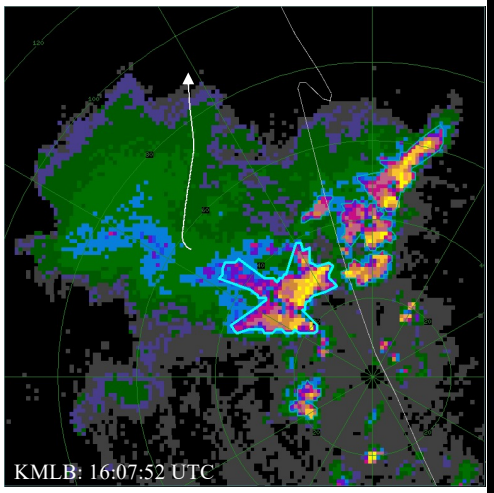
Latest data and Results

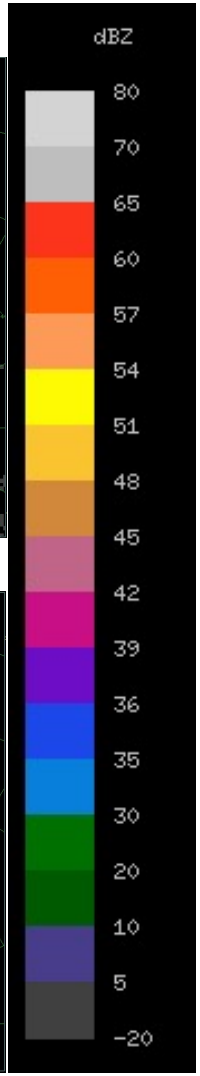

dBZ
2019/08/03 13:59:49 UTC Composite Tracks to 2019/08/03 13:59:49 Tz 35
km
dBZ
80
70
65
60
57
54
51
48
45
42
39
36
35
30
20
10
5
-20
N555DS
current
km -120 -100 -80 -60 -40 -20 0 20 40 60

(a) – FL1: 15:51:15 - 16:01:00 UTC

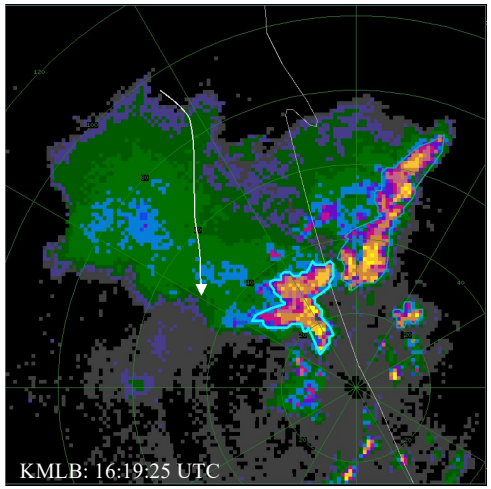


(b) – FL2: 16:02:00 - 16:07:00 UTC

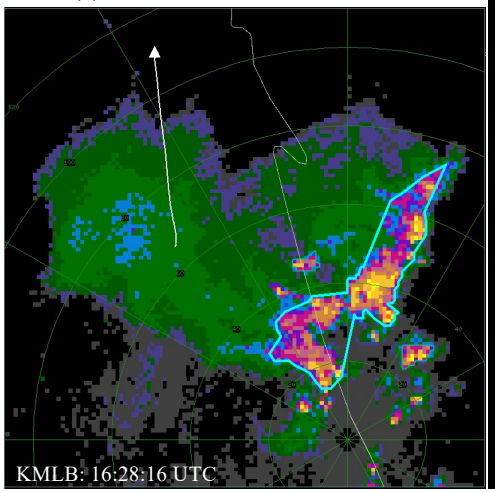




(c) – FL3: 16:09:00 - 16:17:00 UTC



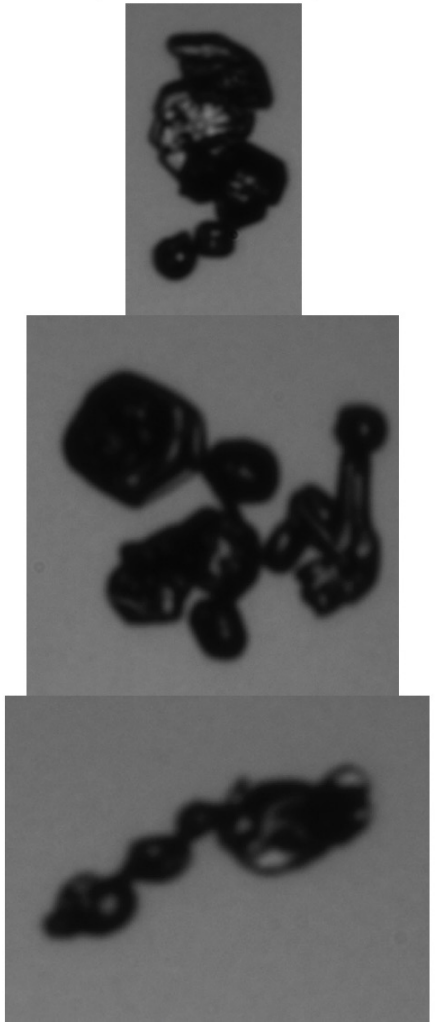
(d) – FL4: 16:21:30 - 16:27:00 UTC



Omit FL5

Confidence = 1

Confidence = 2



Confidence = 3

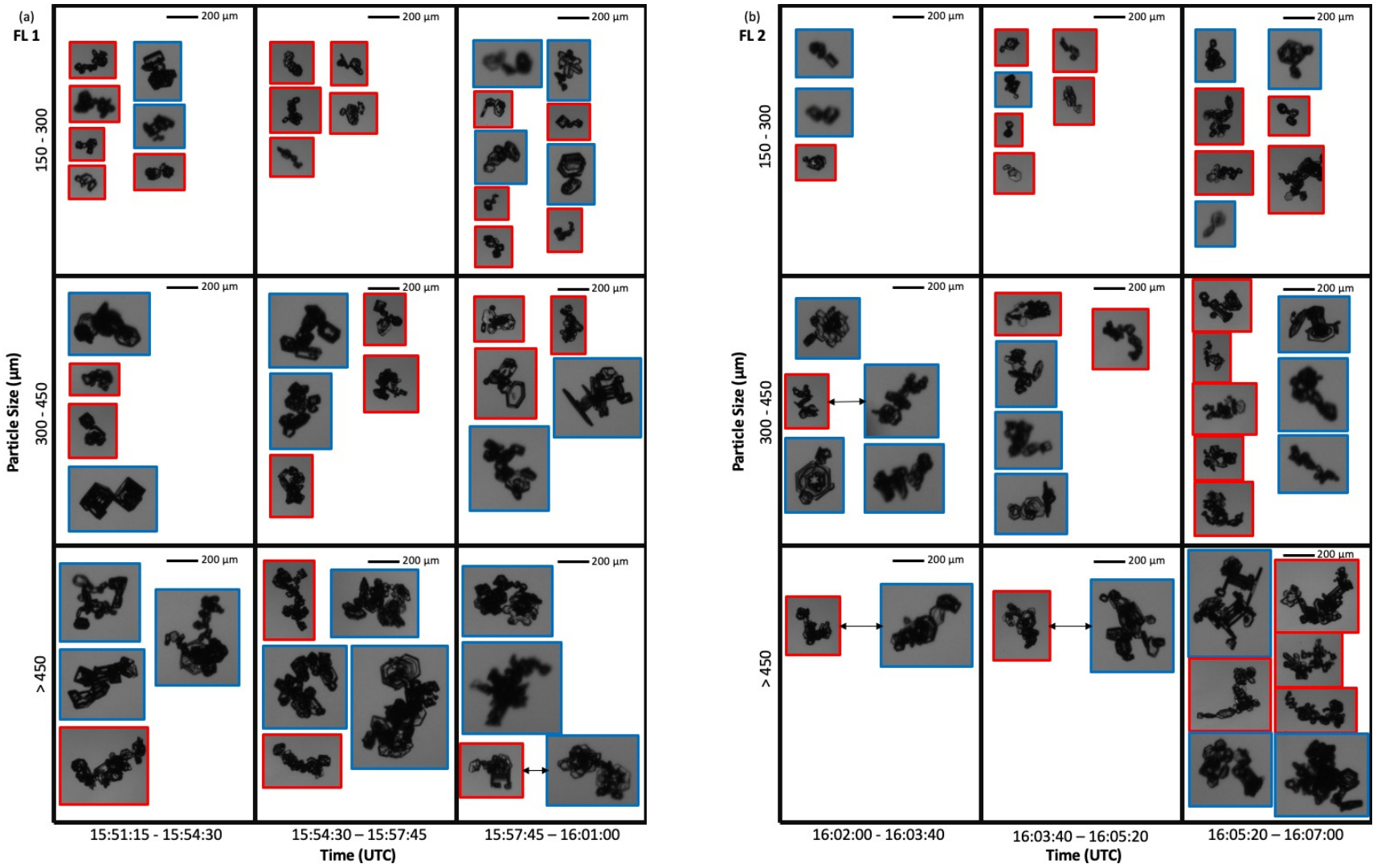
(NOT TO SCALE)

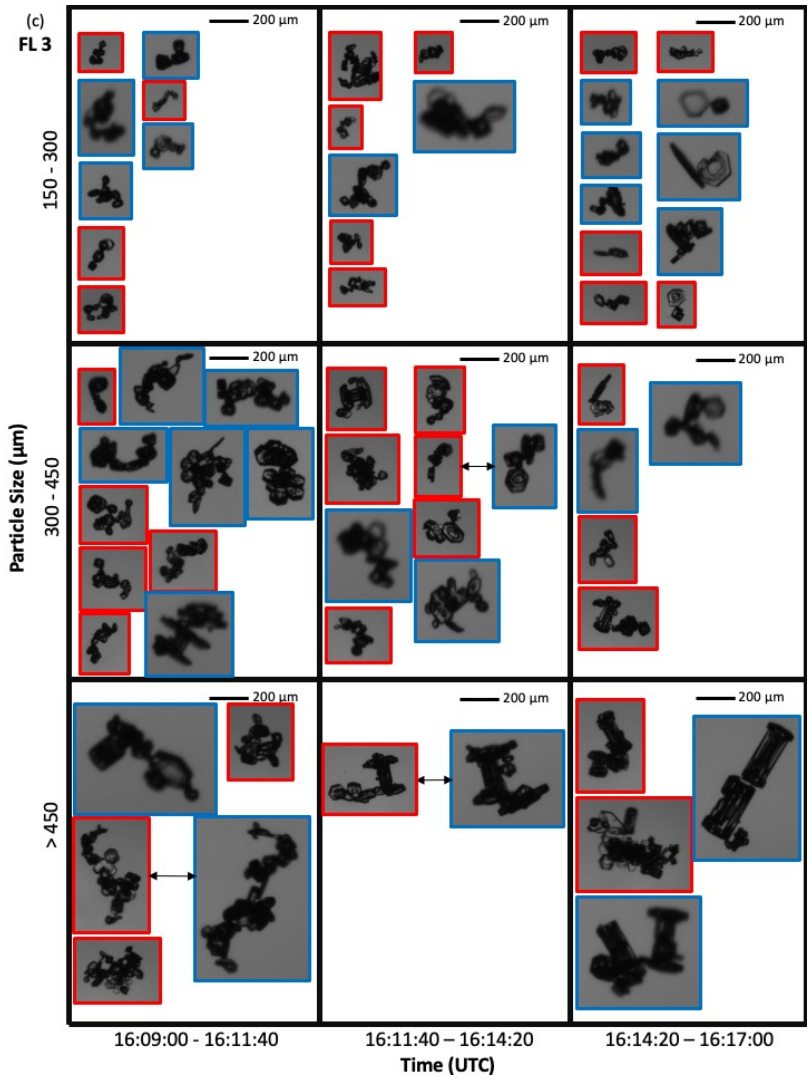
Chain aggregates were **defined** by:

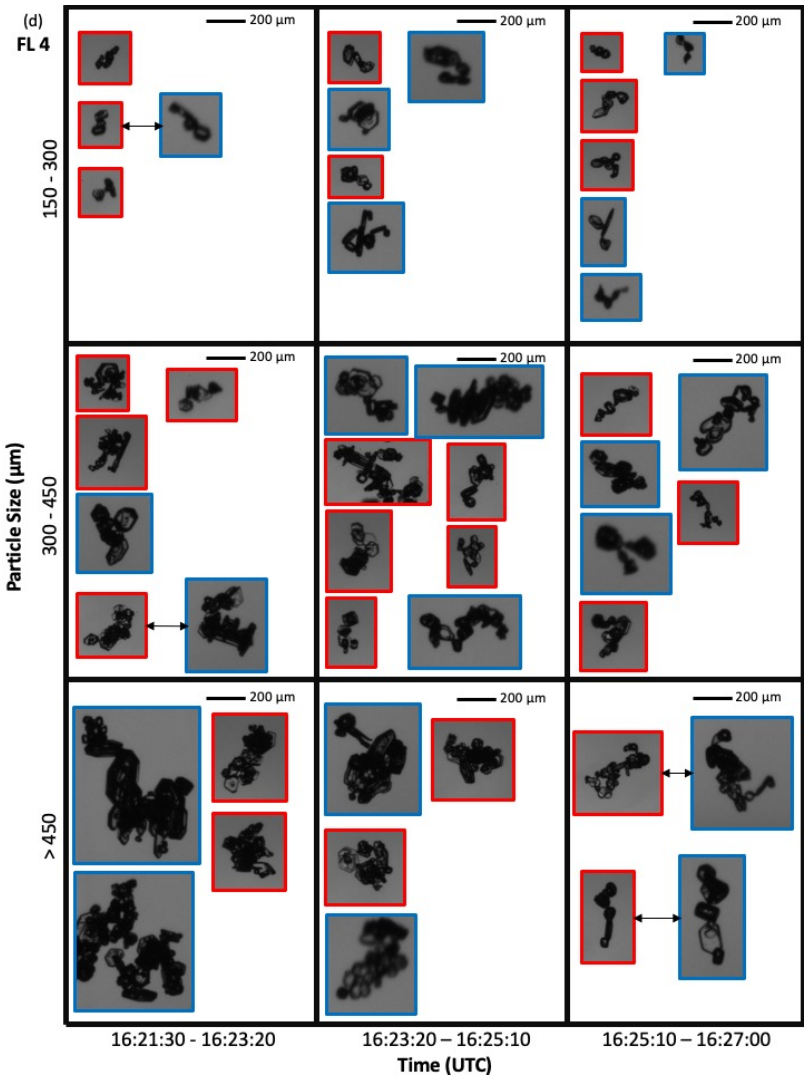
- 3 or more discernable particles oriented in a quasi-linear fashion and/or…
- Particles joined together by small joints and/or…
- Links of particles that are unusually elongated

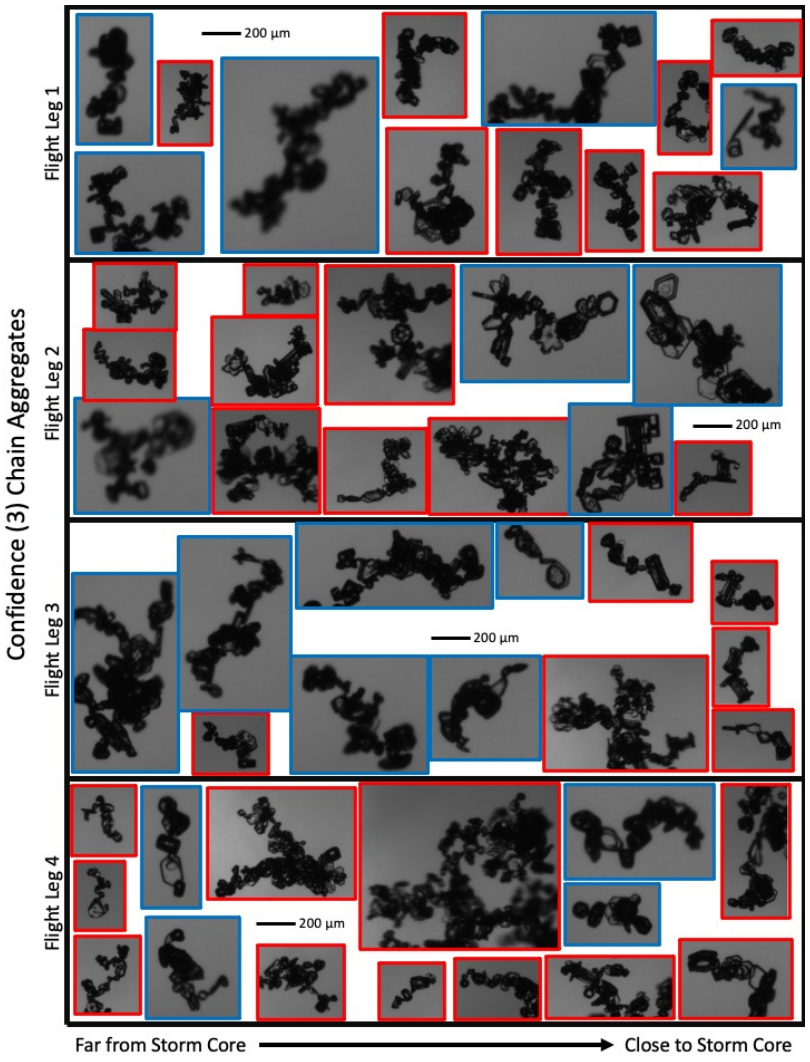
Confidence was determined by the classifier:

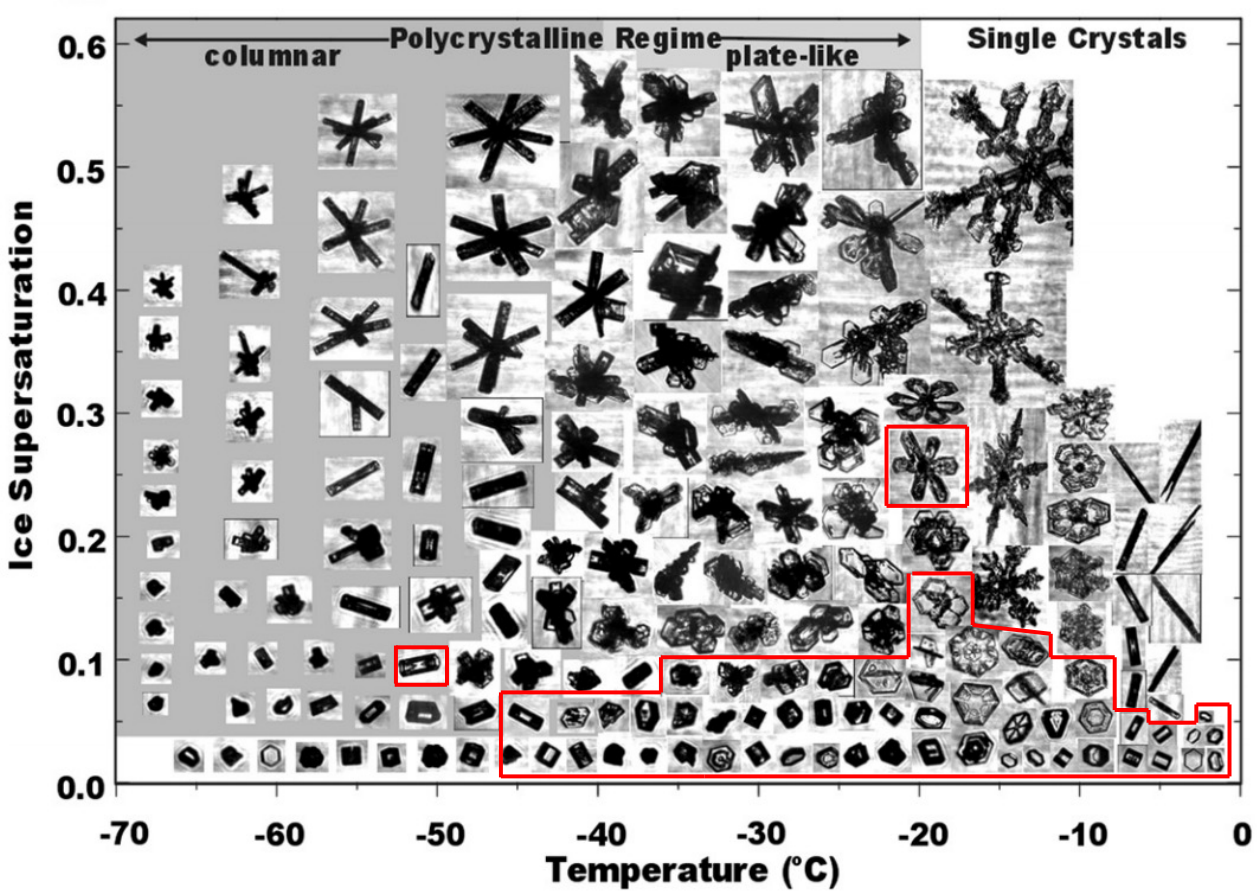
1. Lowest Confidence (1): One of the three definitions observed.
2. Moderate Confidence (2): Two of the three definitions observed.
3. Highest Confidence (3): All three definitions observed.


(a)
FL 1
(b)
FL 2
Particle Size (µm)
150 - 300
300 - 450
> 450
200 µm
15:51:15 - 15:54:30
15:54:30 – 15:57:45
15:57:45 – 16:01:00
16:02:00 - 16:03:40
16:03:40 – 16:05:20
16:05:20 – 16:07:00
Time (UTC)


(c)
FL 3
Particle Size (µm)
150 - 300
300 - 450
> 450
200 µm
16:09:00 - 16:11:40
16:11:40 – 16:14:20
16:14:20 – 16:17:00
Time (UTC)


(d)
FL 4
Particle Size (µm)
150 - 300
300 - 450
> 450
200 µm
16:21:30 - 16:23:20
16:23:20 – 16:25:10
16:25:10 – 16:27:00
Time (UTC)

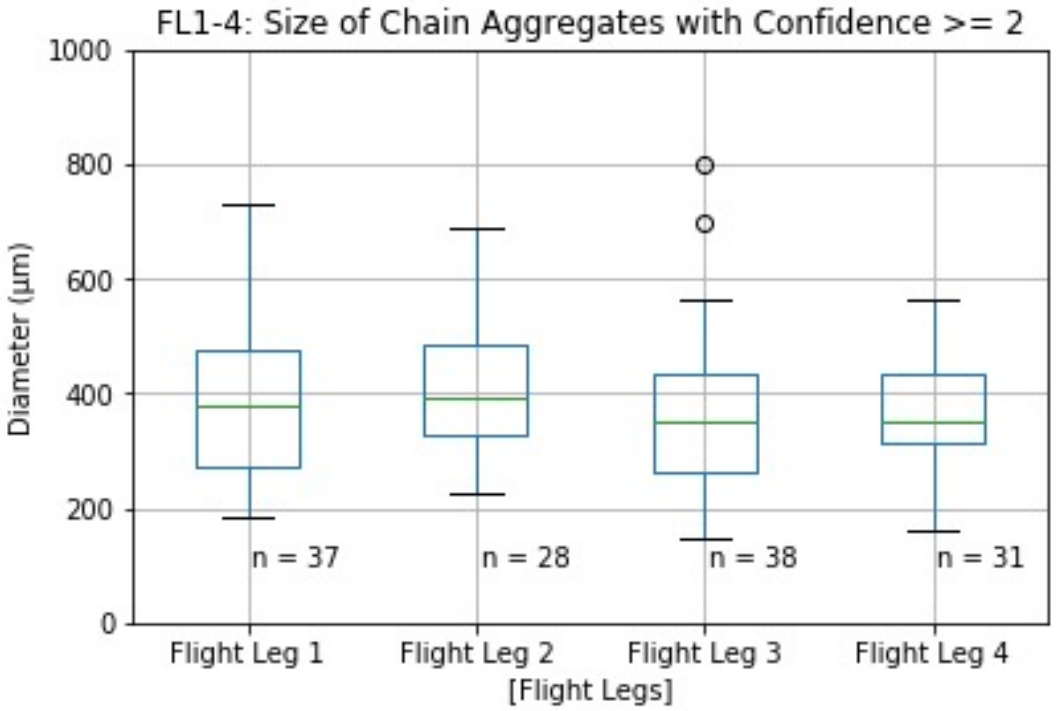

Confidence (3) Chain Aggregates
Flight Leg 1
Flight Leg 2
Flight Leg 3
Flight Leg 4
200 µm
200 µm
200 µm
200 µm
Far from Storm Core
Close to Storm Core


columnar
Polycrystalline Regime
plate-like
Single Crystals
Ice Supersaturation
0.0
0.1
0.2
0.3
0.4
0.5
0.6
-70
-60
-50
-40
-30
-20
-10
0
Temperature (°C)

Flight Legs	Total # of Chains	Total # of Images	Confidence = 1	Confidence = 2	Confidence = 3
Flight Leg 1 (FL1)	218	1,507	69	80	69
	14.5 ± 38.1%		**4.6 ± 56.1%**	**5.3 ± 60.1%**	**4.6 ± 56.1%**
Flight Leg 2 (FL2)	118	917	39	48	31
	12.9 ± 34.0%		**4.3 ± 56.9%**	**5.2 ± 63.3%**	**3.4 ± 51.4%**
Flight Leg 3 (FL3)	191	1,375	64	89	38
	13.9 ± 37.2%		**4.7 ± 58.0%**	**6.5 ± 68.1%**	**2.8 ± 44.9%**
Flight Leg 4 (FL4)	141	855	33	67	41
	16.5 ± 40.8%		**4.0 ± 47.9%**	**7.7 ± 69.0%**	**4.8 ± 53.8%**
TOTAL	**668**	**4,654**	**205**	**284**	**179**
	14.4 ± 37.8%		**4.4 ± 55.4%**	**6.1 ± 65.5%**	**3.8 ± 51.9%**

Flight Legs	# of Chains Found 100 - 70 km From Storm Core	# of Images Taken 100 - 70 km From Storm Core	# of Chains Found 70 - 40 km From Storm Core	# of Images Taken 70 - 40 km From Storm Core	# of Chains Found 40 - 10 km From Storm Core	# of Images Taken 40 - 10 km From Storm Core
FL1	58	510	124	631	36	366
	11.4 ± 33.6%		**19.7 ± 44.2%**		**9.8 ± 17.3%**	
FL2	N/A	N/A	78	520	40	397
	N/A		**15.0 ± 38.6%**		**10.1 ± 31.7%**	
FL3	18	55	121	800	52	520
	32.7 ± 56.8%		**15.1 ± 38.9%**		**10.0 ± 31.6%**	
FL4	44	178	97	677	N/A	N/A
	24.7 ± 49.6%		**14.3 ± 37.7%**		**N/A**	
Total	120	743	420	2628	128	1283
	16.2 ± 40.3%		**16.0 ± 40.0%**		**10.0 ± 31.6%**	

Using ‘all in’ PHIPS images

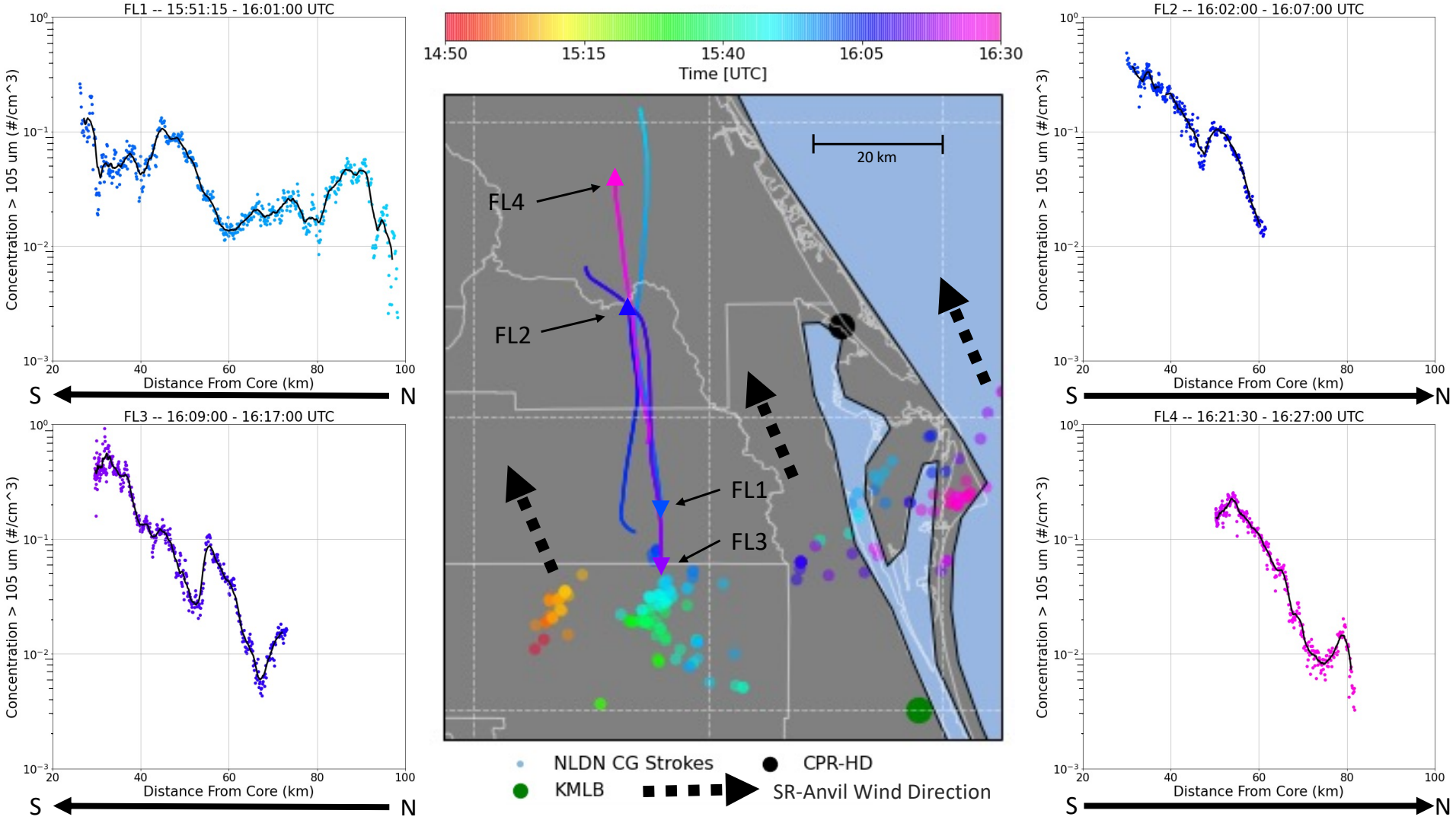


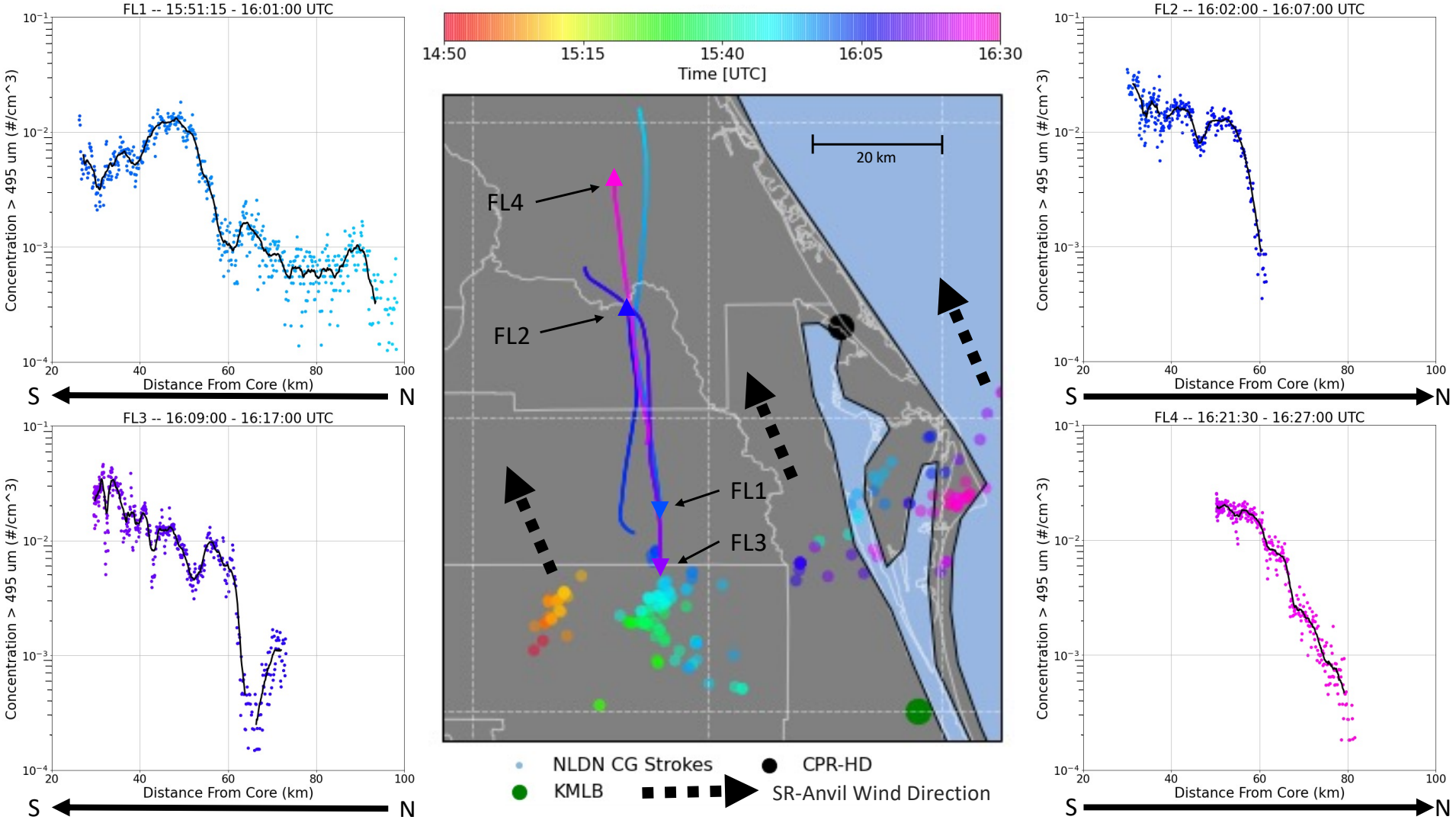
20190803_1424 Flight Legs	# of PHIPS Particles > 495 um	# of PHIPS Chains > 495 um	$\frac{\#\ of\ PHIPS\ Chains\ >\ 495\ um}{\#\ of\ PHIPS\ Particles\ >\ 495\ um}$	Avg. Confidence of PHIPS chains > 495 um
Flight Leg 1	7	7	100%	2.71
Flight Leg 2	11	8	73%	2.38
Flight Leg 3	8	7	88%	2
Flight Leg 4	10	8	80%	1.88
TOTAL	**36**	**30**	**83%**	**2.2425**

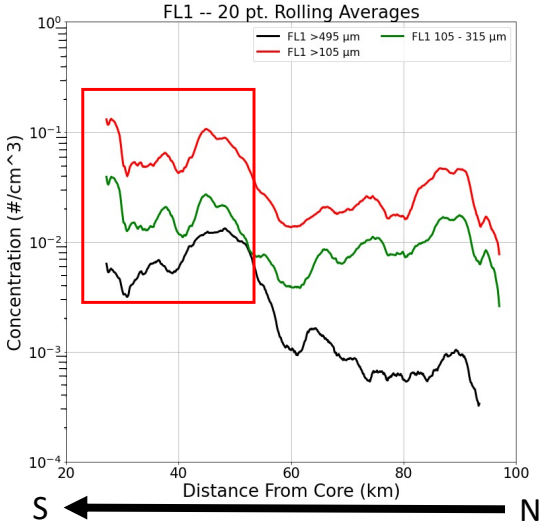
- A high percentage (83%) of the PHIPS images that contained particles > 495 micro-meters were chain aggregates (with moderate-to-high confidence.

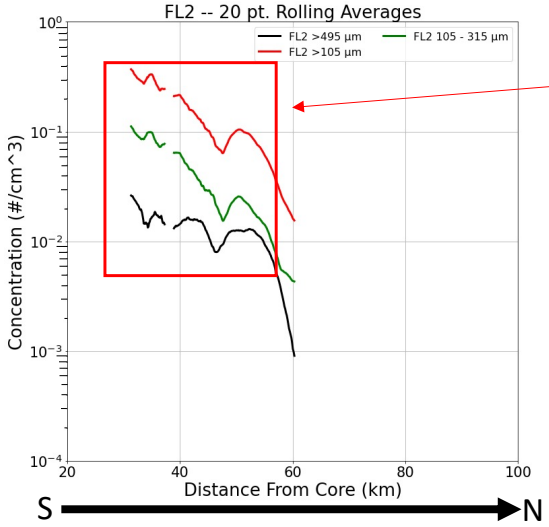
- Thus, we can look at the CIP data (which has a higher sampling volume than the PHIPS) and pull the concentration of particles > 495 micro-meters.

- **Chain aggregates = CIP particle concentrations > 495 um; non-chain aggregates = CIP particle concentrations between 105 – 315 um; Particle buffer zone = CIP particle concentrations between 315 – 495 um.**

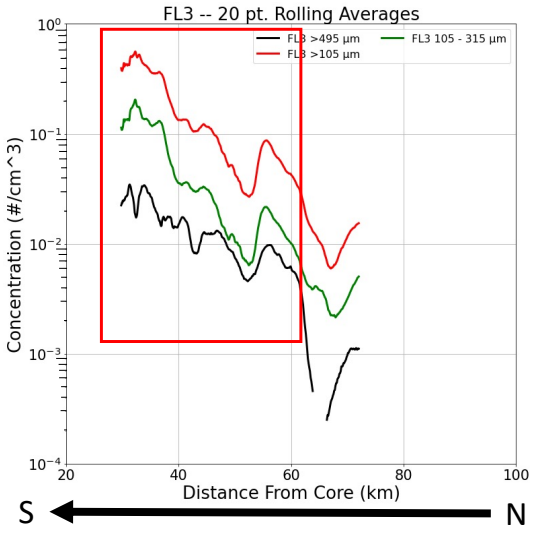

FL1 -- 15:51:15 - 16:01:00 UTC
FL2 -- 16:02:00 - 16:07:00 UTC
FL3 -- 16:09:00 - 16:17:00 UTC
FL4 -- 16:21:30 - 16:27:00 UTC
Concentration > 105 um (#/cm^3)
Distance From Core (km)
S
N
14:50
15:15
15:40
16:05
16:30
Time [UTC]
20 km
FL4
FL2
FL1
FL3
NLDN CG Strokes
CPR-HD
KMLB
SR-Anvil Wind Direction

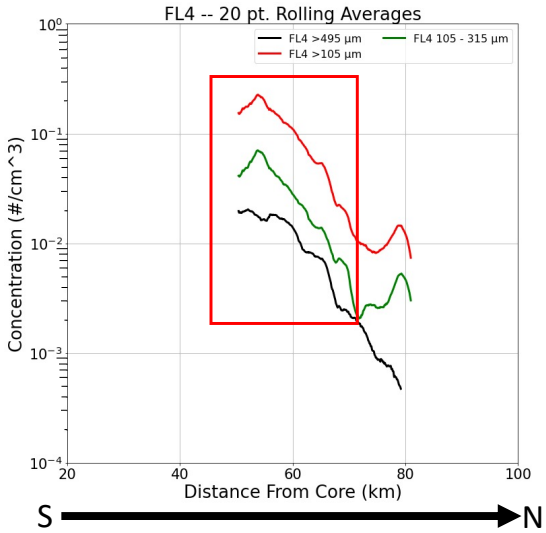

FL1 -- 15:51:15 - 16:01:00 UTC
FL2 -- 16:02:00 - 16:07:00 UTC
FL3 -- 16:09:00 - 16:17:00 UTC
FL4 -- 16:21:30 - 16:27:00 UTC
Concentration > 495 um (#/cm^3)
Distance From Core (km)
S
N
14:50
15:15
15:40
16:05
16:30
Time [UTC]
20 km
FL4
FL2
FL1
FL3
NLDN CG Strokes
CPR-HD
KMLB
SR-Anvil Wind Direction



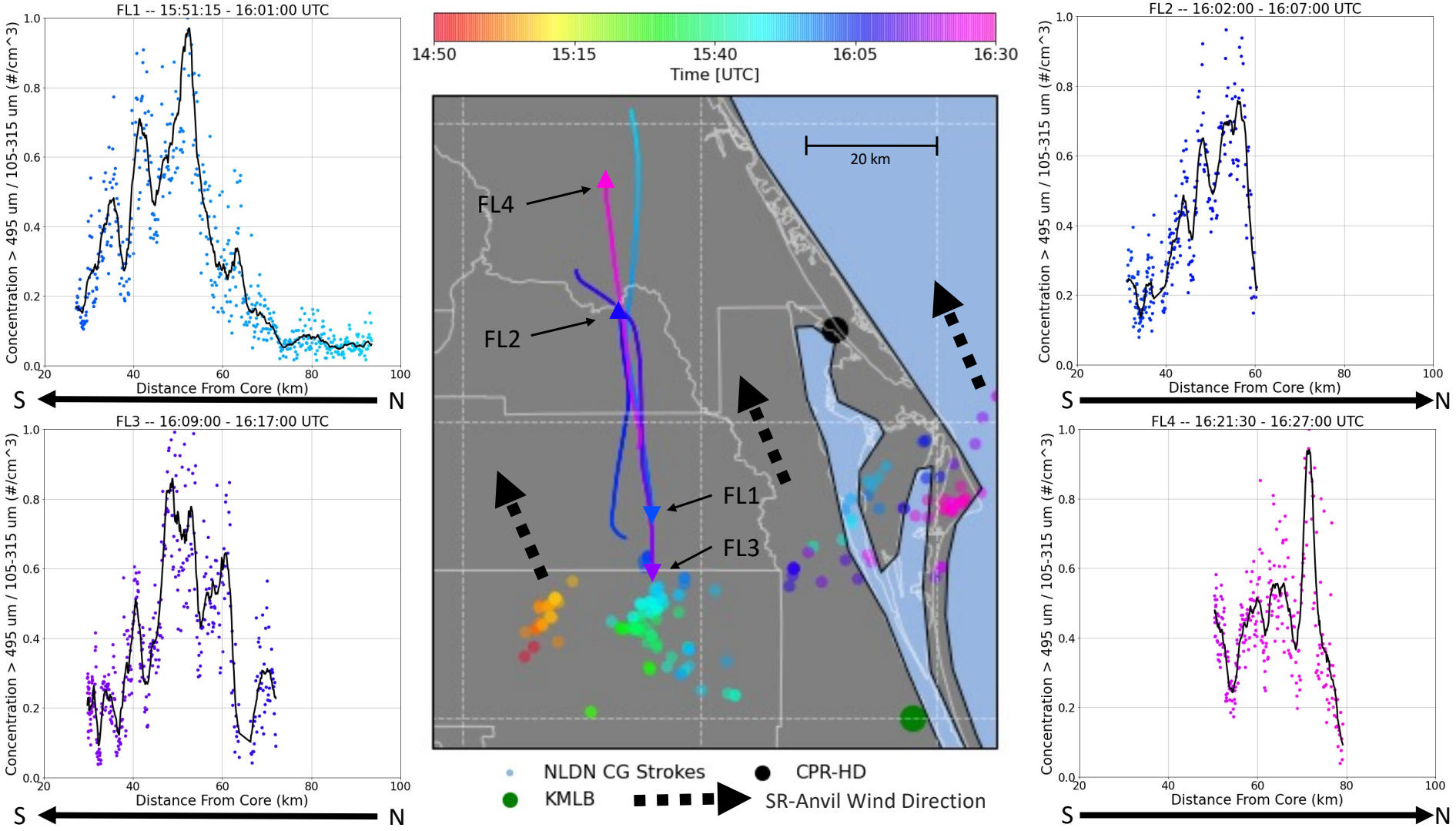


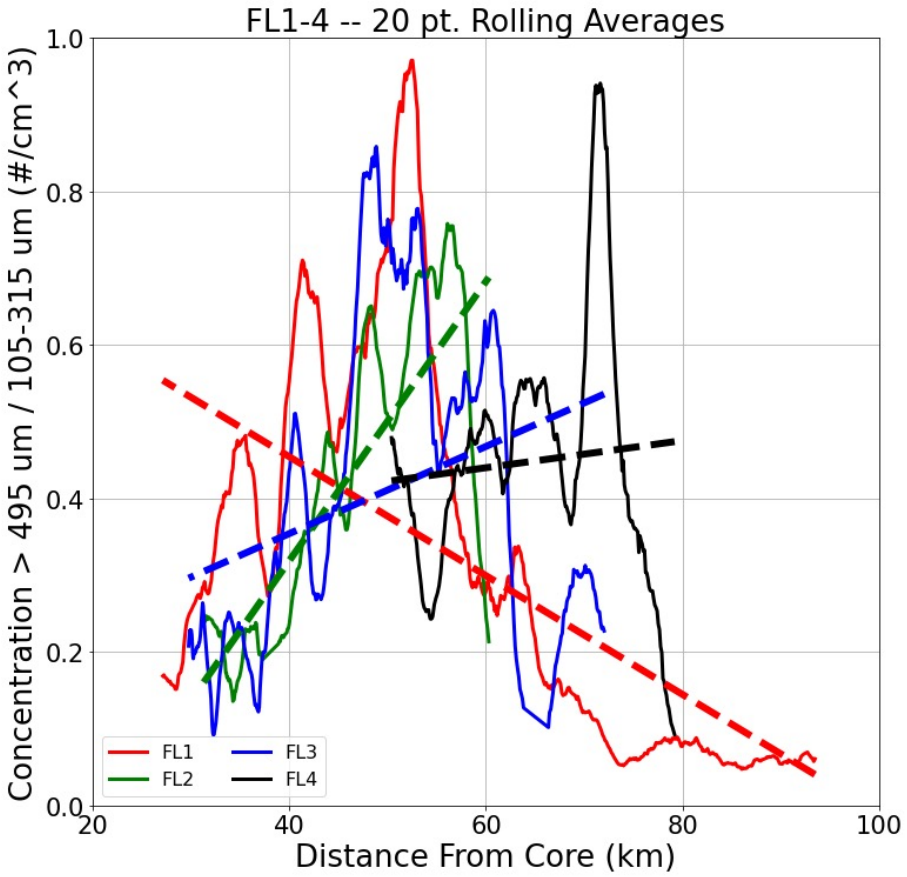
Convergence between the non-chain and chain Aggregate concentration (heading away from storm core

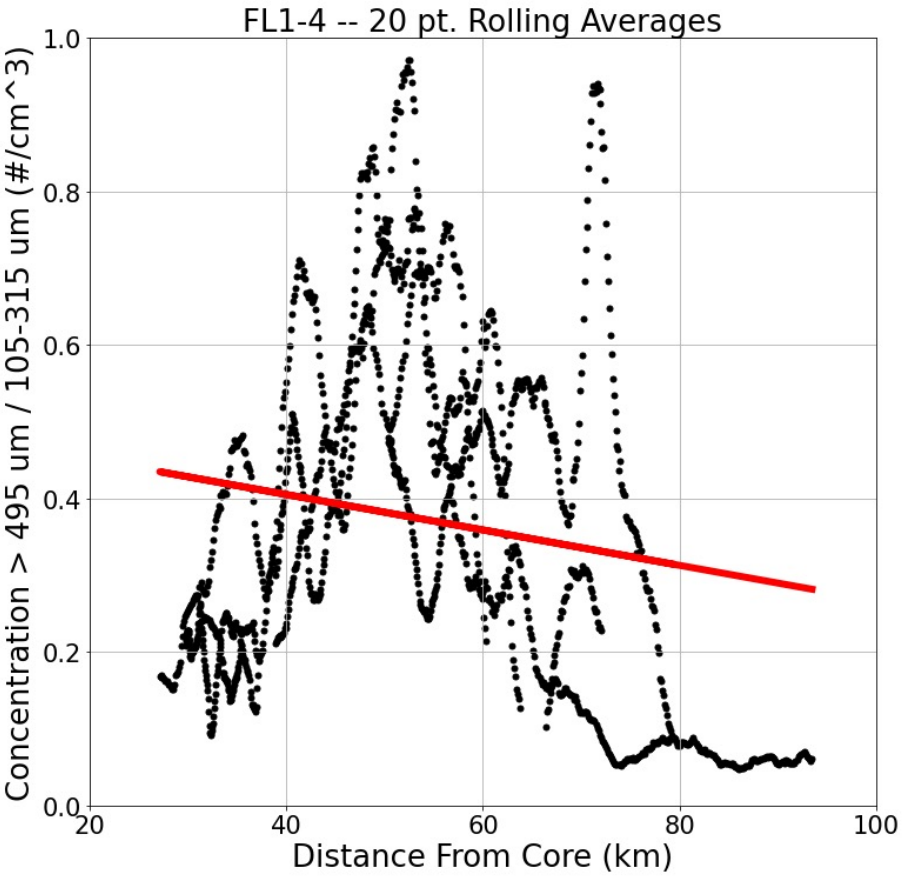




Direction of Flight


FL1 -- 15:51:15 - 16:01:00 UTC
FL2 -- 16:02:00 - 16:07:00 UTC
FL3 -- 16:09:00 - 16:17:00 UTC
FL4 -- 16:21:30 - 16:27:00 UTC
Concentration > 495 um / 105-315 um (#/cm^3)
Distance From Core (km)
S
N
14:50
15:15
15:40
16:05
16:30
Time [UTC]
20 km
FL4
FL2
FL1
FL3
NLDN CG Strokes
CPR-HD
KMLB
SR-Anvil Wind Direction


FL1-4 -- 20 pt. Rolling Averages
Concentration > 495 um / 105-315 um (#/cm^3)
Distance From Core (km)
FL1
FL2
FL3
FL4
0.0
0.2
0.4
0.6
0.8
1.0
20
40
60
80
100


FL1-4 -- 20 pt. Rolling Averages
Concentration > 495 um / 105-315 um (#/cm^3)
Distance From Core (km)
0.0
0.2
0.4
0.6
0.8
1.0
20
40
60
80
100

Summary/Discussion

- While the general trend for chain and non-chain aggregate concentrations decrease with distance from core, when taking the ratio of the two parameters, there is an increase in the ratio heading away from the core (to a certain distance – varies per flight leg).

- Also, the peaks in the ratio are never when the aircraft was closest to the core.

- Periodicities in the data are observed.

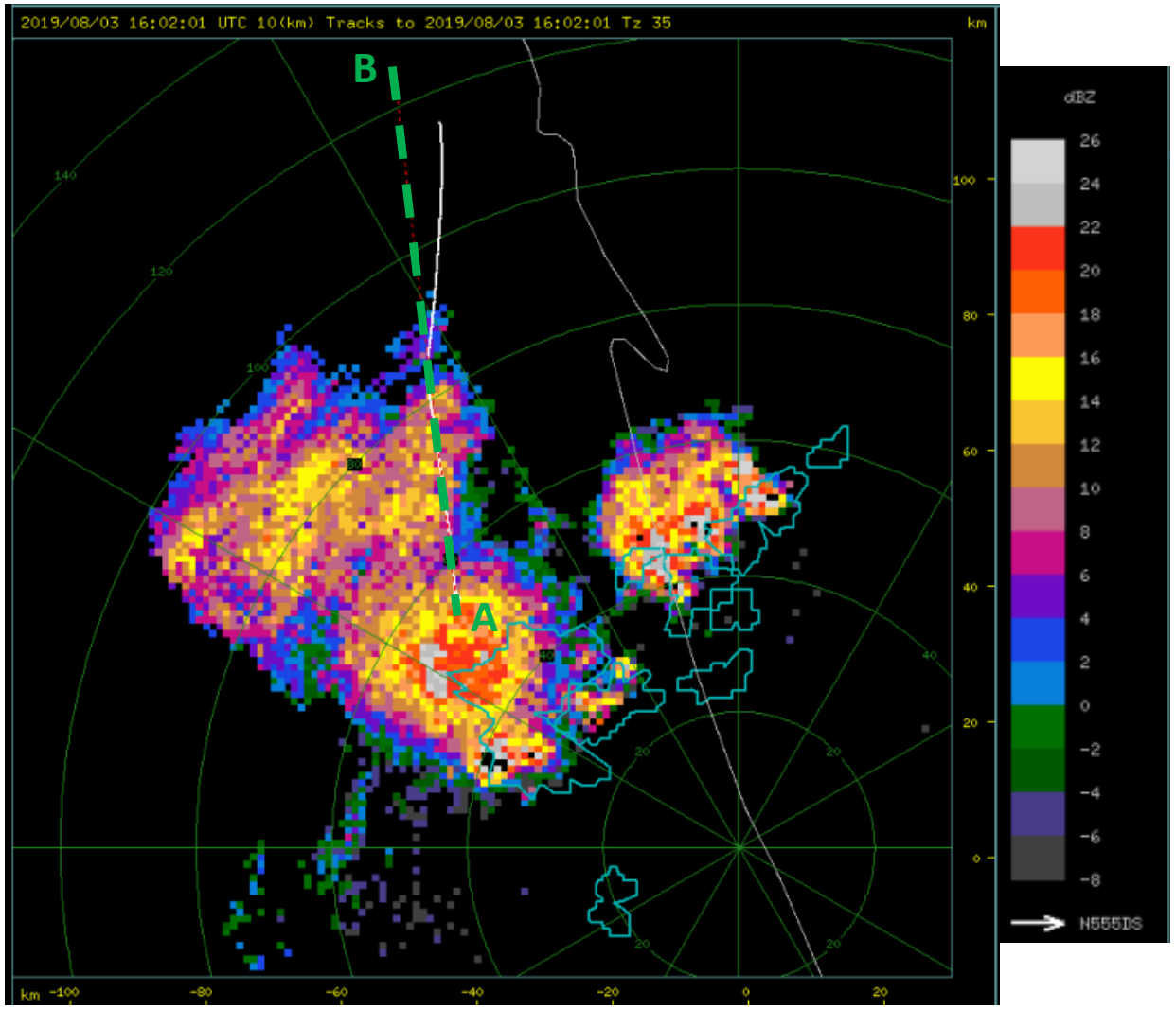
- Meaning, when the ratio value increases, either:
  - (1) There is a net increase in chains relative to the non-chains and/or …
  - (2) More of the non-chains are falling out, sublimating, and/or climbing within the cirrus anvil away from where the aircraft was sampling from and/or …
  - (3) The smaller particles are taking part in the chain aggregation process allowing for less smaller particles and more larger particles.
- Or are the fluctuations in the particle sizes the product of storm convective growth and decay?

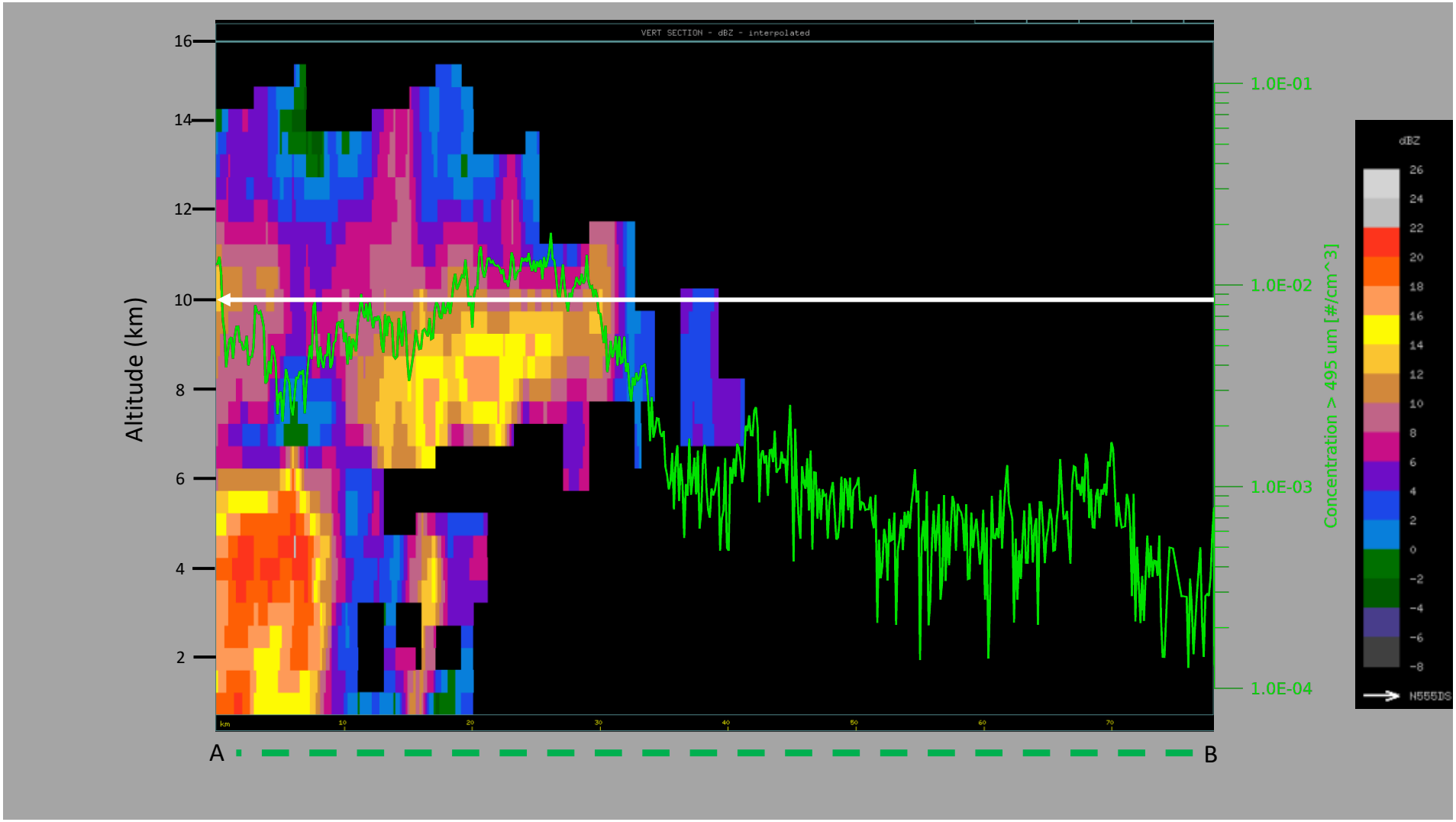
Flight Leg 1 (FL1)

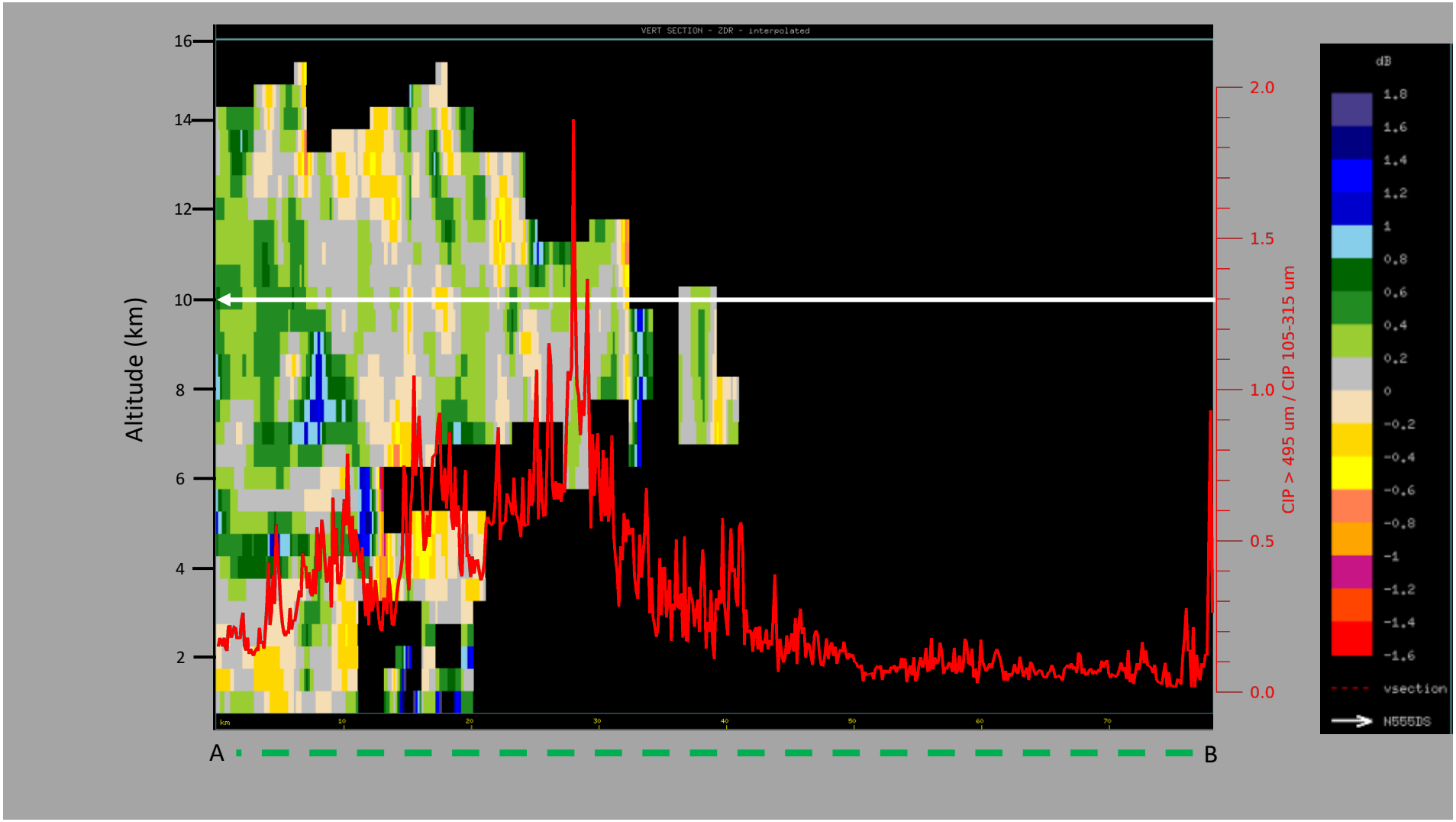
15:51:15 – 16:01:00

KMLB Vol Scan: 16:02:01

10 km CAPPI




VERT SECTION - dBZ - interpolated
Altitude (km)
16
14
12
10
8
6
4
2
km
10
20
30
40
50
60
70
A
B
1.0E-01
1.0E-02
1.0E-03
1.0E-04
Concentration > 495 um [#/cm^3]
dBZ
26
24
22
20
18
16
14
12
10
8
6
4
2
0
-2
-4
-6
-8
N555DS

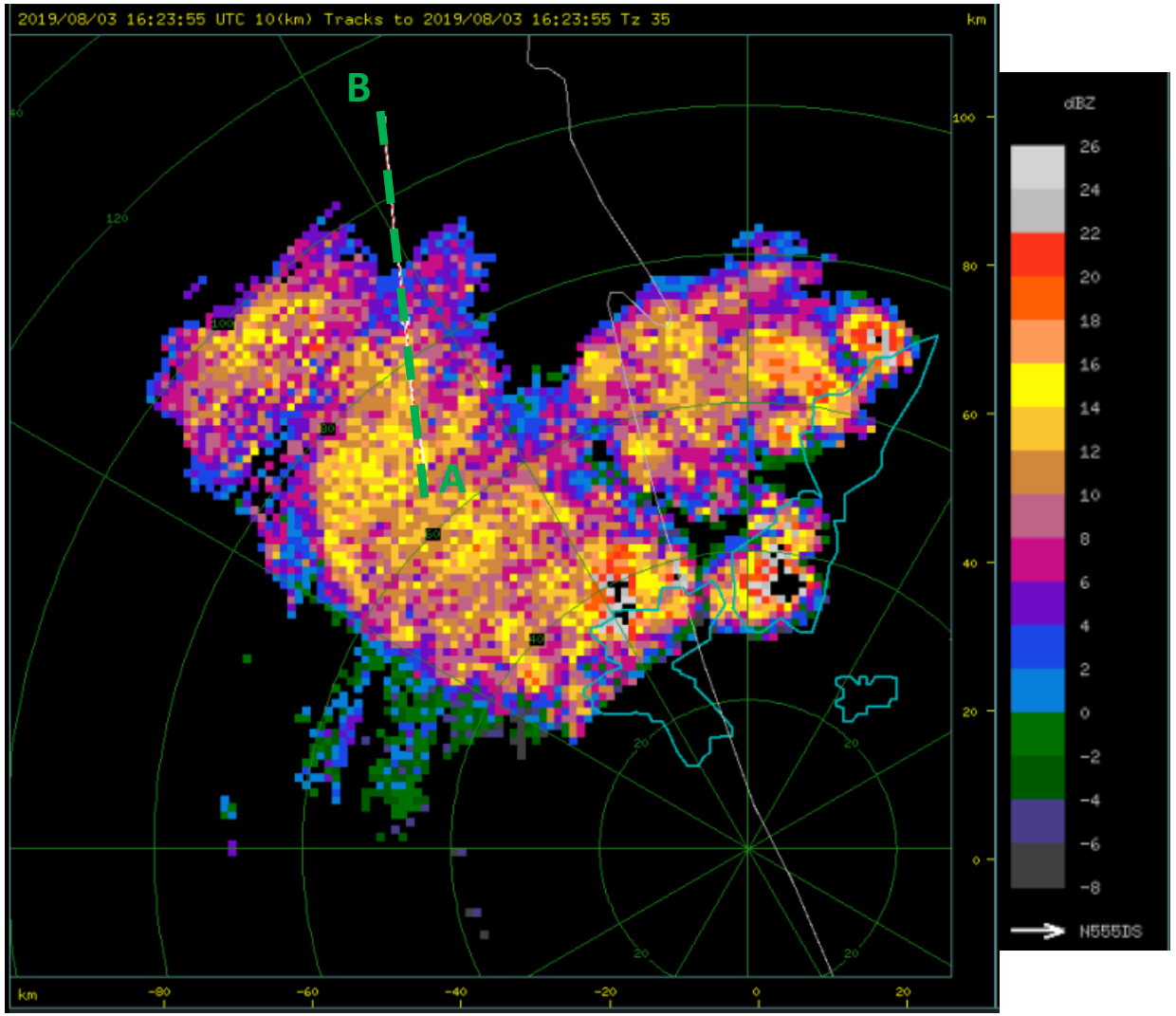

VERT SECTION - ZDR - interpolated
Altitude (km)
16
14
12
10
8
6
4
2
km
10
20
30
40
50
60
70
2.0
1.5
1.0
0.5
0.0
CIP > 495 um / CIP 105-315 um
dB
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
-0.8
-1
-1.2
-1.4
-1.6
vsection
N555DS
A
B

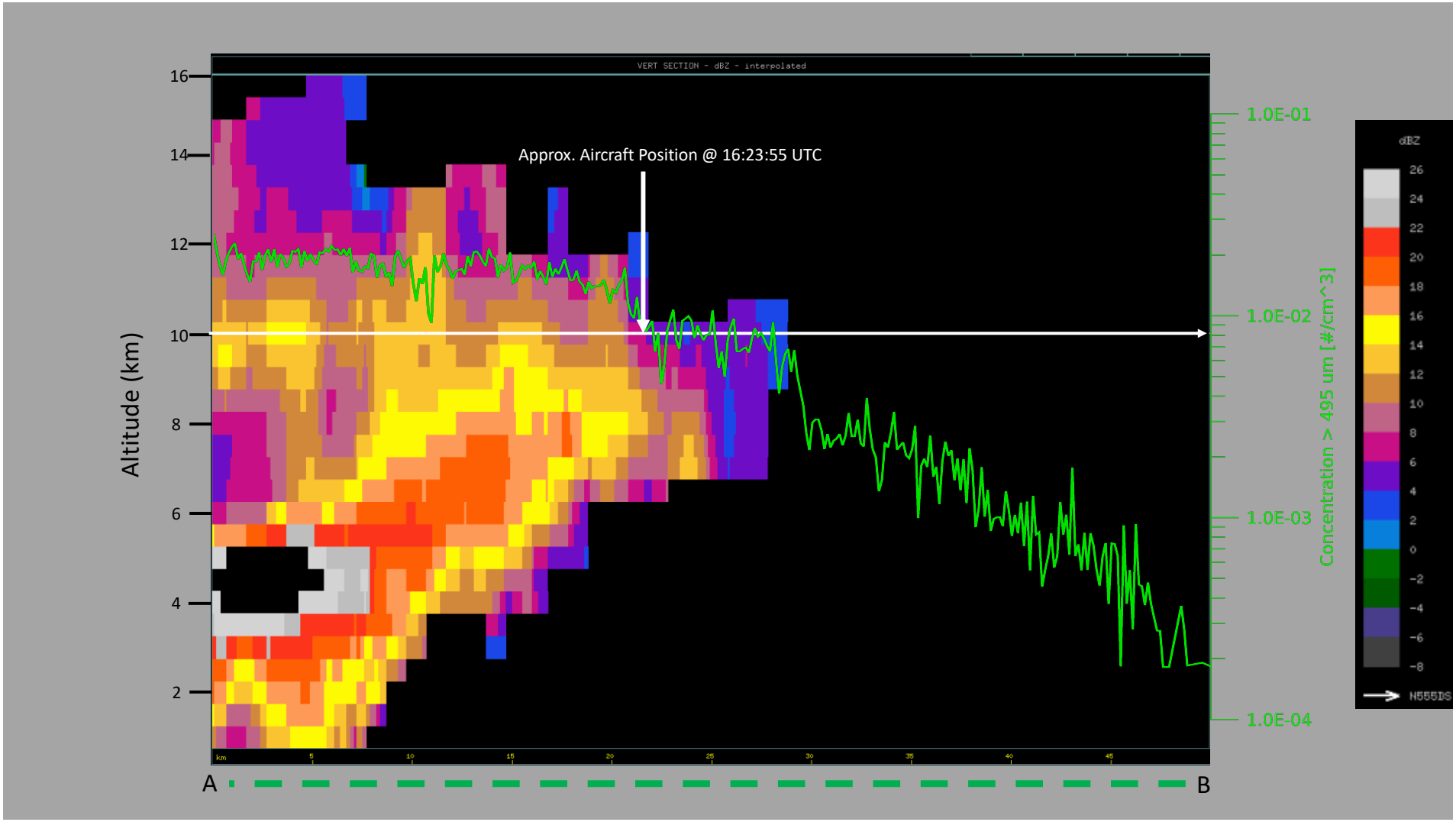
Flight Leg 4 (FL4)

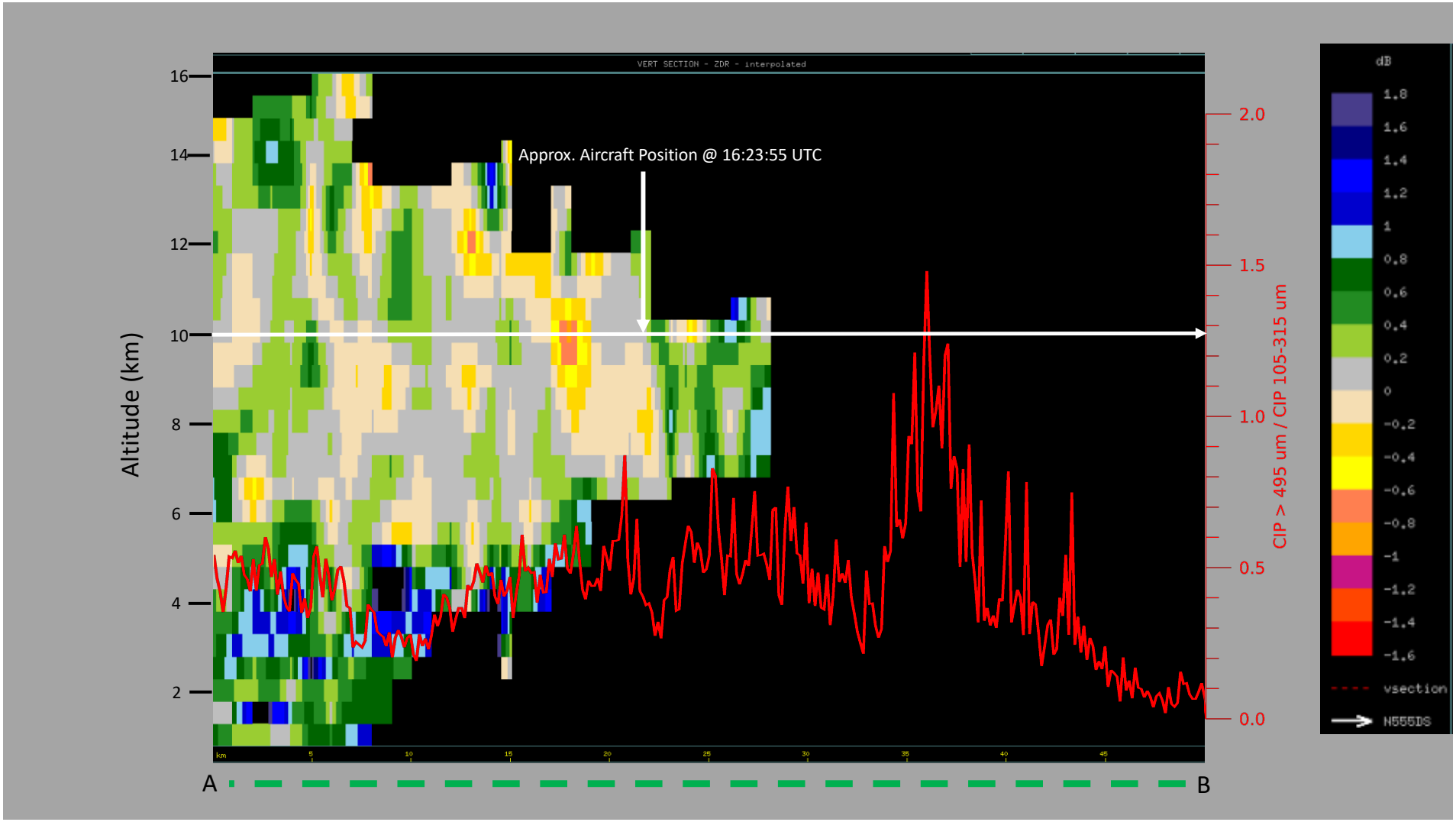
16:21:30 – 16:27:00

KMLB Vol Scan: 16:23:55

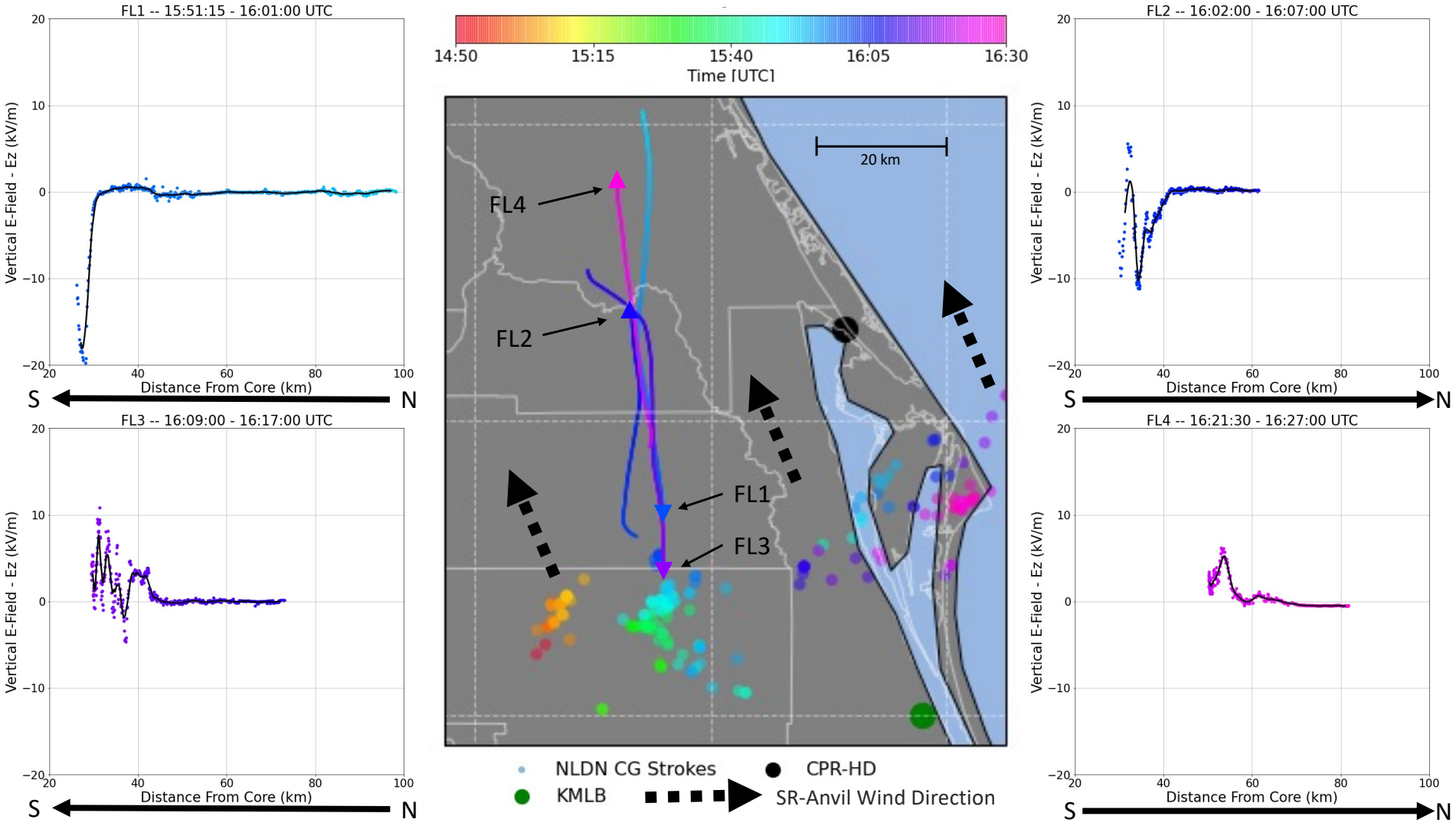
10 km CAPPI



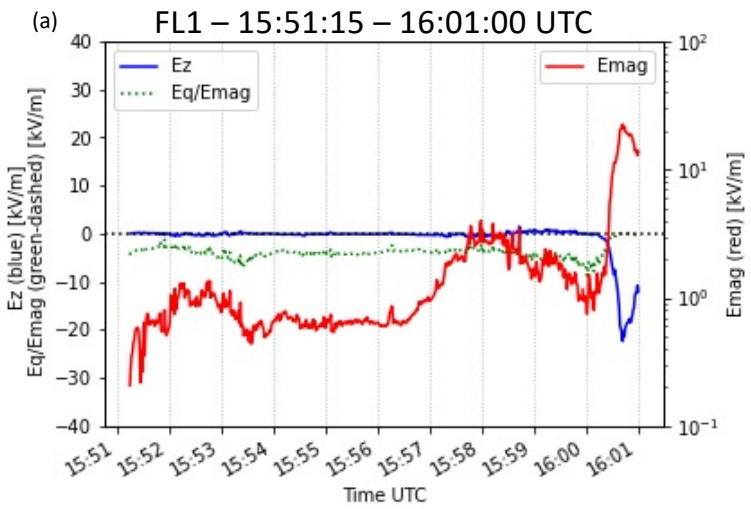

VERT SECTION - dBZ - interpolated
Approx. Aircraft Position @ 16:23:55 UTC
Altitude (km)
16
14
12
10
8
6
4
2
1.0E-01
1.0E-02
1.0E-03
1.0E-04
Concentration > 495 um [#/cm^3]
dBZ
26
24
22
20
18
16
14
12
10
8
6
4
2
0
-2
-4
-6
-8
N555DS
km
5
10
15
20
25
30
35
40
45
A
B


VERT SECTION - ZDR - interpolated
Approx. Aircraft Position @ 16:23:55 UTC
Altitude (km)
16
14
12
10
8
6
4
2
2.0
1.5
1.0
0.5
0.0
CIP > 495 um / CIP 105-315 um
km
5
10
15
20
25
30
35
40
45
A
B
dB
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
-0.8
-1
-1.2
-1.4
-1.6
vsection
N555DS

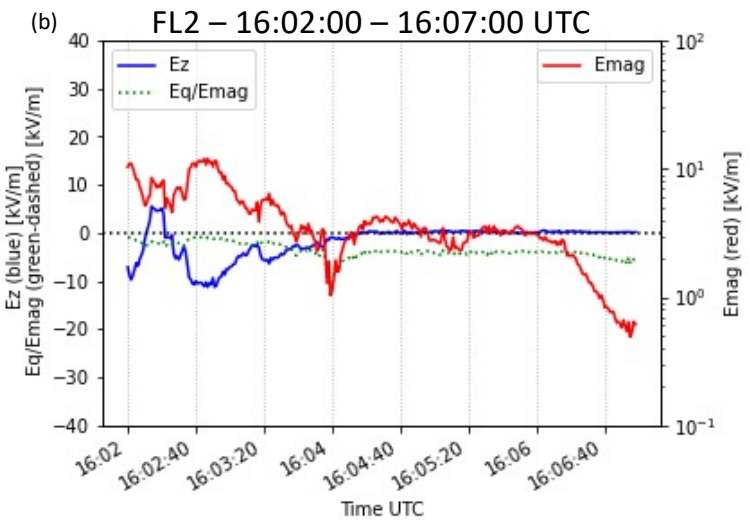
ELECTRIC FIELD DATA & KSCLMA ANALYSIS


FL1 -- 15:51:15 - 16:01:00 UTC
FL2 -- 16:02:00 - 16:07:00 UTC
FL3 -- 16:09:00 - 16:17:00 UTC
FL4 -- 16:21:30 - 16:27:00 UTC
Vertical E-Field - Ez (kV/m)
Distance From Core (km)
S
N
14:50
15:15
15:40
16:05
16:30
Time [UTC]
20 km
FL4
FL2
FL1
FL3
NLDN CG Strokes
CPR-HD
KMLB
SR-Anvil Wind Direction

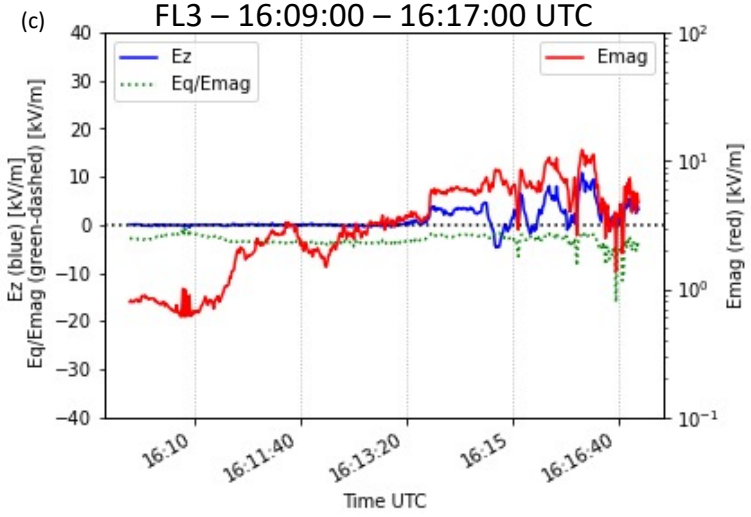
(a)


FL1 – 15:51:15 – 16:01:00 UTC
Ez
Eq/Emag
Emag
Ez (blue) [kV/m]
Eq/Emag (green-dashed) [kV/m]
Emag (red) [kV/m]
Time UTC
15:51
15:52
15:53
15:54
15:55
15:56
15:57
15:58
15:59
16:00
16:01

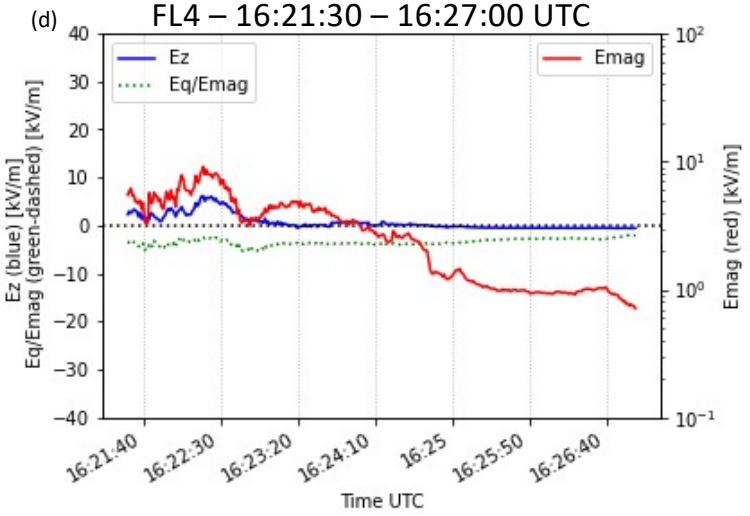
(b)


FL2 – 16:02:00 – 16:07:00 UTC
Ez
Eq/Emag
Emag
Ez (blue) [kV/m]
Eq/Emag (green-dashed) [kV/m]
Emag (red) [kV/m]
Time UTC
16:02
16:02:40
16:03:20
16:04
16:04:40
16:05:20
16:06
16:06:40

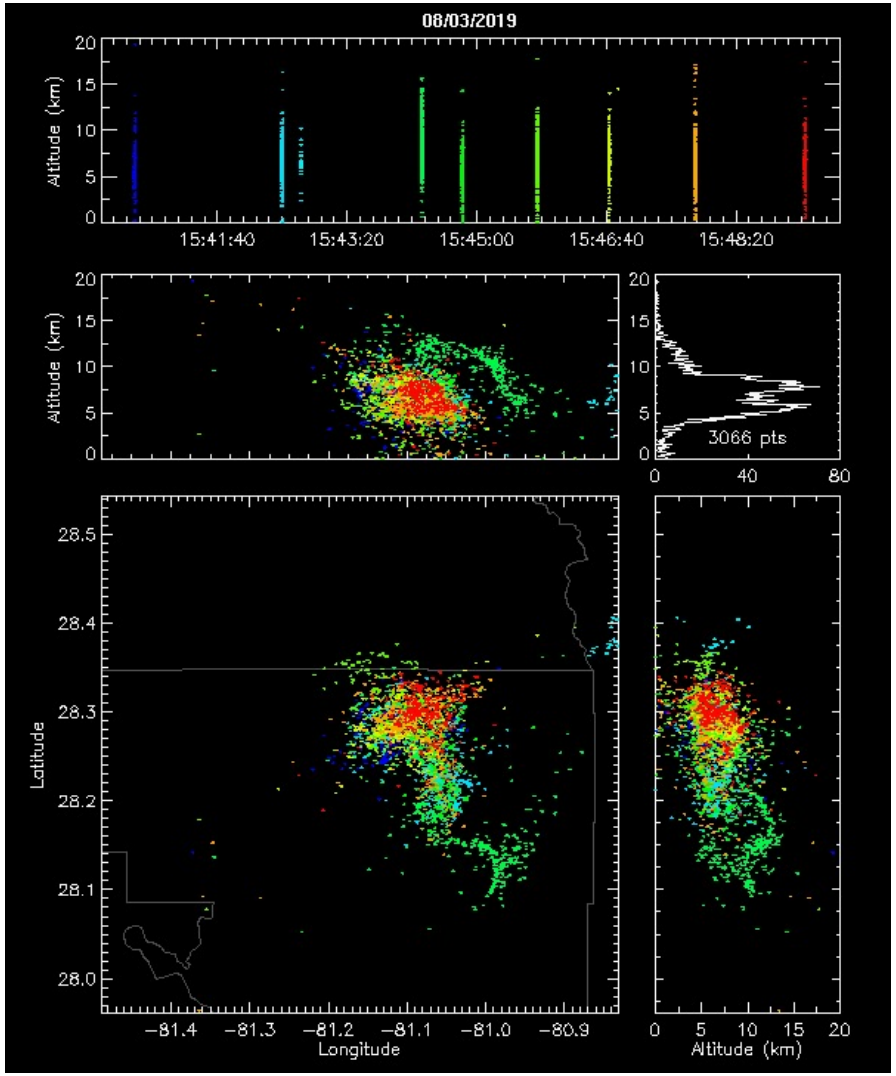
(c)

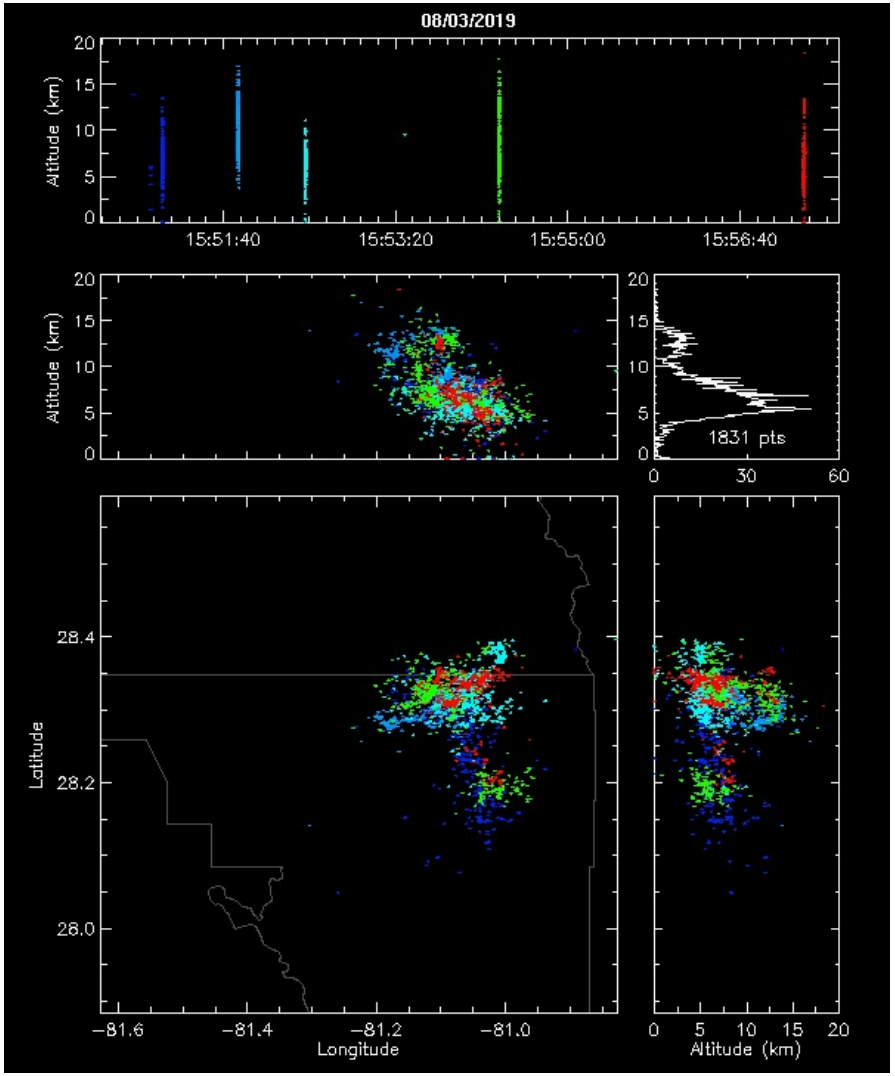

FL3 – 16:09:00 – 16:17:00 UTC
Ez
Eq/Emag
Emag
Ez (blue) [kV/m]
Eq/Emag (green-dashed) [kV/m]
Emag (red) [kV/m]
Time UTC
16:10
16:11:40
16:13:20
16:15
16:16:40

(d)


FL4 – 16:21:30 – 16:27:00 UTC
Ez
Eq/Emag
Emag
Ez (blue) [kV/m]
Eq/Emag (green-dashed) [kV/m]
Emag (red) [kV/m]
Time UTC
16:21:40
16:22:30
16:23:20
16:24:10
16:25
16:25:50
16:26:40

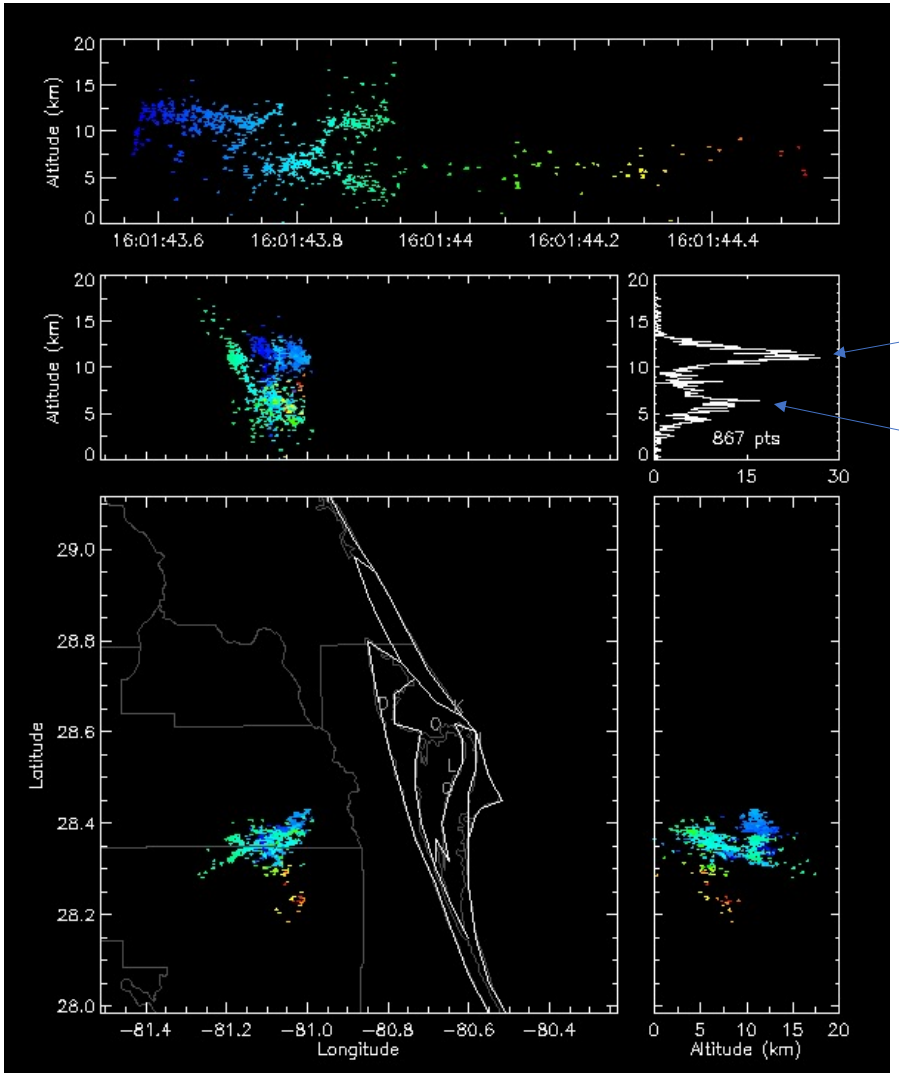
Flight Legs	Time [UTC]	Ex - Range [kV/m]	Ex - Mean [kV/m]	Ey - Range [kV/m]	Ey - Mean [kV/m]	Ez - Range [kV/m]	Ez - Mean [kV/m]
FL1	15:51:15 - 16:01:00	[-4.01, 0.17]	-0.89	[-0.16, 8.04]	0.93	[-22.37, 1.50]	-0.87
FL2	16:02:00 - 16:07:00	[-5.63, 1.52]	-1.96	[-4.93, 6.42]	0.78	[-11.22, 5.53]	-1.76
FL3	16:09:00 - 16:17:00	[-6.59, -0.21]	-2.95	[-3.43, 6.67]	1.05	[-4.70, 10.80]	1.15
FL4	16:21:30 - 16:27:00	[-4.86, -0.40]	-2.36	[-5.86, 4.28]	-0.11	[-0.58, 6.15]	0.68


08/03/2019
Altitude (km)
15:41:40
15:43:20
15:45:00
15:46:40
15:48:20
3066 pts
Latitude
Longitude
Altitude (km)


08/03/2019
Altitude (km)
15:51:40
15:53:20
15:55:00
15:56:40
1831 pts
Latitude
Longitude
Altitude (km)

Lightning Strike @ 16:01:43 UTC

NOTE: According to NLDN data This was the last lightning strike associated with our storm of Interest.



Upper + Charge Region

Lower - Charge Region

Summary/Discussion

- The largest sources of electric fields are when the aircraft is in close proximity to the storm core.

- Near the storm core the vertical electric field values are mainly on the order of 10^0 kV/m for each FL.
  - Although, there is a strong E_z signal during the end of FL1 where E_z reached -22.37 kV/m, which is an order of magnitude higher than what is typically observed.
  - The temporal span (electric build-up) of this peak is on the order of seconds, and detection of electric discharges are on the order of micro – seconds, thus it is believed that this peak in electric field is due to the aircraft entering in a 'high' electric charge region and not by lightning.
  - Based on the KSCLMA data, is it possible that the upper positive region is the culprit for fluctuations in E_z?

- The electric field magnitude (E_{mag}) for all flight legs peaked on the order of 10^1 kV/m.
  - Cloud chamber experiments only utilized a horizontal electric field.

- The E_{mag} values are the same order of magnitude to what was used in cloud chamber experiments performed by Saunders and Wahab (1975).
  - However, in the cloud chamber experiments, chain aggregates were only generated while using an electric field greater than or equal to 60 kV/m.

- Is the E-Field threshold smaller than previously tested?
  - Evidence from previous research coupled with these results -> can propose that yes it may?

Conclusion and Comments

- Cloud chamber experiments suggest that chain aggregates are optimally formed when electric fields are > 60 kV/m at temps ~ -8 to -12 C using unrealistic (high) ice crystal concentrations.
  - In typical T–storms, these values would suggest the chains to be formed near the **mix-layer region**

- PHIPS observations show chain aggregates spread out across the anvil region.
  - Particles of different habits
  - **Lack of riming**

- CIP concentration data suggest that in the cirrus anvil:
  - (1) There is a net increase in chains relative to the non-chains and/or …
  - (2) More of the non-chains are falling out, sublimating, and/or climbing within the cirrus anvil away from where the aircraft was sampling from and/or …
  - (3) The smaller particles are taking part in the chain aggregation process allowing for less smaller particles and more larger particles.

- The fluctuations in the particle sizes cloud be the product of storm convective growth and decay.
  - Further radar analysis needed.

- The E_{mag} values are the same order of magnitude to what was used in cloud chamber experiments performed by Saunders and Wahab (1975).
  - Similar values to other field projects where chain aggregates were also observed.
  - E-Field thresholds for chain aggregation in the cirrus anvil may be less than 60 kV/m.

Request

- The scanning capabilities of the S-band NWS radar is extremely limited (especially during the 3 August 2019 flight).
  - Lack of radar data > 100 km away
  - low resolution
  - Not concurrent with aircraft measurements

- The MCR (CPR-HD) thrives where the NWS radars do not.

- With the scanning capabilities of the MCR (CPR-HD), the data will be extremely beneficial when comparing to the in-situ microphysical data.

- The MCR (CPR-HD) data will be used to see if chain aggregation is occurring within the convection – induced, cirrus anvil region.

- Due to FL4 being more oriented to the SR-anvil wind direction and occurring when there is only one CLEAR main source of convection, **it is proposed to obtain the MCR (CPR-HD) data or flight leg 4 [16:21:30 – 16:27:00 UTC] for further radar analysis.**

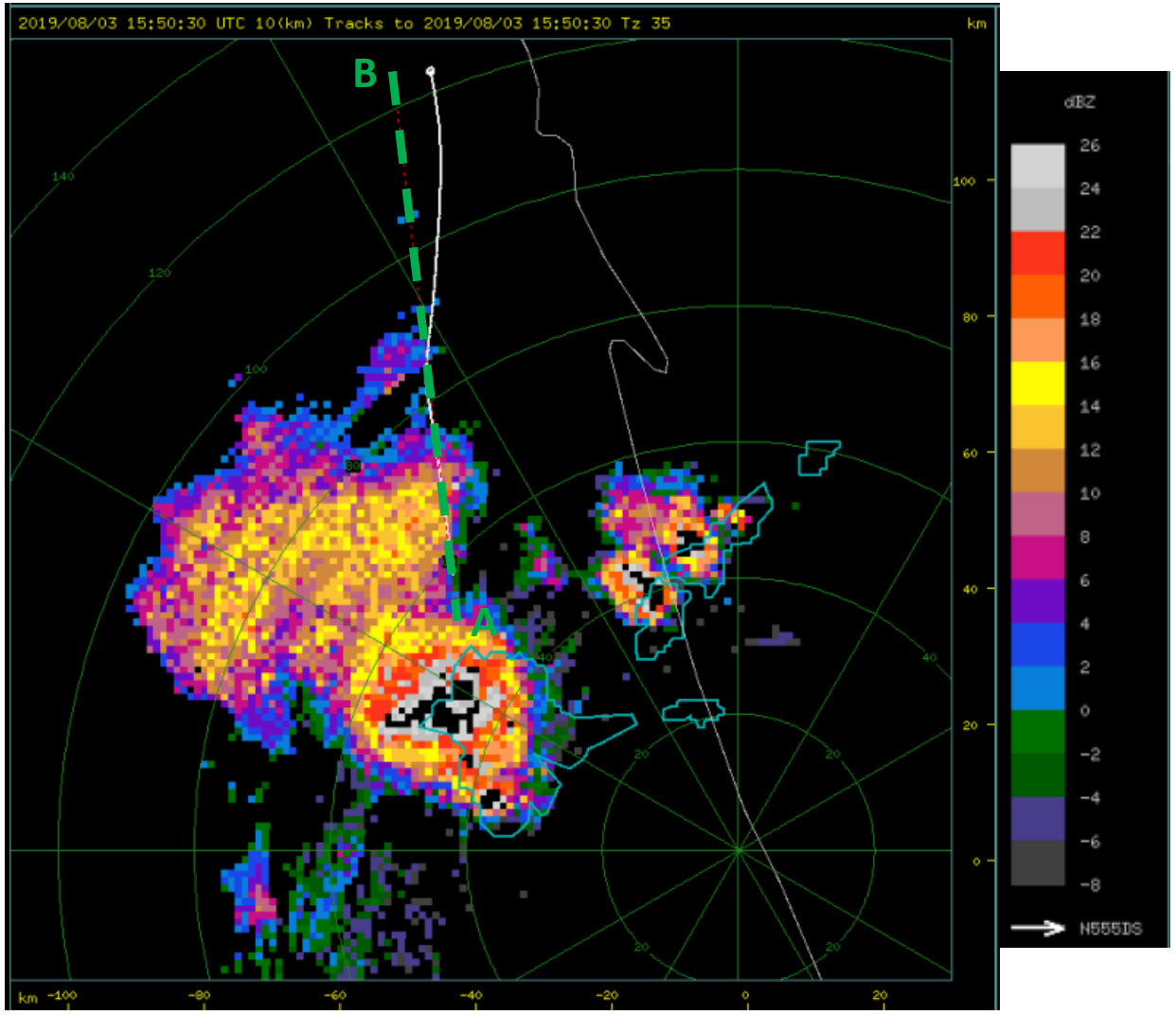
Extra Slides

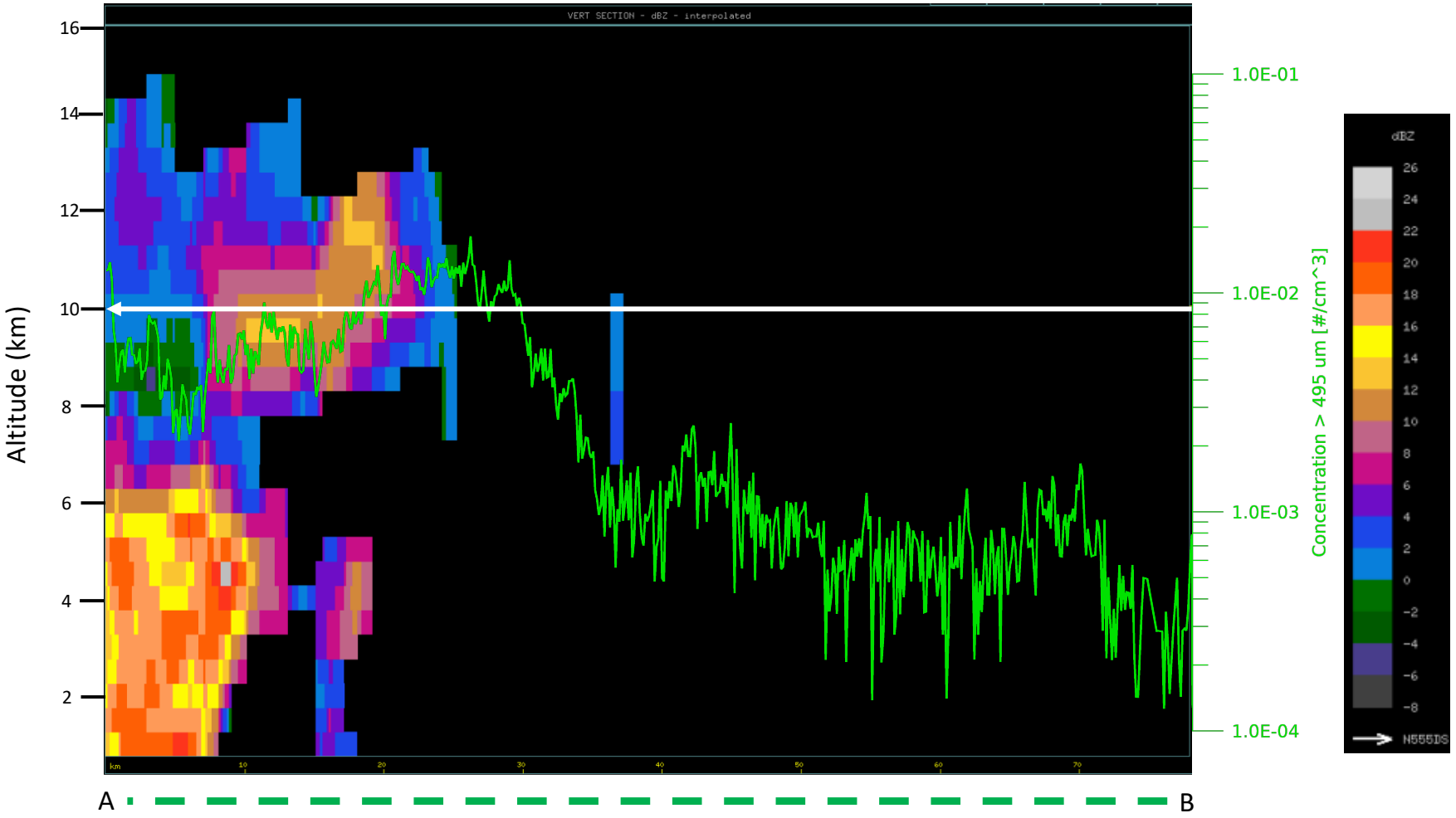
Flight Leg 1 (FL1)

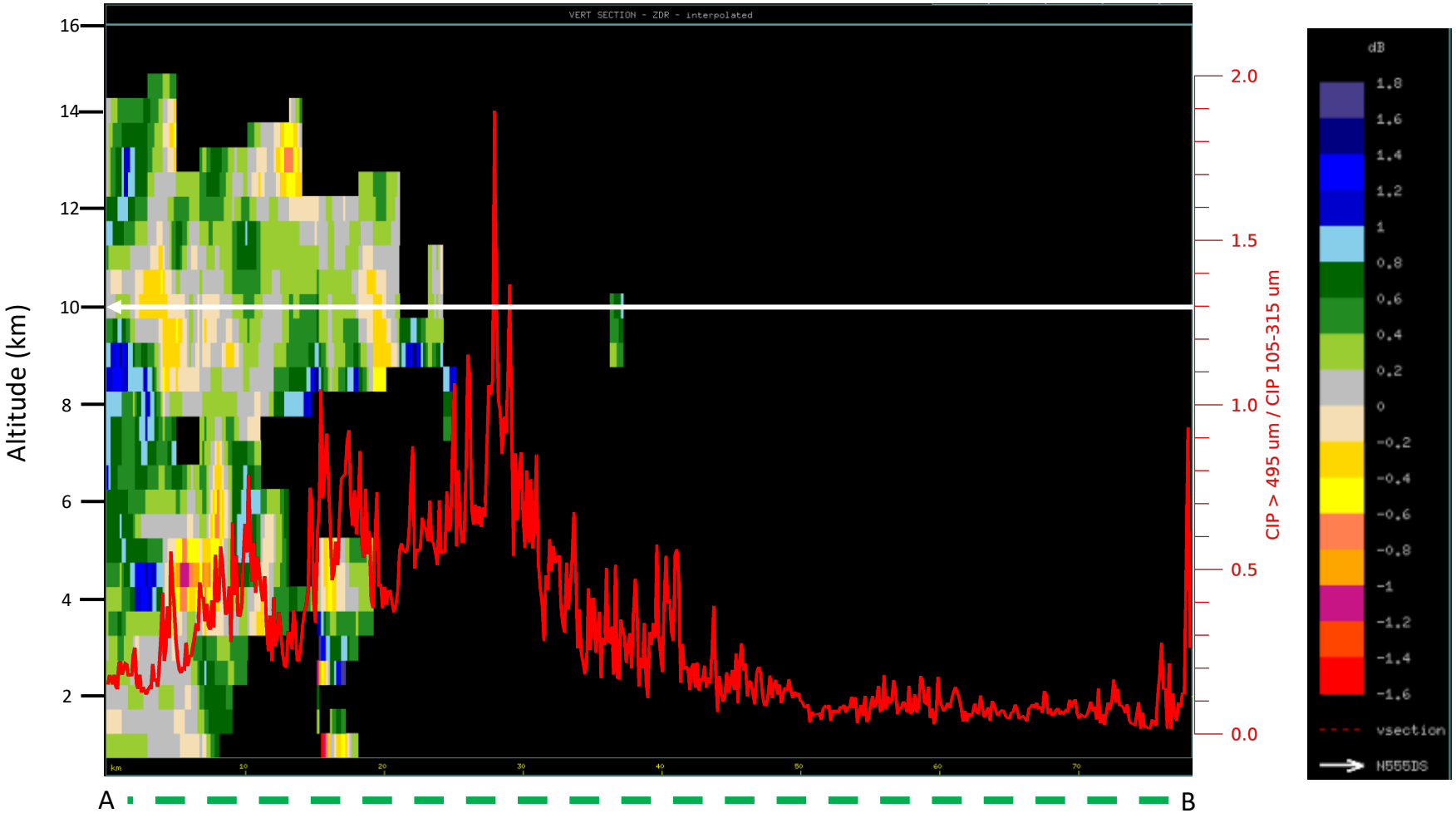
15:51:15 – 16:01:00

KMLB Vol Scan: 15:50:30

10 km CAPPI




VERT SECTION - dBZ - interpolated
Altitude (km)
16
14
12
10
8
6
4
2
km
10
20
30
40
50
60
70
1.0E-01
1.0E-02
1.0E-03
1.0E-04
Concentration > 495 um [#/cm^3]
dBZ
26
24
22
20
18
16
14
12
10
8
6
4
2
0
-2
-4
-6
-8
N555DS
A
B

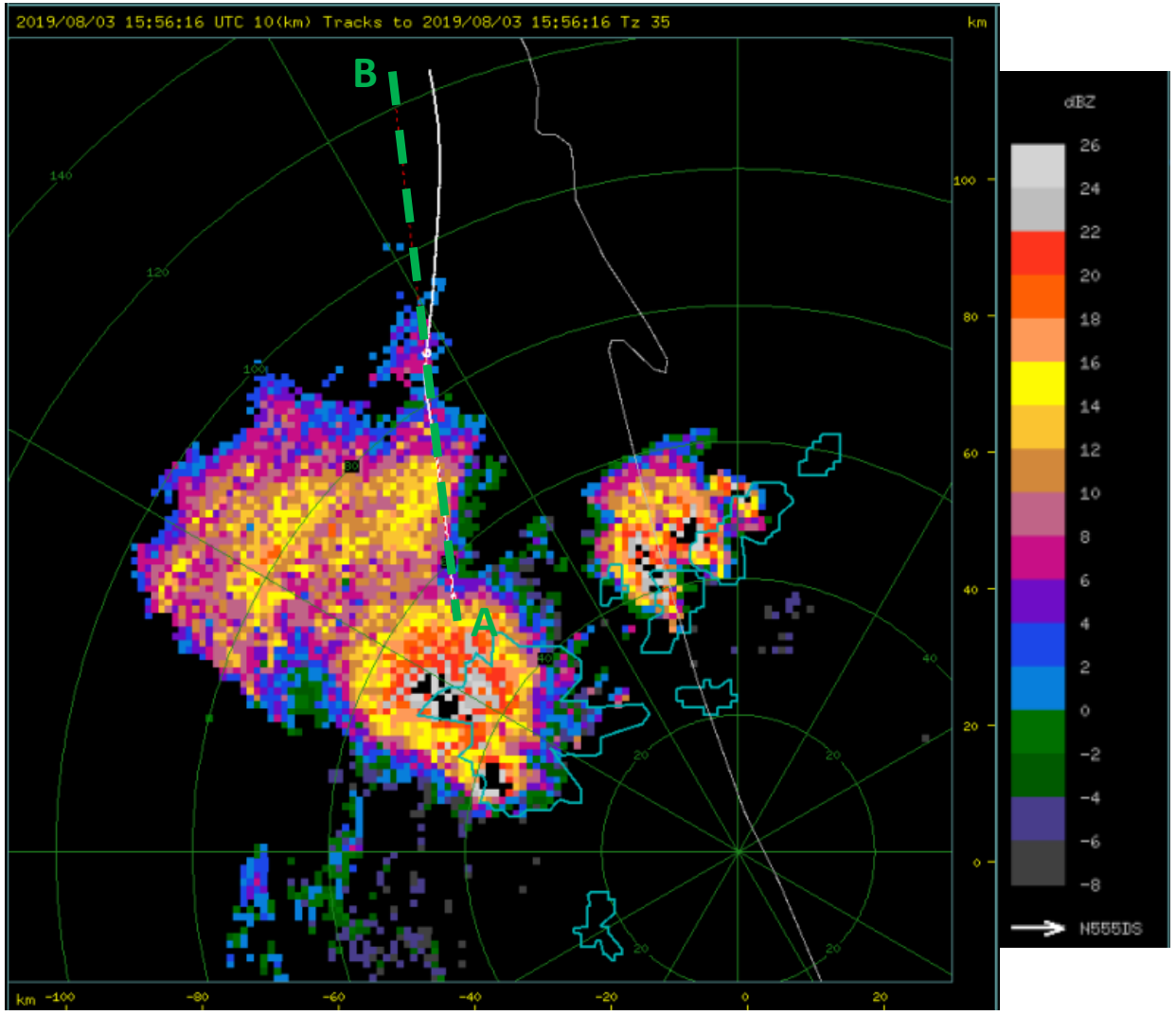

VERT SECTION - ZDR - interpolated
Altitude (km)
16
14
12
10
8
6
4
2
km
10
20
30
40
50
60
70
2.0
1.5
1.0
0.5
0.0
CIP > 495 um / CIP 105-315 um
dB
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
-0.8
-1
-1.2
-1.4
-1.6
vsection
N555DS
A
B

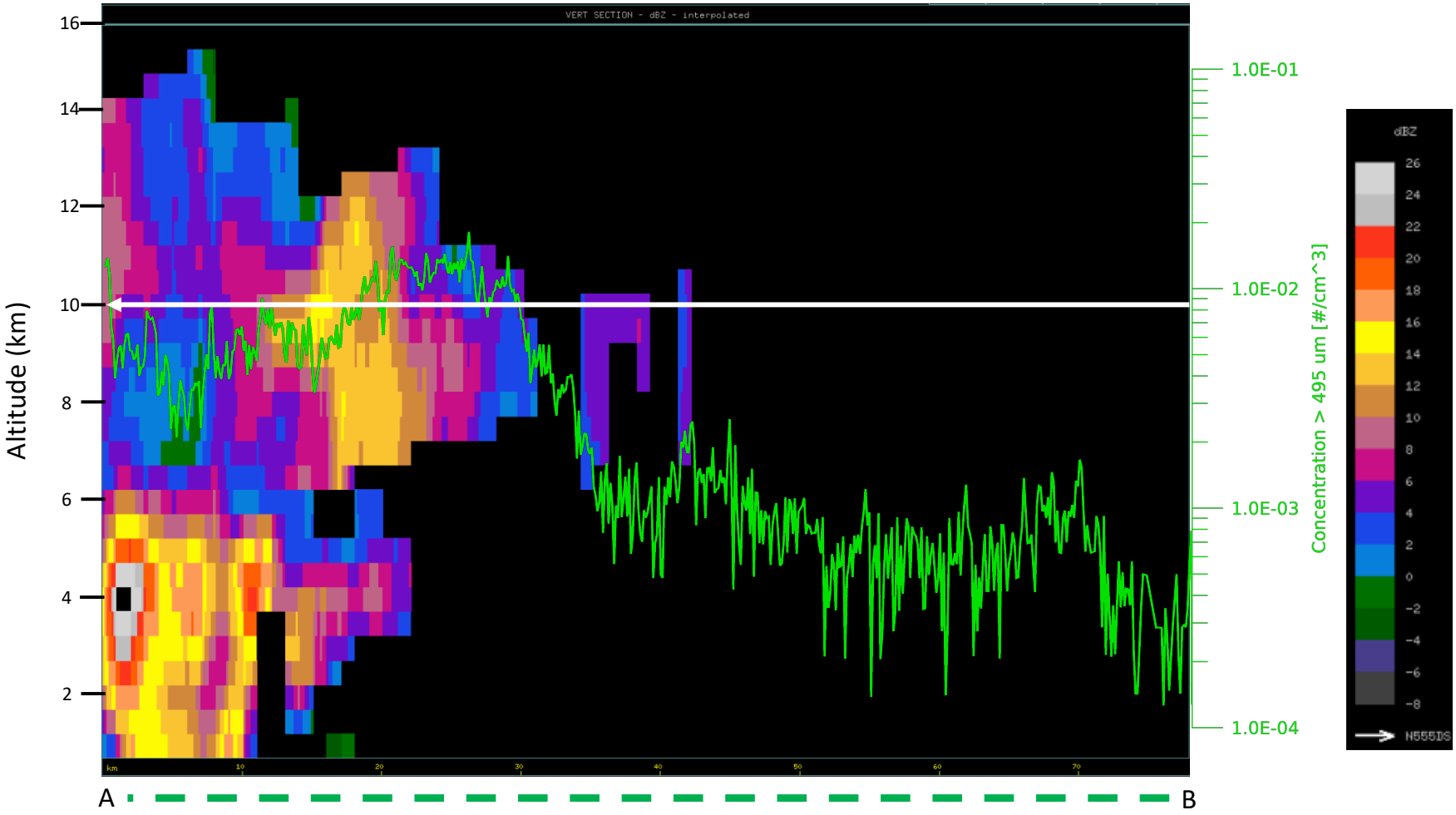
Flight Leg 1 (FL1)

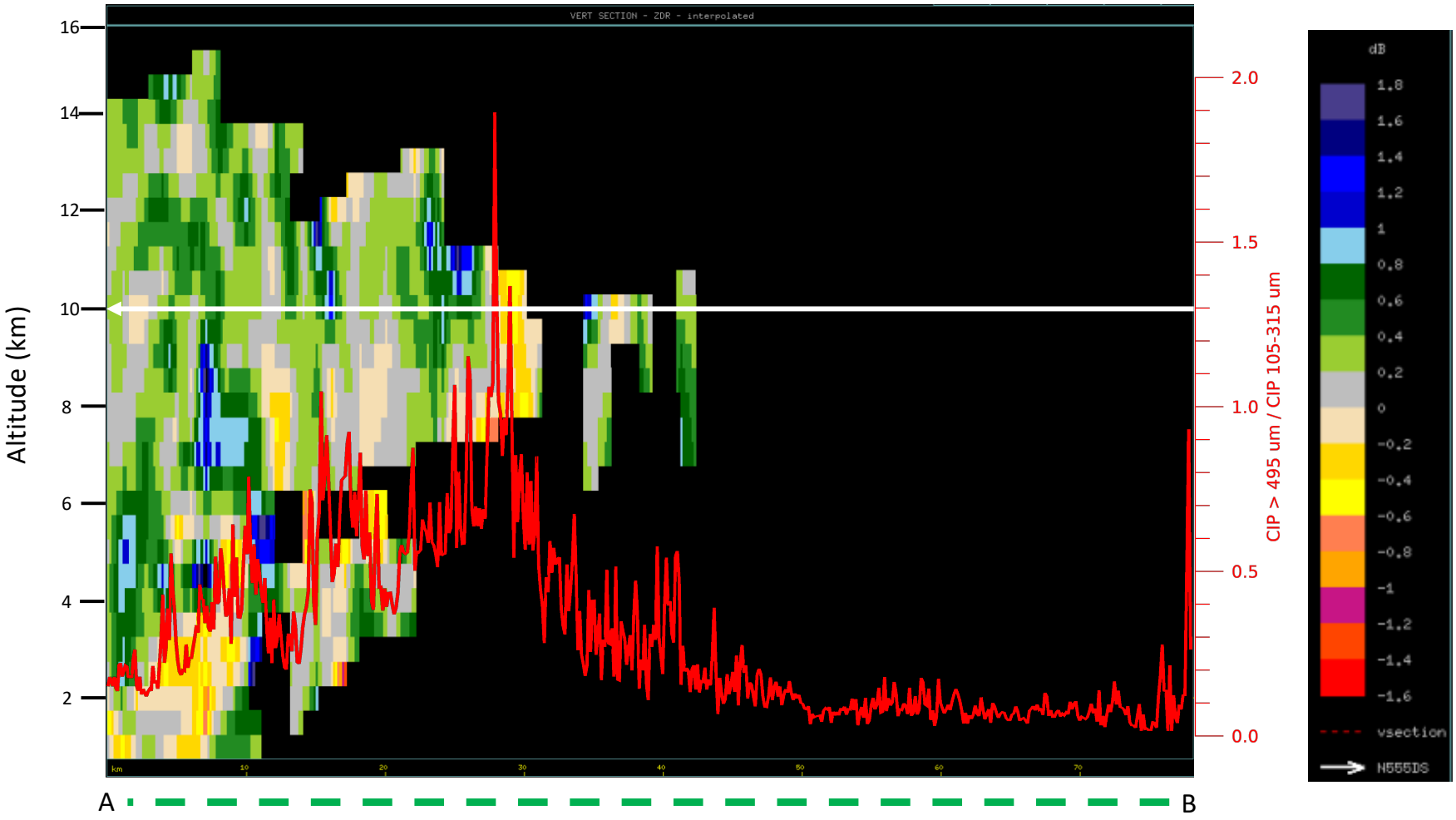
15:51:15 – 16:01:00

KMLB Vol Scan: 15:56:16

10 km CAPPI




VERT SECTION - dBZ - interpolated
Altitude (km)
16
14
12
10
8
6
4
2
km
10
20
30
40
50
60
70
A
B
1.0E-01
1.0E-02
1.0E-03
1.0E-04
Concentration > 495 um [#/cm^3]
dBZ
26
24
22
20
18
16
14
12
10
8
6
4
2
0
-2
-4
-6
-8
N555DS

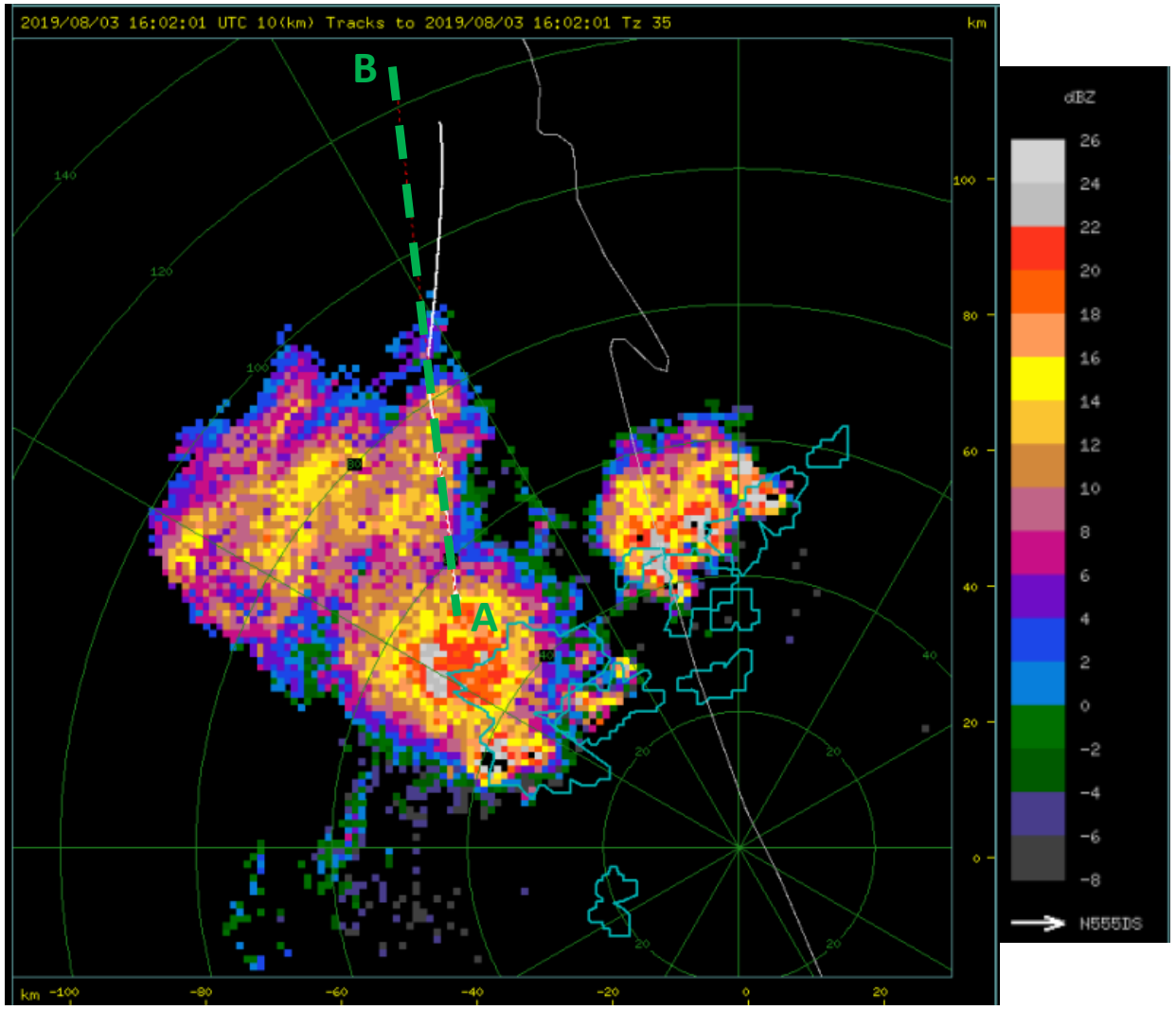

VERT SECTION - ZDR - interpolated
Altitude (km)
16
14
12
10
8
6
4
2
km
10
20
30
40
50
60
70
2.0
1.5
1.0
0.5
0.0
CIP > 495 um / CIP 105-315 um
dB
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
-0.8
-1
-1.2
-1.4
-1.6
vsection
N555DS
A
B

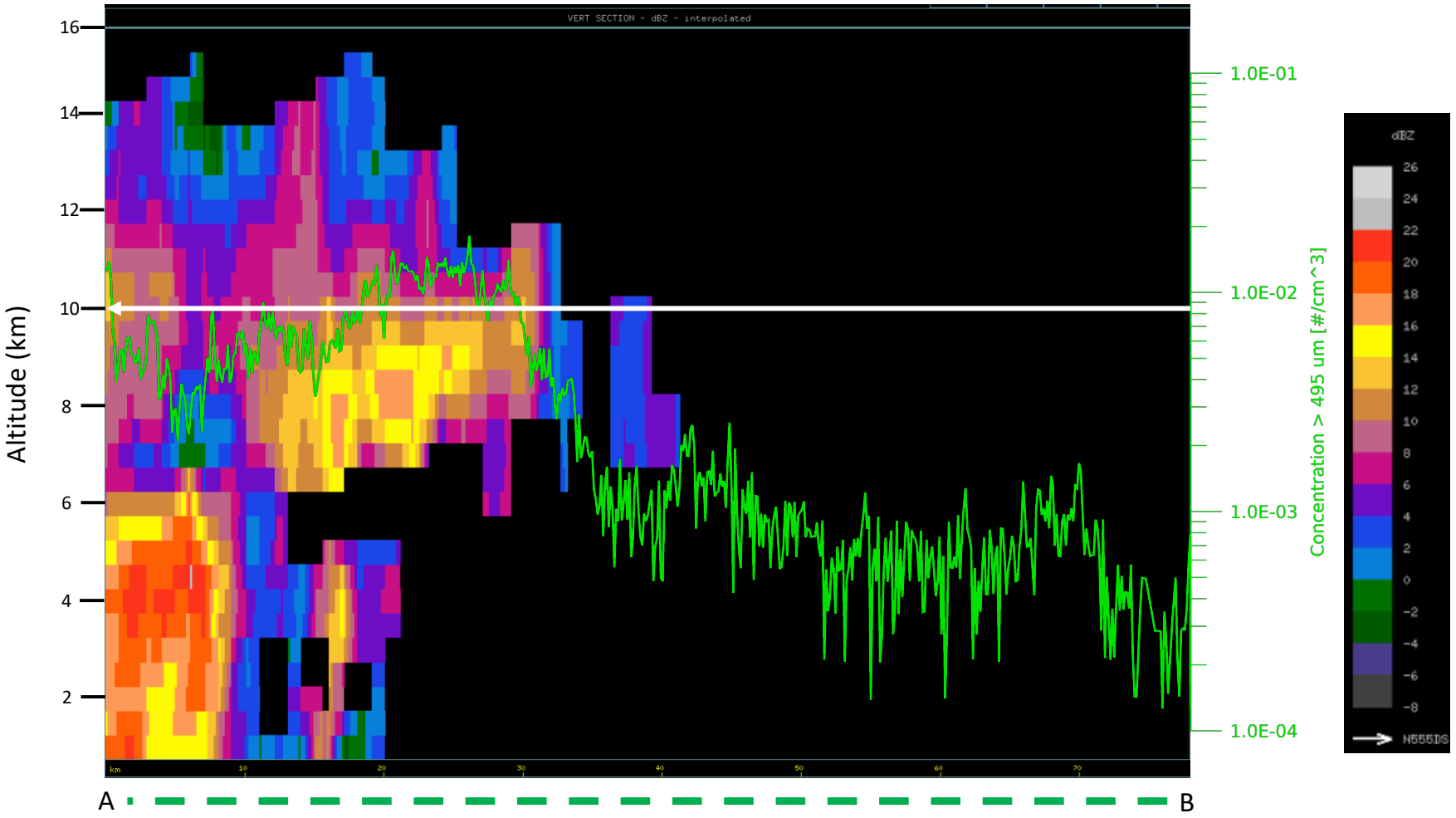
Flight Leg 1 (FL1)

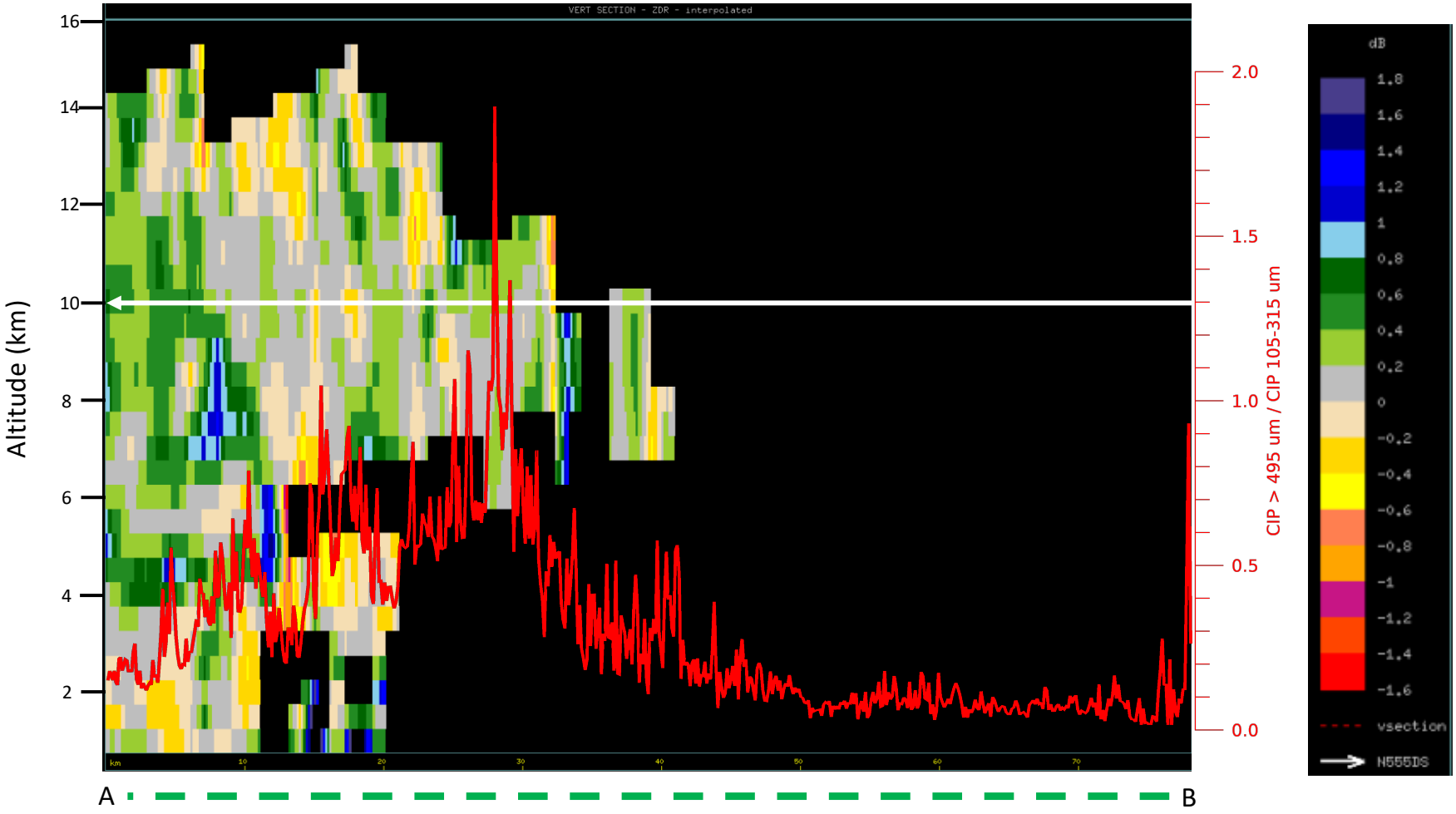
15:51:15 – 16:01:00

KMLB Vol Scan: 16:02:01

10 km CAPPI




VERT SECTION - dBZ - interpolated
Altitude (km)
16
14
12
10
8
6
4
2
km
10
20
30
40
50
60
70
A
B
1.0E-01
1.0E-02
1.0E-03
1.0E-04
Concentration > 495 um [#/cm^3]
dBZ
26
24
22
20
18
16
14
12
10
8
6
4
2
0
-2
-4
-6
-8
N555DS

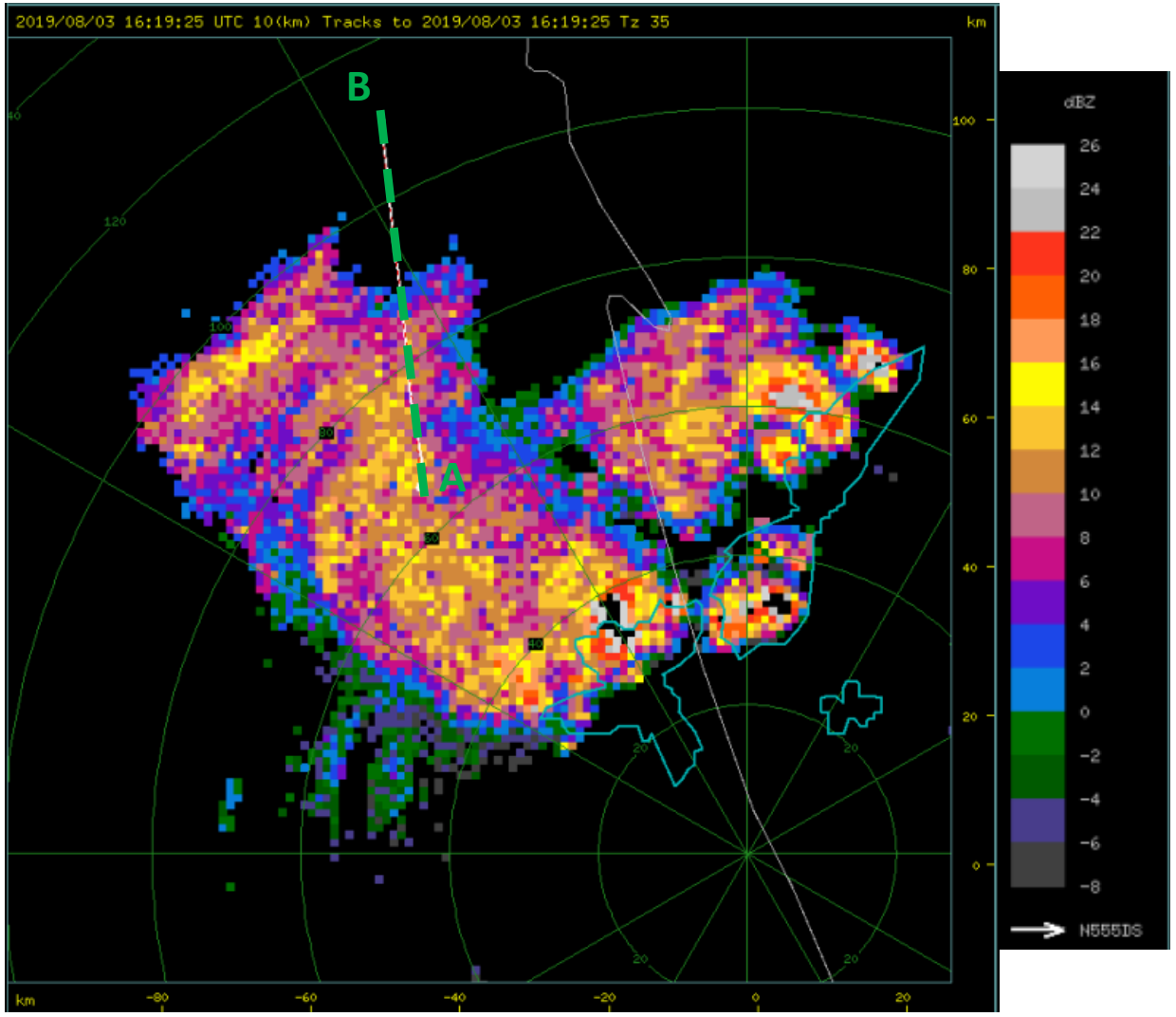

VERT SECTION - ZDR - interpolated
Altitude (km)
16
14
12
10
8
6
4
2
km
10
20
30
40
50
60
70
2.0
1.5
1.0
0.5
0.0
CIP > 495 um / CIP 105-315 um
dB
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
-0.8
-1
-1.2
-1.4
-1.6
vsection
N555DS
A
B

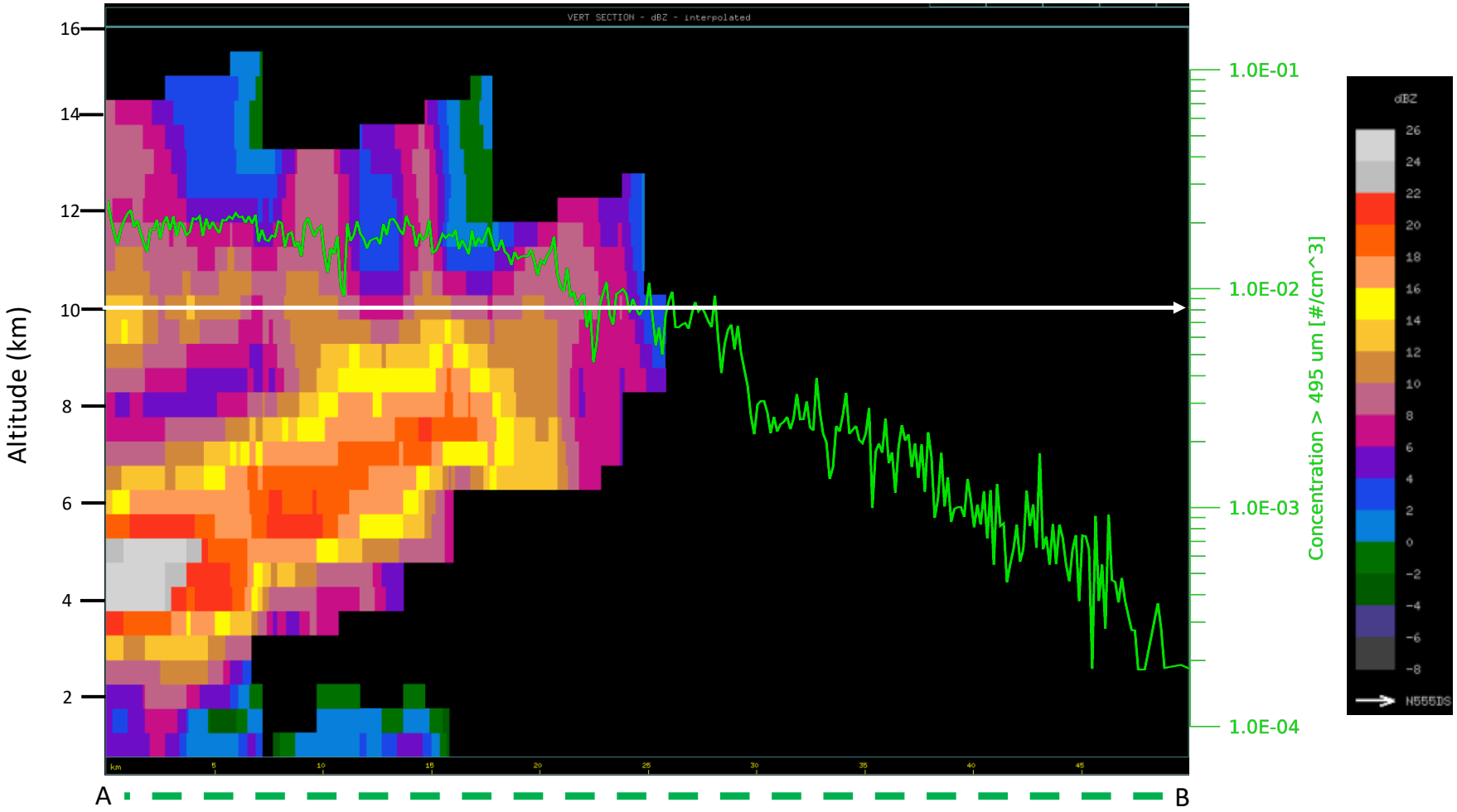
Flight Leg 4 (FL4)

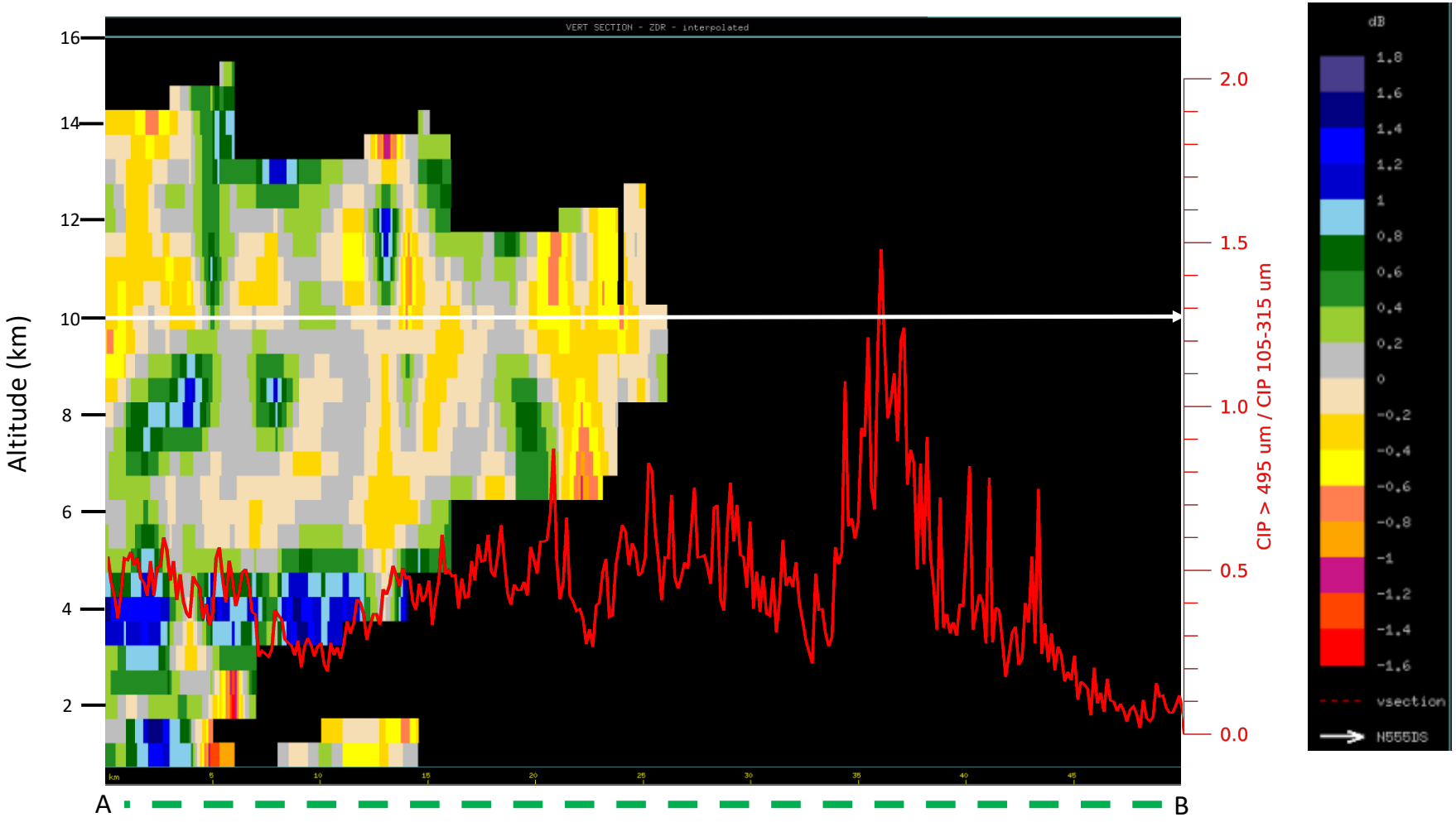
16:21:30 – 16:27:00

KMLB Vol Scan: 16:19:25

10 km CAPPI




VERT SECTION - dBZ - interpolated
Altitude (km)
16
14
12
10
8
6
4
2
km
5
10
15
20
25
30
35
40
45
A
B
1.0E-01
1.0E-02
1.0E-03
1.0E-04
Concentration > 495 um [#/cm^3]
dBZ
26
24
22
20
18
16
14
12
10
8
6
4
2
0
-2
-4
-6
-8
N555DS

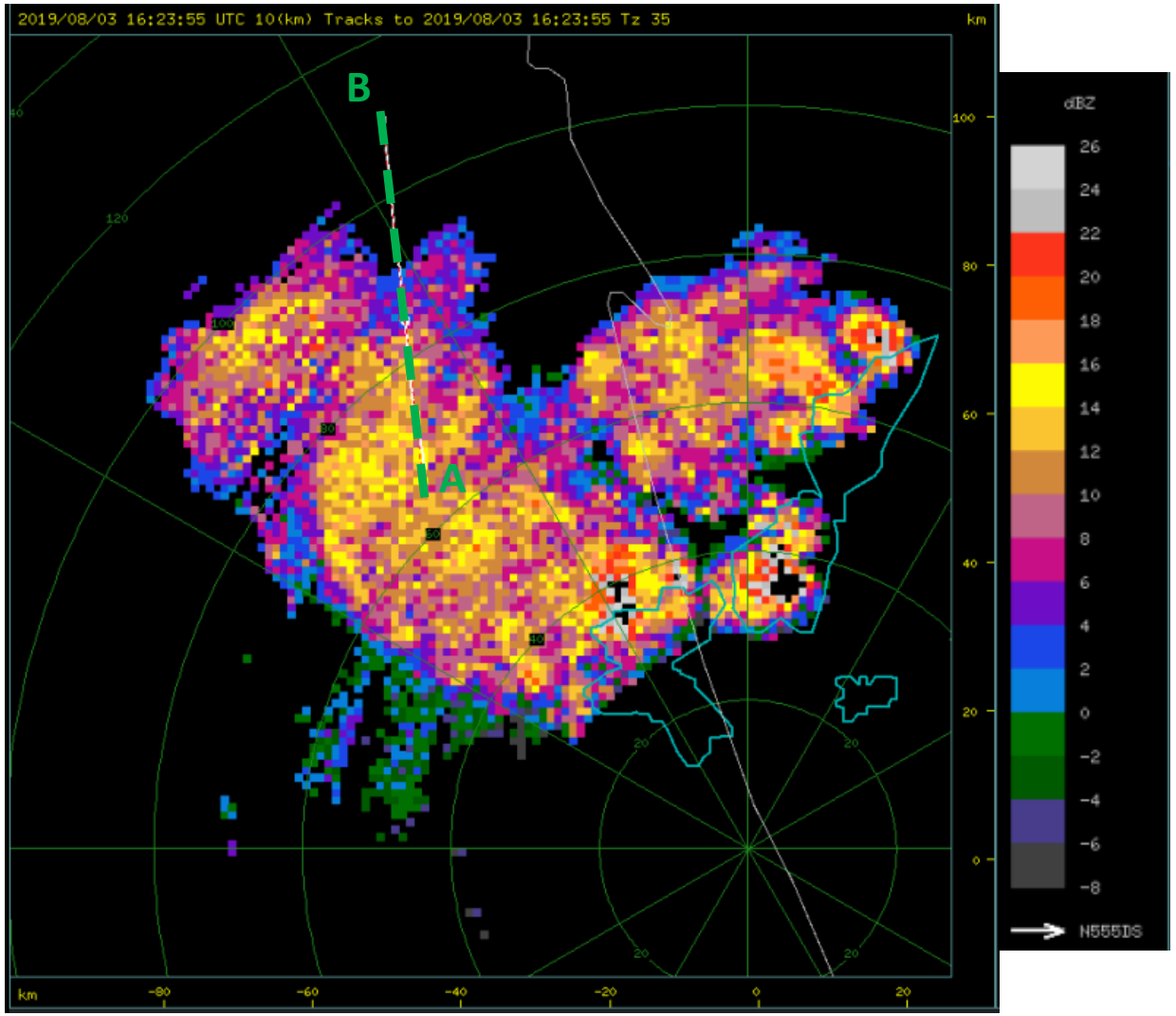

VERT SECTION - ZDR - interpolated
Altitude (km)
16
14
12
10
8
6
4
2
2.0
1.5
1.0
0.5
0.0
CIP > 495 um / CIP 105-315 um
km
5
10
15
20
25
30
35
40
45
A
B
dB
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
-0.8
-1
-1.2
-1.4
-1.6
vsection
N555DS

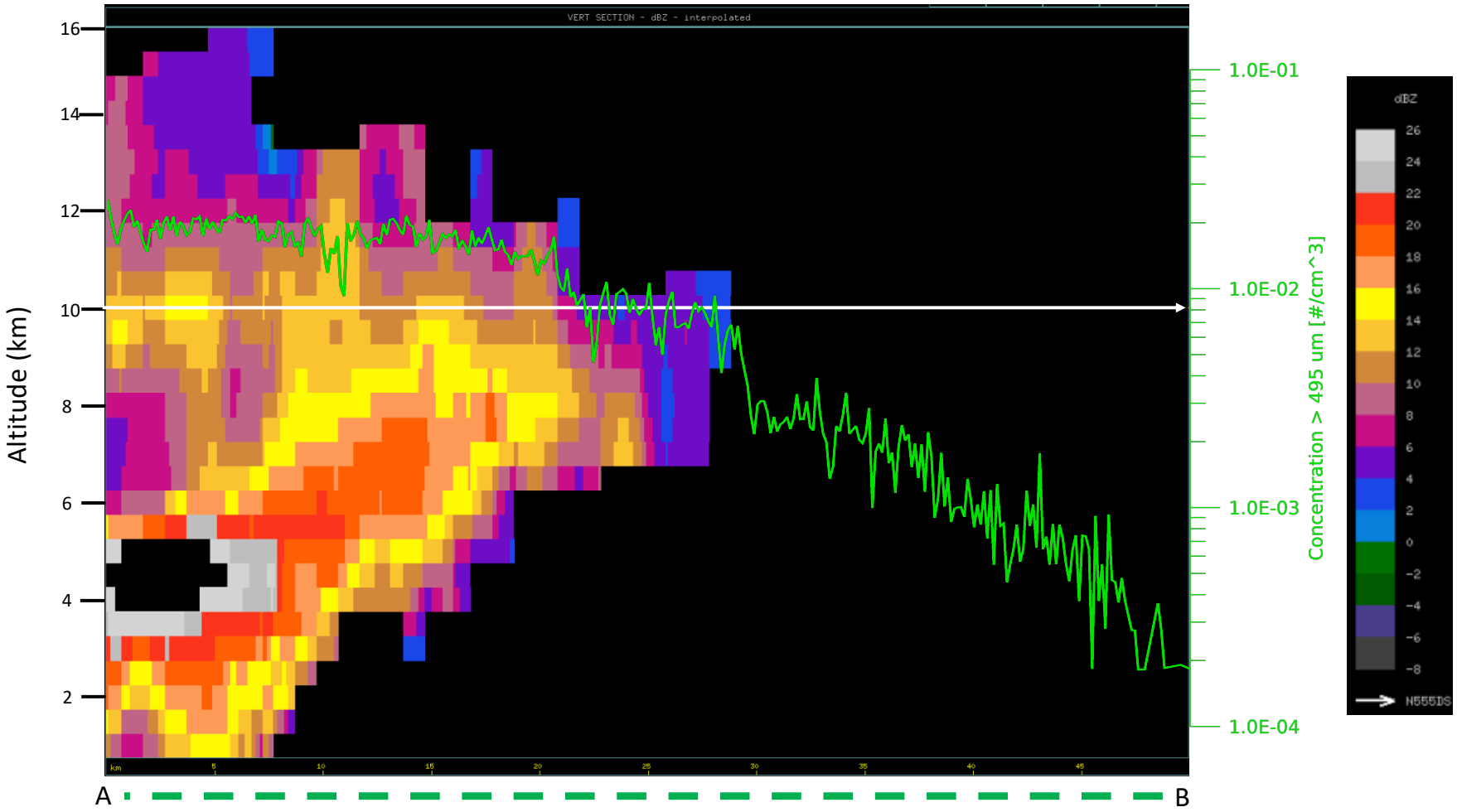
Flight Leg 4 (FL4)

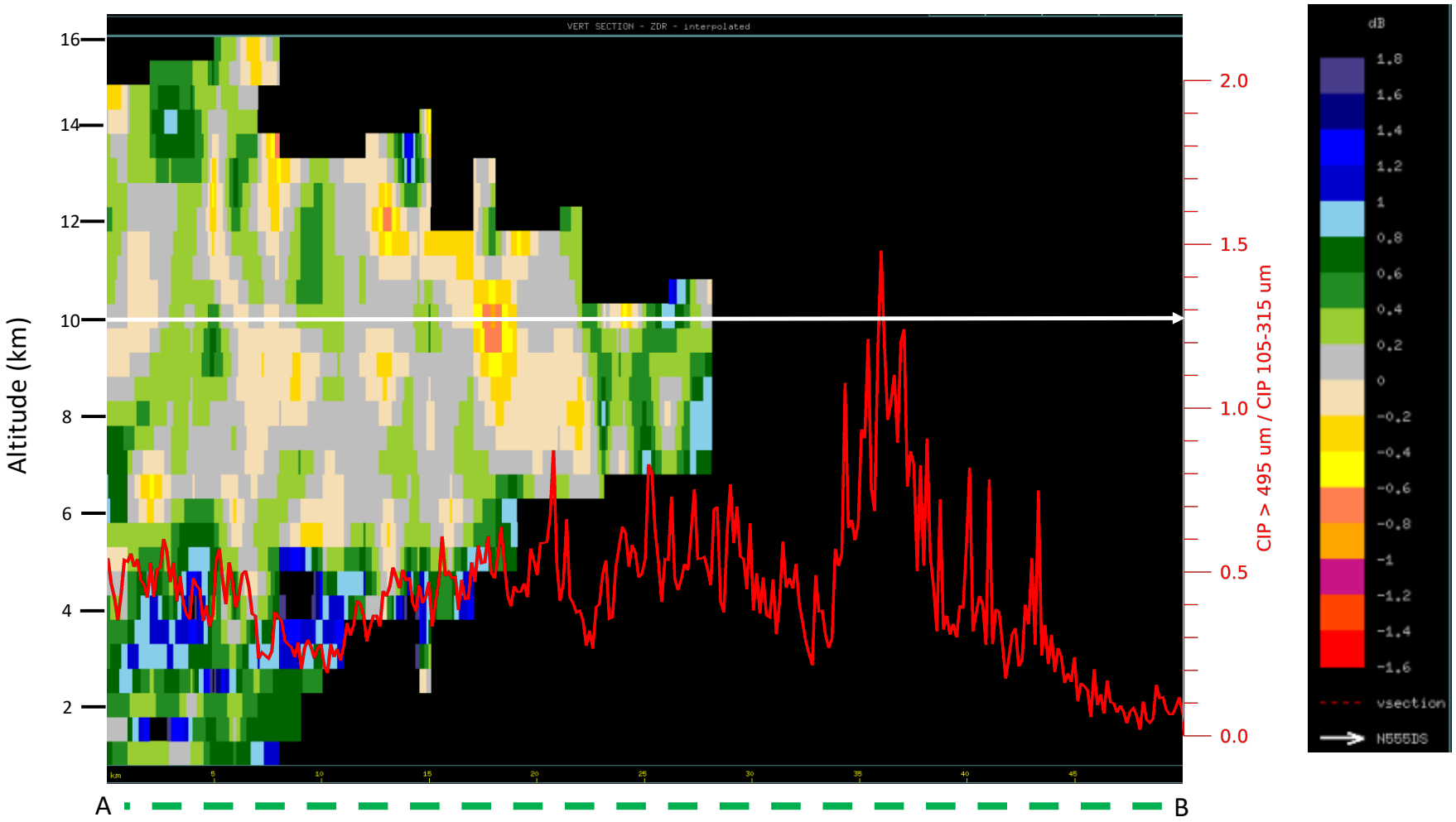
16:21:30 – 16:27:00

KMLB Vol Scan: 16:23:55

10 km CAPPI




VERT SECTION - dBZ - interpolated
Altitude (km)
16
14
12
10
8
6
4
2
km
5
10
15
20
25
30
35
40
45
1.0E-01
1.0E-02
1.0E-03
1.0E-04
Concentration > 495 um [#/cm^3]
dBZ
26
24
22
20
18
16
14
12
10
8
6
4
2
0
-2
-4
-6
-8
N555DS
A
B

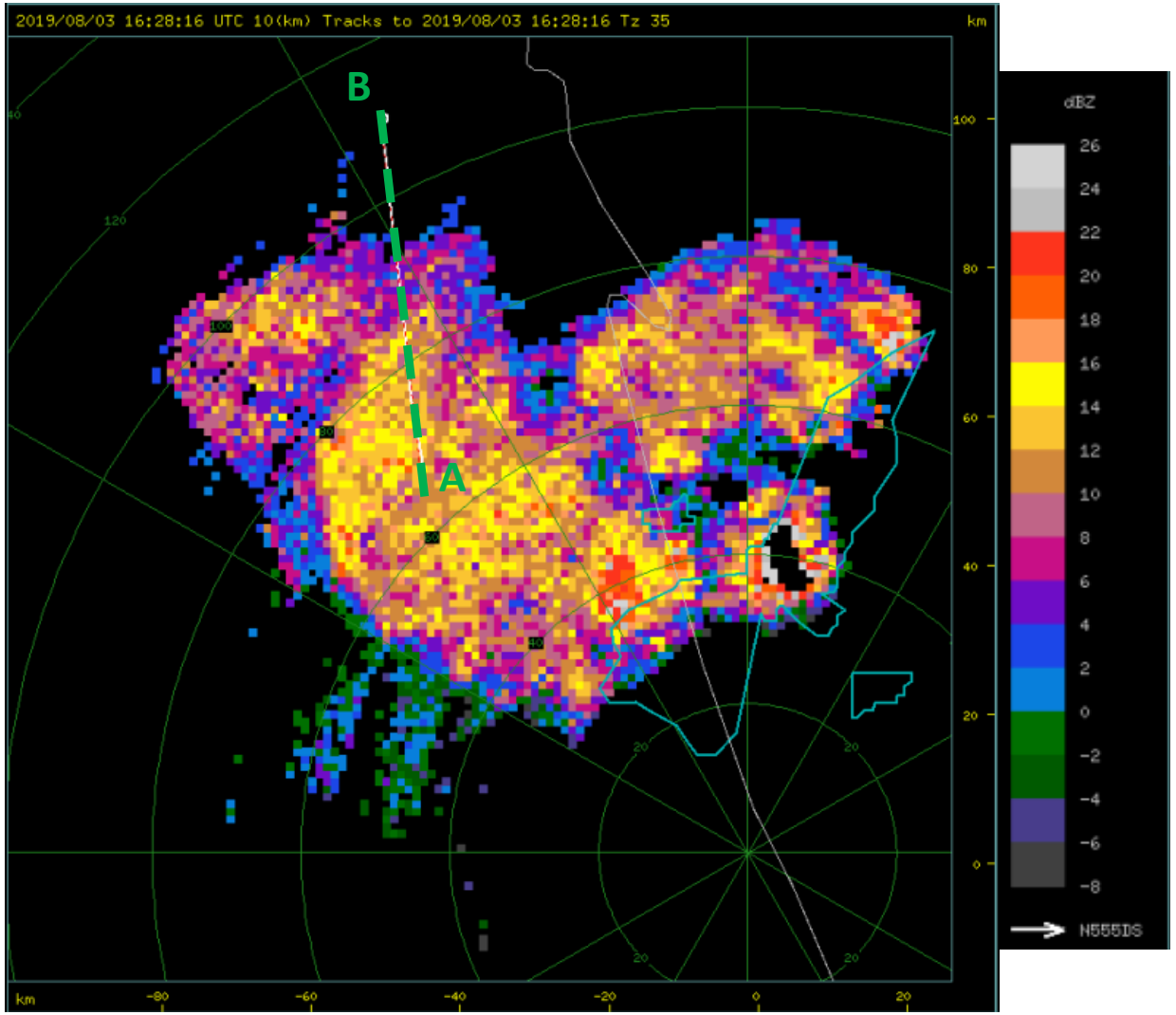

VERT SECTION - ZDR - interpolated
Altitude (km)
16
14
12
10
8
6
4
2
2.0
1.5
1.0
0.5
0.0
CIP > 495 um / CIP 105-315 um
km
5
10
15
20
25
30
35
40
45
A
B
dB
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
-0.8
-1
-1.2
-1.4
-1.6
vsection
N555DS

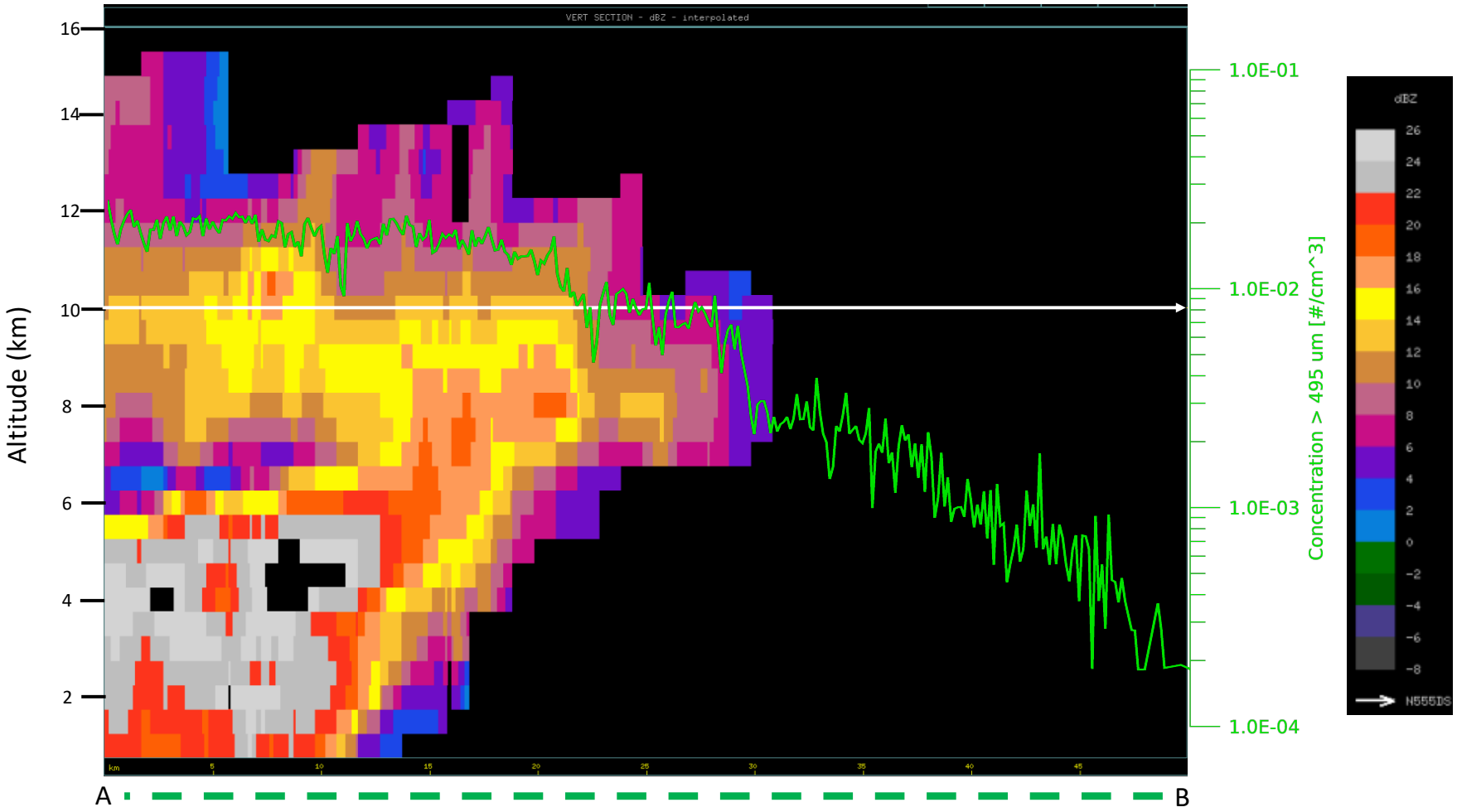
Flight Leg 4 (FL4)

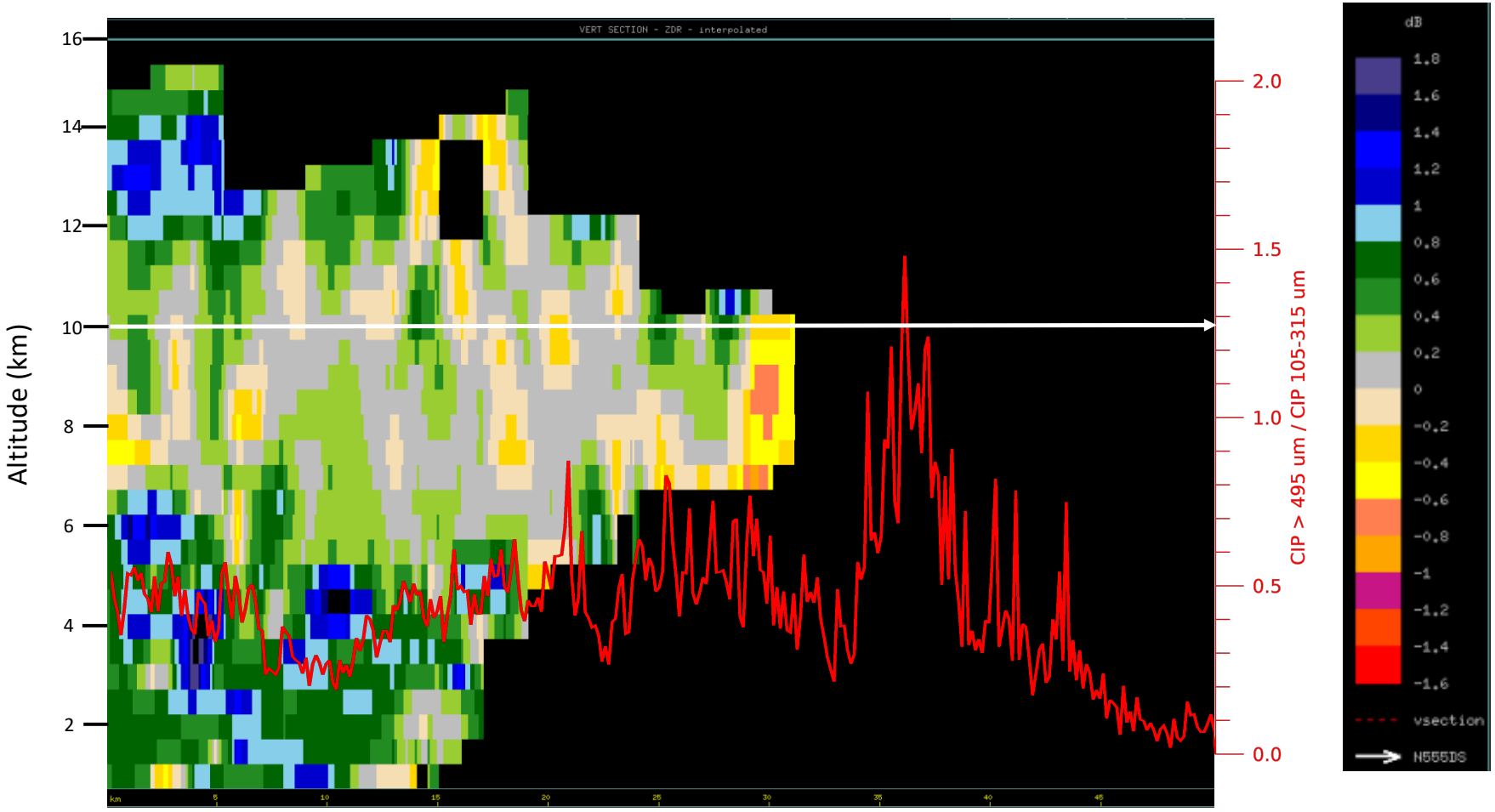
16:21:30 – 16:27:00

KMLB Vol Scan: 16:28:16

10 km CAPPI




VERT SECTION - dBZ - interpolated
Altitude (km)
16
14
12
10
8
6
4
2
km
5
10
15
20
25
30
35
40
45
A
B
1.0E-01
1.0E-02
1.0E-03
1.0E-04
Concentration > 495 um [#/cm^3]
dBZ
26
24
22
20
18
16
14
12
10
8
6
4
2
0
-2
-4
-6
-8
N555DS


VERT SECTION - ZDR - interpolated
Altitude (km)
16
14
12
10
8
6
4
2
2.0
1.5
1.0
0.5
0.0
CIP > 495 um / CIP 105-315 um
dB
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
-0.8
-1
-1.2
-1.4
-1.6
vsection
N555DS
km
5
10
15
20
25
30
35
40
45