

Interactive comment on “Performance of a mobile car platform for mean wind and turbulence measurements” by D. Belušić et al.

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We thank Prof Reuder for his helpful comments and suggestions. The responses are given below, marked with **R**.

My short interpretation on the wind speed components in Figure 3 would be; v-component shows good agreement; the u-component measured by the car seems to be systematically ca. 0.5-1 m/s lower than the tower measurements; the w-component is only weakly correlated; that should be discussed a bit more in detail; In addition to and for an improved interpretation of figure 3, I would think that a x-y scatter plot, with the mast data on the x-axis and the car data on the y-axis and different symbols/colors for the different car speeds would be very helpful.

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R: We now discuss the apparent systematic underestimation of the u-component and the lack of correlation of the w-component in the text. Please see also the response to the next comment.

I would also suggest to replace plots 4 and 5 by corresponding scatter plots; that would for sure give a clearer picture of the influence of the car speed by use of different symbols/colors and also enable to indicate the variability of the tower data during the measurement/averaging interval.

R: We have plotted the scatter plots, but they do not seem to offer a clearer view of the data. We have therefore included them in the Supplement as Figs. 2 – 4, rather than in the paper.

There are unusual characters instead of “-” in the doi of some of the references (Lenshow 1986 and 1994, Mahrt 1998, Mayr 2002, Straka 1996, Tjernström 1991, Vickers 1997, Williams 2000).

R: We have checked these doi's by copying them in the search engine <http://dx.doi.org/>, and they all work fine. They also agree with the doi's given on the corresponding journal web sites.

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