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# Wind Speed Statistics for <br> Goldstone, California, Anemometer Sites 

M. Berg
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H. McGinness
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April 15, 1981

National Aeronautics and
Space Administration
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## ABSTRACT

The results of an exploratory wind survey at the JPL Goldstone, California, antenna complex are summarized statistically for possible application to future windmill designs, Data were collected at six locations from a total of ten anemometers. Statistics include means, standard deviations, cubes, pattern factors, correlation coefficients, and exponents for power law profile of wind speed. Curves presented inclus mean monthly wind speeds, moving averages, and diumal variation patterns. Results indicate that three of the locations have suffictently strong winds to justify consideration as candidate windmill sites.

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## SECTION I

## INT:OODUCTION

This report represents the results of an exploratory wind survey at the JPL Goldstone, Callfornia, antenna complex to determine statistics of wind speed characteristics for possible application to future windmill designs, Goldstone wind speeds were examined previousily for windmill applications in Wind Power Prediction Mode1s, ${ }^{1}$ In that report, Goldstone wind records were taken primarily from sets of data recorded from 1966 to 1968 at the Mars antenna location. Five additional locations were identified for consideration as possible windmill sites, and a few days of wind speed data for these locations were also analyzed (October 1974 through March 1975). This report covers data that were obtained from continuing measurements made in the period from October 1974 through August 1976 at anemometer towers at the same six Locations, shown in Figure 1-1,

The six bower locations are listed below:
(1) The Mars tower (Sites 1 and 2) is near the center of a relatively flat area of several hundred meters (mindmum dimension). The data for the $100-\mathrm{foot}$ anemometer here were chosen as a reference for comparison of wind speeds at other sites because of the substantial amount of winci dala avallable from earlier measurements at this anemometer height. Although this area is readily accessible and could alcommodate a large number of windmills, the anticipated moderate wind speeds and the proximity to the Mars antenna are major disadvantages for using this location as a cadidate windmill atte.
(2) The Billboard Hill tower (Sites 3 and 4) was recommended by personnel who, as the result of several years of observation, believe this to be the windiest place in the complex.
(3) The tower (Sites 5 and 6) is near the center of a broad, flat area which would be suitable logistically for the placement of a large number of windmilys.
(4) The Airport tower (Site 7) is located in an area similar to the WV tower, with equivalent logistical advantages.
(5) The Nestern Ridge tower (Sites 8 and 9) is on a crest thought to be perpendicular to the direction of the stronger locul winds and was selected in anticipation of high wind speeds enhanced by a ridge effect.

[^0](6) The Echo tower (Site 10) is near the Echo antenna and was selected for the expected combination of rassonably high wind speods and logistic faasiblity for windmill construction.

Except for the Mars site, the towers were at locations where windmills would not interfere with radar beams from existing antennas.

The basic component of the Goldstone wind measuring system, designed and installed by Neteorological Research, Inc. (MRI), includes an MRI Model 1091-3 Chart Recorder and an MRI Model 1022 Wind Set. One or two Wind Sets, which consist of a 3 -cup anemometer and a wind vane, were installed on each townr. Table l-1 lists the anemometer site numbera, the anemometer heights, as well as the tower locat ions and numbers.

For each anemometer, the instantaneous wind speeds recorded on the strip charts were reduced by hand to average hourly wind speed by estimating the mean of a 10 -minute interval centered on each hour. The hourly data were then coded and processed by dirital computer to compute the statistics analyzed in this report.


Figure 1-1. Geographic Location of the Goldstone Anemometer Sites

Table 1-1. Anemometer Locations

| Anemometar |  |  | Tower |  |
| :---: | :---: | :---: | :---: | :---: |
| Number | Halght, fect | Elevation <br> Above Mean <br> Sea Leval, feet | Lucation | Number |
| $1^{\text {a }}$ | 150 | 3280 | Mars | 1 |
| 2 | 306 |  |  |  |
| 3 | 33 | 4108 | Blliboard Hill | 2 |
| 4 | 100 |  |  |  |
| 5 | 33 | 3045 | WV | 3 |
| 6 | 100 |  |  |  |
| 7 | $10 \%$ | 3020 | Alrpert | 4 |
| 8 | 33 | 3430 | Western Ridge | 5 |
| 9 | 100 |  |  |  |
| 10 | 100 | 3574 | Echo | 6 |

[^1]
## plots of monthly wind speed variations

Fach curve in Figures $2-1$ through $2-31$ in the rasult of plotting pertod averages of mean hourly wind gpeed for a given month, lleans of a period, generally 6 -hour Intervalt, were used to "smooth" the curve so that up to flve curves could be plotted on the same graph, For the last 3 months (June through August 1976), only the anemometers at Sites 6 and 10 recorded data; means of 4 -hour intervais, therefore, provided sutixeiently distinct curves, If, during a given interval, there were one or more hours with no observed speed, the mean speed of the remaining hours was uged instead. If no data were avallable during the entire interval, a negativa number was plotted.

The period averages were plotted opposite the first hour of the given Interval; for exnmple, for 6 -hour means, the mean speed af hours 1 through 6 was ploted opposite hour 1 , and the mean of hours 7 through 12 plotted opposite hour 7. The labels on each curve indicate the site number and mark the beginning interval of each day. Since some records included a considerable amount of missing data, only those sites with more than 500 observations (approximately two-thirds of all possible observations In a month) were selected to be plotted. The only exception to this criterion for plotting is Site 1 , which is included in each figure as the reforence anemoneter.

Statisties for each stte are included at the top of each figure. All of the avallable hourly data points (N) at each site were used to calculate mean monthly wind speed, the standard deviation (SIGMA), and the cube root of the expected cubed speed (CREC) glven by:

$$
\begin{equation*}
\operatorname{CREC}=\left(\frac{1}{N} \sum_{1=1}^{N} x_{1}^{3}\right)^{1 / 3} \tag{1}
\end{equation*}
$$

where $X_{1}$ is the mean hourly speed at the site.
The eurves in these figures indicate similar relationships of wind speed versus time between all sites, particularly thoge at the same location. Those sites located on hilltops of ridges have higher monthly means than those at lower elevations, and each site has a large standard deviation relative to the mean.

When comparing curves before January 28, 1976 with those after that date, it is necessary to consider the changes in the upper limit of speeds recorded. Prior to this date, the full range of the strip charts was 50 mph and all offscale speeds were coded as missing data. After that date, the seale was revised to include speeds up to 100 mph . Consequently, peak speeds of the windier months before February 1976 may underestmate true means, particularly at the windier sites,























Figure 2-29. Monthly Kind Speeds for June 1976: Sites 6 and 10


## SECIION III

## COMPARATIVE SITE STAITISTICS

To relate wind sposds at the various sites, comparative statistics were ralculated using wite 1 as a reference site. Table $3-1$ summarizes the number of hours, $N$ ', during which wind speed was recorded at Site 1 and at each of the remaining sites. The total number of observations for each month at Slte lis given in the right-hand column ("S'te 1 TOTAL"), and summaries for the entire period of record are given in the bottom row ("CUNULATIVE"). These values of $\mathrm{N}^{\prime}$ are used in calculating statistics for Tables 3-2 through 3-7. Where less than 100 matching observations were recorded for a given month, $N^{\prime}$ and all corresponding comparative statistics are indicated by asterisks, All available matching observations, however, are included in caiculations of cumulative statisties.

Table 3-2 gives the ratios of the monthly mean at Sites 2 through 10 to the mean at site 1 for matching sets of data. The ratio, $R_{j}$, was calculated as:

$$
\begin{equation*}
R_{j}=\sum_{i=1}^{N^{\top}} Y_{j 1} / \sum_{i=1}^{N^{\prime}} x_{i} \tag{2}
\end{equation*}
$$

where $J$ is the site number, $\mathrm{Y}_{\mathrm{ji}}$ is the mean hourly speed at Site $\mathrm{j}, \mathrm{X}_{\mathrm{i}}$ is the speed at Site 1 for that same hour, and $N$ ts the number of hours with data at both sites (from Table 3-1). Ratios of all available matehing data are given in the bottom row. The right-hand column provides monthly mean speeds at Site 1 using all avallable data at that site. Where the number of paired speeds in a given month is the same as all observations at site 1 , the mean at site $f$ can be found by mu1tiplying the mean speed at Site 1 by the appropriate ratio.

Anemometers at approximately the same elevation as Site 1 (Sites 6 and 7) have cumulative ratios of approximately 1.0 . Those anemometers at higher elevations (Sites 3, 4, 8, 9, and 10) have slightly higher cumulative ratios, ranging from 1.34 to 1.43 . Site 5 has relatively low wind speeds during October and the first half of November 1974, but it would be inappropriate to characterize wind speed at Site 5 based on less than 2 months of data.

Site 2, 156 feet above Site 1 , occasionally has a monthly ratio less than Site l, with a particularly small ratio in July. Inspection of the plot of 6 -hour means (Figure 2-17) raises the possibility of errors In data collection. Means at Site 1 for the first 10 days of July are rotghly 10 mph greater than those at the remaining sites, during datly maxima as well as minima. After July 10 , the date when the strip charts were changed, the means of Site 1 more clearly resemble those of Site 2. Additionally, displacement of Site 1 means occurs from the beginning of this particular strip chart, June 26 (Figure 2-16). Removal of the questionable data increases the June ratio from 0.98 to
1.04 and July's ratilo to 0.99 . The possibility of error in the data for these 2 months must be considered when analying the statistics in the following tables.

Table 3-3 sumarizes the ratios of cubed speeds, $R_{c}$, at Sites 2 through 10 to the cubed speed at Site 1 , where $R_{c}$ for Site $J$ is given by:

$$
\begin{equation*}
R_{c j}=\sum_{i=1}^{N^{\prime}} Y_{j 1}^{3} / \sum_{i=1}^{N^{\prime}} x_{i}^{3} \tag{3}
\end{equation*}
$$

The last column contalns the sube root of the mean cubed speed, CREC, at Site 1 using all avallable data. Where the number of patred observations is equal to all avallable data at Site 1 , the mean cubed speed at Sites 2 through 10 can be calculated by cubing CREC and multiplying it by the appropriate ratio.

As in Table 3-2, the cumulative cubed speeds at sites 6 and 7 are approximately the same as at Site 1 , although there can be considerable vartability in the monthly ratios. Gubed speds at site 2 are consistenty higher than those at Site 1 . The remaining sites have eubed speeds about 2.5 times greater than those at Site 1 ; monthly ratios of these stres exhibit great fluctuntions, as exempliffed by the range of ratios at site $10,1.79$ to 5.43.

Tables 3-4 and 3-5, showing the mean square speed at Site 1 and the mean cross-product of speeds at Site 1 and Sites 2 through 10 , provide the terms for the denominator and numerator of the slope, $B$, of the best fit 1 ine passing through the arigin. The slope, $B$, for site $f$ is computed as:

$$
\begin{equation*}
B_{j}=\sum_{i=1}^{N^{\prime}} x_{i} x_{j i} / \sum_{i=1}^{N^{\prime}} x_{i}^{2} \tag{4}
\end{equation*}
$$

The mean square crossmpeduct is obtained by dividing the numerator of Eq. (4) by $N^{\prime}$, fithe mean square speed is similarly obtained from the denominator. Slopes of the best fit line, shown in Table 3-6, are approximately 1.0 at lower anemometer heights and 1.25 at higher heighte. The slopos are similar to, although almost always smaller than, the corresponding ratios of means.

Table 3-7 gives the correlation coefficiont, $r$, which is calculated for slte $j$ as follows:

$$
\begin{equation*}
r_{j}=N_{j} / D_{j} \tag{5}
\end{equation*}
$$

where

$$
N_{j}=\left(\frac{1}{N}, \sum_{i=1}^{N^{\prime}} x_{i} Y_{j i}\right)-\left(\frac{1}{N^{\prime}} \sum_{i=1}^{N^{\prime}} x_{i}\right)\left(\frac{1}{N^{\prime}}, \sum_{i=1}^{N^{\prime}} Y_{j i}\right)
$$

and

$$
D_{j}=\left[\frac{1}{N^{\prime}} \sum_{i=1}^{N^{\prime}} x_{i}^{2}-\left(\frac{1}{N^{\prime}}, \sum_{i=1}^{N^{\prime}} x_{i}\right)^{2}\right]^{1 / 2}\left[\frac{1}{N^{\prime}} \sum_{i=1}^{N^{\prime}} Y_{j i}^{2}-\left(\frac{1}{N^{\prime}} \sum_{i=1}^{N^{\prime}} Y_{j i}\right)^{2}\right]^{1 / 2}
$$

The weak correlations of all sites in July increase after removing the questionable 2-week period in July from all data sets; the correlation coefficient for Site 2, for example, increases from 0.45 to 0.91 . The strongest correlation with Site 1 is at Site 2 ( 156 feet above Site 1 on the same tower). Correlations with the remaining sites decrease with increasing distance from Site 1 . At locations with two anemometers, correlation with Site 1 is strongest for the lower anemometer.
Table 3－1．Number of Data Points for Matching Hours，N＇

| S11t | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | $\begin{aligned} & \text { SITE } 1 \\ & \text { TOTAL } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1974 |  |  |  |  |  |  |  |  |  |  |
| UC1 | 667 | 412 | 543 | 565 | 640 | 655 | 624 | 359 | 667 | 675 |
| NOV | 618 | 611 | 499 | 295 | 470 | 559 | 599 | 朿禹もあ | 541 | 619 |
| DEC | 735 | 717 | 732 |  | 634 | 637 | 669 | 418 |  | 137 |
| 1975 |  |  |  |  |  |  |  |  |  |  |
| JAN | 674 | 486 | 373 | 戠戠事事 | 503 | 347 | 165 | 202 | 200 | 689 |
| FEH | 623 | 605 | 474 | 戠事事事 | 595 | 619 | \＃\＃\＃\＃\＃ | 283 | 518 | 623 |
| HAR | 657 | 572 | 644 | 戠車事事 | 627 | 102 | 143 | 135 | 368 | 0.59 |
| APH | 703 | 703 | 700 | 戠事事事 | 702 | 340 | 101 | 696 | 698 | 703 |
| HAY | 695 | 354 | 622 | 事事事韦 | 695 | 695 | 613 | 656 | $60 \%$ | 696 |
| JUA | 116 | 580 | 422 | 戠事事事 | 429 | 聿事事事 | 582 | 706 | 285 | 116 |
| JUL | 744 | 654 | 711 | 戠事も丰 | 739 | 韦事事事 | 744 | 629 | 743 | 744 |
| AUG | 344 | 330 | 193 | 車車事事事 | 480 | 事事事事 | 105 | 505 | 428 | 583 |
| SEP | 695 | 事も事事 | 事束事事事 | 車車事象事 | 685 | 車事事事 | 事事事事戠 |  | 680 | 697 |
| OCT | 560 |  | 車事事事象 |  | 556 | 事事事事事 |  |  | 552 | 557 |
| NOV | 457 |  |  | 中禹中禹 | 460 |  |  | 草事戠戠 | 416 | 461 |
| DEC | 650 | 中韦中戠 | 事事事事 | 中事事事 | 651 | 車戠事事 | ＊ | 事事事事 | 636 | 652 |
| 1916 |  |  |  |  |  |  |  |  |  |  |
| IAN | 741 | ＊＊あ事事 | 事事事事 | 事事事革 | 740 | 事事韦事 | 韦事事事 | 戠事聿も | 734 | 14？ |
| FEG | 694 | もあもあも |  |  | 694 | 事事事事 |  |  | 692 | 695 |
| MAK | 644 | 事事車事戠 |  | 戠事事戠 | 714 | 束本事戠事 | 戠事事事戠 | 戠事事事事 | 737 | 743 |
| APK | 716 | 事韦事事 | 事事事事事 | 事事事事 | 716 | ＊も戠も |  | 戠事事事 | 716 | 719 |
| MAY |  |  | 䒠事事事 |  | 137 |  | ＊もも戠も |  | 137 | 137 |
| Cumill ative |  |  |  |  |  |  |  |  |  |  |
|  | 12391 | 6024 | 5915 | 6to | 12667 | 4000 | 4940 | 4624 | 10416 | 12847 |

Table 3－2．Ratio of Means（Site j／Site 1）

| SITE | 2 | 5 | 4 | 3 | 6 | 7 | E | 9 | 10 | $\begin{aligned} & \text { SITE } 1 \\ & \text { WEAA } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1914 |  |  |  |  |  |  |  |  |  |  |
| DCT | ． 94 | 1.23 | 1.21 | ． 69 | .75 | .81 | ． 91 | 1.11 | 1.30 | 11.26 |
| NUV | 1.09 | 1.35 | 1.50 | ． 56 | .70 | .78 | 1.20 |  | 1.35 | 0.21 |
| DEC | 1.25 | 1.50 | 1.64 |  | － 80 | .85 | 1.26 | 1.57 |  | 9.00 |
| 1915 |  |  |  |  |  |  |  |  |  |  |
| JAP4 | 1.12 | 1.61 | 1．A0 | ＊＊＊＊ | 1.02 | 1.08 | 1.57 | 1.51 | 1.71 | 7.88 |
| FEs | 1.16 | 1.611 | 1.58 | ＊＊＊＊＊ | 1.00 | 1.10 | ＊ F\％$^{\text {\％}}$ | 1.67 | 1.45 | 9.55 |
| mak | 1.14 | 1.51 | 1.60 | ＊＊＊＊＊ | 1.07 | .97 | 1.36 | 1．6．7 | 5.52 | 12.95 |
| APh | 1.02 | 1.39 | 1.45 | ＊＊＊＊ | 1.01 | .99 | 1.30 | 1.33 | 1.47 | 13.11 |
| siar | 1.13 | 1.36 | 1.51 |  | 1.019 | 1.02 | 1.32 | 1.44 | 1.62 | 10．50 |
| Jun | ． 9 H | 1.14 | 1.32 | ＊$*$ \＃＊＊ | ． 95 | F\＃\＃\＃${ }^{\text {\％}}$ | 1.24 | 1.33 | 1.36 | 13.41 |
| JILL | ． 89 | 1.12 | 1.019 | ＊＊＊＊＊ | － 82 | －＊＊＊ | 1.04 | 1.05 | 1.10 | 14.31 |
| AUS | 1.05 | 1．3n | 1.43 |  | ． 89 |  | 1.25 | 1.40 | 1.57 | 11.49 |
| SEP | 1.36 | ＊＊＊＊ | ＊＊＊＊＊ | ＊＊＊F＊ | 1.16 |  |  | ＊＊＊＊ | 1.56 | 5.31 |
| OCT | 1.14 |  | ＊＊＊＊＊ | ＊＊＊ | .91 | ＊＊＊${ }^{\text {\％}}$ |  | ＊＊＊＊ | 1.56 | 10.50 |
| HOV | 1.15 | \＃\＃\＃＊ | ＊＊＊＊＊ |  | ． 98 |  |  | ＊＊＊＊ | 1.52 | 10.76 |
| DEC | 1.17 | ＊＊＊＊ | ＊＊＊＊＊ | ＊＊＊＊＊ | ． 95 | ＊F＊＊ | ＊＊＊＊＊＊ |  | 1.46 | 8.78 |
| 1916 |  |  |  |  |  |  |  |  |  |  |
| JAP | 1.12 | ＊＊＊＊ | \＃\＃\＃\＃＊ | ＊＊＊＊＊ | .77 |  |  |  | 1.42 | 7.70 |
| FEH | 1.06 | ＊＊＊${ }^{\text {F }}$ | ＊＊＊＊\＃ |  | .89 |  | ＊+ ＊＊＊ |  | 1.38 | 12.04 |
| MAH | 1.03 |  | ＊＊＊＊＊ | ＊＊＊＊＊ | 1.01 | ＊＊＊＊＊ |  |  | 1.66 | 81.15 |
| $A P R$ | ． 93 |  | \＃＊＊\＃\＃ | \＃\＃\＃\＃\＃ |  |  |  | －${ }^{\text {本車戠 }}$ | 1.49 | 11.03 |
| MAY | ＊＊＊＊＊ | ＊＊＊＊＊ | ＊＊＊＊＊ | ＊＊＊F\％ | .97 |  | ＊＊＊＊＊ | －＊＊＊＊ | 1.33 | 82.73 |
| chemilative |  |  |  |  |  |  |  |  |  |  |
|  | 1.00 | 1.56 | 1.45 | ． 65 | ． 94 | ． 90 | 1.19 | 1.34 | 1.43 | 10．56 |



| SITE | 2 | 3 | 4 | 5 | 6 | 7 | 0 | 9 | 10 | $\begin{aligned} & \text { extE } \\ & \text { MEAN } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1974 |  |  |  |  |  |  |  |  |  |  |
| DCT | .98 | 2.10 | 1．85 | ． 53 | .77 | ． 83 | 1.22 | 1.94 | 2.41 | 14．07 |
| HOV | 1.21 | 2.10 | 2.63 | －39 | .61 | ． 69 | 8.63 |  | 2.03 | 10.90 |
| DEC | 1.52 | 2.61 | 2.49 |  | .92 | .87 | 1．5A | 2.66 |  | 13.94 |
| 1985 |  |  |  |  |  |  |  |  |  |  |
| J4． | 1.47 | 3.53 | 4.00 | 禹事事年 | 1.41 | 1.46 | 3.04 | 2．86 | 5.63 | 12．56 |
| PEH | 1.45 | 3.42 | 3.09 | 実事事事 | 8.37 | 1.60 |  | 3.99 | 3.28 | 14．31 |
| MAF | 1．25 | 2.78 | 3.11 |  | 1.16 | .93 | 2.02 | 3.07 | 2.67 | 18．89 |
| APH | 10.06 | 2.45 | 2.70 |  | 8.14 | 1.03 | 2.36 | 2.48 | 2.91 | 16.92 |
| may | 1.24 | 2． 15 | 2.95 | 舟車戠事事 | 1.19 | 1.04 | 2．24 | 2.92 | 3.26 | 15.23 |
| Jur | 1.00 | 1.85 | 2.35 |  | .91 |  | 2.25 | 2.54 | 2.61 | 16．58 |
| JUL． | ．54 | 1.54 | 1.51 |  | －62 |  | 1.35 | 1．38 | 1.79 | 16.57 |
| AUT | 1.09 | 2.53 | 2.86 | 䒠戠事事 | .75 |  | 2.21 | 2.55 | 3.11 | 14．40 |
| SEr | 1.55 |  |  | 事車車事 | 1.24 |  |  |  | 3.44 | 8.89 |
| DCT | 1.20 |  |  | 言事中車 | －99 | ＊＊＊事事 | \＃\＃\＃\＃\％ |  | 3.12 | 15．80 |
| HCIV | 1.22 |  | －${ }^{\text {F\％}}$ | ＊車車事草 | 1.09 | 束事禹事 |  |  | 2.56 | 16.60 |
| DEC | 1．2e | －年車事半 | 审事事婁 |  | 1.18 | 事事車戠 |  |  | 2.64 | 13.71 |
| 1916 |  |  |  |  |  |  |  |  |  |  |
| J4t | 1．26 |  |  |  | ． 71 | ＊ \％$_{\text {\％}}$ |  |  | 3.01 | 12．04 |
| FEG | 1.94 |  |  |  | .93 .03 |  |  |  | 2.11 | 10.15 |
| MAK | －99 | ＊ \％$_{\text {\％}}$ | 禹事事戠 |  | 1．22 | 禹事事事 |  |  | 2.85 | 16.59 |
| APN | －87 |  |  |  | 1．96 | 事事事事事 | 車事聿事事戠戠 |  | 3.28 3.07 | 15.75 14.40 |
| CUHLIL ATIV |  |  |  |  |  |  |  |  |  |  |
|  | 1.11 | 2.39 | 2.56 | －61 | 1．01 | 1.07 | 1.92 | 2.45 | 2.73 | 15.13 |

Table 3－4．Mean Square Speed at Site 1 for Matching Hours at Sites 2 through 10

| SITE | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | OITE 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1974 |  |  |  |  |  |  |  |  |  |  |
| OCT | 161.99 | 134．01 | 154.14 | 157.07 | 155．04 | 163.72 | 166．0．d | 207.79 | 154．42 | 160.22 |
| NOV | 91．14 | 91．96 | 103.97 | H5．30 | 108.66 | 97.76 | 9i．59 | 杽事事事 | $91.24$ | $91.10$ |
| DES | 135.2 A | 129.15 | 155.62 | －事事事事束 | 145.17 | 153.46 | 139.07 | $100.32$ | 車事事戠 | $135.20$ |
| 1915 |  |  |  |  |  |  |  |  |  |  |
| Jar | 106． 10 | 107.32 | 126．48 |  | 114，05 | 142.17 | 169．03 | 202．13 | 106.26 | 105.23 |
| FEF | 146.44 | 129.37 | 126．25 |  | 147.24 | 142.80 | 事平平事事 | 165.76 | $119.14$ | 146.44 |
| Hak | 246.41 | 241.67 | 272．36 |  | 246.95 | 11A．nA | 309．0s | 259.76 | 281.15 | 249.95 |
| A以孚 | 2.29 .12 | 229．12 | 224.93 |  | 229.30 | 229.47 | 226．16 | 223．10 | 227.92 | 229.12 |
| Hay | 164.44 | 164．64 | 153.80 | 事事聿戠平 | 167.33 | 167.67 | 161.46 | 141．04 | 159．95 | 167．65 |
| JyN | 229.20 | 220．45 | 234.76 |  | 2，34．62 | 事事戠事事爯 | 229．03 | 219.05 | $253.19$ | 229．20 |
| JUL | 242．30 | 237.90 | 2a7．01 |  | 241.55 |  | 242.30 | 249．85 | 242054 | 242.30 |
| AUG | 182.12 | 149.12 | 145.72 |  | 178．58 | 戠事戠車車戠 | 74.86 | 174．79 | 148．62 | $171.02$ |
| SEP | 40.60 |  | 事事事戠事 |  | 47.35 | 本平戠事事事 | 事事新事事 | 事数戠新 | $16.39$ | $18.80$ |
| UCT | 181.63 |  | 本禹事縺事 | 本事事事戠 | 181.63 |  | 事事事事要豆 |  | 176．90 | $181.32$ |
| foy | 184．14 |  | － F $^{\text {F }}$ |  | 195.03 | 咅事事事丰丰 | 車戠事事事事 |  | 197.74 | 194.63 |
| DEC | 223．10 |  |  | \％本戠事事禹 | 125．36 | 本車車事事事 |  |  | 107.01 | 120.14 |
| 1916 |  |  |  |  |  |  |  |  |  |  |
| JAn |  |  |  |  |  | F事事新戠 | 戠戠事事事事 |  | 93.62 | 90．99 |
| Fth | $230.52$ |  | 車本事事事事 | 車車聿戠部事 | 230.48 |  |  |  | $230.86$ | 230.43 |
| HAK | $209.75$ | \＃事真事事 |  |  | 186.00 |  |  |  | 196.97 | 195.42 |
|  | $1+9.20$ |  |  |  | $185.25$ |  | 害事事事事 | 事事事部委 | $189.49$ | $189.91$ |
| f1ar | 車事事戠末丰 | 年事产戠戠 |  | 审車事車事平 | 184.91 | ¢車本車禹戠 | 炜事事事事事 |  | $184.91$ | 884091 |
| Cumul ative |  |  |  |  |  |  |  |  |  |  |
|  | 164，32 | 170.11 | 176.15 | 133.01 | 169.67 | 153.50 | 182.55 | 201.60 | 166.07 | 168．90 |

Table 3－5．Hean Cross－Product for Matching Hours at Site 1

| SITE | 2 | 3 | 4 | 5 | 6 | 7 | B | 9 | 10 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1914 |  |  |  |  |  |  |  |  |  |
| OCT | 156．39 | 162．39 | 176．47 | 214．02 | 121.41 | 156.55 | 154．46 | 227.95 | 192.63 |
| NOV | 95，82 | 181．86 | 137.11 | 51．83 | 78．90 | 75．61 | 101.05 |  | 114.55 |
| UEC | 156．36 | 171.05 | 1月0．33 |  | 130.50 | 133.38 | 153．84 | 231．33 |  |
| 1915 |  |  |  |  |  |  |  |  |  |
| JAn | 116.02 | 152．10 | 192．18 | 車事平豈平雨 | 111.02 | 141．86 | 251.78 | 274．11 | 162.76 |
| FEb | 163.50 | 136.45 | 177.55 | 本車事事事事 | 851.95 | 158．33 |  | 251.33 | 154．29 |
| HAR | 261．34 | 327，40 | 313．17 | 事事事事事戠 | 245.34 | 107．62 | 337.44 | 320．90 | 367.11 |
|  | 230.45 | 302．48 | 307.06 | 事事事車禹 | 228.18 | 216.52 | 284.25 | 287.51 | 309．31 |
| MAY | 175．04 | 206．6n | 213.61 | 朿事平事新本 | 170．34 | 160.31 | 198．59 | 188．21 | 222．91 |
| JUN | 222．83 | 249．92 | 247.63 |  | 211 e31 |  | 277．01 | 274．67 | 296．99 |
| JUL | 170．20 | 243．8h | 245．71 |  | 179．84 | 事事事事事 | 230.35 | 236．56 | 257.09 |
| AUR | 1月6．56 | 195．63 | 198．59 |  | 147．62 | 戠事事事戠 | 98.27 | 228． 1 | 204．73 |
| SEP | 51.75 |  | 本事事数事 | ¢事事事戠戠 | 42.89 | －事事事事支 |  | －$⿻$ ¢ ${ }^{\text {ctict }}$ | $49.89$ |
| OCT | 190.32 |  | 車事事丰事 | 事事事严事 | 161.02 |  | 事橡数 | （1） | 244．90 |
| NOV | 197．79 |  | ㅎㅜㅜㅜㅜㅜㅜㅜㅎ | 事事事事本事 | 184．3n |  | 炜事事事安末 |  | 251．89 |
| DEC | 134.62 |  | 車戠車草事事 |  | 117.80 |  |  |  | $13: .54$ |
| 1916 |  |  |  |  |  |  |  |  |  |
| JAN | 106．51 |  |  |  | 19．17 |  | ＊\＃\＃3ty | 事事事突 | 118．35 |
| FEH | 257.27 | －年車事姩 |  | 車禹事事禹 | 210.98 |  | 후훟훟 |  | 282，36 |
| MAN | 209.75 | 車車事戠事 | 年申車車車戠 |  | 185.75 |  |  |  | 262.62 |
| APR | 169.76 | 事事事事事 |  | 事事車事戠 | 169．f6 |  |  | 車事事戠 | 264．67 |
| fay | 事事事聿戠 |  |  | 車事戠戠戠 | 173.53 |  |  | － | 240.30 |
| cursil． | $\begin{aligned} & V E \\ & 169.54 \end{aligned}$ | 213．61 | 226.94 | 92.69 | 154．55 | 141．21 | 203.62 | 248．at | 212．93 |

Table 3－6．Slope of Best Fit Line Through Origin

| SIIE | 2 | 3 | 4 | 5 | 6 | 7 | － | $\varphi$ | 10 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1914 |  |  |  |  |  |  |  |  |  |
| OCT | .97 | 1.21 | 1.16 | .72 | .78 | ． 03 | －90 | 1.10 | 1.25 |
| HOL | 1.05 | 1.22 | 1.32 | .61 | .73 | .77 | 1.10 | ＊${ }^{\text {¢ }}$ | 1.26 |
| OEC | 1.16 | 1.32 | 1.33 | － ¢ $_{\text {車事事 }}$ | .911 | .87 | 1.11 | 1.32 | ＊＊t |
| 1915 |  |  |  |  |  |  |  |  |  |
| JAN | 1.10 | 1.42 | 1．52 | 束事事事草 | .97 | 1.00 | 1.36 | 1.36 | 1.53 |
| CEb | 1.12 | 1.44 | 1.41 | － 車事事戠 $^{\text {a }}$ | 1.05 | 1.06 | あ事事事事 | 1.52 | 1.31 |
| MAR | i．0．06 | 1．35 | 1.41 |  | .99 | .91 | 1.09 | 1.27 | 1.31 |
| $\triangle$ AF | 1.01 | 1.32 | 1.37 |  | 1.00 | .94 | 1.26 | 1.28 | 1.36 |
| HAY | 1.06 | 1.25 | 1.39 |  | 1.02 | ． 96 | 1.23 | 1.33 | 1.48 |
| J $\square^{1 / 4}$ | .97 | 1.13 | 8.27 |  | ． 90 | － ¢ $_{\text {¢ }}$ | 1.28 | 1.28 | 2.17 |
| JUL | .74 | 2.03 | ． 99 | 本倬禹 | ． 74 |  | －95 | ． 95 | 2.06 |
| AUG | 1.02 | 1．31 | 1.36 | 事事数 | .03 | 후ㅎㅜㅜㅜ | 1.22 | 1.31 | 1.38 |
| SEP | 1.06 | 戠事事事 |  |  | .91 |  | 戠事事事 | 事事事 | 1.08 |
| IIC．T | 1.05 | 妌車事戠事 | \＃象舟事 |  | .89 |  | \＃\＃\＃${ }^{\text {F }}$ |  | 1.38 |
| HOV | 1.07 | 戠秉戠戠 |  | － ¢ $_{\text {車 }}$ | .45 | （titay | － B $^{\text {¢ }}$ |  | 1.30 |
| DEC | 1.04 | 戠事事気 |  | 事車事安 | .94 | － |  |  | 8.23 |
| 1916 |  |  |  |  |  |  |  |  |  |
| Jat | 1.07 | 本事束事事 |  |  | ． 80 | 車戠戠事 |  | ＊＊＊＊ | 1.26 |
| Fty | 1.03 | 炜事事平 | ＊＊${ }^{\text {F\％}}$ |  | －92 |  | 車事事䒠 | －車事事 | 8.22 |
| HAF | 1.06 |  |  | 聿戠事娄 | 1.00 |  |  | － －$^{\text {（t）}}$ | 1.33 |
| $A{ }^{\text {A }}$ | ． 90 |  | 車事事事 | 束事事事 | ． 92 |  | ＊ ¢ $^{\text {t }}$ |  | 1.40 |
| PiAY |  |  |  |  | ． 94 |  |  | －${ }_{\text {¢ }}^{\text {車戠 }}$ | 1.30 |
| CIMIIL ATIVE |  |  |  |  |  |  |  |  |  |
|  | 1.01 | 8.26 | 1.29 | .70 | ． 91 | .42 | 1.12 | 1.23 | 1.29 |

Table 3－7．Correlation Coefficient

| SITE | 2 | 3 | 4 | 5 | 6 | 7 | 8 | $\varphi$ | 10 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1974 |  |  |  |  |  |  |  |  |  |
| UC1 | .97 | ． 85 | ． 75 | ． 65 | ． 78 | .82 | －nh | ． 68 | ． 73 |
| HIOV | .95 | .70 | .62 | ． 80 | .76 | .70 | .65 |  | 064 |
| DEC． | .95 | .80 | .75 | 韦朿事事事 | .86 | .62 | $\cdot 80$ | ． 69 | 4 ${ }^{\text {ctict }}$ |
| 1975 |  |  |  |  |  |  |  |  |  |
| JAN | ． 94 | ． 70 | .79 | 禹ももあも | .77 | .75 | ． 76 | .77 | ． 73 |
| Frt | ． 95 | $\bigcirc 3$ | .83 | 禹戠事戠 | .85 | ． 88 |  | － 82 | .76 |
| NAR | .90 | ． 89 | .77 |  | .80 | .77 | －46 | － 4 A | ． 71 |
| $A P R$ | .96 | ． 86 | ． 86 |  | .85 | －81 | ． 02 | － 88 | .73 |
| HAY | .93 | ． 65 | ． 85 | 戠車事事 | .85 | －83 | －13 | .78 | ． 72 |
| JUN | ． 91 | － 10 | ． 80 | ＊${ }^{\text {\％}}$ | .78 | 戠事事事 | .78 | .76 | － 22 |
| JIL | .45 | －4a | ． 30 | 車束平朿 | ． 35 | あ乗事事原 | ． 35 | － 32 | － 32 |
| All | ． 91 | －83 | －63 |  | ． 66 | 辛事事ㅎㅜㅜ | －A2 | .75 | － 01 |
| SEP | .69 | 事事至事 | 事产事事 |  | .58 | 事秉戠事 | ＊ F3 $^{\text {¢ }}$ |  | － 30 |
| OCT | ． 92 |  |  |  | .82 |  | － | t후훛 | － 80 |
| NOV | ． 93 | 車事聿事禹 | ＂事事禹車 |  | .85 |  |  |  | .77 |
| DEC | .96 | －舟雨戠 |  |  | ． 83 |  | － | － \＃3 $^{\text {a }}$ | －64 |
| 1976 |  |  |  |  |  |  |  |  |  |
| JAN | .97 | ＊ \＃$_{\text {\％}}^{\text {\％}}$ | ＊韦末事 | 事事事事 | ． 85 | 戠事事戠 | 束事事数 | （t）${ }^{\text {B }}$ | .71 |
| FEG | －98 | 戠戠禹事 |  | 戠事事事 | .92 |  | 本事事事事 | to | .79 |
| HAK | .97 | 車車事事 | － F $_{\text {束 }}$ |  | 0.67 |  | ＊ | ＋1984 | －78 |
| $A P R$ | $.54$ |  |  | －事事事事 | .83 | 事書事辛 | 東事事草 |  | .75 |
| 3 3¢ |  |  | 事事車事戠 | 車車平聿 | .58 | 車車戠戠 |  |  | .60 |
| cuinil ative |  |  |  |  |  |  |  |  |  |
|  | ． 91 | ． 78 | .74 | ． 85 | ． 88 | .79 | .71 | 069 | ． 71 |

## SECTION IV

## INDIVIDUAL, SITE STATISTICS

Tables $4-1$ through $4-5$ provide the Individual site gtatisicies using all avallable data. These tables bumartze the following information: number of observations at each olte (Table 4-1), mean monchly speed (Table $4-2$ ), cube root of the expected cubed speed (Table $4-3$ ), standard deviation (Table 4-4), and pattern factor (Table 4-5), As in Tables 3-1 through 3-7, if less than 100 observations occurred in a given month, asterisks indicate that corresponding statisties were omitted. Again, all avallable observations were included in the cumatative statibties given in the bottomi row of each table.

As shown in table 4-2, mean wind speeds for the pertod of reenrd were about 10 mph For Stees $1,2,6$, and 7 , and about 15 mph at the remaining sites. With the exception of Stce 7 , the means were highest In March 1975 at Sites 2 through 10. After deleting the suspect June and July data of Site 1 , the miximum monthly mean shifted from July to April, the same month as the maximum for site 7. Stie 9 had the highest monthly mean (22.64 mph in Mareh 1975) as well an the highest cumulative mean ( 16.53 mph ).

The eube fonts of the expectad eubed speods (CREO), as shown in Table 4-3, vary from 15 mph for the lower alevation anemometers (Sites 1 , 2. 6, and 7) to 20.5 at Sitos 3, 4, 8, 9, and 10. In addition to the highest mean speeds, Site 9 has the highest values of crec: 27.5 mph In Mareh 1975 and 21.62 mph werall.

In order to fdentily possible seasomal patterns of wind speeds, mean monthly speeds at Sttes 1 and 2 were plotted and are shown in Figure 4-1. The great variability of speeds throughout this brief pertod of record makes to diffieult to define any seasonal pattern for these sites. There are nether pronoused maxima nor readily distingutahable seasons of low speeds. Frequently, moving averages can be used to "smooth" an otherwlse erratie curve to a point where a pattern is distinguishable, In Figure $4-2$, a 3 nonth moving average (plotted at the middle month) is presented, along with mean speeds of site 1 . The smoothed curve suggests higher speeds between March and July, with a secondary maximum in November.

This very general pattirn is also suggested when comparing the monthly means and CRECs of all sites to their respective record values (Table 4-6). Of those sites with 100 or more observations in a given month, more than half have monthly means greater than the respective record mean between February and August (except May) and in October. The monthly CRECs are greater than the record CRECs during a slightly longer period from January through July, and in Oetober.

The standard deviations in Table $4-4$ are about the same magnitude as the corresponding mean. Random processes with standard deviations as large as these relative to thefr means are statistically considered as being erratic and having large variability.

Table $4-5$ whows the pattern factor, $\mathrm{K}_{\mathrm{e}}$, wheh ts calculated as

$$
\begin{equation*}
K_{e}=\frac{1}{N} \sum_{i=1}^{N} x_{i}^{3} /\left(\frac{1}{N} \sum_{i=1}^{N} x_{i}\right)^{3} \tag{6}
\end{equation*}
$$

where $X_{f}$ is the mean hourly wind speed at any given aite. For Sites 1 , 2,6 , and 10 , the four atoe with at least 20 monthe of data, the sumer: monthes (ruly through August) have smaller values of $\mathrm{K}_{0}$ than during the remainder of the year; maximum values of $K_{0}$ oceur between Detober and January. The larger pattern factors aro assoclated with lower elevations, Indienting that the cube of the mean at lower uleyations does not increase as rapidy relative to the mean of eubed speeds as does the cubed mean at higher elevations.

Comparisons of data from anemometers at different hetghts in the same location were made and cumulative statisties for these comparisons are summarized in Thble $4-7$. As expected, the lower anemometer of each tower (the flrst bite listed in each column) hat the lower speed and lower cubed speed in all cases. Sltes 5 and 6 are omitted from the above takle because of the small amount of matehing data avallahte.

The ratios of means from tifis series of eomputations can be used to evaluate s, the power han exponent of the theoretteal ratio of speods at two different heights:

$$
\begin{equation*}
\frac{x_{i}}{x_{0}}=\left(\frac{z_{0}}{z_{0}}\right)^{s} \tag{7}
\end{equation*}
$$

where $X_{\text {a }}$ is the speed at height $Z_{a}$ and $X_{0}$ is the speed at height $7_{0}$, Usually ${ }^{\text {a }}$ this exponent is expected to rango from $1 / 7$ for $11 a t$, open country to $1 / 2,5$ for urban areas. The computed values of $x$, shown in Table $4-8$, are considerably maller than the expeeted $1 / 7$. Cumulative valuss range between $1 / 12$ to $1 / 18$ with monthly values ranging from $1 / 2.2$ to 1/35 (September 1975 and April 1975 for Sites 1 and 2).

The eumulative value of for the Mars site (Sites 1 and 2), 0.0841 , can be compared to the value found in JPL TM 33-802, 0.1405. Although the latter value is closer to the theoretical value for this type of terrain, $1 / 7$, the ratio of means as evaluated from the right half of Eq. (7), 1.10, is not much different than that for the 1975 data, 1.06 .


Figure 4-1. 1975 Meat Monthly Wind Speed for Sites 1 and 2


Figure 4-2. 1975 Mean Monthly Wind Speed and 3 -Month Moving Average for Site 1
Table 4－1．Total Number of Observations at Each Site

| SITE | 2 | 5 | 4 | 5 | 6 | 7 | d | 9 | 10 | SITE |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1974 |  |  |  |  |  |  |  |  |  |  |
| nCt | 671 | 443 | 547 | 596 | 670 | 723 | 649 | 317 | 674 | 675 |
| Hilv | 655 | 640 | 524 | 295 | 491 | 574 | 656 | 戠事事衰 | 570 | 619 |
| DEC | 742 | 724 | 739 | \＃\＃＊${ }^{\text {F }}$ | 639 | 639 | 676 | 411 | 戠事事事 | 737 |
|  |  |  |  |  |  |  |  |  |  |  |
| JAT | 725 | 533 | 375 |  | 554 | 350 | 166 | 202 | 200 | 649 |
| FEH | 667 | 638 | 507 | ＊＊事事事 | 642 | 666 | 事事事事 | 314 | 556 | 623 |
| MAR | 740 | 649 | $72 \%$ | 戠事戠事 | 112 | 102 | 165 | 157 | 430 | 659 |
| $\triangle P^{\text {a }}$ | 120 | 720 | 717 | 丰事事事 | 719 | 350 | 718 | 713 | 716 | 703 |
| liay | 135 | 394 | 663 | 事事事戠 | 739 | 740 | 656 | 698 | 652 | 696 |
| Junt | 716 | 5月1 | 423 |  | 430 | 束事事戠 | 583 | 707 | 286 | 716 |
| JUL． | 744 | 654 | 111 | 車車事年戠 | 739 |  | 744 | 629 | 743 | 784 |
| A11S | 346 | 332 | 195 | 韦事事事 | 480 | 戠事戠禹 | 105 | 511 | 432 | 583 |
| SEP | －18 | 韦事事衰 | 事事事事 |  | 686 | 事事事戠 | 車戠事事事 |  | 682 | 697 |
| $0 ¢ 1$ | 742 | あますもあ | 事事事実 |  | 745 |  | 本事事事戠 | 事事事事事 | 736 | 557 |
| Hov | 715 |  | 戠事事冓 | 戠車事事 | 716 | 事車事事 | 事事事事 | ＊ | 670 | 461 |
| HEC | 734 | 事事禹事 | 事事事事 |  | 142 | 禹事事事 | 車戠事事戠 | 戠戠事事 | 726 | 652 |
| 1916 |  |  |  |  |  |  |  |  |  |  |
| JAt | 742 | 事も聿聿 |  | 事事事事 | 141 | 禹事事も | 戠事事事 | 事事事事 | 136 | 742 |
| FEW | 695 |  |  |  | 694 |  | 本事事事戠 | 戠事事事 | 693 | 695 |
| HAK | 645 | 予車事事事 | 戠事事事事 | 事事事事 | 715 | ＊事事事 | 車事事事事 |  | 736 | 743 |
| $\triangle \mathrm{PF}$ | 716 | ＊${ }_{\text {車事 }}$ | 戠戠事事 |  | 717 | ＊ | 車事事車事 | 戠事事 | 717 | 117 |
| tify |  | 事事事中 | 事事事产 | 戠事束車戠 | 744 | ＊＊＊${ }^{\text {\％}}$ | 事事菫戠 | 韦事事戠 | 743 | 137 |
| CIMmill ATIVE |  |  |  |  |  |  |  |  |  |  |
|  | 15230 | －3080 | 6171 | 891 | 13315 | 4230 | 5121 | 4773 | 18763 | 12847 |

Table 4-2. Mean Wind Speed--Ail Observations

| SITE | 2 | 3 | 4 | 5 | 6 | 1 | a | 9 | 10 | AITE 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1914 |  |  |  |  |  |  |  |  |  |  |
| OC1 | 10.65 | 12.74 | 13.61 | 7.83 | 8.45 | 9.23 | 10.39 | 14.23 | 14.44 | 11.26 |
| 40 V | 8.78 | 10.98 | 13.10 | 4.68 | 6.19 | 6.66 | 9.75 | ***** | 10.91 | -. 21 |
| LEC | 11.30 | 13.30 | 14.86 |  | A. 26 | 0.66 | 11.42 | 17.20 |  | 9.00 |
| 1915 |  |  |  |  |  |  |  |  |  |  |
| Jath | 9.12 | 13.01 | 15.40 | \#\#*** | 0.72 | 10.03 | 16.25 | 17.73 | 13.34 | 1.88 |
| FEA | 12.22 | 15.28 | 15.07 | *** ${ }^{\text {F }}$ | 11.40 | 11.46 |  | 18.82 | 13.36 | 9.55 |
| mar | 15.54 | 20.45 | 20.66 |  | 14.75 | 8.90 | 20.62 | 22.64 | 21.44 | 12.95 |
| APM | 13.30 | 18.21 | 10.67 | *FF** | 13.22 | 12.54 | 17.01 | 17.40 | 19.40 | 13.18 |
| hay | 11.60 | 14.07 | 15.45 | ** ${ }^{\text {F\% }}$ | 11.39 | 10.75 | 13.55 | 13.99 | 16.64 | 10.50 |
| Juri | 13.20 | 14.95 | 17.97 |  | 12.99 | ***** | 16.57 | 17.48 | 19.53 | 13.41 |
| JILL | 11.35 | 15.79 | 15.93 | ***** | 11.75 |  | 14.95 | 15.22 | 16.09 | 84.31 |
| All | 12.51 | 14.62 | 14.33 | ** ${ }^{\text {\% }}$ + | 10.51 |  | 9.51 | 16.33 | 16.68 | 18.49 |
| SEP | 7.52 |  | * ${ }^{\text {F** }}$ | * ${ }^{\text {+ }}$ | 6.06 | - F $^{\text {F\% }}$ |  | ***** | 8.06 | 5.31 |
| HE1 | 11.74 | ***** | **\#** |  | 9.18 |  | **** |  | 15.51 | 10.58 |
| HUV | 10.33 | * * $_{\text {F\% }}$ |  | ***** | 0.57 |  |  | ***** | 13.36 | 10.76 |
| DEC | 9.63 | * + + ${ }^{\text {F\% }}$ | ***** | **** | 7.86 |  |  |  | 11.39 | 0.78 |
| 1915 |  |  |  |  |  |  |  |  |  |  |
| IA it | 8.62 | 7\#*** | * $\ddagger$ F\% ${ }^{\text {F }}$ | \#** ${ }^{\text {\% }}$ | 5.96 | * $*$ * $\ddagger$ \% | * \% $^{\text {F }}$ * ${ }^{\text {F }}$ | **** | 10.67 | 7.70 |
| HEM | 12.42 | 本*** |  | * $*$ \# ${ }^{\text {F }}$ | 10.69 | ***** |  | ***** | 16.62 | 12.04 |
| HAK | 12.10 |  | * | **** | 10.95 | \#\#*** |  | - ${ }_{\text {+ }}$ | 86.38 | 11.15 |
| APR | 10.93 | \#**** | ***F\% | ***** | 10.96 | \#\#\#\# |  |  | 17.62 | 11.63 |
| hay | \#**** | - 7 \% $*$ \% |  | ***** | 12.01 | ***** | ** F\% $^{\text {\% }}$ | -4*** | 17.96 | 12.73 |
| cumulative |  |  |  |  |  |  |  |  |  |  |
|  | 11.14 | 15.03 | 16.17 | 6.79 | 10.01 | 9.E0 | 13.64 | 16.53 | 15.10 | 10.56 |

Table 4－3．Cube Root of Expected Cubed Speed－－All Observations

| SITE | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 8ITE゙ 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1919 |  |  |  |  |  |  |  |  |  |  |
| nct | 14.00 | 16． $\mathrm{HI}_{1}$ | 17．24 | 11.60 | 12.95 | 13．39 | 15．27 | 19．27 | 10．42 | 14．07 |
| HIJV | 11.49 | 13．46 | 15.72 | 7.34 | 9．83 | 9.84 | 13.28 | ＊舟事戠 | 15．18 | 10.90 |
| DEC | 15.96 |  | 18．n5 |  | 13.97 | 15.95 | 16.45 | 21.47 | 戠事事事 | 13.94 |
| 1975 |  |  |  |  |  |  |  |  |  |  |
| JAH | 14.72 | 19．35 | 21.44 |  | 15.37 | 16.56 | 21.97 | 22.99 | 21．81 | 12．56 |
| FEr | 18.02 | 21.19 | 21．09 |  | 17.74 | 17.99 | ＊${ }_{\text {F }}^{\text {香事 }}$ | 24．60 | 20．81 | 14．31 |
| MAR | 20.41 | 25．5h | 25．54 | \＃\＃\％\＃\％ | 20.16 | 11.65 | 25．01 | 27.51 | 27.12 | 10.19 |
| APM | 17.30 | 22．47 | 23.34 |  | 17.69 | 17.50 | 22.42 | 22.69 | 24．2n | 16.92 |
| HAY | 16.04 | 18.75 | 20.33 |  | 16.30 | 15．66 | 19.50 | 19.60 | 21.58 | 15．23 |
| Jut | 16.59 | 19．80 | 22．06 | 事事事邫 | 16.05 | 戠戠韦事 | 21.79 | 21.99 | 23.36 | 16．58 |
| JUL | 13．81 | 18．97 | 19.20 | 䒠禹事実 | 14.05 |  | 18．31 | 18．75 | 20.12 | 16．57 |
| AIIG | 15．31） | 18．44 | 19.17 | 事事事事 | 13.25 | 朿事も事 | 12．50 | 19．n3 | 19.66 | 14．40 |
| SEP | 10.06 |  |  |  | A．6．7 |  |  | 事事事事 | 12.05 | 0.19 |
| IIC．$T$ | 16.44 | 禹事韦も事 |  |  | 14.46 |  | 禹事事戠 | 事事韦戠 | 22.05 | 15．00 |
| islo | 15.66 | 車車事事事 | \＃事戠も草 |  | 15.18 |  |  |  | 19．88 | 16.60 |
| HEC | 13.91 | 本种事韦 |  |  | 13.93 | 禹事事聿 | 聿事䒠事 |  | 16.19 | 13．71 |
| 1916 |  |  |  |  |  |  |  |  |  |  |
| JAN | 13．00 |  | ももあもも | 䒠あ車韦も | 10.73 |  | ＊＊\＃車 | 車事も事 | 16．85 | 12．04 |
| FEG | 1月．64 |  |  | 中戠聿聿 | 17.72 | 禹戠事戠 | － |  | 23.29 | 18.15 |
| IIAR | 17.10 |  |  | 車事事事 | 17．34 |  | 事事事車戠 |  | 23.57 | 16．59 |
| $A P H$ | 15．12 |  | ＊ |  | 15.18 | 事事事事 | 产事事も |  | 23.36 | 15.75 |
| MAY |  | －¢ ¢ ¢ ¢ | 戠事事も | 禹禹事事 | 14．60 | 革も申戠も | 朿事戠事 | 車戠戠戠 | 22.26 | 84.40 |
| CIIHIJLATIVE |  |  |  |  |  |  |  |  |  |  |
|  | 15．81 | 20.24 | 20.88 | 10.55 | 15．\＄4 | 15.14 | 10．96 | 21.62 | 20.97 | 15.13 |

Table 4－4．Standard Deviation－－All Observations

| SITE | 2 | 3 | 4 | 5 | 6 | 7 | © | 9 | 10 | SITE |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1914 |  |  |  |  |  |  |  |  |  |  |
| IIC： | 6.27 | 7.45 | 7.32 | 5.65 | 6.81 | 6.67 | 7.47 | A．91 | 9.93 | 5.79 |
| ativ | 4.95 | 5.50 | 6.06 | 4.113 | 5.35 | 5.14 | 6． 04 | ＊＊＊＊ | 7.09 | 4.87 |
|  | 7.67 | 9．20 | 8． 21 |  | 0.05 | 7． $\mathrm{BC}^{\text {c }}$ | 日．ja | 9.09 |  | 7.27 |
| 1915 |  |  |  |  |  |  |  |  |  |  |
| IAH | 1．45 | 4.79 | 10．34 | もあももあ | 0.63 | 9.16 | 10.43 | 10.72 | 12.10 | 6.56 |
| FEH | 9.33 | 111.42 | 10.44 | 束事事事 | 9.59 | 9.81 | 象戠平 | 13.84 | 11.11 | 7.44 |
| $\\| A N$ | 9.41 | 11．19 | 10．90 | － | 9.03 | 5.80 | 10.15 | 11.52 | 12.22 | 9.07 |
| APK | 7.76 | 9.82 | 9.75 | －${ }_{\text {本事事事 }}$ | H． 39 | 8.53 | 10.30 | 10.37 | 10.51 | 7.56 |
| finy | 7.59 | 4.53 | 9.16 | 本事事平草 | 8.01 | 7.73 | 9.60 | 9.40 | 9.54 | 7.50 |
| Jun | 7.13 | 9.66 | 9.27 |  | 6.79 | 韦韦事事 | 10.83 | 9.67 | 9.35 | 7.04 |
| JUI. | $5.67$ | 7．42 | 7.71 |  | 5.62 |  | 7.54 | 7.76 | 7.86 | 6.12 |
| $A \cup O$ | $6.57$ | 7.44 | 6．54 |  | 5.76 |  | 5.61 | 0.19 | 7.45 | 6.25 |
| stp | $4.56$ |  |  |  | 4.35 | 戠事事事 | 韦事平平事 |  | 6．08 | $4.54$ |
| ICT | 4.03 |  |  |  | 4.08 |  |  | － FF $^{\text {c }}$ | 11，06 | A．33 |
| $\begin{aligned} & \text { RUV } \\ & \text { ロEC } \end{aligned}$ | $\begin{aligned} & 8.11 \\ & 6.76 \end{aligned}$ | 事事事平戠 |  |  | $\begin{aligned} & 8.57 \\ & 7.63 \end{aligned}$ |  | 戠事事事事 | 戠戠事戠 | 10.34 7.82 | $\begin{aligned} & 4.88 \\ & 7.85 \end{aligned}$ |
| ИEC | 6.76 | 禹事車事戠 | ¢車を車年 |  | 7.63 | ＊ | 車事車車事 |  | 7．82 | 7.15 |
| 1816 |  |  |  |  |  |  |  |  |  |  |
| 14녹 |  |  | \＃聿戠車 |  |  |  | 事事車も | 事事平戠 | 0.72 |  |
| rrb | $9.16$ |  | 車事事事 |  | $9.67$ |  | 本戠車車 | － 4 戠事 ${ }^{\text {a }}$ | $11.16$ | $9.24$ |
| $.1 A N$ | 9．29 |  |  |  | 4.33 | 車本中事事 |  | － ¢ $_{\text {＋}}$ | $11.97$ | $\text { n. } 43$ |
| $\triangle P N$ | 6.83 |  |  | 事事事丰 | $7.17$ |  | 本車事事事 | 事事种番 | $10.61$ | $7.07$ |
| biAY |  | 車車車平 |  | 戠事戠戠 | 6.20 | 車事事妾 | 戠禹禹 | 車中种車 | $9.46$ | 4.78 |
| CIHHINATIVE |  |  |  |  |  |  |  |  |  |  |
|  | 7.66 | 9.45 | 9.29 | 5.52 | 8.00 | 7.97 | 9.16 | 4.90 | 10.20 | 1.54 |

Table 4－5．Pattern Factor－All Observations

| SITE | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | SITE 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1414 |  |  |  |  |  |  |  |  |  |  |
| OCT | 2.26 | 2.30 | 2.05 | S． 25 | 3.61 | 3.06 | 3.17 | 2.48 | 2.08 | 1.95 |
| sidv | 2.24 | 2.01 | 1.75 | 3.85 | 4.00 | 3.22 | 2．47 | 4＊＊＊＊ | 2.69 | 2.34 |
| ）EC | 2.43 | 2.77 | 2.04 | ＊舟戠事 | 4.44 | 4.19 | 2.99 | 1.95 | 戠戠戠戠 | 3.62 |
| 1915 |  |  |  |  |  |  |  |  |  |  |
| JAN | 4.20 | 3．p9 | 2.70 | 事事事事 | 5．44 | a． 50 | 2.47 | 2．18 | 4.37 | 0.04 |
| FEH | 5.21 | 2.6 .7 | 2.74 | 事事事戠 | 3.71 | 3.87 |  | 2．A2 | 3.78 | 3.37 |
| SAR | 2.27 | 1.95 | 1.89 | 事事事事 | ¢． 55 | 2.36 | 1.76 | 1.79 | 2.02 | 2.77 |
| APR | 2.20 | 1．9n | 1.89 | 戠事事事 | 2.40 | 2.72 | 2.29 | 2.22 | 1.96 | 2.15 |
| IIAY | 2．64 | 2．37 | 2.29 |  | 2.93 | 3.09 | 2.98 | 2.75 | 2.18 | 3.06 |
| JIIN | 1.98 | 2.35 | 1.85 | 禹事事事 | 1.89 | 本本事事 | 2.27 | 1.99 | 1.71 | 1.89 |
| J川 | 1． 10 | 1.74 | 1.78 | 事事事事事 | 1.72 | 克事事常事 | 1.74 | 1.97 | 1.69 | 1.55 |
| All6 | 1．92 | 2.01 | 2.16 | 車事事事 | 2.00 | 辛本戠事事 | 2.27 | 1.79 | 1.64 | 1.97 |
| SEP | 2． 39 |  | 䒠事事事 | 車戠事事 | 2.92 | 車事事事 | 事事事事 |  | 3.32 | 3.65 |
| 5 C 1 | 2.75 | ＊${ }_{\text {＋}}^{\text {事事車 }}$ |  |  | 4.33 | 戠事事事爯 |  | 禹事戠事 | 2.84 | 3.33 |
| lity | 3.48 |  |  | 車車神車事 | 5.55 |  | 直車車事事 |  | 3.29 | 3.67 |
| 1）E゙C | 3.01 |  | ＊事事韦 | 禹車車車戠 | 5．56 |  | 韦事草事 |  | 2.87 | 3.81 |
| 1976 |  |  |  |  |  |  |  |  |  |  |
| JArt | 3.43 | ＊＊＊${ }_{\text {＊}}$ |  | 事事事＂ | 5．4 4 | 聿車事事 |  | 戠戠事事 | 3.94 | 3．92 |
| FEH | 3．0．5 | ＊ ¢ $_{\text {\％}}^{\text {¢ }}$ | \＃韦ち事 |  | 4.55 | 事事事事丰 | 朿事事事 |  | 2.75 | 5.41 |
| HAN | 2．82 | ＊${ }_{\text {＊}}$ | 戠戠事 | 戠事事事 | 3.96 |  | 事事事事戠 |  | 2.98 | 5.29 |
| AFK | 2．59 | ＊ 4 \＃ F\％$^{\text {\％}}$ | （事事事事 |  | 2.65 | 串事事戠 | 本事木事事 |  | 2.33 | 2.36 |
| May |  |  | 朿聿戠 |  | 1.85 | 車車車事䒠 |  |  | 1.90 | 1.45 |
| Cunul．ative |  |  |  |  |  |  |  |  |  |  |
|  | $2=3$ | 2.42 | 2.15 | 3.76 | 3.60 | 3.68 | 2.68 | 2.24 | 2.68 | 2.94 |

Table 4-6. Mean and Cube Root of Expected Cube (CREC) Comparisons

| $\begin{aligned} & \text { Month, } \\ & 1975 \end{aligned}$ | No. of Sites With Means Greater Than Respective Record Means | No. of Sites With More Than 100 Observations | No. of Sites With CREC Greater Than Record CREC |
| :---: | :---: | :---: | :---: |
| January | 3 | 9 | 6 |
| February | 5 | 8 | 6 |
| March | 8 | 9 | 8 |
| April. | 9 | 9 | 9 |
| May | 4 | 9 | 6 |
| June | 7 | 8 | 7 |
| July | 6 | 8 | 1 |
| August | 4 | 8 | 0 |
| September | 0 | 3 | 0 |
| October | 3 | 4 | 3 |
| November | 1 | 4 | 1 |
| December | 0 | 4 | 0 |

Table 4-7. Wind Speed Variation With Height

| Comparative <br> Statisties | Sites |  |  |
| :---: | :---: | :---: | :---: |
|  | 1 and 2 | 3 and 4 | 8 and 9 |
| Ratio of means | 0.93 | 0.94 | 0.93 |
| Ratio of eubes | 0.86 | 0.91 | 0.83 |
| Slope | 0.96 | 0.95 | 0.92 |
| Correlation of coefftetent, r | 0.936 | 0.965 | 0.952 |
| Range of r | $\begin{aligned} & 0.910 \text { to } \\ & 0.982 \end{aligned}$ | $\begin{aligned} & 0.913 \text { to } \\ & 0.991 \end{aligned}$ | $\begin{aligned} & 0.706 \text { to } \\ & 0.889 \end{aligned}$ |

Table 4-8. Computed Values of the Power Law Exponent, ix

| Year | Month | sites |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  | 1 and 2 | 3 and 4 | 8 and 9 |
| 1974 | October | -0.09 | 0.0752 | 0.0091 |
|  | November | 0.12 | -- | 0.12 |
|  | December | 0.32 | 0.19 | 0.09 |
| 1975 | January | 0.16 | -0.02 | 0.09 |
|  | February | 0.21 | --- | 0.04 |
|  | March | 0.19 | 0.15 | 0.04 |
|  | April | 0.03 | 0.03 | 0.04 |
|  | May | 0.18 | 0.07 | 0.06 |
|  | June | -0.03 | 0.06 | 0.07 |
|  | July | -0.34 | 0.04 | 0.04 |
|  | August | 0.04 | 0.07 | 0.03 |
|  | September | 0.46 | -- | -- |
|  | October | 0.19 | -- | -- |
|  | November | 0.18 | -- | m" |
|  | December | 0.23 | -- | -- |
| ;976 | January | 0.16 | -- | -- |
|  | February | 0.08 | -- | -- |
|  | March | 0.07 | -- | -- |
|  | April | -0.10 | -- | -- |
|  | May | -- | -- | -- |
| Cumulative |  | 0.0841 | 0.0655 | 0.0558 |

## SECTION V

DIURNAL VARIATYONS

Figures 5-1 through 5-4 show curves for the data of Sites 1, 2, 6, and 10 (those with the longest records) categorized and plotted according to hour and frequency of occurrence. With the exception of wind speeds greater than 30 mph , which are 1 ikely to occur anytime during the day, the overall pattern for Site 1 is one with higher wind speeds during the afternoon.

While Sites 2 and 6 have diurnal patterns similar to those of Site 1 (Figures 5-2 and 5-3), the patterns for site 10 differ considerably (Figure 5-4). Wind speeds less than 10 mph and those greater than 29 mph occurred with relatively uniform frequencies at any hour of the day. Wind speeds between 10 and 1.9 mph are less frequent between 6 PM and midnight, which is the period of maximum frequency for the $20-$ to 29 mph class. This pattern of higher wind speeds at night more closely resembles that of free alr.

Also shown in Figures 5-1 through 5-4 is wind speed frequency for 1975. At Sites 1, 2, and 6, the distributions are quite similar: speeds less than 10 mph occurred about one-half of the time, and speeds between 10 and 20 mph occurred about one-third of the time. At site 10 , however, speeds ranging from to to 20 mph are almost as frequent as those less than 10 mph , and wind speeds greater than 20 mph occurred almost 30 percent of the time.

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Figure 5-1. 1975 Diurnal Wind Speed Vartation for Site 1: (a) Percent of Time Wind Speed Less Than Given Speed, and (b) Annual Frequency of Occurrence



Figure 5-2. 1975 Diurnal Wind Speed Vartation For Site 2:
(a) Percent of Time Wind Speed Less Than Given Speed, and (b) Annual Frequency of Occurrence


Figure 5-3. 1975 Diurnal Wind Speed Variation for Site 6:
(a) Percent of Time Wind 色peed Less Than Given Speed, and (b) Annual Frequency of Occurrence



Figure 5-4. 1975 Diurnal Wind Speed Variation for Site 10 : (a) Percent of Time Wind Speed Less Than Given Speed, and (b) Annual Frequency of Occurrence

In Table 6-1, some of the statistics of this report are compared with those of the earlier study of winds at Goldstone (Wind Power Prediction Models, Technical Memorandum 33-802, Jet Propulsion Laboratory, Pasadena, Calif., Nov. 15, 1976). Extended data collection during 1966 to 1967 was restricted to the anemometers near the Mars site. Means of Sites 1 and 2 data recorded in 1966 to 1967 are approximately the same as those for 1975. The means of the earlier data fell well within one standard deviation of the later means (standard deviation at Site 1 is 7.54 mph ).

Limited sampling was performed at five other locations during 2 days in October (1974), 8 days in November, 5 days in February, and 1 day in March. Despite this relatively small sample, the ratios of means for Sites 4, 9, and 10 are reasonable approximations of the ratios calculated in this report. For Sites 6 and 7, the ratios in the earlier report indicate lower speeds than those at Site 1 , whereas the ratios computed in this report indicate speeds of about the same order.

Table 6-1. Comparison of Wind Speed Statistics

| Site <br> Number | Mean Wind Speed, mph (Number of Observations) |  |
| :---: | :---: | :---: |
|  | Jan. I'hrough Dec. 1975 | t. 1966 Through Aug. 1 |
| 1 | $\begin{array}{r} 10.75 \\ (7780) \end{array}$ | $\begin{array}{r} 9.97 \\ (3387) \end{array}$ |
| 2 | $\begin{aligned} & 11.45 \\ & (8307) \end{aligned}$ | $\begin{array}{r} 10.94 \\ (3480) \end{array}$ |
|  | Ratio of Mean Wind Speed to Site 1 (Number of Observations) |  |
|  | All Data, 1975 | 16 Days, October 1974 Through March 1975 |
| 4 | $\begin{array}{r} 1.43 \\ (5913) \end{array}$ | $\begin{array}{r} 1.52 \\ (384) \end{array}$ |
| 6 | $\begin{array}{r} 0.94 \\ (11867) \end{array}$ | $\begin{aligned} & 0.739 \\ & (360) \end{aligned}$ |
| 7 | $\begin{array}{r} 0.94 \\ (4040) \end{array}$ | $\begin{aligned} & 0.846 \\ & (384) \end{aligned}$ |
| 9 | $\begin{array}{r} 1.34 \\ (10416) \end{array}$ | $\begin{gathered} 1.24 \\ (312) \end{gathered}$ |
| 10 | $\begin{array}{r} 1.43 \\ (12847) \end{array}$ | $\begin{array}{r} 1.47 \\ (360) \end{array}$ |
| ${ }^{\text {Reported earlier in }}$ TM 33-802 |  |  |

## SECTION VII

## SUMMARY

The following points sumarize the results of this report:
(1) Sites at lower elevations (1, 2, 6, anci have mean and cubed speeds of roughly the same magnitude, while Sites 3 , $4,8,9$, and 10 have higher speeds. Site 9 has the highest cumulative means and cubed speeds.
(2) The monthly variation of wind is similar at all sites. Correlation with Site 1 decreases with increasing distance. At a given location, the correlation of the lower anemoneter with Site 1 is stronger than that of the upper anemoneter.
(3) Decause of the short period of record, only a general description of any seasonal pattern can be made. Higher mean speeds occurred between Vebruary and May, and cubed speeds were higher between January and July. Mean and cubed speeds were also relatively high in October.
(4) Diurnal paterns apparently vary with elevation. Sites 1, 2, and 6 have higher speeds in the afternoon, whereas Site 10 an? presumably the other higher elevation sites have higher speeds at night.
(5) For Sites 1, 2, and 6, wind speeds of 10 mph and less occurred more than 50 percent of the time. At a windier location such as Site 10, the frequency of these lower speeds is reduced to about 36 percent.
(6) General agreement of the ratio of means with Site 1 and the ratios given 14 , JPL IM 33-802, despite the small sample size of the earlifer data, tends to eliminate the need for further sampling to det amine available wind energy at Goldstone.
(7) Because of larger mean and cubed speeds and because of accessibility, the three locations of fites 3, 4, 8, 9, and 10 are considered to be the best possibilities for a demonstration windmill project.


[^0]:    ${ }^{1}$ Wind Power Prediction Models, Teahnical Memorandum 33-802, Jet Propulsion Laboratory, Pasadena, Calif., Nov. 15, 1976.

[^1]:    ${ }^{\text {a }}$ Reference anemometer.

