AGAP-S

C-FSJB

December 2008/January 2009

OPERATOR FLIGHT LOG

Flight Number	18
Date (ZULU)	Jan. 2, 2009
Pilot/Co-Pilot	Lexi / Rory
Operator(s)	Beth
Line Numbers	L650

Start GPS and magnetic base stations at least 30 mins before takeoff. Start recording with aircraft GPS receivers at least 30 mins before takeoff.

Event	GPS Time	Comments
GPS SJB-1		Start recording. CF Card: SJB-1 Job name: C-SFJB1-F17
GPS left on from previous flight		Battery charge: A: % B: % External: %
		Available memory: KB.
		No Sat tracked: L1: L2:
GPS SJB-2		Start recording. CF Card: SJB-2 Job name: C-SFJB2-F17
		Battery charge: A: % B: % External: %
		Available memory: KB.
		No Sat tracked: L1: L2:

AGIS on	15:10	Start recording. Project name: B9010215. P10
	~15:05	Engines on
	15:13	Taxi
	15:17	Takeoff
Laser on	15:09	Start recording. Project name:
Radar on	15:09	Start recording. Filename(s):

Event	GPS Time	Comments
	15:18	radar Tx on + gravity batt to 'charge'
	15:20	scanner temp: -1.5°C / outside: -16.3°C / racks: 10°C
STRONG HEADWIND ~ 210 km/hr		
	~15:47:30	WP 2 - SOT L650
	15:48:54	WP 3 - SOL L650
	15:58	generally low bed reflectivity
	~16:01-16:06	rel. flat bed (3 km deep)
	16:12	first good, continuous ntns since got on L650 - v. rough ice s/c (~2 km deep)
	16:23	scanner temp: -2.9°C / outside: -21.0°C / racks: 17.5°C
NOTE: Just realized that		both mag sensors are fairly high frequency - look more identical (not sure if this was case for F17)
	16:37/18:30	O2 on/off
	16:41	b/t 215-220 km/hr
	16:58-~17:02	starting to get into thin clouds + back out

Event	GPS Time	Comments
	17:10 - ~17:12	small lake 3.6 km deep - several small lakes (photo)
	17:12 - 17:14	back into patchy clouds + back out (maintained 1000' AGL)
	17:38	GS → ~ 245 km/hr
	17:39	scanner temp: -4.8°C / outside: -21.2°C / racks: 20°C
	~17:38	v. deep small lake (~4 km?) File .0186 or .0187
	17:48:20	laser screen v. briefly blinked red (mid-file) + returned (F18010) to usual state (0.2 sec) - have seen something like this happen b/4 but couldn't tell what was happening
	17:59	- back in thin clouds
	~18:00 - 18:03	strong offline radar reflections
	18:07 - 18:13	clouds a bit thicker + back out
	18:23 18:27	into clouds again - can still see ground OK thick patch (back out @ 18:39)
	~18:27	lower bed reflectivity
	18:44	in thicker clouds - dropped in alt. a bit to underfly (~700 ft)
	18:51	(F18014) in thick clouds - can barely see ground a times (dropped to ~500 ft)
	18:53	scanner temp: -3.4°C / outside: -18.0°C / racks: 23°C
	18:56:45	WP 4 - EOL L650
	18:57:56	WP 5 - EOT L650 → turned toward AGAP-S
	→	in thick clouds since turn (laser prob. crap) (F18015)
	18:55 - 19:04	~200 m swing (up + down); low radar bed reflectivity
	19:06	several small mag spikes - both sensors, stronger in Mag 2
	19:08	Tx radar off + gear batt to 'backup'

Event	GPS Time	Comments
	19:14:20	landing (in pretty poor visibility) (still windy - less blowing snow)
	19:17	park @ fuel stn
	19:19	AGLS off
	19:20:00	radar off
	19:19:30	laser off
	19:32	GPS off

Straight Back (2)

C-FSJB — MISSION PROFILE: AGAP_LineDA1

AGAP-S

FLIGHT 10 Alt run

NR	LATITUDE (DM)	LONGITUDE (DM)	LINE	TYPE	X-LINE	DIST (nm)	COMMENT
1*	84° 29.40' S	77° 21.18' E		AGAP-S		30.8	TRANSIT TO NEXT WAYPT
2*	84° 18.55' S	82° 15.23' E	L650.1	SOT		2.7	
3	84° 15.87' S	82° 14.19' E	L650.1	SOL	T10090	401.2	
4	77° 36.78' S	81° 02.65' E	L650.1	EOL	T10310	2.7	
5*	77° 34.10' S	81° 02.42' E	L650.1	EOT		56.3	TRANSIT TO NEXT WAYPT
6*	77° 18.21' S	76° 55.23' E		AGAP-N		0.0	

TOTAL DISTANCE (nm): 493.7
TOTAL DISTANCE (km): 914.4

* = waypoint relevant for aircraft navigation.

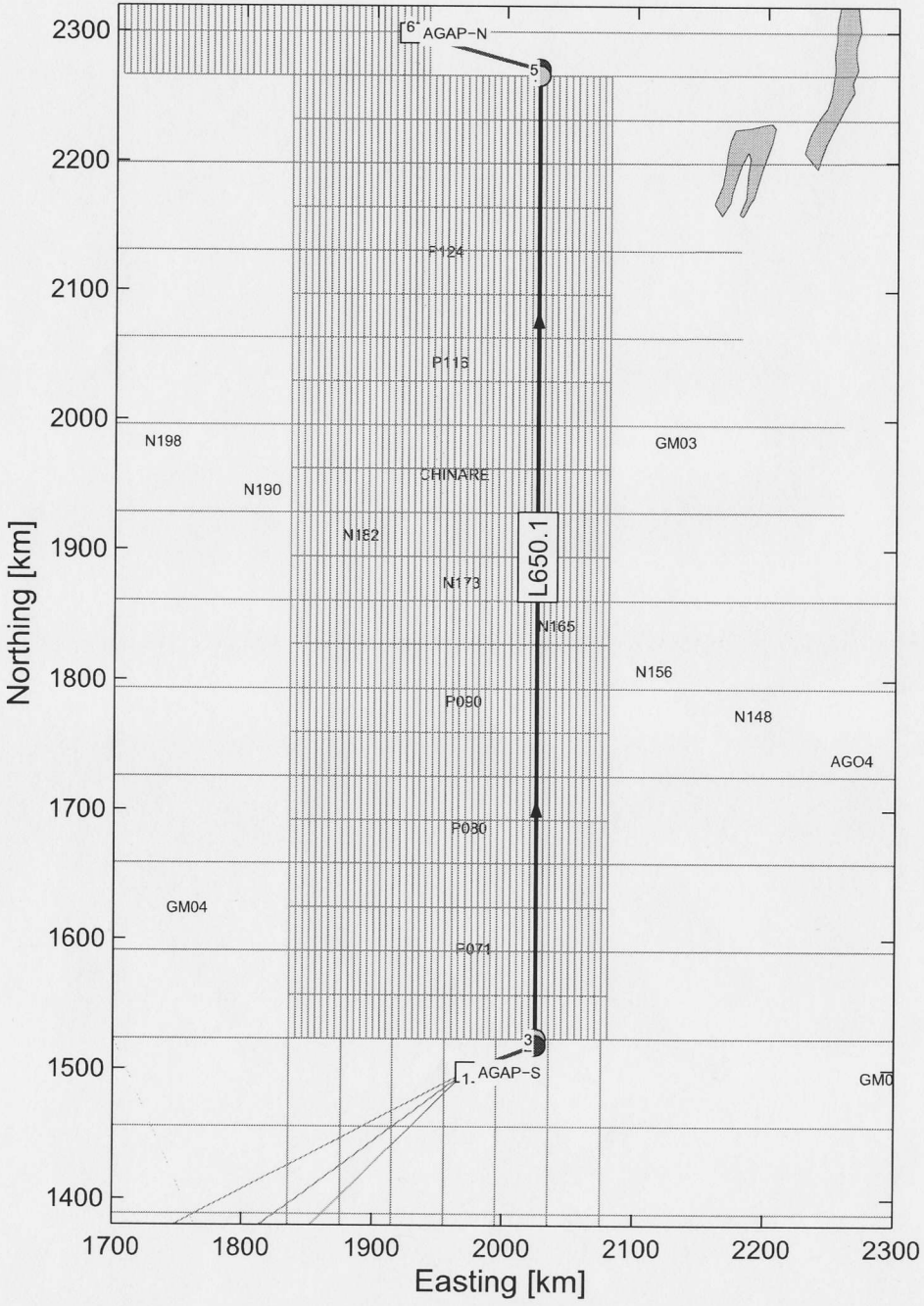
Lead-in distance (km): 5

Flight plan created on 01/02/2009 03:29

FLIGHT 19

TOTAL DISTANCE: 493.7 nm

C-FSJB



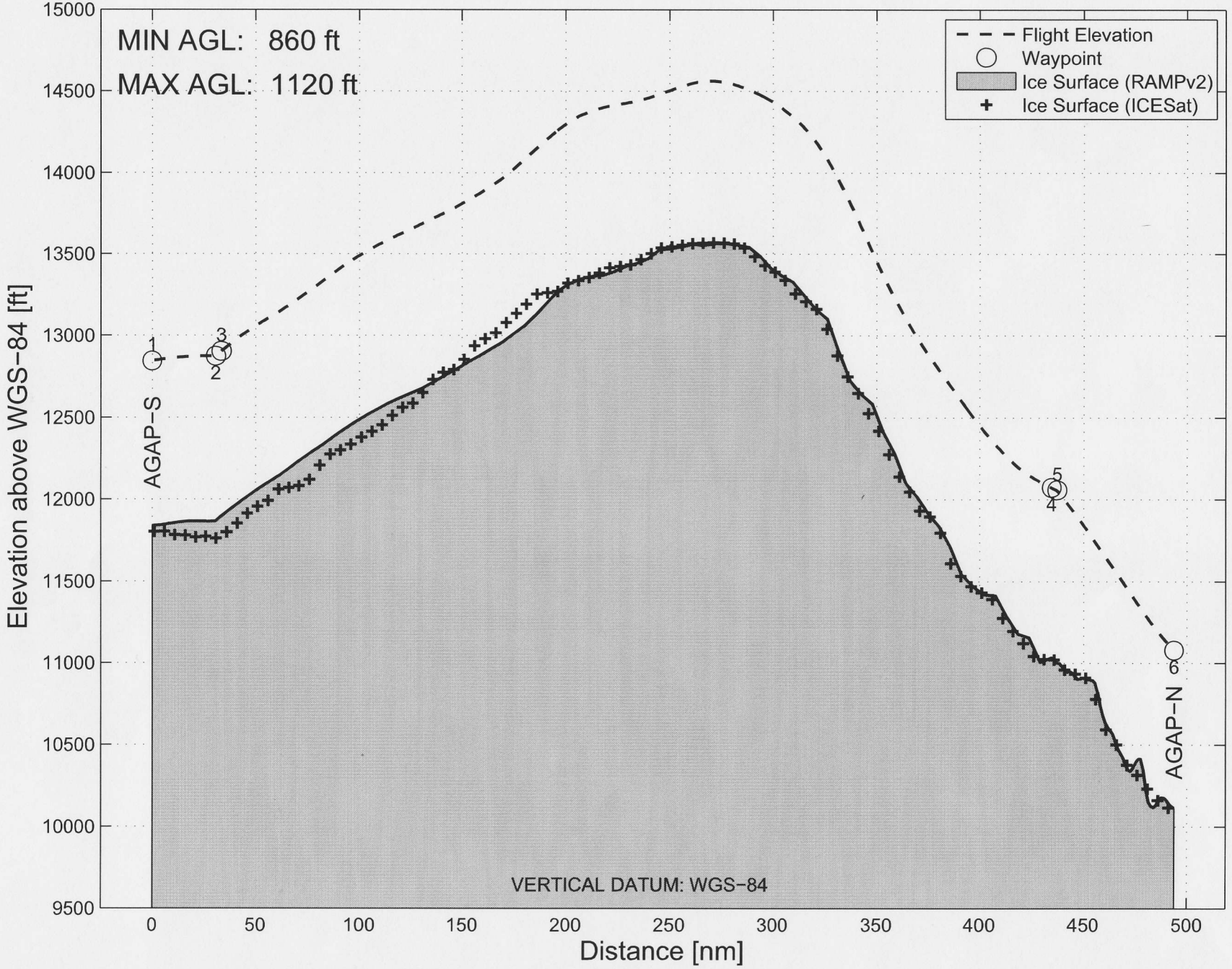
Created with Matlab flight planning tool on 01/02/2009 03:29

MISSION PROFILE: AGAP_LineDA1

FLIGHT 19

MAX ALT: 14560 ft

C-FSJB



MAX RoC (130 kts): 25 ft/min

Created with Matlab flight planning tool on 01/02/2009 03:29

MISSION PROFILE: AGAP_LineDA1