

01/06/09

Operator: Nick Pilots Brian/Rebecca.

Operator Flight Log | F25 / 1

Tie Line 10230 + SL760.

Event	GPS Time	Comments
	00:15	Take off from ABAP-N
	00:13	hazx on.
	00:12	AGIS on.
FIGHT 25.	00:20	Radar Tx on.
	00:39	shut down radar & restarted to see if wind returns one peak or artifacts - they appear to be real!
	00:45	restarted radar.
Radar files 20-25	01:02	Internal layers not showing up well but much cirrus is evident. Large jagged peak comes up to within 800m of the surface. Lowest elevation is at about 2km. On the downward side of the peak layering starts to occur.
	01:13	DAQ0CH0 and DAQ1CH0 both show the same signal level (breakthrough @ 0dB). DAQ0CH1 + DAQ1CH1 shows a drop in signal strength of about 10dB.
	01:25	Forward Inverter 27.7V 16A Rear inverter 27.6V 44A.
	01:25	Switched Sender Backup Battery from 'backup' to 'charge'. Rear inverter draws 2A more i.e. 46A.
	01:30	Left tip tank pump failure
RADAR File 066.	01:38	WP9 Note: cannot do the last part of SL760 since due to reduced fuel reserve caused by the tip tank failure. Will turn from WP7 towards WP3.
	02:00	Cabin temp = 21.7°C Scanner = -5.0°C. Outside temp = -29°C.
Radar File 0143	02:39	WP7 - left hand loop around and back to WP7. EOLT 10230.
Radar File 0149	02:44	WP7 SOL 760
	03:05	Cabin temp = 24°C Scanner temp = -5.3°C Outside temp -29°C.

Event	GPS Time	Comments
		FORWARD INVERTER = 27.8V 18A. REAR INVERTER = 27.7V 44A.
		- The SANDER UPS is probably by changed up, as the current draw has dropped below ^{44A} the indicator
	04:15	Cabin temp = 19.5°C Scanner temp = -18.9°C Outside temp = -27°C
Radar file 266	04:20	Flew over loby trench @ > 3.5km deep. At the southern end of the trench mountains occur that have little magnetic signature
Radar File 0293	04:39	WP3/2EOL - TURN FOR HOME.
	05:07.	LANDED
		LANDED
	05:11	STOP TO REFUEL.
	05:11.	AGIS OFF B9010604-P42
	05:10.	LASER OFF
	05:05.	RADAR Tx OFF.
	05:35.	STOP AT Ground Power
STOPPED	06:18	SJB1 - BATT 100; 100; 75
FILE	SJB1-F24.	Mem: 429610.
		SATS L1=12 L2=12.
STOPPED	06:20	SJB2 - BATT 100; 100; 73
FILE	SJB2-F24.	Mem: 430650.
		SATS: L1=12; L2=12

C-FSJB

MISSION PROFILE: AGAP_TieDS7

AGAP-S

FLIGHT 9225

NR	LATITUDE (DM)	LONGITUDE (DM)	LINE	TYPE	X-LINE	DIST (nm)	COMMENT
1*	84° 29.40' S	77° 21.18' E		AGAP-S		59.5	TRANSIT TO NEXT WAYPT
2*	84° 16.16' S	87° 10.75' E	L760.1	SOT		2.7	
3	84° 13.50' S	87° 07.47' E	L760.1	SOL	T10090	273.5	
4	79° 42.50' S	84° 01.08' E	L760.1	EOL	T10240	2.7	
5*	79° 39.82' S	84° 00.05' E	L760.1	EOT		21.1	TRANSIT TO NEXT WAYPT
6*	80° 00.42' S	84° 23.77' E	T10230.1	SOT		2.7	
7	80° 00.62' S	84° 08.31' E	T10230.1	SOL	L760	132.5	
8	79° 55.66' S	71° 30.64' E	T10230.1	EOL	L270	2.7	
9*	79° 55.26' S	71° 15.43' E	T10230.1	EOT		171.4	TRANSIT TO NEXT WAYPT
10*	77° 18.21' S	76° 55.23' E		AGAP-N		0.0	

TOTAL DISTANCE (nm): 668.8
TOTAL DISTANCE (km): 1238.6

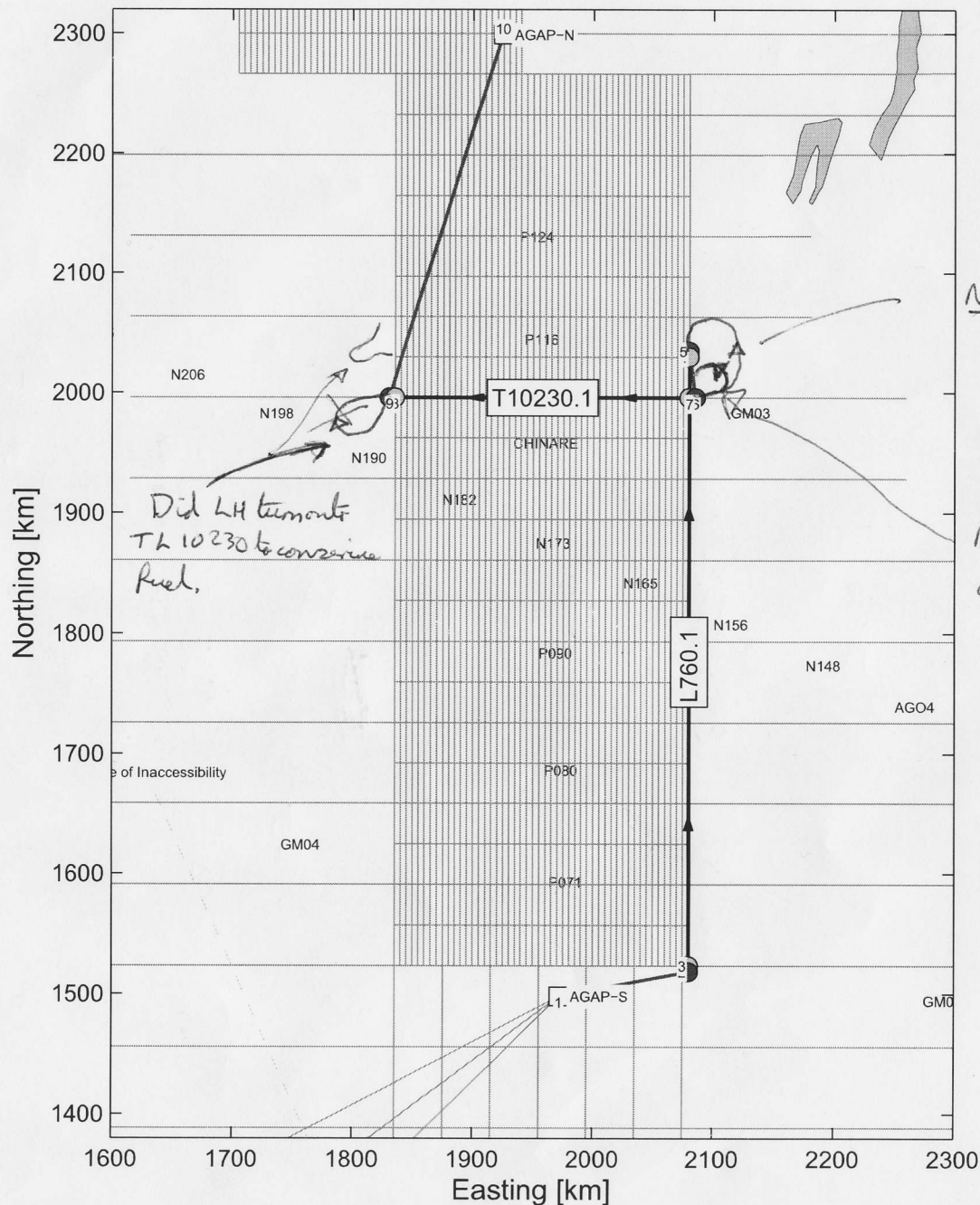
Note Revers

* = waypoint relevant for aircraft navigation.

Lead-in distance (km): 5

Note: We are flying these waypoints backwards from AG-N
TO AG-S.

Flight plan created on 01/05/2009 13:07



- 00:12
- B9010600-P12
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Note: Due to tip tank pump failure will not do big loops onto the Thin or go to WPS/4. Will head directly north on SH760 from TL10230.

Note: Will do small loop around W7.

Did LH turnouts TL 10230 to conserve fuel.

