

AGAP-S

C-FSJB

December 2008/January 2009

OPERATOR FLIGHT LOG

Flight Number	31
Date (ZULU)	Jan, 7, 2009
Pilot/Co-Pilot	Lexi/Rory
Operator(s)	Beth
Line Numbers	T10240 + L270

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: Job name:
		Battery charge: A: % B: % External: %
		Available memory: 270458 KB.
		No Sat tracked: L1: L2:
GPS SJB-2		Start recording. CF Card: Job name:
		Battery charge: A: % B: % External: %
		Available memory: 229402 KB.
		No Sat tracked: L1: L2:

Both GPS's left
running from

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AGIS on	15:19:45	Start recording. Project name: B 901 0715. P19
left on from	F30 (hot refuel)	Engines on
	15:21	Taxi
	15:24	Takeoff
Laser on	15:19	Start recording. Project name: F31000
Radar on	15:19:30	Start recording. Filename(s):
Event	GPS Time	Comments
	15:25	scanner temp: -4.5°C / outside: -16.1°C / racks: 7.7°C
	15:29	radar Tx on
	15:33	finally pressed 'Run' to see waterfall plot - recording data prior to this?
	15:41	no bed reflectivity
13 sats.	15:44	1st bed sighting @ ~ 3.3 km deep
	15:48	→ lg crevasse field ~ 1 km (??) to left of plane (still 3 km deep bed)
	15:50	→ ~ 2 km v. steep mtn in radar data (vg. dual consistent 3 km deep bed (+100 nT mag))
	16:03	1.5 km deep mtn (slow ± 100 nT mag swings)
	16:16	scanner temp: $+0.4^{\circ}\text{C}$ / outside: -21.7°C / racks: 16°C (GS = 222 km/hr) (wow!)
NOTE: 'MEM' H on GPS receiver		flash when flash card 3/4 full!
		→ mag looks generally cleaner again - both sensors identical
	16:30/19:16	O2 on/off
	16:33 - ~16:50	under high clouds remain c 1000 ft AGL (slight turbulence) → 800-900 ft AGL
	16:37	jittery mag's back - both sensors
	✓	WP 2 - 50T T 10240
	16:47:30	WP 3 - 50L T 10240 (nicely done - although a bit of a steep bank angle)

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Event	GPS Time	Comments
	16:50	rogged mtns (2.5-3 km deep)
13 satz.	16:58	mag suddenly quieter (hi freq jitter gone)
	16:55-17:03	strong +100 and -200 nT swing over mtns (2.5-3 km deep)
	~17:07	square valley w/rogged mtns on either side (photo) GS = 305 km/hr
	17:14	scanner temp: -13.5°C / outside: -25.3°C / racks: 17.5°C
	17:16	passed passed over Chinese traverse track
	17:26:40	3.4 km deep small lake
	17:29	frequent mag spikes are back
reset PGU -	17:37:09	WP 4 EDL T10240
went wacko -	17:38:28	WP 5 EDT T10240 → rt hand loop to go to WP 6
lost communication -	—	WP 6 SOL L270
came back OK	~17:43:30	WP 7 SOL L270 (did not work out as well as I had hoped)
	17:55	>3.5 km deep ice + shallows to ~3-3.3 km after 2 mins.
	18:17	large U-shaped valley (just < 4 km deep)
	18:35	starting to get a couple, small, infrequent lakes (~3 km deep) → most of this line has consisted of fairly non-descript mtns 2-3 km deep, fairly rogged, v-shaped valleys → mag typically 10 freq ±100 nT swings
	18:44	3.5 km deep ice - U-shaped valley
	18:55	several, small lakes (~3-3.5 km deep) in b/lc mtns
shallow mtn → w/v. little mag signature	~19:00 - EDL	mag has been fairly steady over rogged mtns (19:08) - mtn 1.8 km deep
	19:09-20	1.5 km deep mtn
	19:12-19:12:45	strong offline reflector → continuation of shallow mtns (photo)
	19:25	WP 8 EDL L270
	19:26:05	WP 9 EDT L270 → turn toward AGAP-5

[illegible]

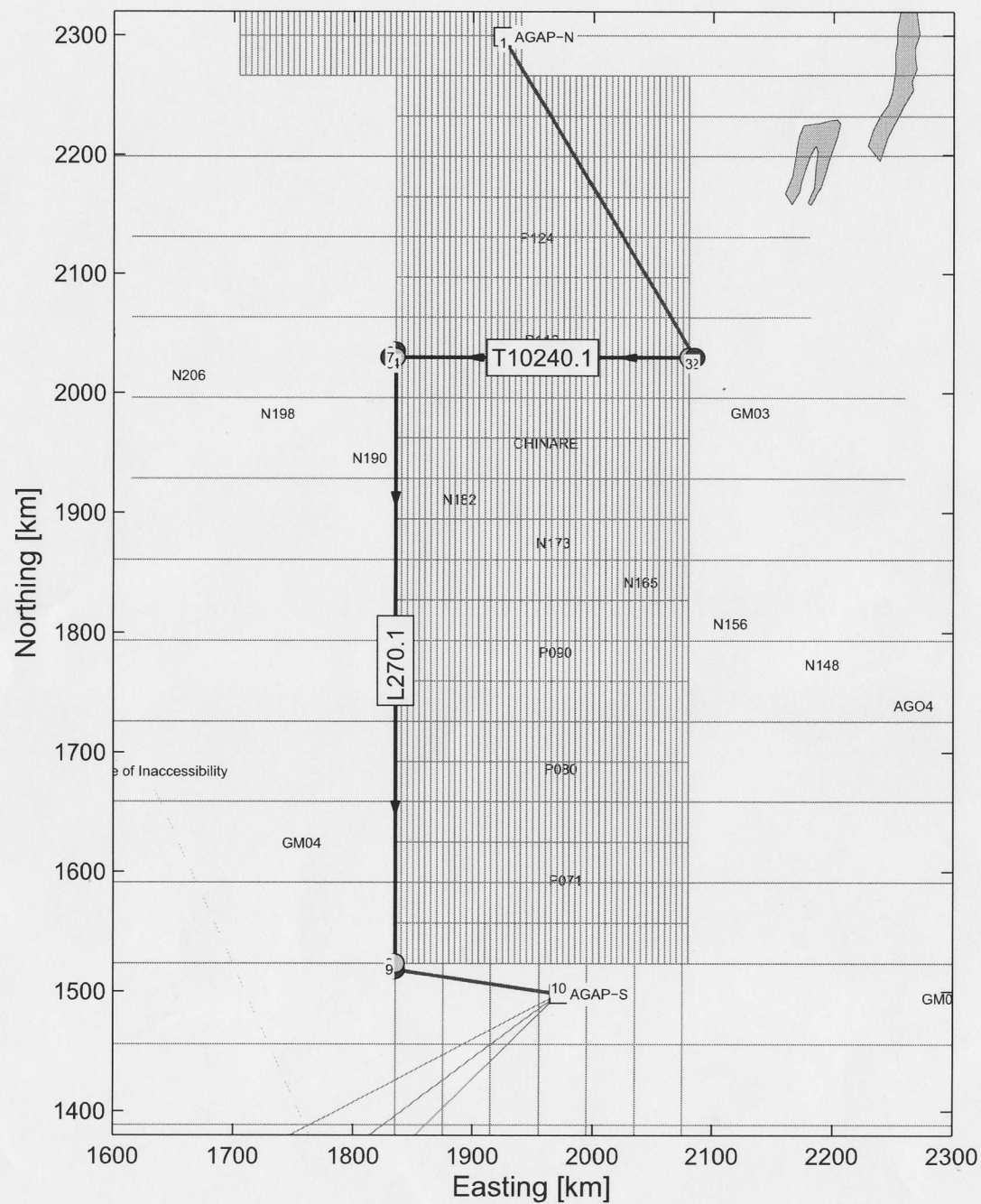
① Return from
AGAP
N

C-FSJB					MISSION PROFILE: AGAP_TieDS8				
AGAP-N									
FLIGHT 31									
NR	LATITUDE (DM)		LONGITUDE (DM)		LINE	TYPE	X-LINE	DIST (nm)	COMMENT
1*	77°	18.21' S	76°	55.23' E		AGAP-N		169.3	TRANSIT TO NEXT WAYPT
2*	79°	42.31' S	84°	16.10' E	T10240.1	SOT		2.7	
3	79°	42.50' S	84°	01.08' E	T10240.1	SOL	L760	132.5	
4	79°	37.69' S	71°	45.31' E	T10240.1	EOL	L270	2.7	TRANSIT TO NEXT WAYPT
5*	79°	37.30' S	71°	30.53' E	T10240.1	EOT		3.8	
6*	79°	35.02' S	71°	47.41' E	L270.1	SOT		2.7	
7	79°	37.69' S	71°	45.31' E	L270.1	SOL	T10240	273.5	TRANSIT TO NEXT WAYPT
8	84°	05.07' S	65°	32.26' E	L270.1	EOL	T10090	2.7	
9*	84°	07.67' S	65°	25.80' E	L270.1	EOT		74.4	
10*	84°	29.40' S	77°	21.18' E		AGAP-S		0.0	
TOTAL DISTANCE (nm):								664.4	
TOTAL DISTANCE (km):								1230.4	

* = waypoint relevant for aircraft navigation.
in distance (km): 5

Lead-

Flight plan created on 01/07/2009 03:45



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MAX ALT: 14500 ft

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