

AGAP-S

C-FSJB

December 2008/January 2009

OPERATOR FLIGHT LOG

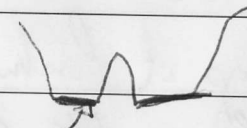
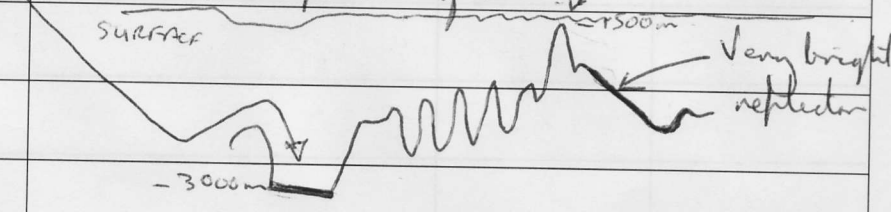
Flight Number	FLIGHT 33
Date (ZULU)	01/08/09
Pilot/Co-Pilot	BRIAN / REBECCA
Operator(s)	NICU
Line Numbers	T10140 / T10150

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	See flight 32	Start recording. CF Card: Job name:
		Battery charge: A: % B: % External: %
		Available memory: KB.
		No Sat tracked: L1: L2:
GPS SJB-2	↓	Start recording. CF Card: Job name:
		Battery charge: A: % B: % External: %
		Available memory: KB.
		No Sat tracked: L1: L2:

Operator Flight Log | F33/2

AGIS on	03:16	Start recording. Project name: B9010803.P16
	STAYED ON from F32	Engines on
	03:13	Taxi
	03:19	Takeoff
Laser on	03:12	Start recording. Project name: FLIGHT 33.
Radar on	03:21	Start recording. Filename(s): FLIGHT 33.
		Transit to WP2 on TL 10140.
Event	GPS Time	Comments
	03:24	GRAVIMETER GREEN LIGHT IS ON.
	03:25	Cabin temp = 13.5°C Scanner temp = -14.8°C Outside temp = -26°C.
	03:31	Gravimeter battery to 'charge'.
	03:37	Front Inverter 18-19A 27.6V Rear Inverter 48A 27.6V
	03:53	Radar Receiver 10µs Nader pulse Power (Waveform 1) Day 0 ch 0 Breakthrough power ≈ 10 + 5dBm Day 0 ch 1 Breakthrough power ≈ -7dBm Day 1 ch 0 Breakthrough power ≈ +12dBm. Day 1 ch 1 Breakthrough power ≈ -10dBm.
Radar file 056	04:07	two lumps ea lake
	04:09	Gravimeter to backup. Green light still on.
Radar file 062	04:12	WP2 SOL TL 10140.
	04:20	Climbed to 2000' to avoid cloud.
		Radar receiver 10µs pulse Beamformed Power (Waveform 2) Day 0 ch 0 Breakthrough power = +5dBm Day 0 ch 1 " " = +12dBm Day 1 ch 0 " " = +10dBm. Day 1 ch 1 " " = +9dBm.

Event	GPS Time	Comments
	04:24	Return back down to 1000ft after cloud.
	04:54	GPS Receiver ST B1 L1=14; L2=12. " " ST B2 L1=14; L2=12.
	05:02	Cabin temp = 19.7°C; Scanner temp = -2.9°C. Outside air temp = -29°C.
Radar file 132	05:08	WP 4/5. EOL TL10140.
Radar file 145	05:18	WP 16/7 SOL TL 10150
Radar file 167	05:36	Very bright reflector at 3km depth (+15dBm)
		
		Brightest reflector seen to date (+20dBm)
	05:38	GPS-STB1 L1=12; L2=12. GPS-STB2 L1=12; L2=12.
Radar file 180-182	05:47	Very strong bed reflector is about 1min across. Possible surface deformation visible on radar screen.
Radar files 185-186	05:52	Very pointy mountain coinciding with increased surface roughness.
		
	06:00	Cabin temp = +20.3°C, Scanner temp = -4.7°C Outside temp = -30°C.
Radar file 210	06:10	WPS/9 EOL TL10150 during TL10150
		Note Day & Ch noise increased for a short time. Found loose connector on exterior of receiver. Tightened & noise went away.
	06:49	Crawmeter green light still on.

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OPERATOR

NR	LATITUDE (DM)	LONGITUDE (DM)	LINE	TYPE	X-LINE	DIST (nm)	COMMENT
1*	84° 29.40' S	77° 21.18' E		AGAP-S		121.3	TRANSIT TO NEXT WAYPT
2*	82° 43.16' S	86° 01.06' E	T10140.1	SOT		2.7	
3	82° 43.43' S	85° 39.96' E	T10140.1	SOL	L760	132.3	
4	82° 36.68' S	68° 25.91' E	T10140.1	EOL	L270	2.7	
5*	82° 36.14' S	68° 05.45' E	T10140.1	EOT		18.2	TRANSIT TO NEXT WAYPT
6*	82° 18.36' S	68° 33.01' E	T10150.1	SOT		2.7	
7	82° 18.88' S	68° 52.72' E	T10150.1	SOL	L270	132.4	
8	82° 25.37' S	85° 26.58' E	T10150.1	EOL	L760	2.7	
9*	82° 25.11' S	85° 46.86' E	T10150.1	EOT		137.4	TRANSIT TO NEXT WAYPT
10*	84° 29.40' S	77° 21.18' E		AGAP-S		0.0	
TOTAL DISTANCE (nm):						552.4	
TOTAL DISTANCE (km):						1023.1	

* = waypoint relevant for aircraft navigation.

Lead-in distance (km): 5

Flight plan created on 01/02/2009 20:33

