



AGAP-S

C-FSJB

December 2008/January 2009

OPERATOR FLIGHT LOG

Flight Number	F36	Note: changed both config files in GPS receivers to exclude PRN #5 and #32. Hopefully, the receivers won't crash at 8:30 isos M. J. J.
Date (ZULU)	Jan 9, 2009	
Pilot/Co-Pilot	Brian, Rebecca	
Operator(s)	Michael	
Line Numbers	L520, L540	

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	04:57 04:02	Start recording. CF Card: ? Job name: C-FSJB1-F36
		Battery charge: A: 100 % B: 100 % External: 75 %
		Available memory: 605338 KB.
		No Sat tracked: 12 L1: 12 L2: 12
GPS SJB-2	04:57 03:57	Start recording. CF Card: ? Job name: C-FSJB2-F36
		Battery charge: A: % B: % External: %
		Available memory: KB.
		No Sat tracked: 12 L1: 12 L2: 12

AGIS on	chaos	Start recording. Project name:
		Engines on still on from F35
	04:20/21?	Taxi
	04:25	Takeoff
Laser on	chaos	Start recording. Project name:
Radar on	04:16/17	Start recording. Filename(s):
Event	GPS Time	Comments → no changing of gear (batteries)
	04:29	radar is on (and working to)
	04:32	at WP 2
	04:34:11	at WP 3 SOL L520
	04:48	-27°C outside temp - aircraft - reinstalled temperature display on top of Elma chassis
	04:50	Scanned = -10.5°C outside = -21.7°C
	05:03	between files 50 and 54 on the radar; buffer overflow; record missed data main.cpp:478: Buffer overflow (record missed)
	05:06	and between file 57 and 58...
	05:11	radar bet 58 and file 64 ok again
		error message before file 65

Event	GPS Time	Comments
	06:04	can see CHINARE base on summit of DOMA on the left, and some traverse tracks.
	06:14	scan temp: -17.1°C "outside" -26.3°C
	06:27	AGIS new data file
	06:22	over WP 4: EOL LS20.1
	06:23.54	" 5 EOT LS20.
		interesting changes in ice surface (into?)
	06:24:30	turn.
	06:26	switched to bin 540 \nearrow AGIS
		loaded onto a line over 40m off \circ
	06:29	switch to load on to tie bins
		on turn to SW again, seems to work.
	06:30	near WP 6 surf 1.5 km to the east.
		turn toward WP 6 was unloading
	06:30	because of AGIS fuck-up, on line now.
		can see CHINARE traverse tracks on the right side
	06:34	Rebecca in control
	06:42	changes in ice surface shading (how hot?)

can see CHINARE ~~at~~ side very far away

Event	GPS Time	Comments
	06:49	A PCU crapped out \Rightarrow reboot
	08:20	at WP 8 EOL L540.1
	08:21:26	• : 9 EOT L540.1
		turn , \rightarrow AGIS to lock on track
		new data for AGIS
	08:22	both GPSes are good : went from
		6 subs to 8 subs. will monitor
	08:23	radio tx off
	08:26.7	hand down
\Rightarrow	08:28	GPS crapped out $\overline{000}$ anytime
	08:29	at fuel position.
	08:32	laser off
	8:35	step radar recording.
\Rightarrow	8:46	GPS receiver is back.
	8:48	at parking position
	8:49	engine up ; still AGIS

TOTAL DISTANCE: 586.9 nm

Operator 18

C-FSJB		AGAP-S				MISSION PROFILE: AGAP_LineDS7	
FLIGHT 36							
NR	LATITUDE (DM)	LONGITUDE (DM)	LINE	TYPE	X-LINE	DIST (nm)	COMMENT
1*	84° 29.40' S	77° 21.18' E		AGAP-S		12.6	TRANSIT TO NEXT WAYPT
2*	84° 18.15' S	76° 23.80' E	L520.1	SOT		2.7	
3	84° 15.47' S	76° 25.46' E	L520.1	SOL	T10090	273.5	
4	79° 43.62' S	77° 59.31' E	L520.1	EOL	T10240	2.7	
5*	79° 40.93' S	77° 59.83' E	L520.1	EOT		5.4	TRANSIT TO NEXT WAYPT
6*	79° 41.09' S	78° 29.86' E	L540.1	SOT		2.7	
7	79° 43.78' S	78° 29.47' E	L540.1	SOL	T10240	273.5	
8	84° 15.76' S	77° 19.01' E	L540.1	EOL	T10090	2.7	
9*	84° 18.44' S	77° 17.76' E	L540.1	EOT		11.0	TRANSIT TO NEXT WAYPT
10*	84° 29.40' S	77° 21.18' E		AGAP-S		0.0	
TOTAL DISTANCE (nm):						586.9	
TOTAL DISTANCE (km):						1086.8	

* = waypoint relevant for aircraft navigation.

Lead-in distance (km): 5

Flight plan created on 01/08/2009 17:39

1800 1850 1900 1950 2000 2050 2100 2150
Easting (nm)

MISSION PROFILE: AGAP_LineDS7



