



AGAP-S

C-FSJB

December 2008/January 2009

OPERATOR FLIGHT LOG

Flight Number	38
Date (ZULU)	Jan. 9, 2009
Pilot/Co-Pilot	Lexi/Rory
Operator(s)	Beth
Line Numbers	L410 + L390

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: C-FSJB1-F35
Left on from previous flight		Battery charge: A: 100 % B: 100 % External: 75 %
		Available memory: 441258 KB.
		No Sat tracked: // L1: // L2: //
GPS SJB-2		Start recording. CF Card: Job name: C-FSJB2-F35
		Battery charge: A: 100 % B: 100 % External: 73 %
		Available memory: 442122 KB.
		No Sat tracked: // L1: // L2: //

L410,630 (35)
520,540 (36)
380,430 (37)

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AGIS on	14:30:15	Start recording. Project name: B9010914, P30
(left on from previous flight)		Engines on (not refuel)
	14:41	Taxi
	14:44	Takeoff
Laser on	14:31	Start recording. Project name:
Radar on	14:34:25	Start recording. Filename(s): Flight 38
→ don't think a new GPS file was created but don't want to shut anything down in case loss settings		
Event	GPS Time	Comments
	14:47	radar Tx on
	14:50	scanner temp: -9.3°C / outside: -22.8°C / racks: 20°C
	15:03:44	WP 2 SOL L 410
	15:04:55	WP 3 SOL L 410
	15:16	2.5-3 km deep mtns - fairly consistent
	15:18	scanner temp: -4.6°C / outside: -24.5°C / racks: 16°C
	15:18	huge mtn (~1.4 km deep) (massive)
	15:22	interesting internal ice shadings - ice in general looks darker - actual or function of new/diff. display settings? (photo)
	15:26	seeing several random lakes not anywhere near bed of shallows (1.5-2 km deep) mtns - must be off-profile
	15:35	large U-shaped valley ~3 km deep
	16:01 15:43 18:44	O2 on/off
	15:42	just noticed log horiz. mag gradient (mag 1 ~ mag 2 + 180 nT) → generally 10 freq swings over these mtns
	15:44	funny dark vertical stripe in radar (photo)

(A)

Windows → Preferences

General tab

Data Storage File

Xdata615m0X Flight 38 → 'SAVE'.

Receive O blank delay stops
blanking early

'Continue'

Event	GPS Time	Comments
	16:10	strong + 240 NT swing over mtn (~2 km deep)
	16:12-16:30:30	3.5 km deep lakes in steep valley
	~16:40-16:48	extremely rugged mtn range (2-2.5 km deep)
	17:01:45	EOL (WP 4) L410
	17:01:45 17:02:45	WP 5 EOL L410
	17:05:11	WP 6 SOL L390
	17:06:30	WP 7 SOL L390 (~100 m offline still)
	~17:07:50	actually online
	17:22	scanner temp: +5.1°C / outside: -25.8°C / racks: 22.0°C
	17:35	3.5 km deep, small lake @ bottom of v. steep valley
260 km/hr 4.33 km/min	17:37:30- 17:37:50	larger lake, same depth (bit > 1 km long) (photo)
	17:41-~17:57	overflying v. low clouds (lower F38012) - (F38013) = v. patchy - can still clearly see ground
	~17:40-17:52	v. rugged mtns (2-3 km deep) (~100 NT swing)
in general, small lakes @ bottom of v. steep drainages surrounded by extremely rugged mtns typically 2-3 km deep w/ slow ± 200 NT mag swings ↳ ruggedness causes a lot of best sweeping + offline reflectors (lakes, other mtns)		
	18:15	mtns becoming less rugged + mag signals are quieting down → larger valleys b/t mtns
	18:34-18:35	large lake (~4 km long?) (~3.2 km deep)
	18:36-~18:43	after lake, gradual incr in elev of mtns to < 2 km w/ (photo) increased mag activity (+300 NT over ~2 mins.)
	18:46-18:48	v. strong off-line reflectors v. wide pulse
	18:53	scanner temp: +17.1°C / outside: -24.5°C / racks: 26.5°C

[illegible]

C-FSJB		AGAP-S					MISSION PROFILE: AGAP_LineDS16	
		FLIGHT 92.11.08 98						
NR	LATITUDE (DM)	LONGITUDE (DM)	LINE	TYPE	X-LINE	DIST (nm)	COMMENT	
1*	84° 29.40' S	77° 21.18' E		AGAP-S		37.5	TRANSIT TO NEXT WAYPT	
2*	84° 15.08' S	71° 29.55' E	L410.1	SOT		2.7		
3	84° 12.42' S	71° 33.42' E	L410.1	SOL	T10090	273.5		
4	79° 41.89' S	75° 13.90' E	L410.1	EOL	T10240	2.7		
5*	79° 39.21' S	75° 15.12' E	L410.1	EOT		5.4	TRANSIT TO NEXT WAYPT	
6*	79° 38.75' S	74° 45.29' E	L390.1	SOT		2.7		
7	79° 41.43' S	74° 43.94' E	L390.1	SOL	T10240	273.5		
8	84° 11.61' S	70° 40.96' E	L390.1	EOL	T10090	2.7		
9*	84° 14.26' S	70° 36.70' E	L390.1	EOT		42.7	TRANSIT TO NEXT WAYPT	
10*	84° 29.40' S	77° 21.18' E		AGAP-S		0.0		
TOTAL DISTANCE (nm):						643.4		
TOTAL DISTANCE (km):						1191.6		

* = waypoint relevant for aircraft navigation.

Lead-in distance (km): 5

Flight plan created on 01/07/2009 02:34

FLIGHT 92 ~~21~~ 38

TOTAL DISTANCE: 643.4 nm

C-FSJB



