

AGAP-S

C-FSJB

December 2008/January 2009

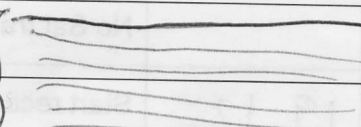
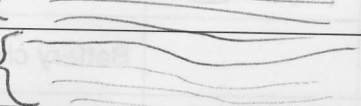
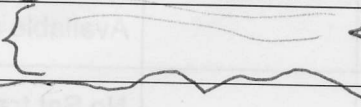
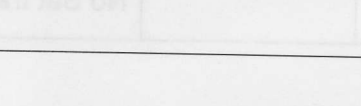
OPERATOR FLIGHT LOG

Flight Number	FLIGHT 48.
Date (ZULU)	01/15/09.
Pilot/Co-Pilot	BRIAN/REBECCA.
Operator(s)	NICK.
Line Numbers	RECOVERY LAKES #2.

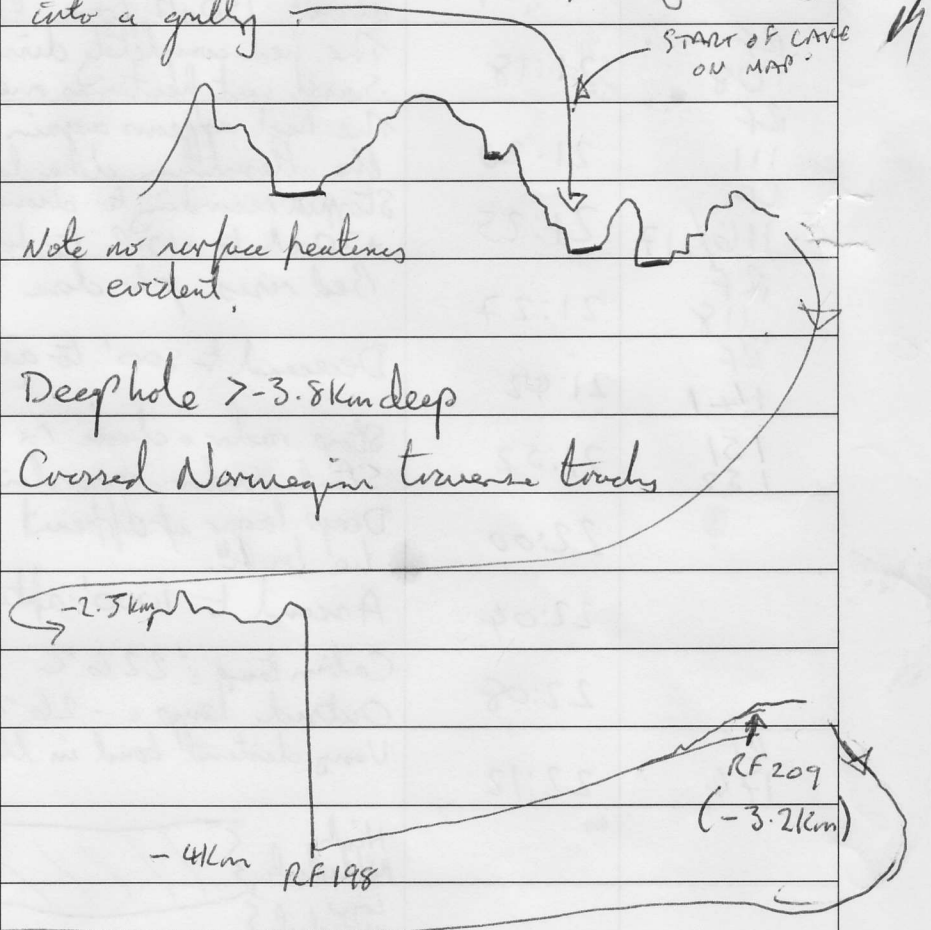
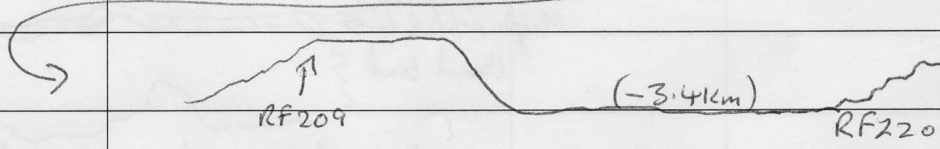
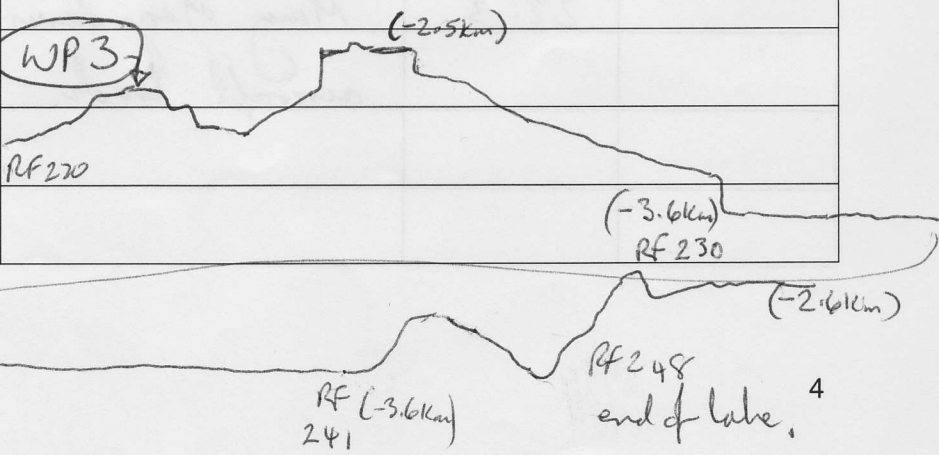
Start GPS and magnetic base stations at least 30 mins before takeoff. Start recording with aircraft GPS receivers at least 30 mins before takeoff.

Event	GPS Time	Comments
GPS SJB-1	19:10	Start recording. CF Card: Job name: C-FSJB1-F48
		Battery charge: A: 100 % B: 100 % External: 73 %
		Available memory: 417834 KB.
		No Sat tracked: 0 L1: 9 L2: 9
GPS SJB-2	19:12	Start recording. CF Card: Job name: C-FSJB2-F48
		Battery charge: A: 100 % B: 100 % External: 73 %
		Available memory: 634202 KB.
		No Sat tracked: L1: 8 L2: 8.

Operator Flight Log | F 48 / 2

AGIS on	19:43	Start recording. Project name: ACAP_F48a B9011519.P43
	19:30	Engines on
	19:32	Taxi TO FUEL
	19:34	STOP AT FUEL.
	19:50	Takeoff
	19:46	TAXI TO TAKEOFF.
Laser on	19:44	Start recording. Project name:
Radar on	20:00	Start recording. Filename(s):
		Note: AUTOPILOT USED DURING TRANSIT
Event	GPS Time	Comments
	20:07	Cabin temp = +8.5°C Scanner temp = -8.8°C. Outside temp = -30°C
RF 025	20:12	Very sharp points sticking up from the bed which is relatively smooth.
RF 033	20:17	Several spikes sticking up from the bed. We appear to be travelling at an angle to the ice flow according to the patterns in the ice in the radar data.
	20:18	The mag data from the left wing shows many ticks on it. Is this the tip tank fuel pump freezing? or an effect of the autopilot?
	20:48	low, rounded mountains similar to S-pole area down to ~-3.5 Km. Change in radar reflectivity at about -2.3 km. Ice below this has lower reflectivity. Is this colder?
		HIGHER INTENSITY { Surface, 
		LOWER INTENSITY { 
		BLANK ZONE { Intensity change. 
		Bed. 

Event	GPS Time	Comments
	21:03 ^{ish}	Tip tanks off - noise level on left mag reduces sharply. There is still 'tick' noise on the L-channel.
	21:17	The lower, colder? layer of ice petered out at about 150nm from the A6AP-5 camp.
RF 108	21:18	The bed completely disappeared at 3-8km depth. Small wet features are still evident at the bed.
RF 111	21:20	The bed appears again but very weak. It looks like the attenuation close to the bed suddenly increased.
RF 116/117	21:25	Stopped recording to change the receiver attenuation from +20dB to +10dB to look for the bed.
RF 118	21:27	Bed rises up to close to -3km.
RF 141	21:42	Descend to 500' to avoid low cloud.
151 152	21:52	Stop radar & check rx settings Start radar recording again.
	22:00	Deep layer of different reflectivity seems to be back.
	22:04	Ascend to 1000' after cloud cover dissipates.
	22:08	Cabin temp = 22.6°C Scanner temp = +4.5°C Outside temp = -26°C
RF 174	22:12	Very distinct band in the ice ~2km down & 300m wide.
	22:13	Many 'Mega dunes'? orthogonal to the aircraft track.

Event	GPS Time	Comments
RF 0185	22:21	Small lake-like feature between two mountains just short of WP2 - note 1st water seen for most of the flight.
	22:22	WP2
RF 190-20W	22:24	Still in mountains. Then bed drops away rapidly into a gully.
		Note no surface features evident.
198	22:32	Deep hole > -3.8km deep
	22:34	Crossed Norwegian traverse track
		
		
RF 222	22:50	WP3
		

35000

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AGAP SURVEY FLIGHT _____

Recovery Lakes Flight #3

1	84° 29.68' S	77° 14.69' E	298.48
2	84° 07.87' S	25° 42.35' E	67.96
3	84° 43.46' S	15° 48.71' E	331.96
4	84° 29.68' S	77° 14.69' E	0.00

Total distance (nm): 698.40

Recovery Subglacial Lakes

