

FLIGHT SUMMARY REPORT

Flight #: 90-079
Date: 3 May 1990
Sensor Package: Multispectral Atmospheric Mapping
Sensor (MAMS)
Area(s) Covered: Coastal California

Investigator(s): Ledbetter, Lockheed

Aircraft #: 709

Flight Request: 90R256

Julian Date: 123

SENSOR DATA

Accession #: ----
Sensor ID #: 080
Sensor Type: MAMS
Focal Length: ----
Film Type: ----
Filtration: ----
Spectral Band: ----
f Stop: ----
Shutter Speed: ----
of Frames: ----
% Overlap: ----
Quality: ----
Remarks:

Airborne Science and Applications Program

The Airborne Science and Applications Program (ASAP) is supported by three ER-2 high altitude Earth Resources Survey aircraft. These aircraft are operated by the High Altitude Missions Branch at NASA-Ames Research Center, Moffett Field, California. The ER-2s are used as readily deployable high altitude sensor platforms to collect remote sensing and *in situ* data on earth resources, celestial phenomena, atmospheric dynamics, and oceanic processes. Additionally, these aircraft are used for electronic sensor research and development and satellite investigative support.

The ER-2s are flown from various deployment sites in support of scientific research sponsored by NASA and other federal, state, university, and industry investigators. Data are collected from deployment sites in Kansas, Texas, Virginia, Florida, and Alaska. Cooperative international scientific projects have deployed the aircraft to sites in Great Britain, Australia, Chile, and Norway.

Photographic and digital imaging sensors are flown aboard the ER-2s in support of research objectives defined by the sponsoring investigators. High resolution mapping cameras and digital multispectral imaging sensors are utilized in a variety of configurations in the ER-2s' four pressurized experiment compartments. The following provides a description of the digital multispectral sensor used for data collection during this flight.

Multispectral Atmospheric Mapping Sensor

The Multispectral Atmospheric Mapping Sensor (MAMS) is a modified Daedalus Scanner flown aboard the ER-2 aircraft. It is designed to study weather related phenomena including storm system structure, cloud-top temperatures, and upper atmosphere water vapor. The scanner retains the eight silicon-detector channels in the visible/near-infrared region found on the Daedalus Thematic Mapper Simulator, with the addition of four channels in the thermal infrared relating to specific water vapor features. The specific bands are as follows:

<u>Daedalus Channel</u>	<u>Wavelength, μm</u>
1	LSBs for Channels 9-12
2	0.45 - 0.52
3	0.52 - 0.60
4	0.57 - 0.67
5	0.60 - 0.73
6	0.65 - 0.83
7	0.72 - 0.99
8	0.83 - 1.05
9	3.55 - 3.93 low range
10	3.55 - 3.93 high range
11	10.3 - 12.1
12	12.5 - 12.8

Sensor specifications are as follows:

IFOV:	5.0 mrad
Pixel/Scan Line:	716
Total Scan Angle:	86°
Scan Rate:	6.25 scans/second
Digitization:	8-bit Channels 2-8 10-bit Channels 9-12

The data will not be archived at EROS Data Center because this is an experimental system with low spatial resolution and unique spectral characteristics. As all scenes will be primarily cloud-covered there would be little terrestrial application for the data. Further information concerning the data can be obtained from principal investigator, Gregory S. Wilson, Atmospheric Effects Branch, George C. Marshall Space Flight Center, National Aeronautics and Space Administration, Marshall Space Flight Center, Alabama 35812-5001.

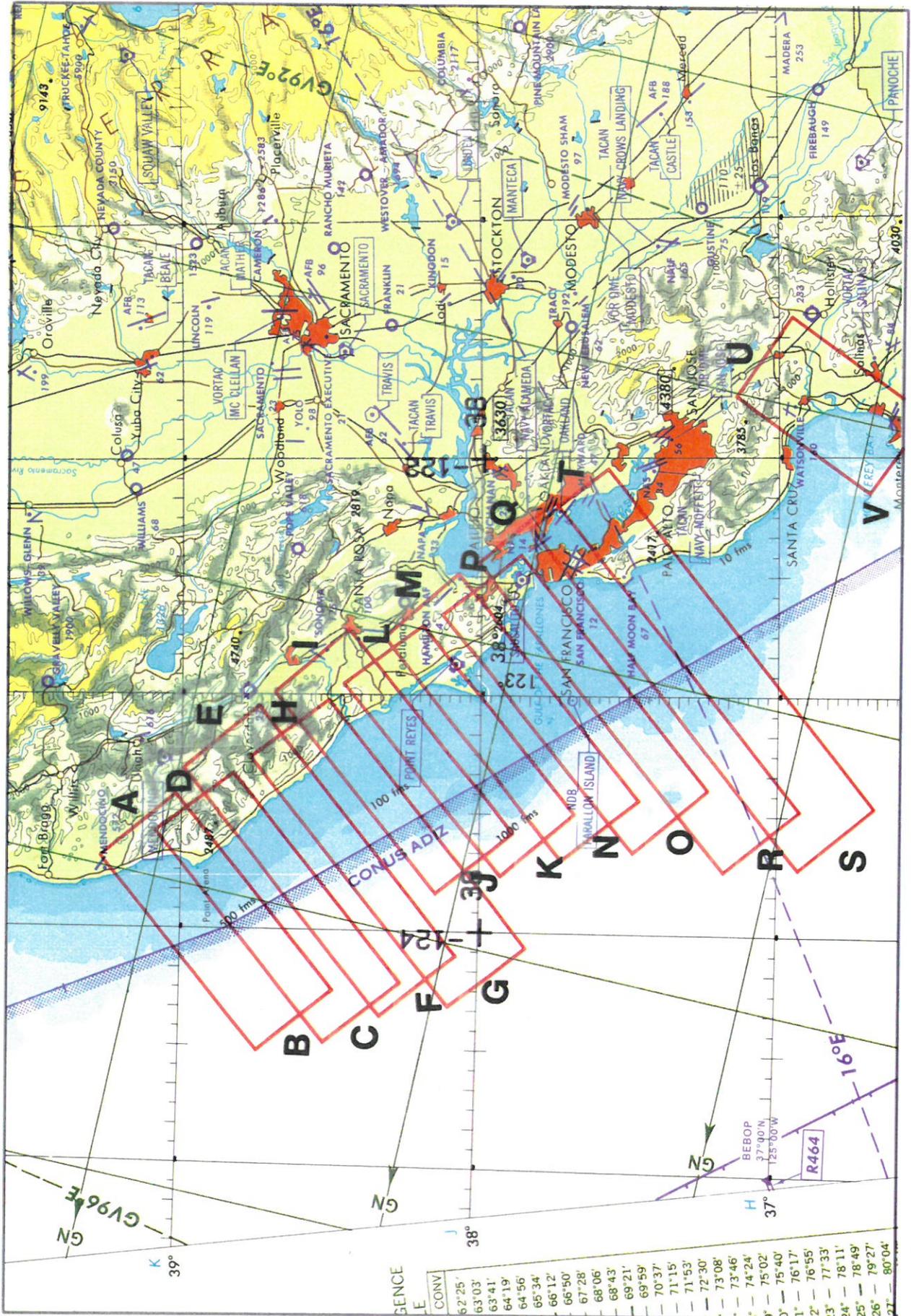
NOTE: Information on data tape format, logical record format, and scanner calibration data may be obtained from the NASA-Ames Aircraft Data Facility at (415) 604-6252 or FTS 464-6252.

SCANNER FLIGHT LINE DATA

FLIGHT NO. 90-079

DAEDALUS FLIGHT DATA
FLIGHT NUMBER: 90-079

Check Points	A c t u a l t i m e b e g i n e n d (GMT)	A c t u a l s c a n l i n e b e g i n e n d	A l t i t u d e f e e t / m e t e r	S c a n S p e e d (rps)	t o t a l G o o d s c a n l i n e s	t o t a l I n t e r p o l a t e d s c a n l i n e s	t o t a l R e p e a t e d s c a n l i n e s
A-B	03:45:44.0 03:50:57.0	20276 22232	65000/19812	6.25	1879	0	78
C-D	03:55:31.0 04:03:59.0	23940 27117	65000/19812	6.25	3172	0	6
E-F	04:08: 5.0 04:17:59.0	28655 32366	65000/19812	6.25	3688	0	24
G-H	04:22: 3.0 04:31:58.0	33891 37614	65000/19812	6.25	3722	0	2
I-J	04:36: 1.0 04:43:59.0	39127 42118	65000/19812	6.25	2986	0	6
K-L	04:48:11.0 04:55:49.0	43693 46556	65000/19812	6.25	2860	0	4
M-N	05:00: 1.0 05:08:59.0	48129 51493	65000/19812	6.25	3365	0	0
O-P	05:13:11.0 05:22:52.0	53065 56700	65000/19812	6.25	3634	0	2
Q-R	05:26:49.0 05:38:48.0	58181 62674	65000/19812	6.25	4472	0	22
S-T	05:43:46.0 05:57:14.0	64533 69588	65000/19812	6.25	5046	0	10
U-V	06:05:32.0 06:10:47.0	72697 74668	65000/19812	6.25	1961	0	11



GENE	CONV
62°25'	
63°03'	
63°41'	
64°19'	
64°56'	
65°34'	
66°12'	
66°50'	
67°28'	
68°06'	
68°43'	
69°21'	
69°59'	
70°37'	
71°15'	
71°53'	
72°30'	
73°08'	
73°46'	
74°24'	
75°02'	
75°40'	
76°17'	
76°55'	
77°33'	
78°11'	
78°49'	
79°27'	
80°04'	

FLIGHT 90-079

4 May 1990

MAMS

Coastal California

--- Pt Arena to Pillar Point

JNC 43