

FLIGHT SUMMARY REPORT

Flight #: 90-107
Date: 11 July 1990
Sensor Package: Multispectral Atmospheric Mapping
Sensor (MAMS)
Wild-Heerbrug RC-10
Area(s) Covered: Southern Blue Ridge
Alabama, Georgia, North Carolina

Investigator(s): Jedlovec, NASA-MSFC

Aircraft #: 709

Flight Request: 90T247

Julian Date: 192

SENSOR DATA

Accession #:	-----	04053
Sensor ID #:	080	076
Sensor Type:	MAMS	RC-10
Focal Length:	-----	12" 304.89 mm
Film Type:	-----	High Definition Aerochrome IR SO-131
Filtration:	-----	cc.10B
Spectral Band:	-----	510-900 nm
f Stop:	-----	4
Shutter Speed:	-----	1/250
# of Frames:	-----	116
% Overlap:	-----	60
Quality:	Good	Excellent
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.

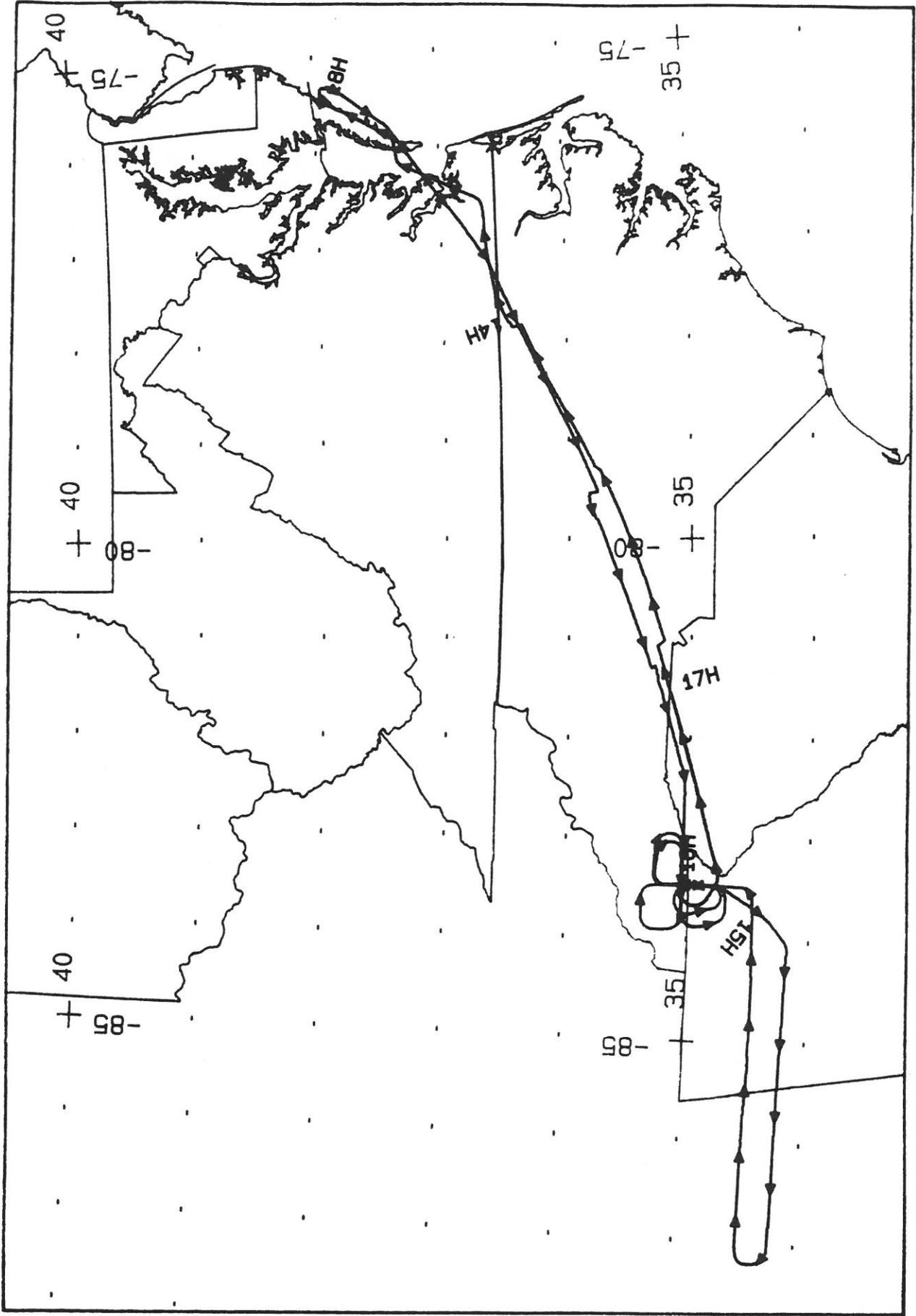
NOTE: Information on data tape format, logical record format, and scanner calibration data may be obtained from the NASA-Ames Aircraft Data Facility at (415) 604-6252 or FTS 464-6252.

CAMERA FLIGHT LINE DATA
FLIGHT NO. 90-107

Accession # 04053

Sensor # 076

Check Points	Frame Numbers	Time (GMT-hr, min, sec)		Altitude, MSL feet/meters	Cloud Cover/Remarks
		START	END		
A - B	3867-3877	14:39:42	14:44:22	65000/19800	10-30% stratus (frames 3871-3874)
C - D	3878-3887	14:52:36	14:56:24	"	10-50% strato cumulus (frames 3878-3882)
E - F	3888-3917	15:11:39	15:24:22	"	10-30% cumulus (frame 3897-3902); 10% cumulus and stratus (frames 3911-3917)
G - H	3918-3947	15:28:41	15:41:42	"	10-30% cumulus (frames 3918-3933); 10-60% strato cumulus (frames 3938-3947)
D - C	3948-3957	15:57:42	16:01:28	"	10-30% strato cumulus (frames 3948-3951); 10% cumulus (frames 3954-3957)
A - B	3958-3968	16:08:39	16:12:52	"	10-20% cumulus (frames 3963-3968)
D - C	3969-3976	16:29:16	16:32:06	"	10-60% strato cumulus (frames 3969-3976)
A - B	3977-3982	16:38:31	16:40:26	"	10% strato cumulus (frames 3977-3978); 10-70% strato cumulus (frames 3980-3982)



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