

FLIGHT SUMMARY REPORT

Flight Number: 94-040
Calendar/Julian Date: 14 February 1994 • 45
Sensor Package: Wild-Heerbrug RC-10
 Modis Airborne Simulator (MAS)
 Aerosol Particulate Sampler (APS)
 Large Area Collectors (LACs)
Area(s) Covered: Gulf Coast/Mississippi Valley

Investigator(s): Menzel, U. of Wisconsin;
 Handley, USFWS

Aircraft #: 706

SENSOR DATA

Accession #:	04696	-----	-----	-----
Sensor ID #:	076	108	024	100
Sensor Type:	RC-10	MAS	APS	LACs
Focal Length:	12" 304.89 mm	-----	-----	-----
Film Type:	Aerochrome IR SO-060	-----	-----	-----
Filtration:	Wratten 12	-----	-----	-----
Spectral Band:	510-900 nm	-----	-----	-----
f Stop:	11	-----	-----	-----
Shutter Speed:	1/250	-----	-----	-----
# of Frames:	534	-----	-----	-----
% Overlap:	60	-----	-----	-----
Quality:	Excellent	Excellent	-----	-----
Remarks:	Camera clock offset 53.6 seconds from navigation data			

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(s) and camera(s) used for data collection during this flight.

Modis Airborne Simulator

The Modis Airborne Simulator (MAS) is a modified Daedalus multispectral scanner. It records up to twelve 8-bit channels, which can be selected from an array of fifty available spectral bands. The band selection is made prior to flight and the instrument is hard-wired to that configuration. Channel 1 is used to store additional bits which provide 10-bit resolution for Channels 9 through 12. The band configuration for this flight is as follows:

<u>Data System Channel</u>	<u>MAS Channel</u>	<u>Band edges μm</u>
1	---	LSBs for Channels 9-12
2	1	0.529 - 0.572
3	2	0.635 - 0.688
4	3	0.688 - 0.729
5	4	0.729 - 0.769
6	7	0.852 - 0.893
7	39	4.875 - 5.025
8	40	5.025 - 5.175
9*	31	3.659 - 3.810
10*	45	10.791 - 11.239
11*	47	12.539 - 12.986
12*	46	11.799 - 12.246

*10-bit resolution

Sensor/Aircraft Parameters:

Spectral Channels:	50
Output Channels:	Seven 8-bit and four 10-bit
I FOV:	2.5 mrad
Ground Resolution:	163 feet (50 meters at 65,000 feet)
Total Scan Angle:	85.92°

Pixels/Scan Line:	716
Scan Rate:	6.25 scans/second
Ground Speed:	400 kts (206 m/second)
Roll Correction:	Plus or minus 3.5 degrees (approx.)

Aerosol Particulate Sampler

The Aerosol Particulate Sampler (APS) has been developed and is operated by Dr. Guy Ferry of the NASA-Ames Research Experiments Branch. The sampler is a non-imaging sensor designed to gather high altitude dust particles for laboratory research.

Large Area Collectors

The Large Area Collectors (LACs) are flown on NASA high altitude ER-2s in support of the NASA-Johnson Space Center Cosmic Dust Program. The LACs are used to collect comparatively unaltered cosmic dust from the stratosphere at ER-2 flight altitudes of 65,000 feet or higher. Sufficient quantities of extraterrestrial materials are collected to allow chemical and mineralogical compositions of individual particles to be determined. Study of these materials whose sources may be comets, asteroid collisions, planetary impacts, and meteorite ablation provide valuable information about the origin and history of the solar system.

Additional information regarding the Large Area Collectors may be obtained from Michael E. Zolensky, NASA-Johnson Space Center, SN2, Houston, Texas 77058 (Telephone: 713-483-5128).

Camera Systems

Various camera systems and films are used for photographic data collection. Film types include high definition color infrared, natural color, and black and white emulsions. Available photographic systems are as follows:

- Wild-Heerbrug RC-10 metric mapping camera
 - 9 x 9 inch film format
 - 6 inch focal length lens provides area coverage of 16 x 16 nautical miles from 65,000 feet
 - 12 inch focal length lens provides area coverage of 8 x 8 nautical miles from 65,000 feet
- Hycon HR-732 large scale mapping camera
 - 9 x 18 inch film format
 - 24 inch focal length lens provides area coverage of 4 x 8 nautical miles from 65,000 feet
- IRIS II Panoramic camera
 - 4.5 x 34.7 inch film format
 - 24 inch focal length lens
 - 90 degree field of view provides area coverage of 2 x 21.4 nautical miles from 65,000 feet

The U.S. Geological Survey's EROS Data Center at Sioux Falls, South Dakota serves as the archive and product distribution facility for NASA-Ames aircraft acquired photographic and digital imagery. For information regarding photography and digital data (including areas of coverage, products, and product costs) contact EROS Data Center, Customer Services, Sioux Falls, South Dakota 57198 (Telephone: 605-594-6151).

For specific information regarding flight documentation, sensor parameters, and areas of coverage contact the Aircraft Data Facility, NASA-Ames Research Center, Mail Stop 240-6, Moffett Field, California 94035-1000 (Telephone: 415-604-6252). Additional information regarding ER-2 acquired photographic and digital data is also available through the Aircraft Data Facility.

**CAMERA FLIGHT LINE DATA
FLIGHT NO. 94-040**

Accession # 04696

Sensor # 076

Check Points	Frame Numbers	Time (GMT-hr, min, sec)		Altitude, MSL feet/meters	Cloud Cover/Remarks
		START	END		
A - B	1884-1920	14:47:12	15:04:13	65000/19800	10% cirrus (frames 1896-1898); minor- 60% cumulus (frames 1911-1920)
C - D	1921-1953	15:08:46	15:23:48	"	10-20% cumulus (frames 1921-1922)
E - B	1954-1981	15:30:27	15:43:04	"	10-50% cumulus (frames 1974-1981)
C - D	1982-2014	15:48:11	16:03:06	"	Minor cumulus (frames 1982-1983)
E - F	2015-2052	16:10:01	16:27:13	"	10-40% cumulus (frames 2039-2049)
G - D	2053-2091	16:31:40	16:49:19	"	Minor cumulus (frames 2053-2059)
H - I	2092-2106	17:23:18	17:29:44	"	20% cirrus (frame 2099)
J - K	2107-2123	17:36:07	17:43:31	"	Clear
L - M	2124-2153	17:49:15	18:02:40	"	Clear
N - O	2154-2180	18:07:49	18:19:52	"	Thin cirrus (frames 2154-2155)

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Check Points	Frame Numbers	Time (GMT-hr, min, sec)		Altitude, MSL feet/meters	Cloud Cover/Remarks
		START	END		
P - Q	2181-2206	18:24:48	18:36:24	"	Thin cirrus (frames 2183-2184)
R - S	2207-2231	18:42:32	18:53:40	"	Thin cirrus (frames 2230-2231)
T - U	2232-2269	19:11:15	19:28:24	"	10-30% cirrus (frames 2232-2234); minor cirrus (frame 2237)
V - W	2270-2300	19:32:04	19:46:02	"	Clear
X - Y	2301-2330	19:50:17	20:03:46	"	Clear
Z - 1	2331-2360	20:07:20	20:20:50	"	Clear
2 - 3	2361-2389	20:25:17	20:38:19	"	Clear
4 - 5	2390-2417	20:43:21	20:55:54	"	Clear

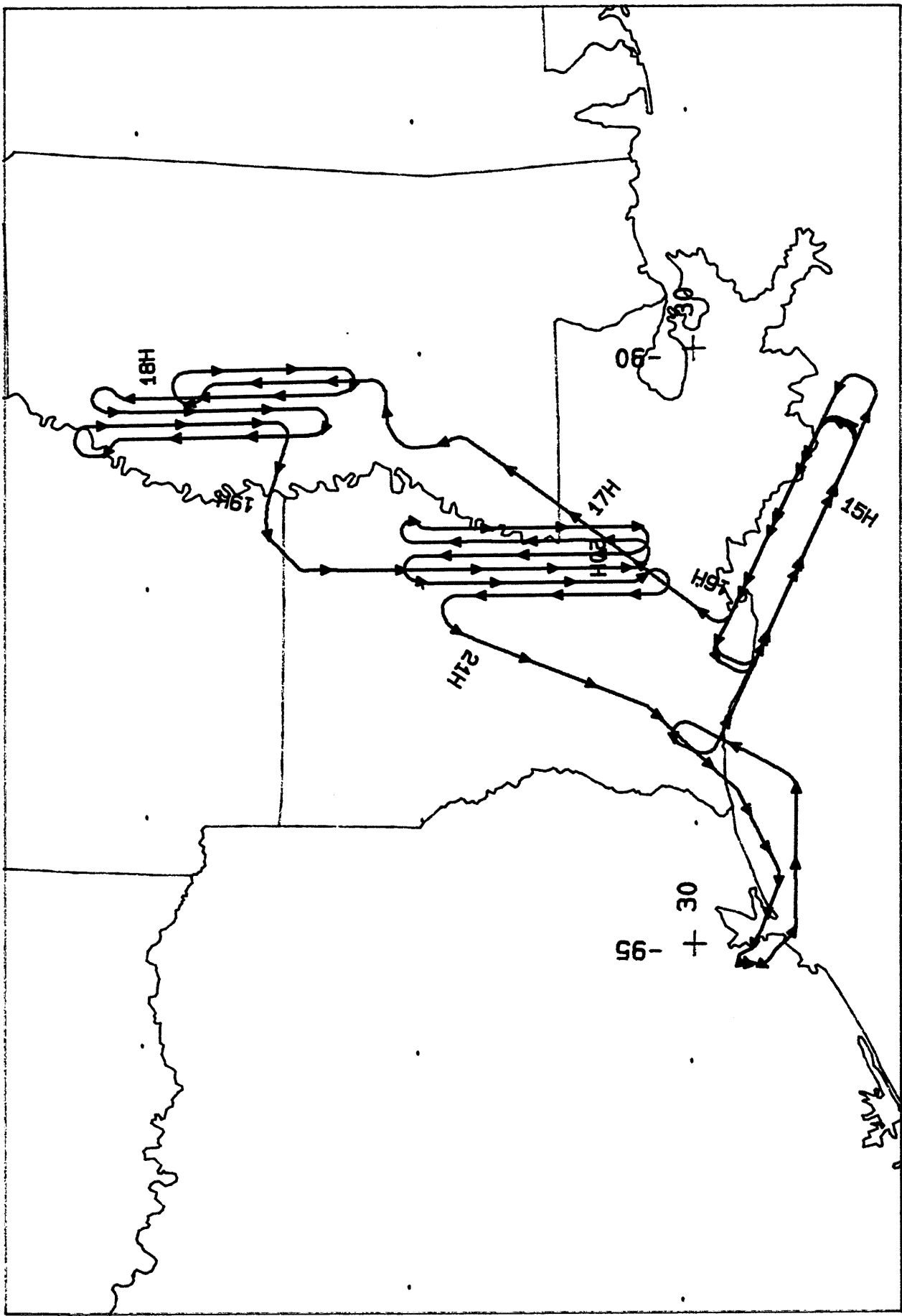
APS ON/OFF TIMES 14:44/21:10

MAS SCANNER FLIGHT LINE DATA

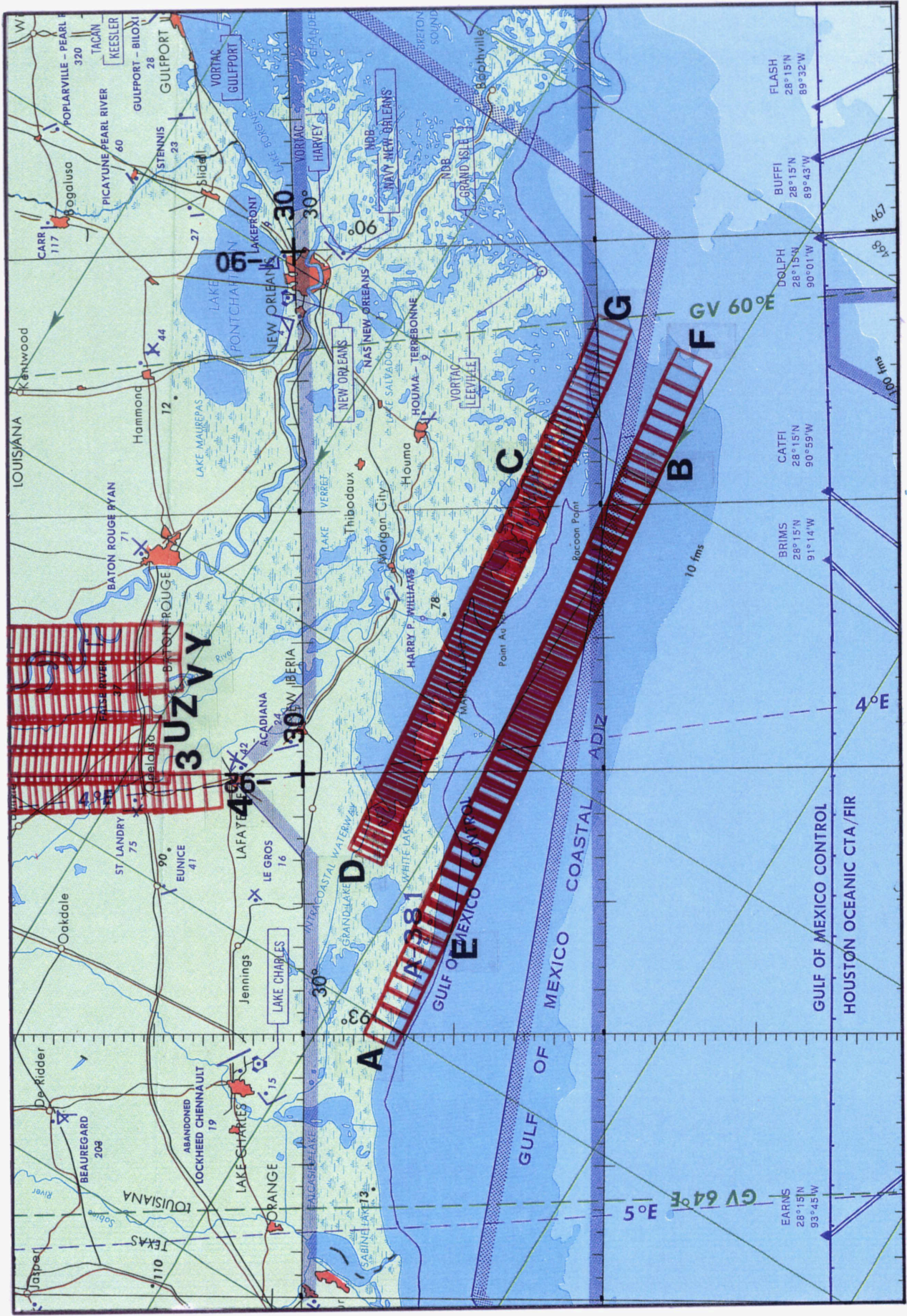
FLIGHT NO. 94-040

DAEDALUS FLIGHT DATA
FLIGHT NUMBER: 94-040

Check Points	A c t u a l t i m e b e g i n	A c t u a l s c a n l i n e b e g i n	A l t i t u d e f e e t / m e t e r	Scan S p e e d (r p s)	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	14:46:19.0	15:03:33.0	14729	21164	65000/19812	6.25	6436	0	0
C-D	15:07:47.0	15:25:00.0	22748	29183	65000/19812	6.25	6436	0	0
E-B	15:29:31.0	15:43:10.0	30866	35915	65000/19812	6.25	5049	1	0
C-D	15:47:16.0	16:04:13.0	37499	43835	65000/19812	6.25	6337	0	0
E-F	16:08:59.0	16:26:28.0	45617	52151	65000/19812	6.25	6534	1	0
G-D	16:30:43.0	16:48:28.0	53735	60368	65000/19812	6.25	6634	0	0
H-I	17:19:28.0	17:28:44.0	71951	75416	65000/19812	6.25	3466	0	0
J-K	17:35:06.0	17:44:38.0	77792	81356	65000/19812	6.25	3565	0	0
L-M	17:48:21.0	18:01:51.0	82742	87791	65000/19812	6.25	5050	0	0
N-O	18:06:53.0	18:19:52.0	89672	94523	65000/19812	6.25	4852	0	0
P-Q	18:23:19.0	18:35:31.0	95810	100364	65000/19812	6.25	4555	0	0
R-S	18:41:36.0	18:53:16.0	102641	106997	65000/19812	6.25	4357	0	0
T-U	19:09:10.0	19:27:59.0	112937	119966	65000/19812	6.25	7030	0	0
V-W	19:31:09.0	19:45:28.0	121154	126500	65000/19812	6.25	5346	1	0
X-Y	19:49:11.0	20:02:41.0	127886	132935	65000/19812	6.25	5050	0	0
Z-1	20:06:24.0	20:19:55.0	134321	139370	65000/19812	6.25	5050	0	0
2-3	20:24:09.0	20:37:24.0	140954	145904	65000/19812	6.25	4950	1	0
4-5	20:42:26.0	20:54:54.0	147785	152438	65000/19812	6.25	4654	0	0



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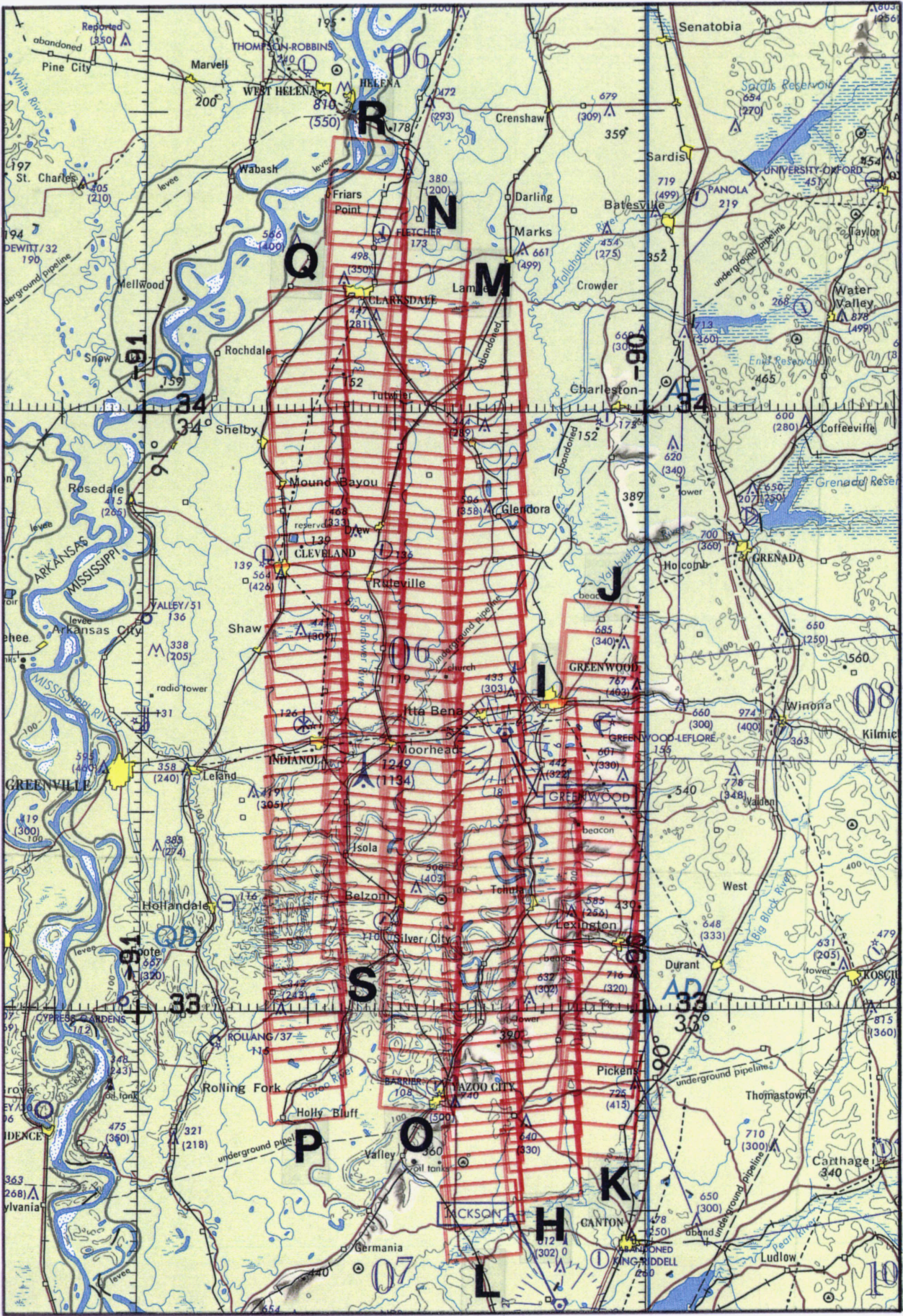
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MAS / RC-10

JNC 44



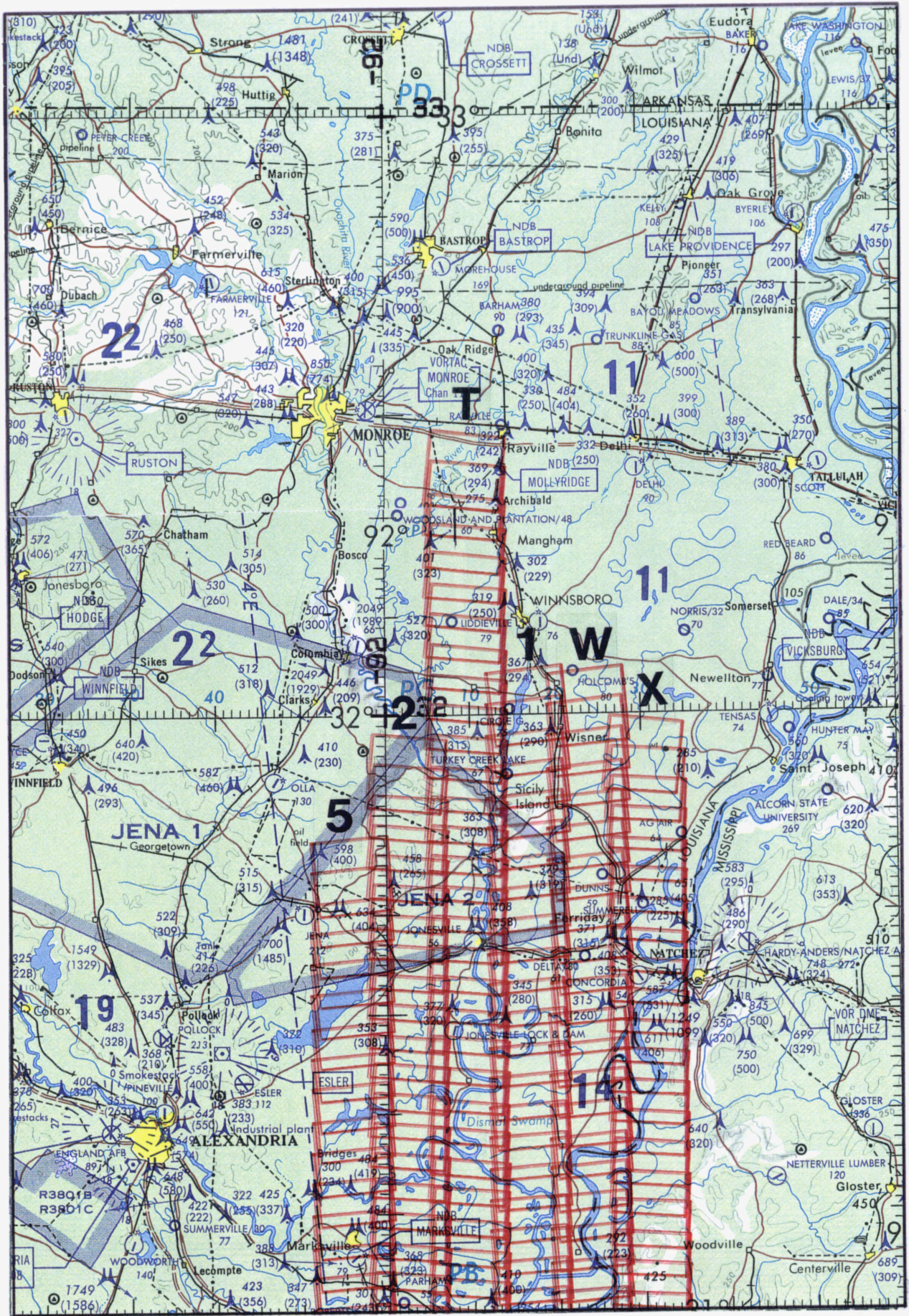
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MAS / RC-10

A/C 706

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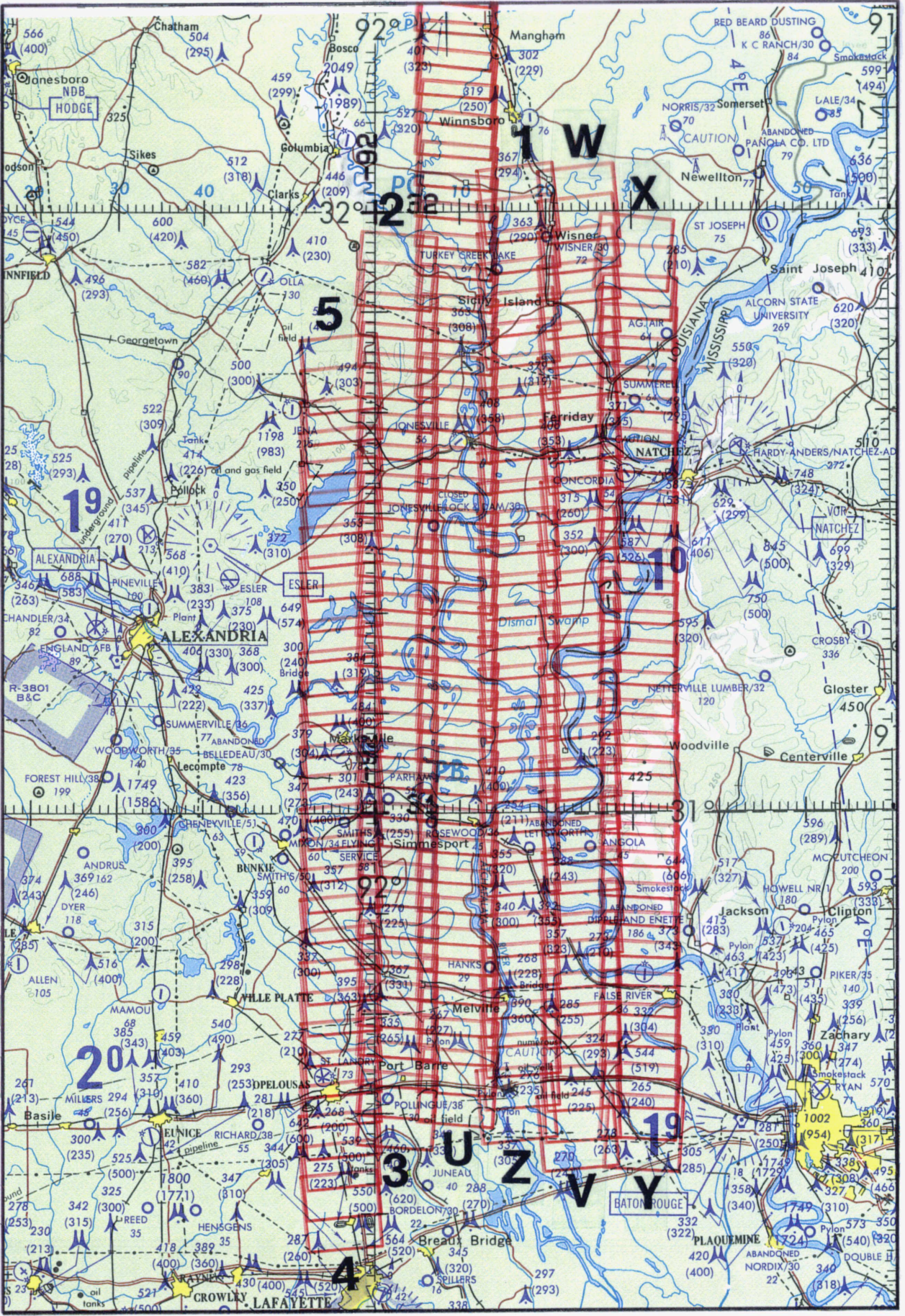
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FLIGHT 94-040



UNC H-24

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