

## FLIGHT SUMMARY REPORT

**Flight Number:** 97-005-08  
**Calendar/Julian Date:** 25 June 1997 • 176  
**Sensor Package:** Thermal Infrared Multispectral Scanner (TIMS)  
DoE Multispectral Scanner (MSS)  
**Area(s) Covered:** Chino Valley, Arizona

**Investigator(s):** Christensen, ASU

**Aircraft #:** 799  
Department of Energy  
Cessna Citation

### SENSOR DATA

<b>Accession #:</b>	----	----
<b>Sensor ID #:</b>	086	1268
<b>Sensor Type:</b>	TIMS	MSS
<b>Focal Length:</b>	----	----
<b>Film Type:</b>	----	----
<b>Filtration:</b>	----	----
<b>Spectral Band:</b>	----	----
<b>f Stop:</b>	----	----
<b>Shutter Speed:</b>	----	----
<b># of Frames:</b>	----	----
<b>% Overlap:</b>	----	----
<b>Quality:</b>	Good	Good
<b>Remarks:</b>		

## **Airborne Science and Applications Program**

The Airborne Science Branch at NASA's Dryden Flight Research Center, Edwards, California, operates two ER-2 high altitude aircraft in support of NASA earth science research. 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.

## **Department of Energy Remote Sensing Laboratory**

The NASA Airborne Science and Applications Program at Ames Research Center contracted with the Department of Energy Remote Sensing Laboratory (RSL) in Las Vegas, Nevada to fly the RSL Multispectral Scanner (MSS) and the NASA Thermal Infrared Multispectral Scanner (TIMS) over the desert southwest. The scanners were flown on the DOE Cessna Citation.

The Cessna Citation is a low and medium altitude, moderate speed aircraft. It can operate from 4,000 to 35,000 feet above sea level at speeds between 135 and 225 knots. There are two instrument ports in the aircraft. The RSL 1268 Multispectral Scanner was mounted over the aft port and the NASA Thermal Infrared Multispectral Scanner was mounted over the forward port.

## **RSL Daedalus 1268 MSS**

The DOE Multispectral Scanner simulates the spectral characteristics the Thematic Mapper (TM) multispectral scanners orbiting on Landsat 4 and Landsat 5. The seven TM bands are replicated with the MSS and four additional bands of discrete wavelengths are acquired. THE MSS acquires TM band six (thermal data) as two bands in low and high gain settings. The scanner is configured as follows:

<u>Daedalus Channel</u>	<u>TM Band</u>	<u>Wavelength, mm</u>
1	A	0.42 - 0.45
2	1	0.45 - 0.52
3	2	0.52 - 0.60
4	B	0.60 - 0.62
5	3	0.63 - 0.69
6	C	0.69 - 0.75
7	4	0.75 - 0.90

8	D	0.91 - 1.05
9	5	1.55 - 1.75
10	7	2.08 - 2.35
11	6	8.5 - 12.5 low gain
12	6	8.5 - 12.5 high gain

Sensor/aircraft parameters are as follows:

IFOV:	2.5 mrad
Total Scan Angle:	86°
Pixels/Scan Line:	716
Scan Rate:	12.5/25/50/100 scans/second

### **Thermal Infrared Multispectral Scanner**

The Thermal Infrared Multispectral Scanner (TIMS) is a multispectral scanning system using a dispersive grating and a six element mercury cadmium telluride detector array to produce six discrete channels in the 8.2 *mm* to 12.2 *mm* region.

<u>Channel</u>	<u>Wavelength, <i>mm</i></u>	<u>NET</u>
1	8.2 - 8.6	< 0.3° C
2	8.6 - 9.0	< 0.3° C
3	9.0 - 9.4	< 0.3° C
4	9.4 - 10.2	< 0.3° C
5	10.2 - 11.2	< 0.3° C
6	11.2 - 12.2	< 0.3° C

Sensor/aircraft parameters are as follows:

IFOV:	2.5 mrad
Ground Resolution:	163 feet (50 meters) at 65,000 feet
Total Scan Angle:	76.56°
Swath Width:	16.9 nmi (31.3 km) at 65,000 feet
Pixels/Scan Line:	638
Scan Rate:	7.3 (scans/second)
Ground Speed:	400 kts. (206 m/second)

Information on data tape format, logical record format, and scanner calibration data may be obtained from the Aircraft Data Facility, NASA-Ames Research Center, Mail Stop 240-6, Moffett Field, California 94035-1000 (Telephone: 650-604-6252).

TIMS FLIGHT DATA  
 FLIGHT NUMBER: 97-005-08

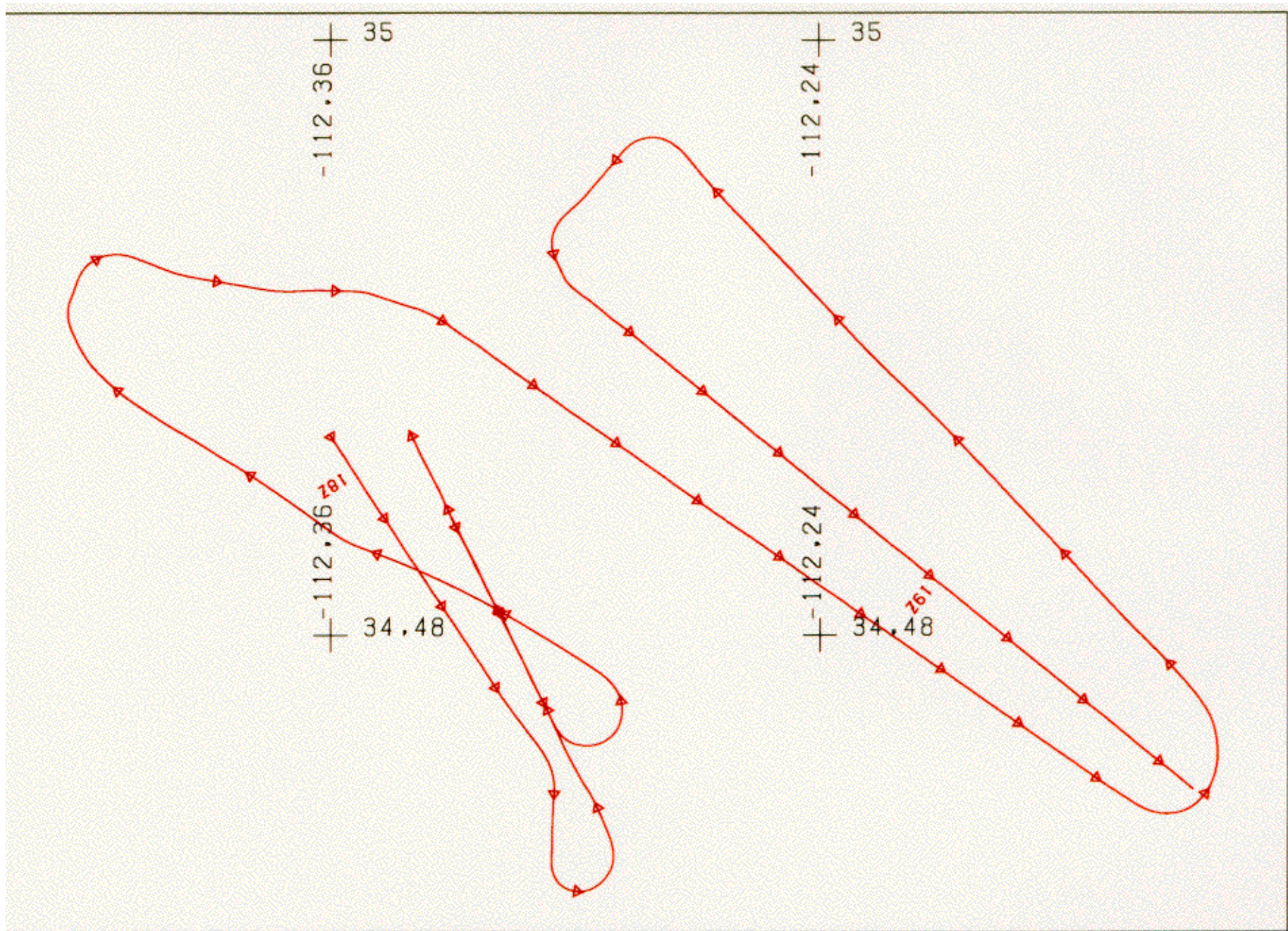
Site	Line	Run	Actual time (GMT)		Actual scanline		Altitude	Scan Speed	total Good	total Interpolated	total Repeated
			begin	end	begin	end	feet/meter	(rps)	scanlines	scanlines	scanlines
1.	744	3 1	17:59:36.0	18:02:33.0	98096	102516	4000/ 1219	25.00	4421	0	0
2.	744	4 1	18:06:21.0	18:08:26.0	108171	111289	4000/ 1219	25.00	3119	0	0
3.	744	4 2	18:27:29.0	18:30:17.0	139703	143905	4000/ 1219	25.00	4203	0	0
4.	744	2 1	18:41:11.0	18:47:18.0	160153	169278	4000/ 1219	25.00	9121	0	5
5.	744	1 1	18:56:01.0	19:03:16.0	182291	193108	4000/ 1219	25.00	10818	0	0

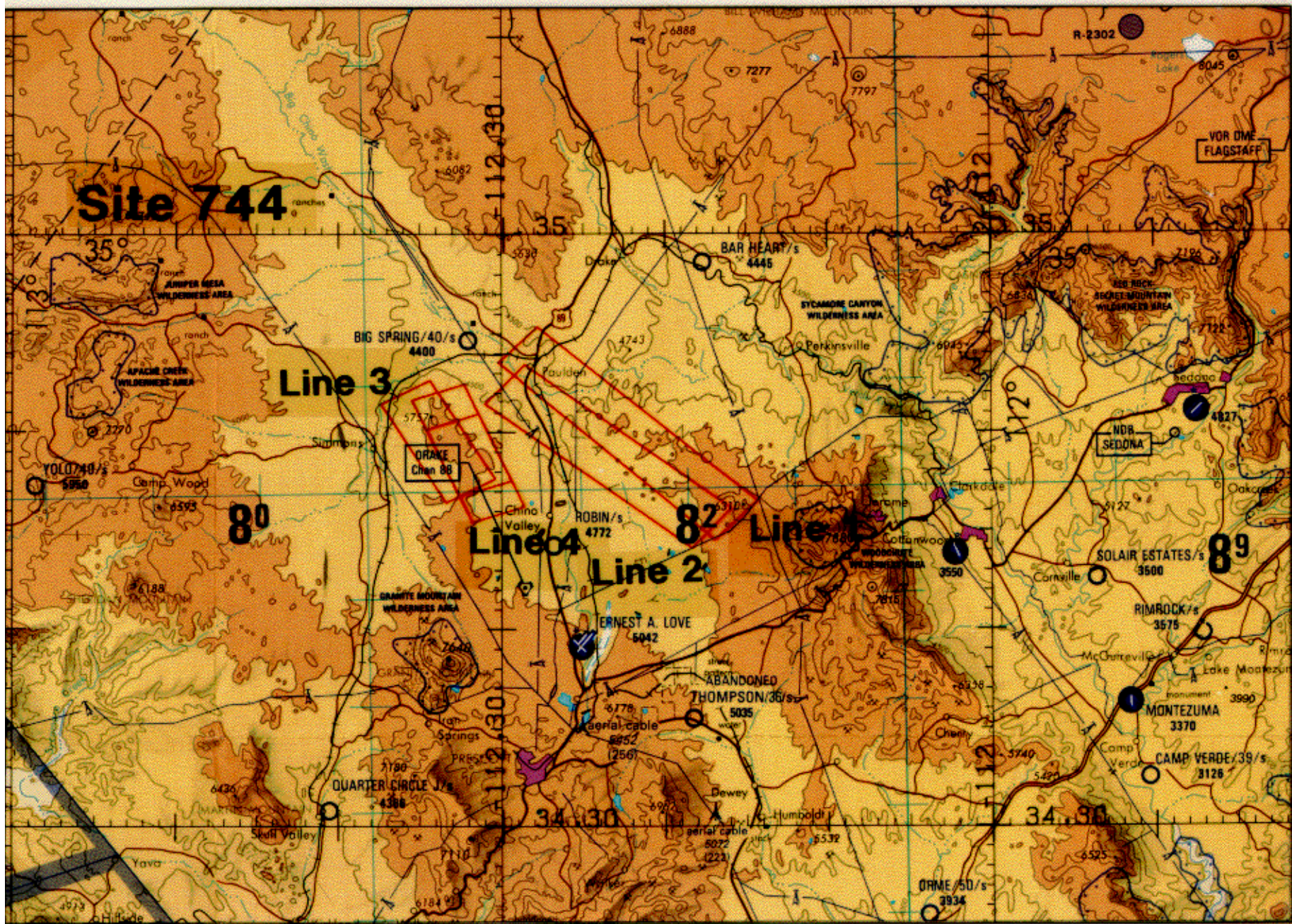
Notes: Site 744 Chino Arizona  
 Aircraft buffetting affects all flight lines

DoE DAEDALUS TMS FLIGHT DATA  
 FLIGHT NUMBER: 97-005-08

Site	Line	Run	Actual time (GMT)		Actual scanline		Altitude	Scan Speed	total Good	total Interpolated	total Repeated
			begin	end	begin	end	feet/meter	(rps)	scanlines	scanlines	scanlines
1.	744	3 1	17:59:36.0	18:02:33.8	98719	103163	4000/ 1219	25.00	4445	0	0
2.	744	4 1	18:06:08.3	18:08:28.0	108526	112018	4000/ 1219	25.00	3493	0	0
3.	744	4 2	18:27:29.4	18:30:13.5	140555	144657	4000/ 1219	25.00	4103	0	0
4.	744	2 1	18:40:52.1	18:47:12.4	160621	170130	4000/ 1219	25.00	9510	0	0
5.	744	1 1	18:55:51.0	19:02:55.7	183093	193711	4000/ 1219	25.00	10619	0	0

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FLIGHT 97-005-08

25 JUNE 1997

R/C 799

DOE MSS

TPC G-19D

