

## HU-25C Guardian 10/13/15

Aircraft: [HU-25A Guardian - LaRC #525](#) (See full schedule)

Flight Number: OIB2015 Arctic Southeast Coastal A

Payload Configuration: ATM & DMS

Nav Data Collected: No

Total Flight Time: 3.6 hours

Submitted by: Luci Crittenden on 10/13/15

### Flight Segments:

<b>From:</b>	BGSF	<b>To:</b>	BGSF
<b>Start:</b>	10/13/15 15:36 Z	<b>Finish:</b>	10/13/15 19:10 Z
<b>Flight Time:</b>	3.6 hours		
<b>Log Number:</b>	<a href="#">16F002</a>	<b>PI:</b>	John Woods
<b>Funding Source:</b>	Thomas Wagner - NASA - SMD - ESD Cryospheric Science		
<b>Purpose of Flight:</b>	Science		
<b>Comments:</b>	completed Southeast Coastal A mission this afternoon. Next flight scheduled for tomorrow, Wednesday, Oct 14.		

### Flight Hour Summary:

	15F005	16F002
<b>Flight Hours Approved in SOFRS</b>	100	
<b>Flight Hours Previously Approved</b>		67.4
<b>Total Used</b>	32.6	65.3
<b>Total Remaining</b>		2.1

### 16F002 Flight Reports

Date	Flt #	Purpose of Flight	Duration	Running Total	Hours Remaining	Miles Flown
<a href="#">10/05/15</a>	OIB2015 Arctic Sea Ice Central	Science	3.6	3.6	63.8	
<a href="#">10/05/15</a>	OIB2015 Arctic Sea Ice East	Science	3.8	7.4	60	
<a href="#">10/06/15</a>	OIB2015 Arctic Ice-Sat2 North	Science	4	11.4	56	
<a href="#">10/07/15</a>	OIB2015 Arctic Transit Thule to Kangerlussuaq	Transit	2	13.4	54	
<a href="#">10/08/15</a>	OIB2015 Arctic Southwest Coastal A	Science	3.8	17.2	50.2	
<a href="#">10/08/15</a>	OIB2015 Arctic Thomas-Jakobshavn 01	Science	3.7	20.9	46.5	
<a href="#">10/09/15</a>	OIB2015 Arctic Umanaq B	Science	3.9	24.8	42.6	
<a href="#">10/13/15</a>	OIB2015 Arctic Jakobshavn Equip Store	Science	2.9	27.7	39.7	
<a href="#">10/13/15</a>	OIB2015 Arctic Southeast Coastal A	Science	3.6	31.3	36.1	
<a href="#">10/18/15</a>	OIB2015 Arctic Southeast Coastal B	Science	4.1	35.4	32	
<a href="#">10/19/15</a>	OIB2015 Arctic Helheim-Kangerdlugussuaq	Science	3.7	39.1	28.3	
<a href="#">10/19/15</a>	OIB2015 Arctic Helheim-Kangerdlugussuaq Gap B	Science	3.9	43	24.4	
<a href="#">10/20/15</a>	OIB2015 Arctic Jakobshavn Mop-Up	Science	3.7	46.7	20.7	
<a href="#">10/20/15</a>	OIB2015 Arctic Southwest Coastal B	Science	3.7	50.4	17	
<a href="#">10/21/15</a>	OIB2015 Arctic Southwest Coastal C	Science	3.4	53.8	13.6	
<a href="#">10/21/15</a>	OIB2015 Arctic K-EGIG-Summit	Science	3.7	57.5	9.9	

<a href="#">10/22/15</a>	OIB2015 Arctic Mopup South	Science	2	59.5	7.9
<a href="#">10/22/15</a>	OIB2015 Arctic Ferry BGSF-CYYR	Ferry	2.2	61.7	5.7
<a href="#">10/23/15</a>	OIB2015 Arctic Ferry CYYR-KRIC	Ferry	3.3	65	2.4
<a href="#">10/23/15</a>	OIB2015 Arctic Ferry CYYR-KRIC	Ferry	0.3	65.3	2.1

**Source URL:** [https://airbornescience.nasa.gov/flight\\_reports/HU-25C\\_Guardian\\_10\\_13\\_15\\_0#comment-0](https://airbornescience.nasa.gov/flight_reports/HU-25C_Guardian_10_13_15_0#comment-0)

Page Last Updated: April 22, 2017

Page Editor: Brad Bulger

NASA Official: Bruce A. Tagg

**Related Science Report:**

## OIB - HU-25C Guardian 10/13/15 Science Report

**Mission:** OIB

**Mission Summary:**

Mission: Falcon Southeast Coastal A (priority: high)

This mission is one of two (along with Southeast Coastal B) which are designed primarily to re-fly the "Southeast Coastal" mission from Spring 2015. These two flights work together in an interlaced (working upward from the coast) manner. This particular flight concentrates on the first and third lowermost of the coast-parallel lines. It transits to the east coast along a line from a different mission also flown in Spring 2015, in order to expand post-melt coverage farther south.

Our launching of this mission was another in a series of difficult weather-based decisions. The most recent satellite image available when we had to decide whether to launch or scrub showed that the southern portion of this line was clear, but the northern and northeastern portions were clouded. However several weather models showed that the clouds to the north would vacate the area during the afternoon. These models also led us to believe we would not get a better chance to fly this high-priority area for several more days. So we decided to launch. Between decision time and launch time, a new satellite image arrived and showed that the clouds had indeed largely cleared the area, which relieved a great deal of stress. In the end, the entire eastern portion of the mission was completely clear, and only the western halves of the east-west transit lines were clouded. As so often happens, the clouds stopped almost exactly at the ice divide, which also separates upsloping (and cooling and condensing) air flow from downsloping (warming and drying).

All instruments performed well.

We did not conduct a ramp pass due to poor weather.

Data volumes:

DMS: 23 Gb

Narrow Swath ATM: 17 Gb

FLIR: 1.7 Gb

total data collection time: 2.4 hrs

**Images:**

### Map of Falcon - Southeast Coastal A



[Read more](#)

## Ikertivaq Glacier



[Read more](#)

## Guldfaxe Glacier



[Read more](#)

## Heimdal Glacier



[Read more](#)

## Tingmiarmiut Glacier



[Read more](#)

Submitted by: John Sonntag on 10/14/15

Flight Reports began being entered into this system as of 2012 flights. If there were flights flown under an earlier log number the flight reports are not available online.

### 15F005 Flight Reports

Date	Flt #	Purpose of Flight	Duration	Running Total	Hours Remaining	Miles Flown
<a href="#">09/15/15</a>	OIB #1	Check	2.7	2.7	97.3	
<a href="#">09/20/15</a>	OIB #2, 3, 4	Ferry	2.7	5.4	94.6	

<a href="#">09/21/15</a>	OIB #2, 3, 4	Ferry	2.3	7.7	92.3
<a href="#">09/21/15</a>	OIB #2, 3, 4	Ferry	2	9.7	90.3
<a href="#">09/23/15</a>	OIB2015 Arctic North Central Gap 02	Science	3.9	13.6	86.4
<a href="#">09/24/15</a>	OIB2015 Arctic Northwest Coastal A	Science	3.7	17.3	82.7
<a href="#">09/25/15</a>	OIB2015 Arctic Northwest Coastal B	Science	3.8	21.1	78.9
<a href="#">09/28/15</a>	OIB2015 Arctic Sea Ice West	Science	3.7	24.8	75.2
<a href="#">09/30/15</a>	OIB2015 Arctic North Central Gap 01	Science	3.9	28.7	71.3
<a href="#">09/30/15</a>	OIB2015 Arctic Zachariae-79N	Science	3.9	32.6	67.4