



UN2910

En viktig del av de tekniska  
anordningarna för UN2910  
är att de ska vara  
i drift under hela  
resan till och från  
flygplatsen. Detta innebär  
att de ska vara i drift  
under hela resan.

1  
00:00:21,840 --> 00:00:37,590  
so

2  
00:00:37,600 --> 00:01:22,710  
one more just a little bit yeah

3  
00:01:22,720 --> 00:01:34,310  
it's like a glue

4  
00:01:34,320 --> 00:01:47,270  
go ahead and breathe

5  
00:01:47,280 --> 00:02:03,670  
so

6  
00:02:03,680 --> 00:02:34,309  
oh

7  
00:02:34,319 --> 00:02:45,430  
blue sky

8  
00:02:53,270 --> 00:02:46,630  
all right

9  
00:02:53,280 --> 00:03:15,270  
oh

10  
00:03:35,030 --> 00:03:16,830  
the other

11  
00:03:35,040 --> 00:03:54,949  
um

12  
00:03:54,959 --> 00:04:20,870  
all right

13  
00:04:20,880 --> 00:04:37,590

is

14

00:04:37,600 --> 00:04:42,469

right here looks good

15

00:04:47,110 --> 00:04:45,030

do a quick beta sweep pitch purpose and

16

00:04:48,070 --> 00:04:47,120

roll for the mms maneuver and then uh

17

00:04:53,590 --> 00:04:48,080

we'll climb

18

00:04:57,270 --> 00:04:55,189

b23 running out for overflight is

19

00:04:59,350 --> 00:04:57,280

fixture two five zero five approved data

20

00:05:01,430 --> 00:04:59,360

above one zero thousand

21

00:05:16,070 --> 00:05:01,440

and recycling two five two four is hot

22

00:05:21,990 --> 00:05:18,870

romeo changed to my frequency 126.5

23

00:05:29,590 --> 00:05:22,000

traffic 12 o'clock 2 miles eastbound

24

00:05:29,600 --> 00:05:46,790

okay looks like everything's still there

25

00:05:49,830 --> 00:05:48,150

eight one seven roger caught over the

26

00:05:53,029 --> 00:05:49,840

attack at that one after that

27

00:05:55,430 --> 00:05:53,039

uh descending for victorville correct

28

00:06:16,550 --> 00:05:55,440

okay i want to clear off low by uh we

29

00:06:16,560 --> 00:06:23,510

b

30

00:06:27,909 --> 00:06:25,909

my name is david diner i'm from jpl and

31

00:06:28,870 --> 00:06:27,919

i'm principal investigator on the air

32

00:06:31,029 --> 00:06:28,880

misbe

33

00:06:32,550 --> 00:06:31,039

airborne multi-angle spectropolar metric

34

00:06:35,189 --> 00:06:32,560

imager instrument which is flying on the

35

00:06:37,430 --> 00:06:35,199

er2 air misbe is a very specialized

36

00:06:39,670 --> 00:06:37,440

camera it flies in the nose of the er-2

37

00:06:42,309 --> 00:06:39,680

and it sits right below the fuselage

38

00:06:44,070 --> 00:06:42,319

the camera sits in a rotating drum which

39

00:06:46,469 --> 00:06:44,080

allows the camera to point to different

40

00:06:48,390 --> 00:06:46,479

angles as it looks at the earth

41

00:06:50,390 --> 00:06:48,400

and it makes measurements from

42

00:06:52,710 --> 00:06:50,400

ultraviolet wavelengths to the visible

43

00:06:54,629 --> 00:06:52,720

to the near-infrared and one of the

44

00:06:55,670 --> 00:06:54,639

special characteristics about air misbe

45

00:06:57,909 --> 00:06:55,680

also is that it measures the

46

00:06:59,749 --> 00:06:57,919

polarization of the light and we're

47

00:07:01,670 --> 00:06:59,759

looking at sunlight that comes in and

48

00:07:03,830 --> 00:07:01,680

bounces off the surface and bounces off

49

00:07:06,950 --> 00:07:03,840

airborne particles and we're using the

50

00:07:08,710 --> 00:07:06,960

measurements of the spectral information

51  
00:07:11,270 --> 00:07:08,720  
the angular information as well as the

52  
00:07:13,189 --> 00:07:11,280  
polarization to infer the properties of

53  
00:07:22,150 --> 00:07:13,199  
those airborne particles as part of this

54  
00:07:22,160 --> 00:08:02,309  
so

55  
00:08:02,319 --> 00:09:32,150  
um

56  
00:09:36,870 --> 00:09:34,070  
hi i'm rich ferrar from nasa langley i'm

57  
00:09:38,949 --> 00:09:36,880  
one of the flight scientists for the er2

58  
00:09:40,870 --> 00:09:38,959  
we've done many missions to fly above

59  
00:09:43,190 --> 00:09:40,880  
and looking at hurricanes as well as

60  
00:09:44,949 --> 00:09:43,200  
measuring uh trace gases

61  
00:09:46,790 --> 00:09:44,959  
atmospheric chemistry sort of like what

62  
00:09:48,870 --> 00:09:46,800  
they're doing here as well as aerosols

63  
00:09:51,030 --> 00:09:48,880

so we've flown on many missions the

64

00:09:53,030 --> 00:09:51,040

missions can range anywhere from a few

65

00:09:54,710 --> 00:09:53,040

hours all the way up to 10 hours mission

66

00:09:56,310 --> 00:09:54,720

so today's is an eight

67

00:09:57,990 --> 00:09:56,320

hour mission which is pretty standard

68

00:10:00,070 --> 00:09:58,000

type flight

69

00:10:01,750 --> 00:10:00,080

we'll be flying up into the

70

00:10:03,670 --> 00:10:01,760

eastern u.s

71

00:10:04,630 --> 00:10:03,680

along the gulf coast

72

00:10:06,069 --> 00:10:04,640

so there's

73

00:10:07,829 --> 00:10:06,079

they can they can cover a lot of ground

74

00:10:09,829 --> 00:10:07,839

with the dc-8 that's one of the nice

75

00:10:11,190 --> 00:10:09,839

benefits of it it's very long range very

76

00:10:13,670 --> 00:10:11,200

long endurance

77

00:10:16,069 --> 00:10:13,680

has a large payload obviously so it's

78

00:10:58,630 --> 00:10:16,079

really unique platform and atmospheric

79

00:11:02,470 --> 00:11:01,030

my name is jacque choudry and i'm

80

00:11:04,790 --> 00:11:02,480

working with the research scanning

81

00:11:06,790 --> 00:11:04,800

polarimeter the rsp instrument

82

00:11:09,350 --> 00:11:06,800

which is a polarimeter and is currently

83

00:11:11,750 --> 00:11:09,360

flying on the er2 so this instrument has

84

00:11:13,910 --> 00:11:11,760

been flying for over a decade and on

85

00:11:15,750 --> 00:11:13,920

several aircrafts we have deployed this

86

00:11:18,069 --> 00:11:15,760

instrument to do exactly what we're