
Aircrew: Bill Ehrenstrom and Brian Barnett
Duration: 5.4 hrs

Takeoff: 11:53
Gear Up: 11:53
Gear Down: 17:02
Landing: 17:10

Flight Profile:
• We took off and immediately climbed into a low cloud layer at 2,500’.
• We continued our climb to FL 370, leveling off at 12:08. We were flying over a scattered layer.
• We arrived at Point A at 12:40, FL 370, flying over a broken/scattered low layer (~3 kft). At 13:09, we started a climb up, still over the broken/scattered low layer. No cirrus was present.
• We arrived at Point B at FL 450 at 13:14. We were fighting an autopilot issue, which put us very slightly off course (~5 miles).
• We leveled off at FL 570 at 13:28, still over the broken/scattered low layer.
• At 13:36, we started a descent back down to FL 370 using spoilers only.
• We arrived at Point C, FL 470, at 13:41 over a broken layer.
• We leveled off at FL 370 at 13:46. By 13:55, there was a completely solid low cloud deck beneath us, and a sizable storm off to the west.
• At 14:16, we arrived at Point D, and started a spiral up over the solid cloud deck.
• At 14:19, we leveled off at FL 420 and flew straight and level for 1 minute.
• At 14:27, we leveled off at FL 470 and flew straight and level for 1 minute.
• During the satellite overpass time, 14:28, we were just leaving FL 470 continuing the spiral.
• At 14:35, we leveled off at FL 520 and flew straight and level for 1 minute.
• At 14:42, we were at Point D, FL 570, heading back south down the track.
• At 14:55, we were over-flying the eastern edge of an anvil cloud that was somewhere in 48-kft range.
• We started back down to FL 370 at 15:01. By 15:07, we were at FL 450 over Point C, flying over a low broken layer right on the edge of the low solid layer associated with the storm.
• At 15:10, ATC forced us to level off at FL 410 for 2 minutes, then allowed us down to FL 390 for 3 minutes. During this time, we forgot to re-engage the autopilot and drifted off track about 5 miles.
• At 15:15, we got cleared to FL 370, still over the broken layer.
• At 15:24, we started a climb back up to max altitude. By 15:40, we were at FL 480 over Point B.
• We were climbing through FL 570 at 15:48.
• At Point A, we were at FL 610 at 16:07. We then started a descent using spoilers and turned west to EFD.
• At 17:00, we flew for a few minutes in the low broken layer at 4,000’.
Instrument Issues:
• **SP2** – Right after takeoff, SP2 fail light came on, then self-extinguished.
• SP2 fail light on, 11:59. SP2 – OFF, 12:02. SP2 – ON, 12:05 and fail light out.
• SP2 fail light on, 12:12. SP2 – OFF, 12:15. SP2 – ON, 12:18 and fail light out.
• SP2 fail light on, 12:24. SP2 – OFF, 12:27. SP2 – ON, 12:30 and fail light out.
• SP2 fail light on, 12:36. SP2 – OFF, 12:38. SP2 – ON, 12:41 and fail light out.
• SP2 fail light flickered then on steady. SP2 – OFF, 12:49. Left off remainder of flight.

• **CIMS** – Right after takeoff, CIMS fail light came on.
• CIMS – OFF, 12:00. CIMS – ON, 12:05 and fail light out.

• **SHIS Sound** – 13:42, fail light on. Reset, and fail light out.
• SHIS Sound fail, 13:45. Reset, and fail light out.
• SHIS Sound fail, 15:06. Reset, and fail light out.
• SHIS Sound fail, 16:14. Reset, and fail light out.
• SHIS Sound fail, 16:18. Reset, and fail light out.
• SHIS Sound fail, 16:23. Left instrument on.

• **CAFS** – Lower fail light flashed for 1 second, 13:48.
  • Upper fail light flashed for 1 second, 13:49.
  • Lower fail light flashed for 1 second, 14:26.
  • Upper fail light flashed for 1 second, 14:27.
  • I reset Upper and Lower per request at 14:28.
  • Upper fail light flashed for 2 seconds, 15:25.
  • Upper fail light flashed for 2 seconds, 15:39.
  • I reset Upper and Lower per request at 15:42.
  • Upper fail light flashed for 1 second, 16:16.
  • Lower fail light flashed for 1 second, 16:37.