
Aircrew: Rick Hull and Dom Del Rosso
Duration: 5.4 hrs

Takeoff: 11:07
Gear Up: 11:07
Gear Down: 15:47
Landing: 16:28

Point 3: N29º 36’ W95º 10’
Point 4: N40º 35’ W98º 25’
Point 5: N41º 46’ W100º 22’
Point 6: N40º 02’ W99º 51’
Point 7: N38º 47’ W99º 28’
Point 9: N38º 32’ W97º 45’
Point 13: N32º 33’ W95º 58’

Flight Profile:
• 10:58 – DAT recorder on
• 11:10 – JHL on, CPL laser on
• 11:14 – CAFS Upper and Lower on
• We took off and flew through a solid layer at 3,000 ft, immediately overhead EFD.
• 11:28 – We were finally cleared up to FL 450, flying over solid cloud layers.
• 11:46 – A few significant breaks in otherwise solid cloud cover were noted (478 nm from point 4)
• 12:05 – Took a photo westerly to note cloud cover (360 nm from point 4).
• 12:14 – CAFS Upper and Lower were cycled per checklist w/o incident.
• 12:30 – A solid cloud deck was noted at FL350-370 (240 nm from point 4).
• 12:44 – The cloud deck was increasing noticeably in altitude (240 nm from point 4).
• 12:50 – Video tape recorder in cockpit was set to record.
• 12:55 – Momentary fail light illuminated on the CAFS Lower and auto reset after approximately 1 second.
• 12:56 – Edge of solid cloud deck was noted, going to lightly scattered at much lower altitude (87 nm from point 4).
• 13:00 – Photo taken westerly noting scattered cloud layer (60 nm from point 4).
• 13:06 – Photo taken westerly noting wispy, higher cloud layer (29.5 nm from point 4).
• 13:14 – Momentary fail light illuminated on the CAFS Lower and auto reset after approximately 1 second.
• 13:15 – CAFS Upper and Lower were cycled per checklist w/o incident.
• 13:16 – Photo taken westerly (86.3 nm from point 5).
• 13:34 – Photos (5) taken in turn, generally down range, with the last through front cockpit.
• 13:34 – On sat track @ FL 585.6
• 13:43 – Noticeable ‘jink’ by the auto pilot (46 nm from point 6).
• 19:49 UT – Crossed point 6.
• 19:53 UT – 59.3 nm from point 7 @ FL585.6 along track. Photo east, photo south.
• 14:01 – Turned at point 7.
• 14:10 – Photo of multilayer cloud deck approaching.
• 14:12 – Crossed over solid cloud deck at point 8.
• 14:14 – CAFS Upper and Lower were cycled per checklist w/o incident.
• 14:15 – Began spoiler-only spiral decent, without dwell, to FL250 (note: significant confusion with ATC hindered even this phase, though they seemed aware of our general mission),
• 14:16 – CPL laser off due to impending cloud penetration.
• 14:24 – Camcorder screen flashing.
• 14:24 – S-HIS Sound fail indication.
• 14:24 – S-HIS Sound off
• At FL 290, we entered dense cloud cover (note: horizon appeared to have cloud tops in excess of FL340 in all directions).
• Controller hand-off.
• 14:34 – We leveled off at FL 250.
• 14:35 – ‘New’ controller would not give us airspace to spiral ascent with dwell at this point. Best option offered was to take vectors during the ‘straight and level’ 1-minute dwell. Suggested a point 30 nm north and vectors.
• 14:36 – New vectors for a point 50 nm south of point 8.
• 14:40 – S-HIS Sound on.
• 14:40 – Video camcorder off.
• 14:45 – Momentary fail indication (green light out) on the PT; auto reset after approximately 1 second @ FL250 in solid cloud layer.
• 14:48 – Spiral-up objective aborted due to lack of airspace; ascended to FL330.
• 14:52 – CPL laser on (clear air).
• 14:57 – Momentary fail light illuminated on the CAFS Lower; auto reset after approximately 1 second.
• 15:14 – CAFS Upper and Lower were cycled per checklist w/o incident.
• 15:16 – S-HIS Sound fail indication, successful reset 1x.
• 15:47 – Gear down.
• 15:52 – S-HIS Sound fail (spoilers out), turned off.
• Cloud deck broke up at 70 nm from EFD.
• 15:58 – CAFS Upper and Lower off.
• 16:14 – CPL laser off.
• 16:20 – JHL off.
• 16:23 – SP2 off, ARGUS off.
• CIMS – Failure indication off.
• 16:28 – Land EFD.

Instrument Issues:
• CAFS – The Upper and Lower had several instances noted of momentary failure indication. All reset without intervention.
• At the end of flight, CIMS and S-HIS Sound failed. Due to our proximity to the ground, I did not try to reset.