

Brief Log of Work and Tests in SE Asia with
the P2V-7 Active System

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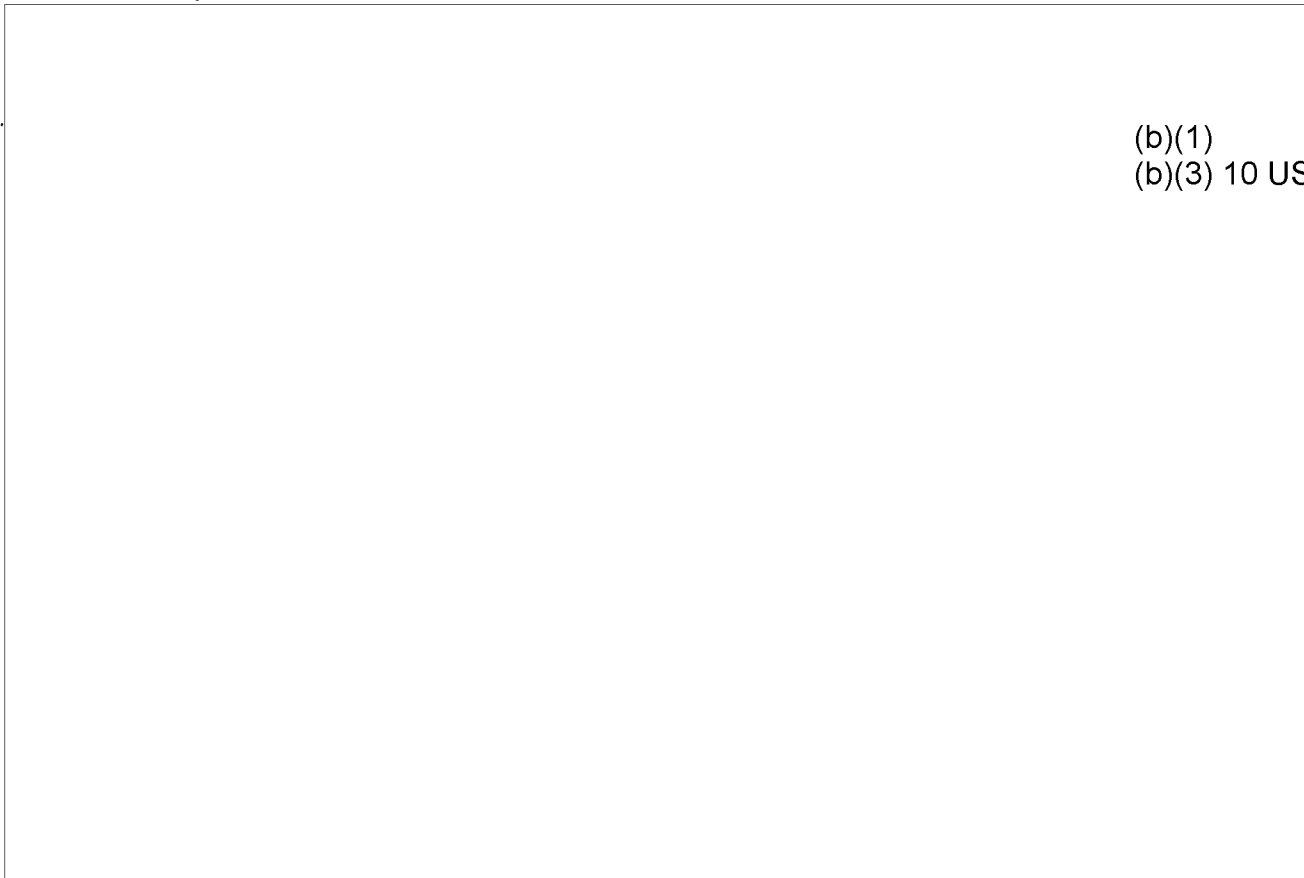
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DATE	FLIGHT #	
OCT		
16	38	HIGH NOISE LEVELS - SOME TRUCKS SEEN
~20	-	BOB WATERS TO SEA
27	41	NO SIGNALS AT 9000 FT WITH A/C MANEUVERS; DESCENDED TO 3800' BEFORE GETTING ANY RESPONSES
28	42	NEW COIL DRIVE CAPACTOR; QUIET OPN W/ MIN NOISE RESPONSES; USED 0.51 HIGH PASS SETTING TO ELIMINATE MUCH NOISE BUT A/C MANEUVERS GAVE SHARP RESPONSES AS DID WATER IN KLONG, HOUSES + VILLAGES
~31	-	WATERS RETURNS TO ENLCO
NOV		
4 9	43	NO INTERFERENCE; RECEIVER LOST LOCK
10	46	LOST LOCK IN MANEUVERS + SOMETIMES IN LEVEL FLIGHT
11	47	REMAINED IN LOCK W/ LITTLE NOISE RESPONSES TO RIVERS + A/C MANEUVERS
13	48	LOST LOCK
14	49	LOST LOCK - LOW VOLTAGE COMING FROM POWER SUPPLY
14	-	WATERS + BUCHANAN ARRIVE IN SEA
14	50	STAYED IN LOCK BUT NO SIGNIFICANT RESPONSES
15	51	STAYED IN LOCK EXCEPT ON LANDING; MINIMUM A/C MANEUVER NOISE; VEHICLES DIFFICULT TO DISTINGUISH FROM TOPOGRAPHICAL FEATURES; IN GROUND TESTS ALL ELEVATOR MOVEMENTS GAVE SIGNALS - CHECKING FOR BAD FILTER
17	52	CHANGED FILTERS - STILL GETTING SIGNALS FROM CONTROL SURFACE MOVEMENT
17	53	INTERMITTENT GROUND WIRE LOCATED - SHOULD REDUCE NOISE
18	54	BEST SIGNAL/NOISE DATA YET - AT 3000 FT

NOV	FLIGHT	
19	55	TZO MUCH NOISE FOR USEFUL DATA - LOOK ANGLE NEEDED TO BE ADJUSTED
21	57	LOOK ANGLE CHANGED FROM 30° TO 45° 21 PASSES OVER TWO 3/4 TON TRUCKS AT 300 TO 1500 FT. BEST DETECTION AT 500 FT W/TRUCK PERPENDICULAR TO FLIGHT PATH.
22	58	RESPONSES @ 9000 FT OVER UDORN CAPACITOR BURNED OUT - TERMINATING TESTS. NEW CAPACITOR + TRANSISTORS INSTALLED AFTER FLIGHT
23	59	"MORE RFD NEEDED ON TAIL SYSTEM IN ADDITION TO FLIGHT TESTING
24	60	NO CONCLUSIVE DATA ON 26 PASSES OVER TWO 3/4 TON TRUCKS PARKED ON SINGLE LANE DIRT ROAD.
26A	61	DIFFICULT TO SEPARATE TARGETS FROM TRASH
26P	62	SYSTEM STILL LIMITED BY RETURNS FROM TERRAIN FEATURES WHICH MASK THE TARGETS
27	-	TECH REPS LEAVE UDORN

TEST PLAN FOR 21 NOV

TWO TRUCKS IN AREA DEVOID OF PAVED ROADS; POWER UN

~20 PASSES @ SAME SPEED, BEARING, ALTITUDE TO

PROVE REPRODUCIBILITY OF SIGNALS

- VARYING ALTITUDES, + OFFSETS (SWATH WIDTH) +

DIRECTIONS (UNIQUENESS OF TRUCK VS GEOLOGY NOISE)

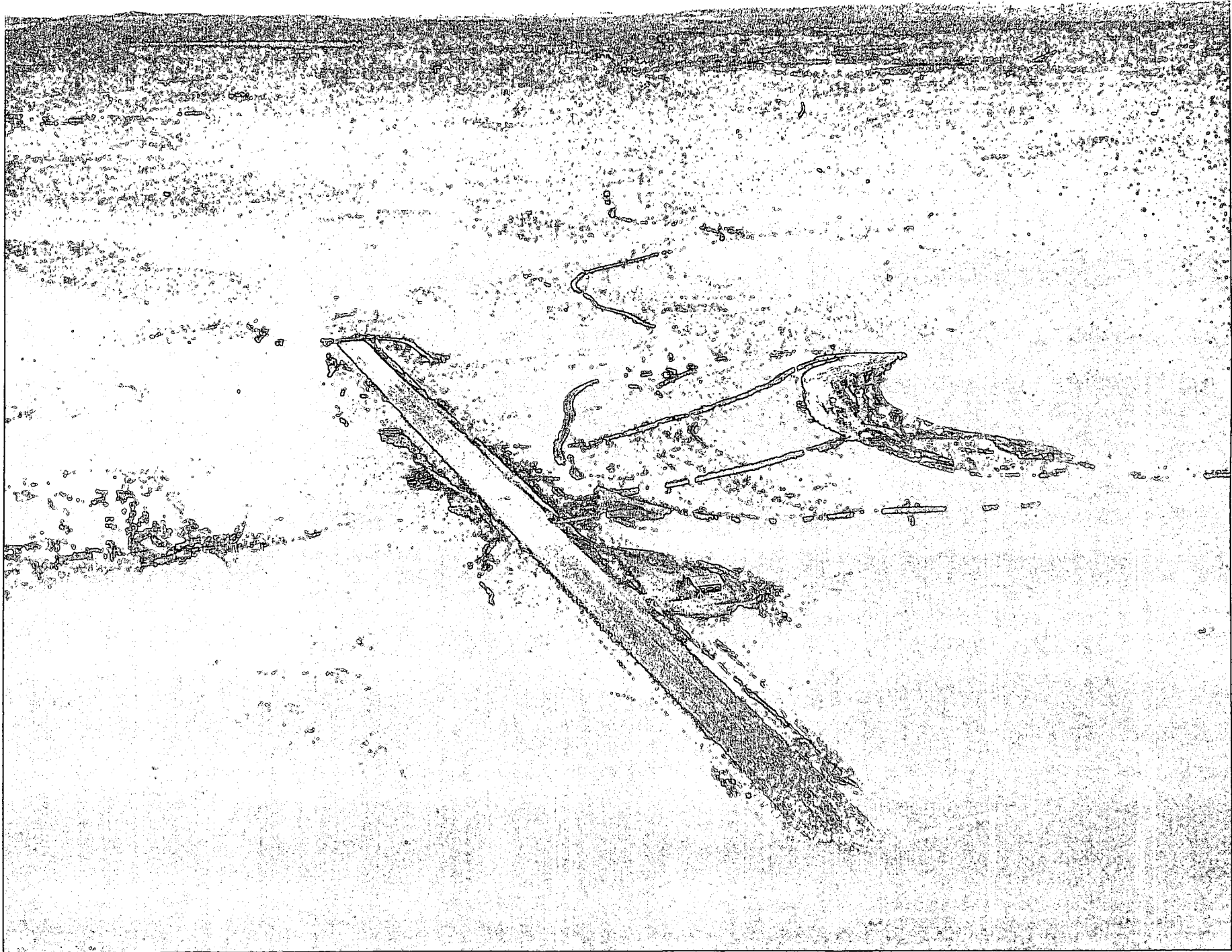
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AMDS TEST RANGE



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