

Flight Report for Flight No. 8
Contract TE-8432

18 November 1966

C. Michelsen

8-55100/6M-0133

C. V. Slagle

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The flight departed Majors Field on 10 November 1966, at 1735 CST and terminated at Majors Field at 1905 CST, for a total flight time of 1 hour and 30 minutes. Weather conditions for the flight were ceiling and visibility unlimited.

This flight was scheduled to perform the shakedown of the LLLTV system that could not be accomplished on flight No. 7 due to a system malfunction. The system pre-flight checks showed the system was operating on the ground.

In flight, the LLLTV platform was uncaged and slewed to each of its limits, as indicated on the pitch and yaw gauges on the system control panel. These limits were $+10^{\circ}$ to -40° in pitch, and right 50° to left 40° in yaw. Whenever the slew stick was activated, it was observed that the display had a momentary roll of the picture and a wavy effect on the lower half of the display. During the early part of the flight, the TV display was very good. Targets such as individual trees, houses, cars and trucks, streams and lakes were readily identifiable. The grainy section around the center of the field of view was present but had no really adverse affect on target acquisition or identification. As the sky glow decreased after sunset, system performance degraded until there was no natural targets identifiable the last 20 minutes of flight. It was possible to distinguish roadways for a distance of approximately 1,000 feet in front of a car's headlights, but no other targets (except lights) were observed. During this last few minutes of flight, horizontal bars of equal width, and evenly spaced, appeared on the display.

The light condition for the flight varied from a sunset and evening twilight condition to that of a clear, moonless night. The evening was so clear that the rest of the Milky Way Galaxie was observed from the ground with the naked eye.

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