SCRIPT #2

All about the P3 Plane and it’s IceBridge retrofit

Video script

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| Soundbite – Brian Norman, Flight Engineer -- | **“Most commercial aircraft don’t fly at fifteen-hundred feet in the middle of a glacier.”** |
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| Standup | …and that’s just the first of many things that separates this from other airplanes. I’m Michael Starobin aboard NASA’s P-3B Orion, and if you want to understand how IceBridge operates in the northern hemisphere, you have to understand this airplane. |
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| Soundbite – Todd Brophy, Aft Crew Member – | **“The P3 differs from other planes. It’s a large, four engine turbo-prop, so we’ve got 75% of the wing covered with airflow. It gives us the ability to get down close to the glaciers, fly through them, and if we have to climb out in a hurry we have that airlift capability because of those turboprops.”** |
|  | Built in the 1960s the P-3 originally took flight during the Cold War. But no dinosaur this plane. NASA’s high tech workhorse now pulls for science. |
|  | Even it’s sub detection housing now holds a scientific magnetometer. |
|  | Upgraded with 21st “special modifications”, it’s less a cold war relic and more like the Space Agency’s Millennium Falcon. It’s got it where it counts, but travel by P-3B isn’t…like flying commercial. |
| Soundbite – Scott Farley, P3 Captain. | **“It’s fast, it’s got a lot of power, and it’s very tough. We can take a beating with some turbulence coming off the ice sheet and when we’re down in the glaciers. This is by far the best plane for this mission. You actually wouldn’t notice that this is 50 years old. It’s got a future air navigation system avionics suite in it which a lot of airlines don’t have yet. We’ve got synthetic vision, TAWS, data link, even a lot of stuff that even the newest Navy P3s don’t have. “** |
|  | Even with high-tech avionics and a top-gun crew, IceBridge flies low and that keeps eyes wide open. IceBridge flies low and that keeps eyes on the flight deck wide open. |
| Soundbite – Brian Norman, Flight Engineer – | **“When you’re at altitude, you have more time to react to a malfunction. If I’m at fifteen-hundred feet in a mountain environment and I lose an engine or something catastrophic like that the reaction time’s a lot less.”** |
|  | It’s monstrously loud. Passengers must wear ear plugs, and noise cancelling ear phones is strongly advised. |
|  | But what it lacks in comfort, it makes up for in capability. |
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|  | For IceBridge, the P3 is all about mapping, above the ice and below. To do that, it carries a symphony of sensors, and the best players to operate them in concert. |
|  | NASA’s Michael Studinger is their conductor. |
| Soundbite – Michael Studinger, IceBridge Project Scientist | **Here on the P3 there are a lot of different science instruments. In total we fly ten different instruments on this aircraft. We have several operators on the aircraft. In the morning it’s minus fifteen degrees Farenheit. Outside the airplane is very cold. The engines are very cold. But the tremendous advantage we have from having flown ten different science instruments on one single aircraft is we are collecting very diverse set of science data at the same time over the same spot on the ice sheet in Greenland and that has a tremendous scientific value in kind of helping to understand what is happening to the Greenland ice sheet and how it’s responding to changes in atmospheric temperatures, ocean temperatures and precipitation.** |
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|  | To learn more about NASA’s Operation IceBridge and the P-3B on which it flies, visit us on the web. |
| URL and logo |  |
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