



Interactive
Comment

Interactive comment on “Tracking B-31 iceberg with two aircraft deployed sensors” by D. H. Jones and G. H. Gudmundsson

D. H. Jones and G. H. Gudmundsson

davnes@bas.ac.uk

Received and published: 4 December 2014

Dear Sir,

Many thanks for your review.

In response to your main comment. The trajectory of ADIOS is very predictable within typical operating winds (less than 20 knots) . During deployment trials our pilots are able to consistently deploy ADIOS within a 10m square target. We are trying to improve upon this by using an electronic target display within the aircraft cockpit, and will be trialling this in the coming Antarctic season. As such the size of the target iceberg is not a major limitation to the deployment of ADIOS.

Full Screen / Esc

Printer-friendly Version

Interactive Discussion

Discussion Paper



Other comments.

I've included the number of ship voyages on the same graph for an updated figure (see attached). The trend for ship voyages, and tourists, is largely the same. If you think this is of value I'm happy to include it in the revised paper.

I've included figures for the range and capacity of two aircraft commonly used in polar research, the Bell 206 and the Twin Otter.

Unfortunately the LANDSAT image of figure 6 (now figure 7) is not geo-referenced so I cannot place the location of the ADIOS on it.

The sentence on line 17 has been re-worded.

Interactive comment on Nat. Hazards Earth Syst. Sci. Discuss., 2, 4609, 2014.

NHESSD

2, C2681–C2683, 2014

Interactive
Comment

Full Screen / Esc

Printer-friendly Version

Interactive Discussion

Discussion Paper



C2682

Interactive
Comment

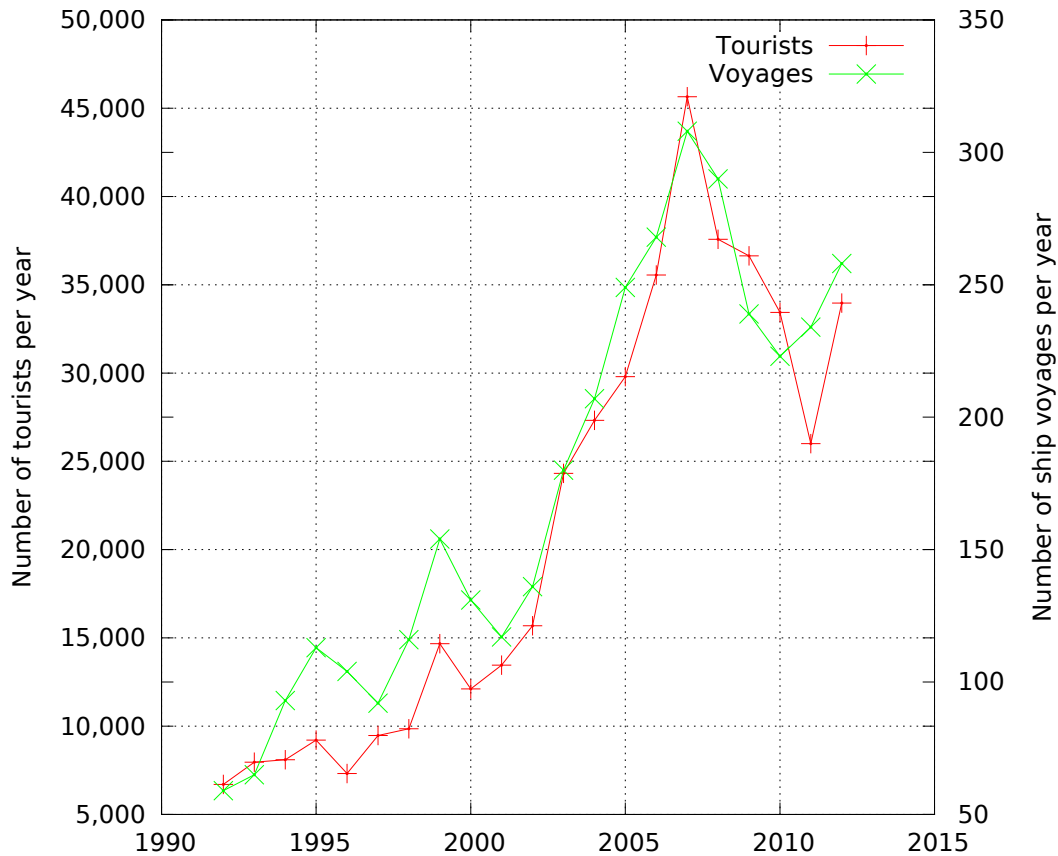


Fig. 1.

Full Screen / Esc

Printer-friendly Version

Interactive Discussion

Discussion Paper

