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### *Desert Rock, Nevada*

Camp Desert Rock, also known as Desert Atom Camp, Nevada, was home to the Army's Atomic Maneuver Battalion in the 1950s. More than 2,300 soldiers were trained here in 1955. The 100 semi-permanent buildings and more than 500 tents often were filled to the 6,000 personnel capacity. The facility is owned by the Department of Energy.

Desert Rock Airport, with its 7,500-foot runway, was built on the former Camp Desert Rock. At peak operation Camp Desert Rock comprised of 100 semi-permanent buildings, more than 500 tents and some 6,000 troops under the command of the Sixth Army, Presidio, San Francisco, Calif.

The camp was activated in the fall of 1951 for the Buster-Jangle series of seven atmospheric tests. The facility continued through the Operation Teapot series in the spring of 1955.

The troops, from all four services, were deployed. Many observed the detonations from trenches, tanks and armored personnel carriers at distances of 2,500 to 7,000 yards.

Military officials declared the maneuvers invaluable for the training and orientation of troops and commanders in using essential personnel and equipment protection measures. The exercises also provided experience with atomic weapons and ground forces under simulated atomic combat conditions, both offensive and defensive.

Desert Rock was not used by the military services after 1958, and many of the structures were relocated to other parts of the Nevada Test Site (NTS). Essentially all of the residual facilities except the airstrip were dismantled and destroyed as scrap or salvaged.

The facility was later resurfaced and enlarged in 1969, extending the runway to a length of 7,500 feet. Although this airstrip primarily serves the NTS, it is an emergency-landing site for all pilots. Currently, the airport is open but no services are provided.

In March 1998, the National Oceanic and Atmospheric Administration installed a surface radiation (SURFRAD) station at Desert Rock for their Surface Radiation Research Branch. The Desert Rock SURFRAD station is collocated with the Desert Rock (DRA) operational radiosonde station on the NTS, 65 miles northwest of Las Vegas. The SURFRAD station is located at 36.63 degrees North latitude and 116.02 degrees West longitude. Photos: <http://www.srrb.noaa.gov/surfrad/drapics/index.html>



| <u><i>Ident</i></u> | <u><i>Type</i></u> | <u><i>Dept</i></u> | <u><i>Dest</i></u> | <u><i>Date</i></u> | <u><i>Owner</i></u> | <u><i>Notes</i></u> |
|---------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|
| N427BF              | C210               | DRA                | FAT                | 5/23/2005          | SILENT H LTD        | 10                  |

|                        |      |     |     |            |  |   |
|------------------------|------|-----|-----|------------|--|---|
| N5025                  | CN35 | DRA | LAS | 3/9/2005   | TURBO FLITE AVIATION<br>LLC              | - |
| N5025                  | CN35 | SLC | DRA | 3/9/2005   | TURBO FLITE AVIATION<br>LLC              | - |
| N105TB                 | GLF2 | IWA | DRA | 10/25/2004 | AIR FORCE MATERIAL<br>COMMAND ESC/DIKL   | 7 |
| N20NY                  | F2TH | DRA | PBI | 6/14/2004  | ??????                                   | 8 |
| N20NY                  | F2TH | LAS | DRA | 6/14/2004  | ??????                                   | 8 |
| <a href="#">N876CP</a> | JS32 | DRA | RNO | 5/23/2004  | WELLS FARGO BANK<br>NORTHWEST NA TRUSTEE | - |
| N105TB                 | G    | NTD | DRA | 4/8/2004   | AIR FORCE MATERIAL<br>COMMAND ESC/DIKL   | 7 |
| N105TB                 | G    | NTD | DRA | 3/25/2004  | AIR FORCE MATERIAL<br>COMMAND ESC/DIKL   | 7 |
| N20RA                  | B190 | DRA | LAS | 2/16/2004  | DEPARTMENT OF THE AIR<br>FORCE           | - |
| N105TB                 | GLF2 | PUB | DRA | 1/30/2004  | AIR FORCE MATERIAL<br>COMMAND ESC/DIKL   | 7 |
| N662BA                 | BE20 | DRA | ALM | 10/3/2003  | DEPARTMENT OF THE AIR<br>FORCE           | - |
| IVJ12                  | LJ36 | DRA | NID | 9/5/2003   | Flight International Inc.                | - |
| IVJ412                 | LJ36 | NZY | DRA | 9/5/2003   | Flight International Inc.                | - |
| N350NJ                 | B350 | OGD | DRA | 8/11/2003  | HELICOPTERS INC                          | 3 |
| N661BA                 | B190 | DRA | LAS | 8/9/2003   | DEPARTMENT OF THE AIR<br>FORCE           | - |
| IVJ412                 | LJ36 | DRA | LAS | 7/9/2003   | Flight International Inc.                | - |
| IVJ412                 | LJ36 | DRA | LAS | 7/1/2003   | Flight International Inc.                | - |
| N70AS                  | SBR1 | DRA | LAS | 5/7/2003   | ??????                                   | - |
| N105TB                 | A    | DRA | MEM | 5/1/2003   | AIR FORCE MATERIAL<br>COMMAND ESC/DIKL   | 7 |
| N661BA                 | BE20 | SLC | DRA | 4/25/2003  | DEPARTMENT OF THE AIR<br>FORCE           | - |
| N661BA                 | BE20 | DRA | SLC | 4/25/2003  | DEPARTMENT OF THE AIR<br>FORCE           | - |
| N105TB                 | G    | DRA | SPI | 4/17/2003  | AIR FORCE MATERIAL<br>COMMAND ESC/DIKL   | 7 |
| N27RA                  | B190 | DRA | TNX | 3/4/2003   | DEPARTMENT OF THE AIR<br>FORCE           | 4 |

|                        |      |     |     |            |  |   |
|------------------------|------|-----|-----|------------|--|---|
| <a href="#">N2189M</a> | C130 | DRA | ADW | 1/8/2003   | RAPID AIR TRANS INC                          | - |
| N2189M                 | C130 | IWA | DRA | 1/8/2003   | RAPID AIR TRANS INC                          | - |
| N2189M                 | L382 | ORF | DRA | 1/8/2003   | RAPID AIR TRANS INC                          | - |
| N2189M                 | L382 | DRA | IWA | 12/31/2002 | RAPID AIR TRANS INC                          | - |
| <a href="#">N85VM</a>  | G4   | ADW | DRA | 12/7/2002  | ??????                                       | 2 |
| <a href="#">N313P</a>  | B737 | DRA | LAS | 12/5/2002  | PREMIERE EXECUTIVE<br>TRANSPORT SERVICES INC | 5 |
| N313P                  | B737 | ADW | DRA | 12/5/2002  | PREMIERE EXECUTIVE<br>TRANSPORT SERVICES INC | 5 |
| N403VP                 | C208 | ELP | DRA | 12/3/2002  | WORLDWIDE AVIATION<br>SERVICE LLC            | 6 |
| <a href="#">N8183J</a> | L382 | DRA | IWA | 12/3/2002  | RAPID AIR TRANS INC                          | - |
| N8183J                 | L382 | IAD | DRA | 12/2/2002  | RAPID AIR TRANS INC                          | - |
| N5139A                 | B200 | DRA | PHX | 11/17/2002 | AVIATION SPECIALTIES INC                     | 9 |
| N5139A                 | B200 | PHX | DRA | 11/11/2002 | AVIATION SPECIALTIES INC                     | 9 |
| N4489A                 | BE20 | AMA | DRA | 10/27/2002 | AVIATION SPECIALTIES INC                     | 9 |
| N238DC                 | D328 | DRA | SBP | 10/24/2002 | ??????                                       | - |
| N238DC                 | D328 | SBP | DRA | 10/24/2002 | ??????                                       | - |
| N8183J                 | L382 | DRA | CEW | 10/22/2002 | RAPID AIR TRANS INC                          | - |
| N8183J                 | L382 | IWA | DRA | 10/21/2002 | RAPID AIR TRANS INC                          | - |
| N8183J                 | L382 | DRA | LAX | 10/20/2002 | RAPID AIR TRANS INC                          | - |
| N8183J                 | L382 | CEW | DRA | 10/20/2002 | RAPID AIR TRANS INC                          | - |
| N499NH                 | SBR1 | DRA | HPN | 3/12/2002  | NEWMAN RACING                                | - |
| N654BA                 | BE20 | SLC | DRA | 3/5/2002   | DEPARTMENT OF THE AIR<br>FORCE               | - |
| N7308B                 | BE20 | DRA | LVK | 2/21/2002  | CALIFORNIA HIGHWAY<br>PATROL                 | - |
| N7308B                 | BE20 | LVK | DRA | 2/20/2002  | CALIFORNIA HIGHWAY<br>PATROL                 | - |
| N864EC                 | C650 | DRA | LBB | 11/19/2001 | ENTERGY SERVICES INC                         | - |

**NOTE 2** --- The registration for this aircraft has changed to N227SV (serial number 1172) and the owner is Assembly Pointe Aviation Inc. Phillip Morse, a minority partner of the Boston Red Sox, said in March 2005 that this jet has been chartered to the Central Intelligence Agency.

**NOTE 3** --- As of February 2005, there was a pending number change for this aircraft to N99U.

**NOTE 4** --- Crashed March 16, 2004, 11 kilometers (6.9 miles) southeast of Tonopah-Test Range Airport,

Nevada. The Air Force Materiel Command Beech 1900 crashed while on a routine support mission from a remote classified airstrip on the Nellis range to the Tonopah Test Range. After reporting the runway lights in sight, the pilot configured the airplane for the approach and initiated a circling maneuver to the right for a visual straight-in approach to runway 32. During the turn the pilot suffered a sudden cardiac death. Half way through the turn the airplane began a gradual descent until it impacted the ground. The airplane broke up and burst into flames. Investigation revealed that the pilot had violated federal policy and directives, willfully deceived flight medical examiners, suppressed significant medical information and ingested inappropriate medications for a deteriorating and dangerous health condition. The pilot had high blood pressure and failed to report it, and denied taking medications to his Federal Aviation Administration flight physical examiners. All five people on board were killed.

**NOTE 5** --- In December 2004, the aircraft tail number/registration was changed from N313P to N4476S (serial number 33010) and ownership was switched from Premiere Executive Transport Services Inc. to Keeler and Tate Management LLC, according to FAA records. Robert Blowers, assistant general manager of Aero Contractors, Ltd. of Smithfield, N.C., confirmed that his company leased this jet from Massachusetts-based Premier Executive Transport Services in about 2002 or 2003. "We do government contracts; they are sensitive in nature," said Blowers, a 22-year veteran of the military who began running the company in 1994.

**NOTE 6** --- This aircraft was registered to a company named One Leasing Inc. in the past, according to FAA records.

**NOTE 7** --- The capabilities of modern air-defense missile systems have been severely challenged by the advent of low-observable vehicles and modern electronic countermeasures. The Airborne Seeker Test Bed (ASTB) is an instrumentation platform developed by Lincoln Laboratory to investigate these challenges and identify appropriate seeker architectures and signal processing algorithms for dealing with them. The ASTB is based in a Gulfstream II aircraft and provides high-fidelity RF and IR reference instrumentation sensors that are used in parallel with special-purpose wing-pod payloads carrying production seekers or sensors under test. The combination of the system under test with the instrumentation sensors yields insight into the performance of sensor systems and advanced signal processing algorithms.

Between 2000-2001, ASTB activities included one major test campaign and infrastructure upgrades. The test campaign was conducted in Nevada to evaluate the effectiveness of electronic countermeasures against a modern air-to-air missile system and to verify readiness to operate with a modern surface-to-air missile system. The latter will allow flight testing of target intercepts in which ground-based tracking radar and the on-board RF seeker share data and act as an integrated system. Because the ASTB also carries IR focal-plane arrays and IR seekers, these and previous flight tests provide data to evaluate the degrading effects of background clutter on the IR detection and tracking of target aircraft. Another new RF seeker was received and integrated into a flight-test configuration; completion was expected at the end of 2001.

**NOTE 8** --- The Airborne Countermeasures Test System (ACTS) is a Falcon-20 business-class jet converted to operate either as a versatile target for testing of current and future air-defense missile systems or as a Global Positioning System jamming platform. The ACTS can provide a variety of electronic countermeasures and can be configured to operate at L-band, X-band, or Ka-band. The ACTS has been operating since 1997, and has supported flight-test campaigns for the Defense Advanced Research Projects Agency and the Air Force.

**NOTE 9**--- According to the FAA's Reduced Vertical Separation Minimum database (dated Jan. 4, 2005), this aircraft is operated by Aero Contractors, Ltd. Aero Contractors has worked with the federal government since it opened in 1979. The company handles missions for the Department of Defense, the Air Force and various other government agencies with a staff of approximately 100 pilots, mechanics and administrators.

**NOTE 10**--- According to FAA records, this aircraft had a pending number change authorized in March 2005 to N210LE.

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### **Glossary**

- ADW - Andrews AFB/NAF, Maryland.
- ALM - Alamogordo-White Sands Regl, New Mexico.
- AMA - Amarillo Intl, Texas.
- B190 - Beech 1900 aircraft.
- B200 - Beech King Air 200 aircraft.
- B350 - Beech King Air 350 aircraft.
- B737 - Boeing 737-700 aircraft.
- BE20 - Beech King Air 200 aircraft.
- BE30 - Beech King Air 300 aircraft.
- C130 - Lockheed C-130 aircraft.
- C208 - Cessna 208 Caravan aircraft.
- C650 - Cessna Citation 650 aircraft.
- CEW - Sikes, Florida.

- CN35 - CASA 235 aircraft.
- D328 - Fairchild Dornier 328 aircraft.
- ELP - El Paso Intl, Texas.
- F2TH - Falcon 20 business-class jet.
- FAT - ??????
- G4 - Gulfstream IV aircraft.
- GLF2 - Gulfstream II aircraft.
- HPN - Westchester Co, New York.
- IAD - Washington Dulles Intl, Va.
- IWA - Williams Gateway, Arizona.
- JS32 - BAe-3200 Jetstream Super 31 aircraft.
- L382 - Lockheed C-130 aircraft.
- LAS - McCarran Intl, Nevada.
- LAX - Los Angeles Intl, California.
- LBB - Lubbock Intl, Texas.
- LJ36 - Learjet 36 aircraft.
- LVK - Livermore Mun, California.
- MEM - Memphis Intl, Tennessee.
- NID - China Lake NAWS, California.
- NTD - Point Mugu NAS, California.
- NZY - North Island NAS, California.
- OGD - Ogden-Hinckley, Utah.
- ORF - Norfolk Intl, Virginia.
- PBI - Palm Beach Intl, Florida.
- PHX - Phoenix Sky Harbor Intl, Arizona.
- PUB - Pueblo Meml, Colorado.
- RNO - Reno/Tahoe Intl, Nevada.
- SBP - San Luis Obispo Co-McChesney, California.
- SBR1 - Sabreliner aircraft.
- SLC - Salt Lake City Intl, Utah.
- SPI - Capital, Illinois.
- TNX - Tonopah Test Range, Nevada.

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