

RADAR PREFLIGHT CHECKLIST

AUG 17 1983

FLIGHT # 830817JZ

A.C. # 43

OPERATOR Vic Wiggert

RADAR TECH Ed Brijner / NCAR

NUMBER OF DIGITAL MAGNETIC TAPES ONBOARD 12 + 1 1/2 boxes

NUMBER OF VIDEO TAPES ONBOARD 4

NUMBER OF TAPE LABELS ON BOARD 720

COMPONENT SYSTEMS UP AND CHECKED.

RDSC ✓  
COMPUTER ✓  
DMTR1 ✓  
DMTR2 ✓

VTR ✓  
DSC1 ✓  
DSC2 ✓  
SCOPES \_\_\_\_\_

NO \_\_\_\_\_  
LF ✓  
TA ✓

Time correction between radar time and digital time \_\_\_\_\_

RADAR POSTFLIGHT SUMMARY

NUMBER OF DIGITAL TAPES USED DMTR 1 \_\_\_\_\_  
DMTR 2 \_\_\_\_\_

NUMBER OF VIDEO TAPES USED \_\_\_\_\_

SIGNIFICANT RECORDER DOWN TIME (other than for tape changes).

DMTR: LF \_\_\_\_\_  
NO \_\_\_\_\_  
TA \_\_\_\_\_

VTR: LF \_\_\_\_\_  
NO \_\_\_\_\_  
TA \_\_\_\_\_

OTHER PROBLEMS: (stabilization, interference, etc.)

# NHEML RADAR TAPE LOG

FLIGHT 830817Z AIRCRAFT 43

OPERATOR Wigger

SHEET      OF     

| TAPE #          | TIME ON         | TIME OFF        | SOURCE RADARS |    |    | REWOUND? |              | COMMENTS                                         |
|-----------------|-----------------|-----------------|---------------|----|----|----------|--------------|--------------------------------------------------|
|                 |                 |                 | NO            | TA | LF | YES      | NO           |                                                  |
| 1/1             | 1954            | ~2023           |               | X  | X  | X        |              | <del>No Fwd off</del> Rewound                    |
| 2/1             | 202340          | 2041            |               | X  | X  | X        |              | Rewound                                          |
| 1/2             | 2041            | 2110            |               | X  | X  | X        | <del>X</del> | <del>Rewound</del> ; <u>toe</u> in increment 100 |
| 2/2             | 2110            | 213330          |               | X  | X  | X        |              |                                                  |
| 1/3             | 213330          | 2154            |               | X  | X  | X        |              |                                                  |
| 2/3             | 2154            | <del>2233</del> |               | X  | X  | X        |              |                                                  |
| 1/4             | <del>2202</del> | <del>2225</del> |               | X  | X  | X        |              |                                                  |
| 1/4             | 2223            | 2252            |               | X  | X  | X        |              | VTR <u>Start</u> <u>Clock</u> 2226 @ 22378       |
| <del>2/4</del>  | 2252            | 2322            |               | X  | X  | X        |              | @ 2240 clocks agree again                        |
| 1/5             | 2322            | 2340            |               | X  | X  | X        |              |                                                  |
| 2/5             | 2340            | 0009            |               | X  | X  | X        |              |                                                  |
| 1/6             | 0009            | 0034            |               | X  | X  | X        |              |                                                  |
| 2/6             | 0034            | 0106            |               | X  | X  | X        |              |                                                  |
| 1/7             | 0108            | 0139            |               | X  | X  | X        |              |                                                  |
| 2/7             | 0139            | 0210            |               | X  | X  | X        |              |                                                  |
| 1/8             | 0210            | 0237            |               | X  | X  | X        |              |                                                  |
| 2/8             | 0237            | 0308            |               | X  | X  | X        |              | Seabattered in BOT                               |
| 1/9             | 0311            | 0341            |               | X  | X  | X        |              | "belt on" from 0316                              |
| 2/9             | 0346            | 0416            |               | X  | X  | X        |              | ← Last tape                                      |
| <del>1/10</del> |                 |                 |               |    |    |          |              |                                                  |
|                 |                 |                 |               |    |    |          |              | Note:<br>1/2 is rewound; torn                    |

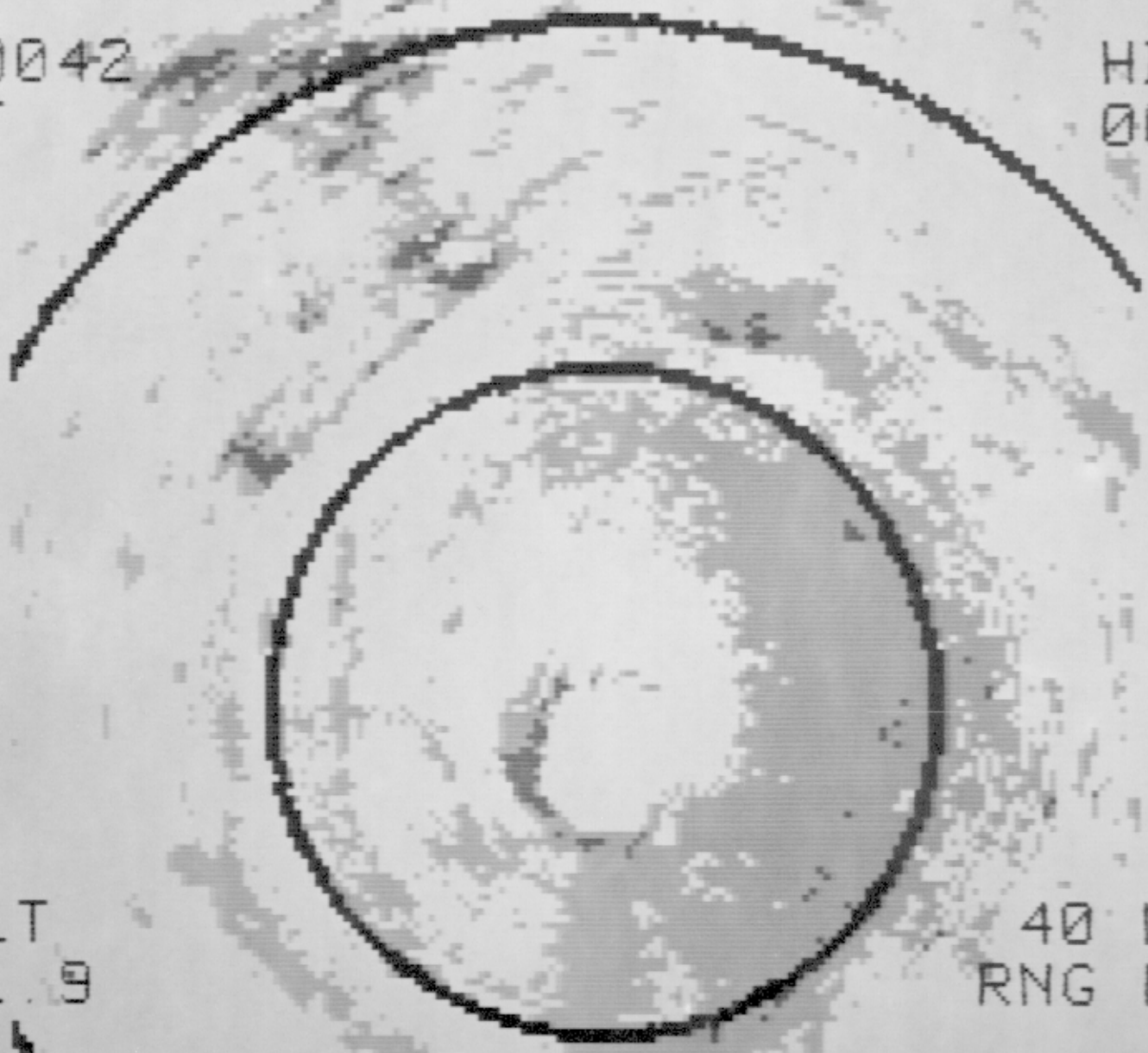
220042  
L/F

HDG  
009

8  
3  
0  
8  
1  
7  
I  
B

TILT  
1.9

40 MI  
RNG MK



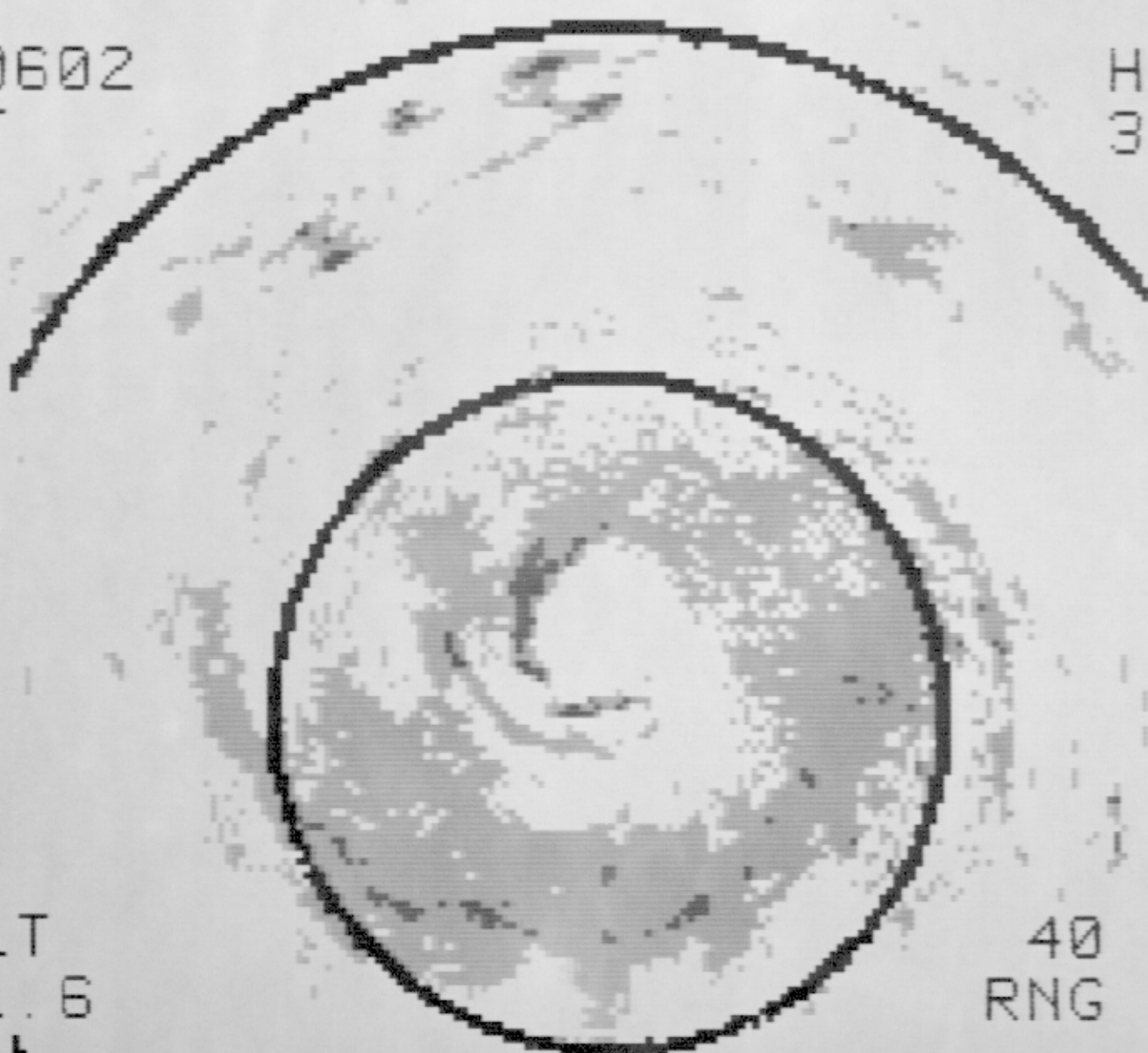
220602  
L/F

HDG  
354

0  
3  
0  
8  
1  
7  
I  
B

TILT  
1.6

40 MI  
RNG MK



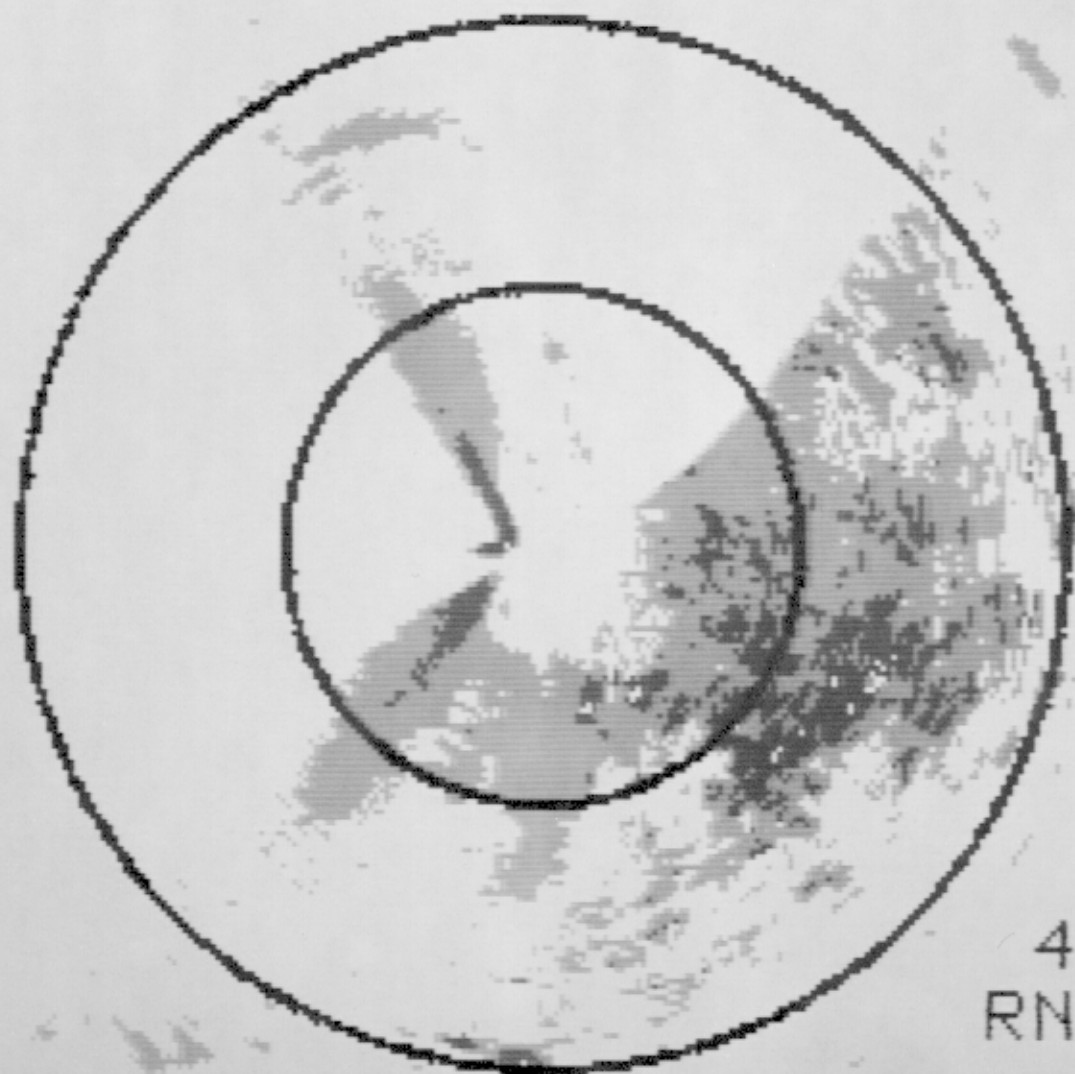
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L/F

HDG  
210

0308171B

TILT  
3.6

40 MI  
RNG MK



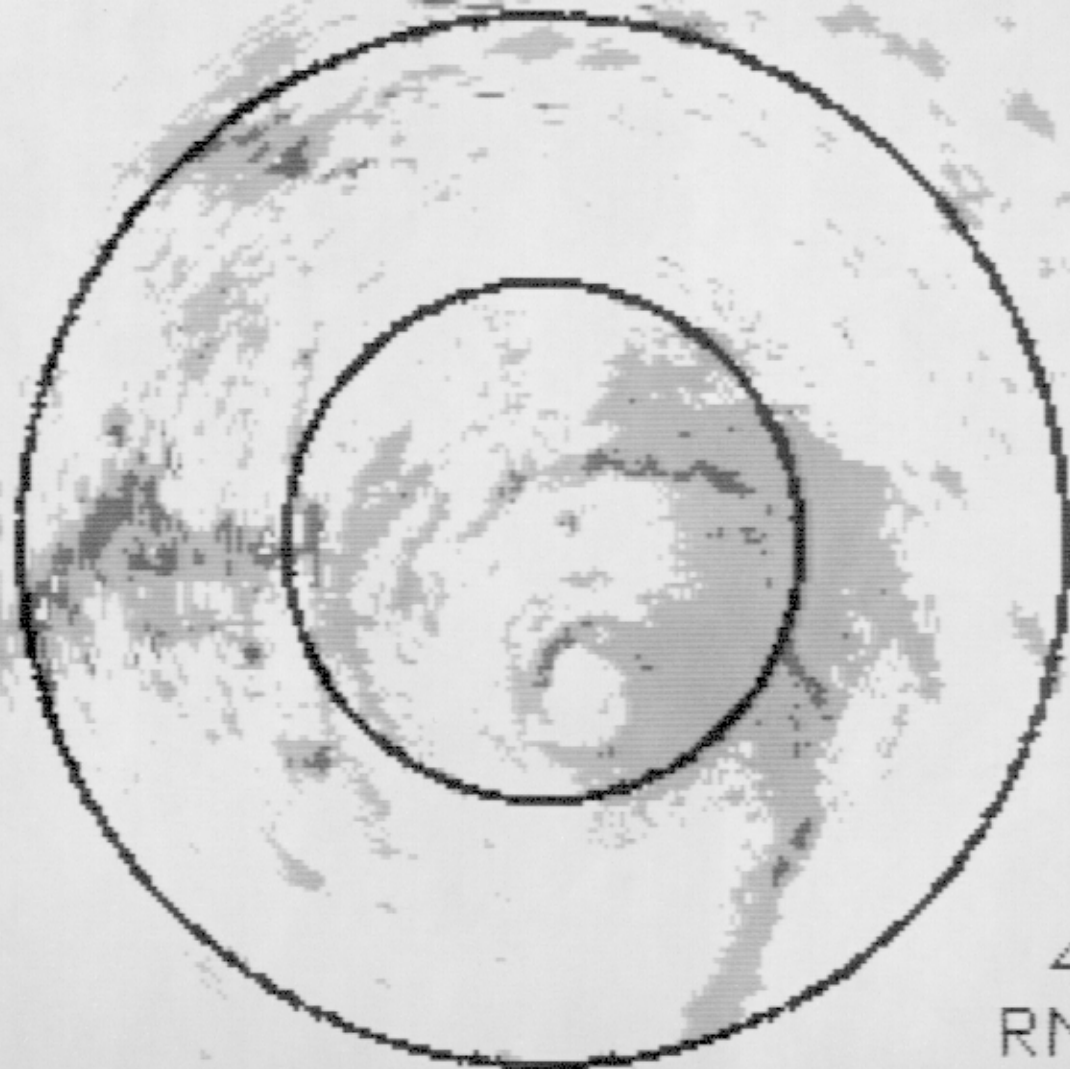
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L/F

HDG  
055

03081718

TILT  
1.8

40 MI  
RNG MK



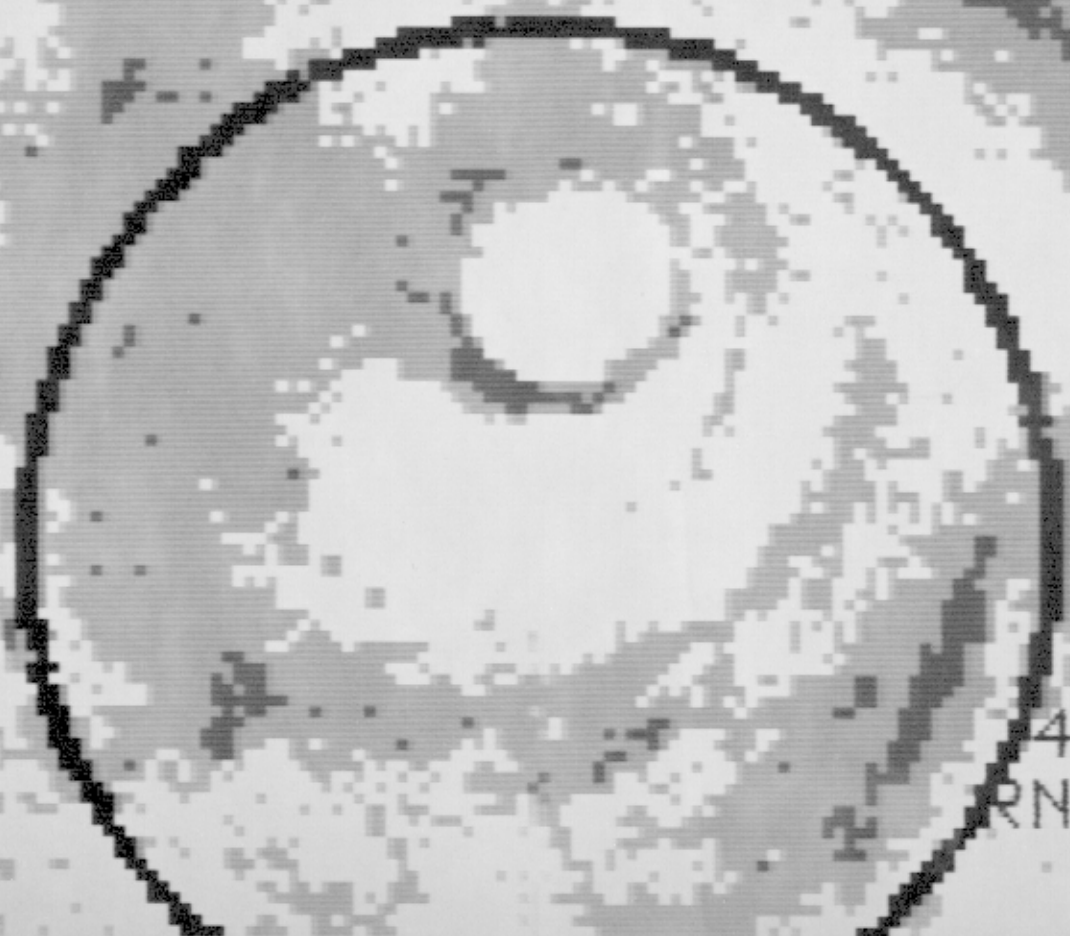
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L/F

HOG  
096

8  
3  
0  
8  
1  
7  
I  
B

TILT  
1.9

40 MI  
RNG MK



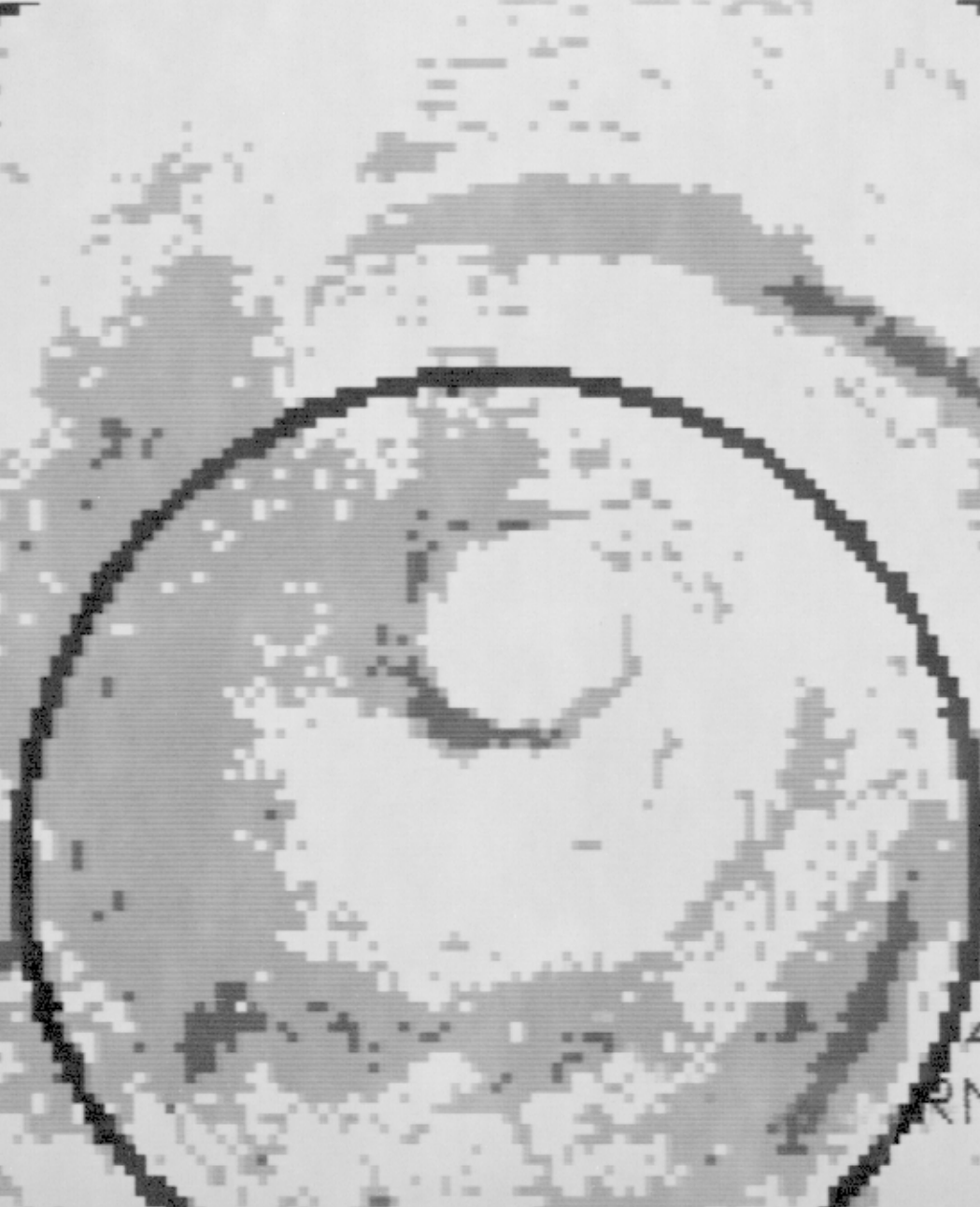
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L/F

H0G  
094

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8  
1  
7  
I  
B

TILT  
1.7

40 MI  
RNG MK





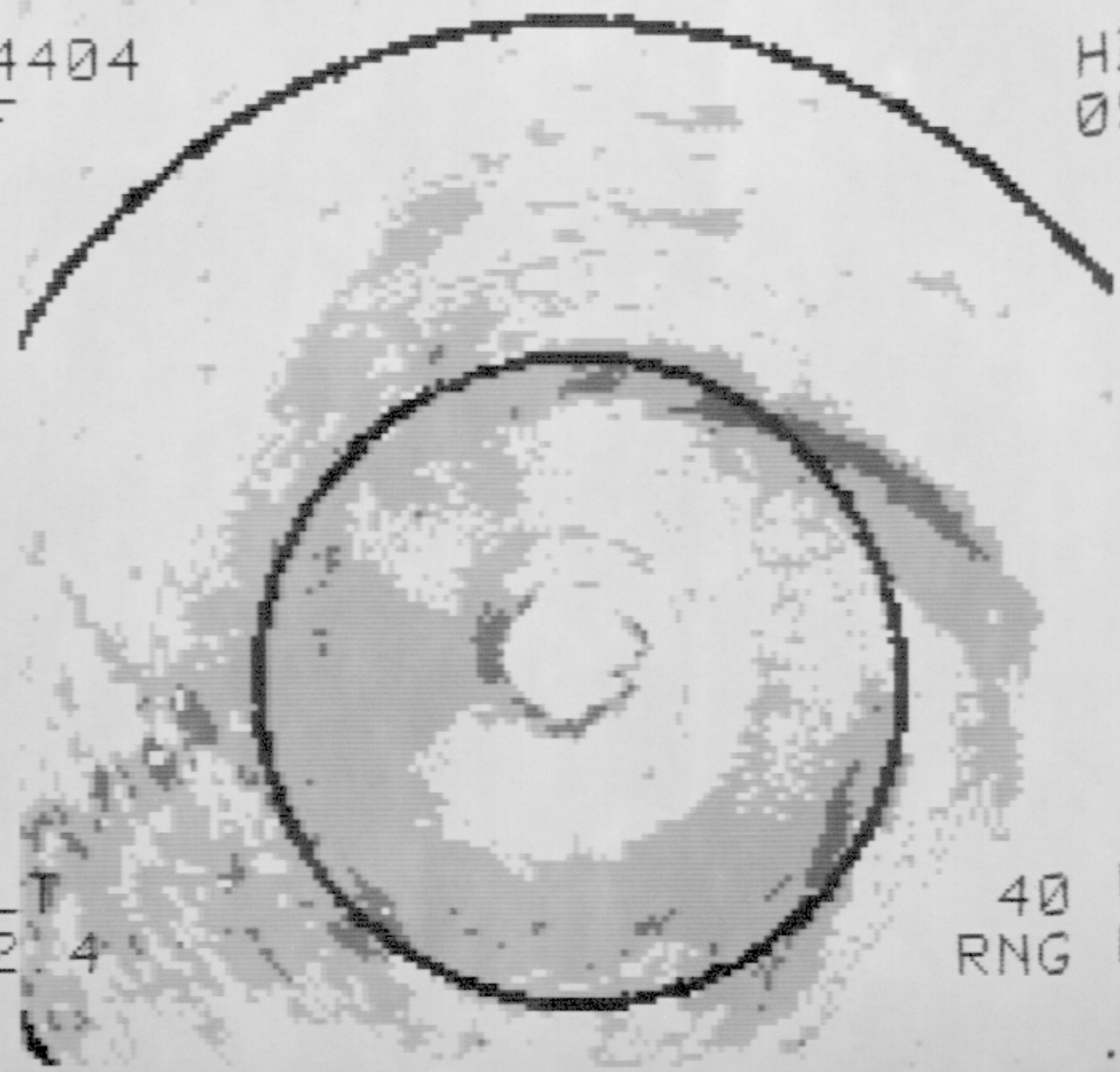
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L/F

HDG  
097

8  
3  
0  
8  
1  
7  
I  
B

TILT  
2.4

40 MI  
RNG MK



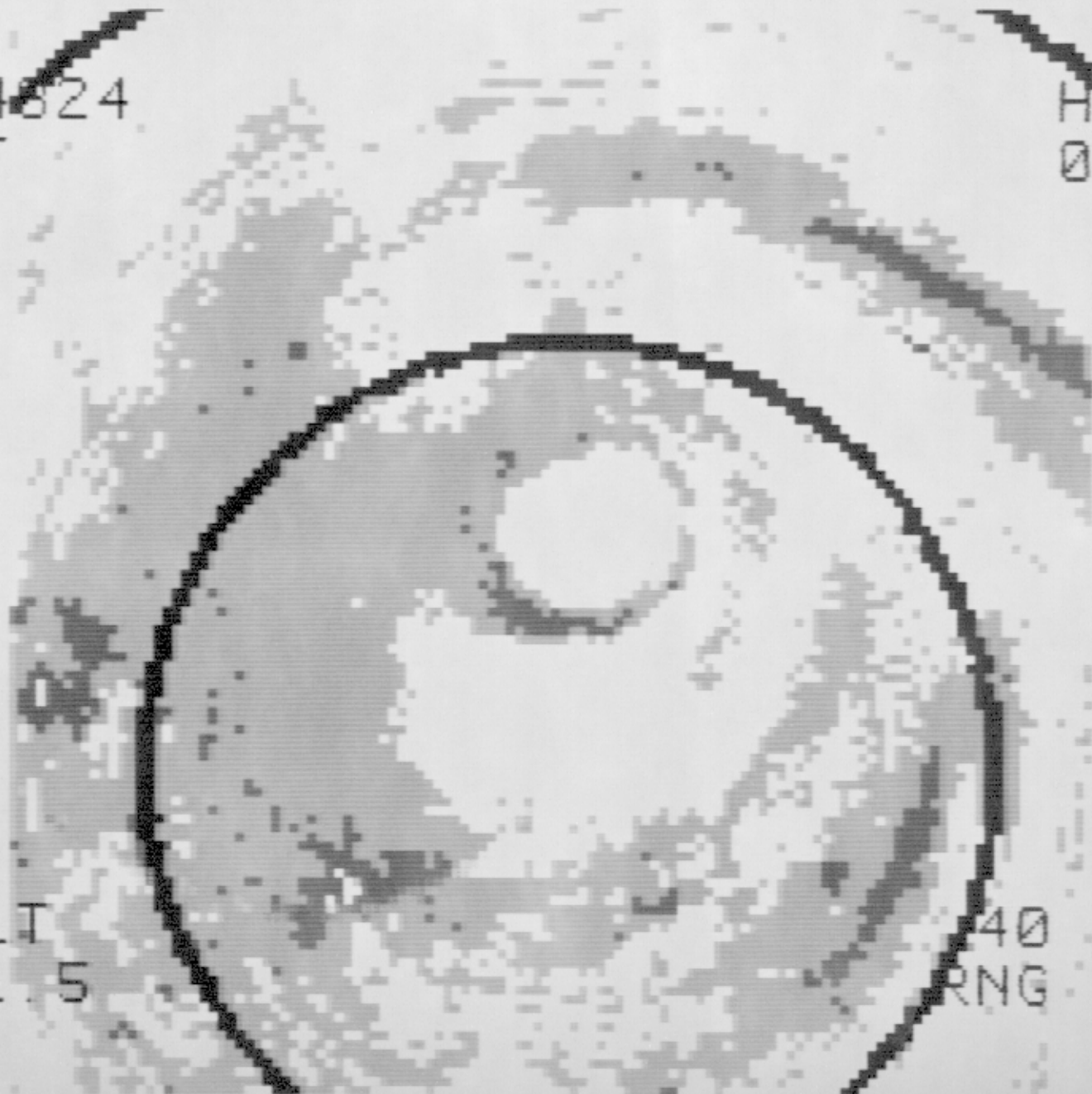
004824  
L/F

HOG  
097

003081718

TILT  
1.5

40 MI  
RNG MK



022006  
L/F

HDG  
060

030817IB

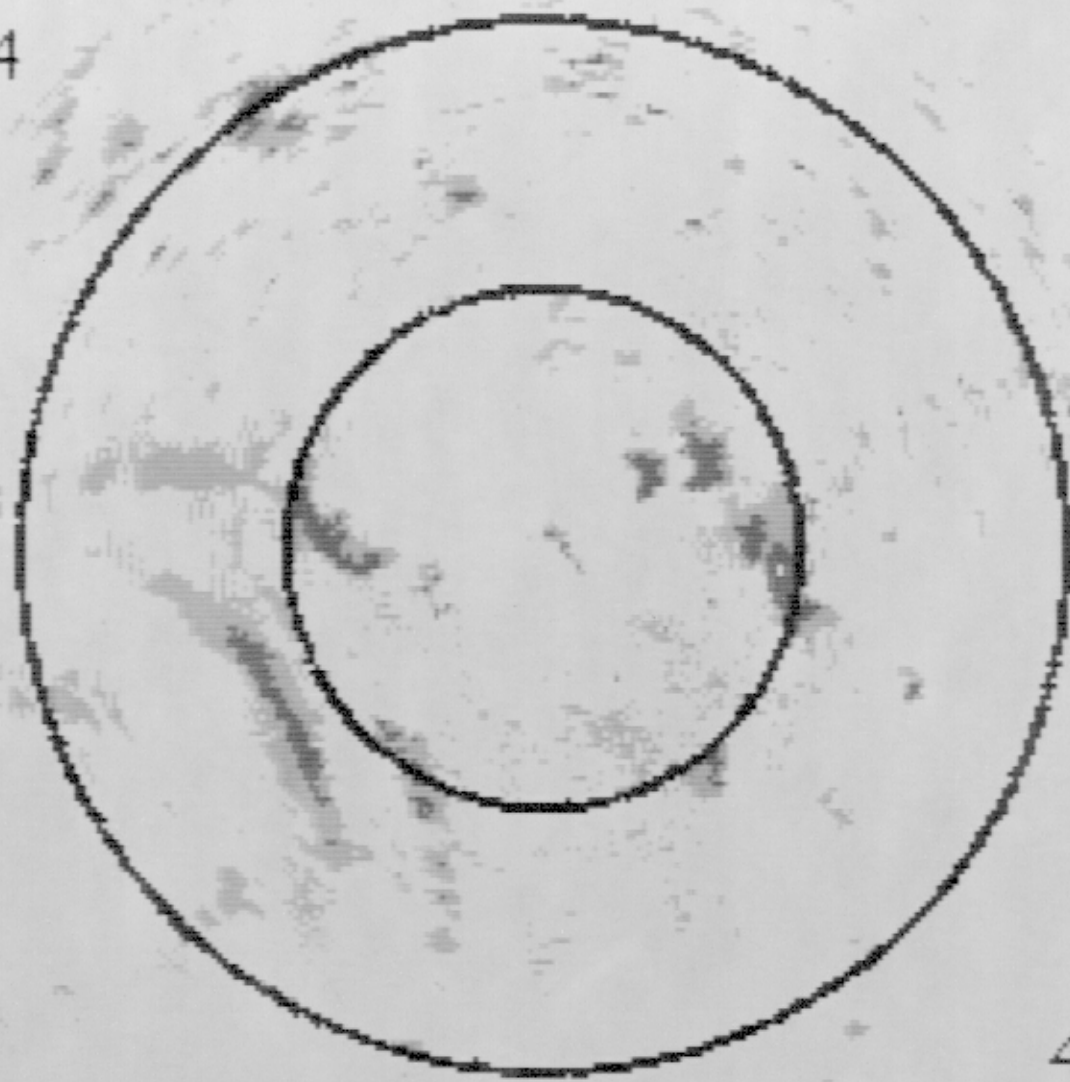
TILT  
1.2

40 MI  
RNG MK



022404  
L/F

HOG  
028



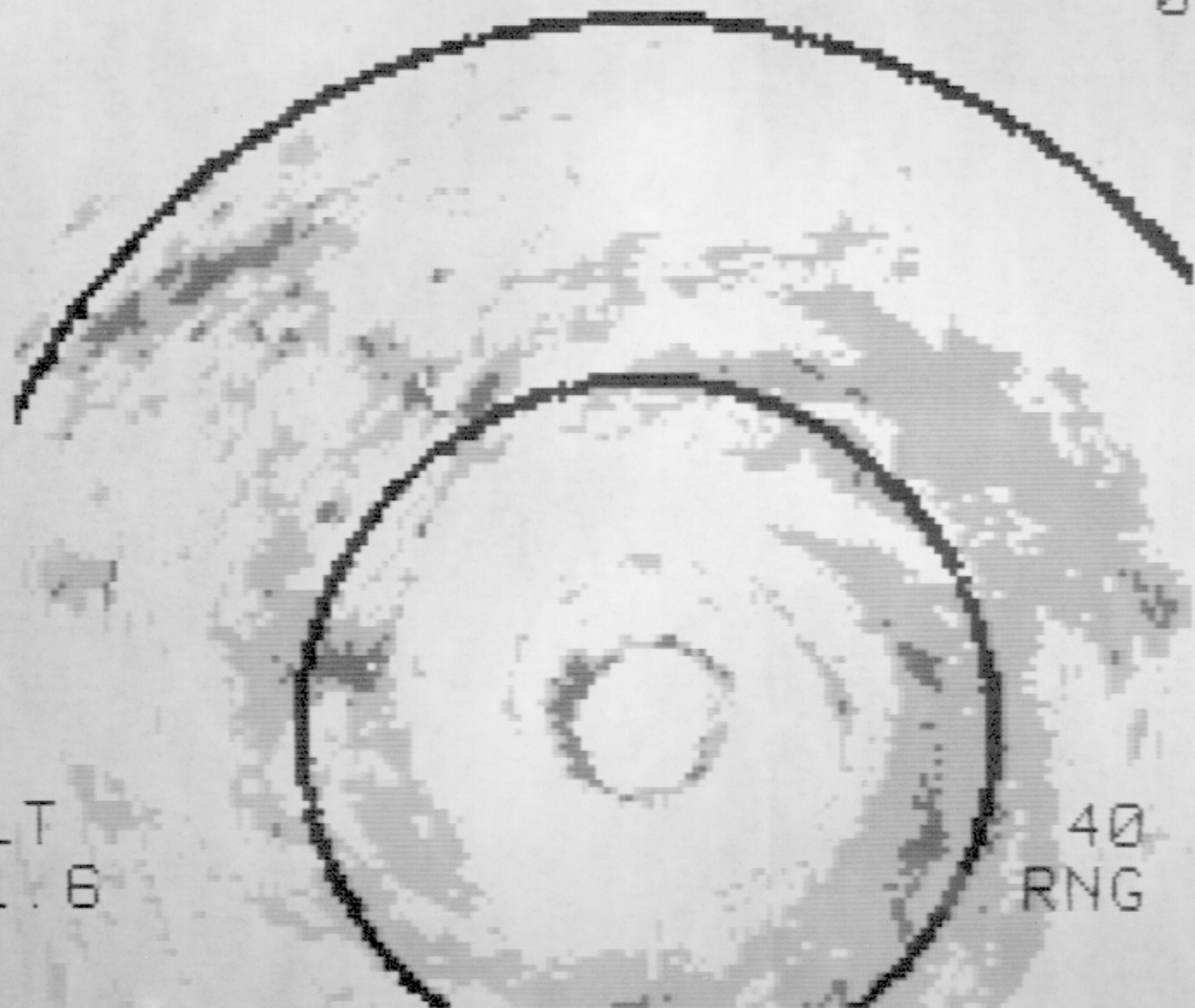
030301711B

TILT  
1.8

40 MI  
RNG MK

022600  
L/F

HDG  
030



8  
3  
0  
8  
1  
7  
I  
B

TILT  
1.6

40 MI  
RNG MK

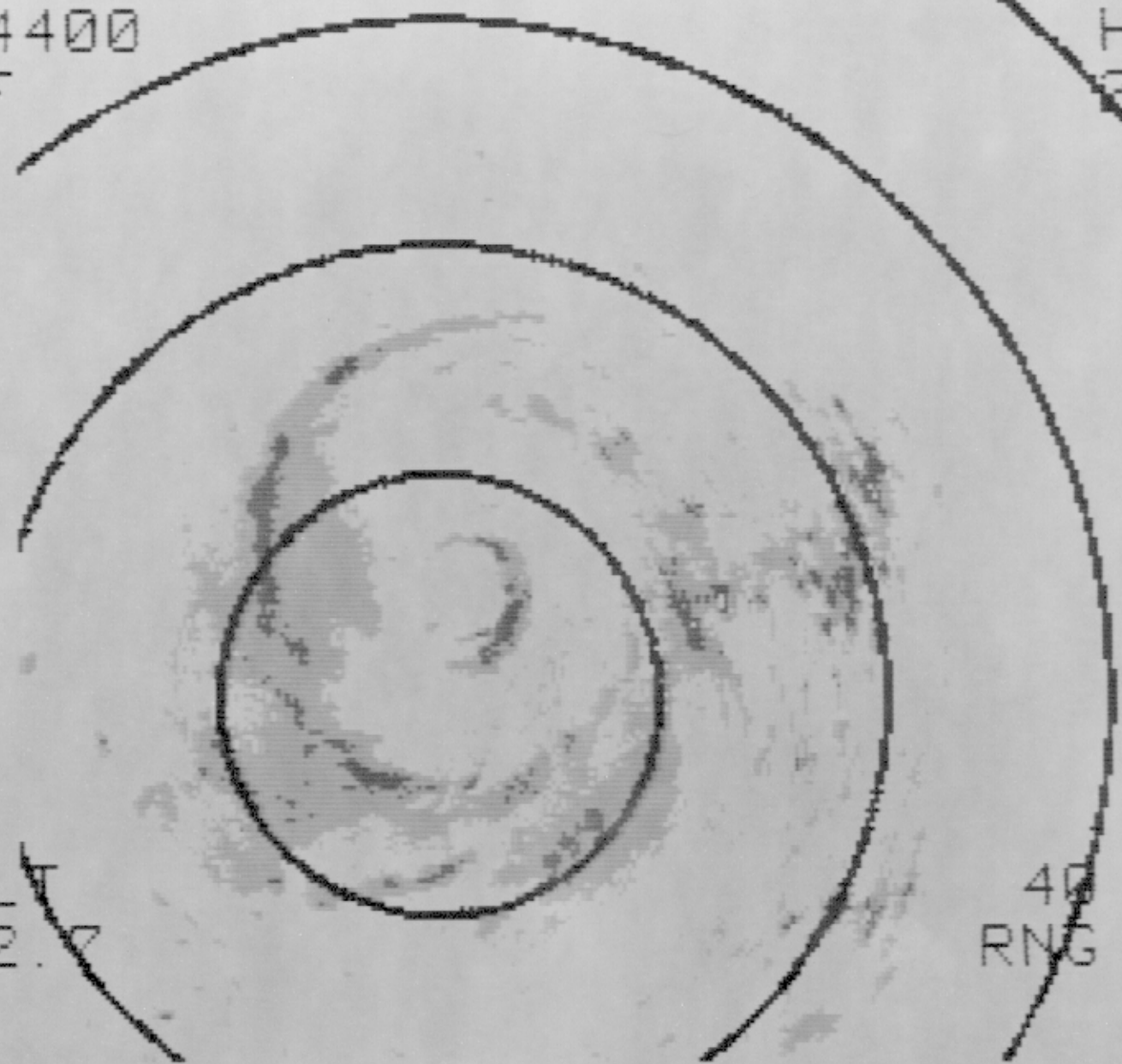
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L/F

HDG  
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0  
8  
1  
7  
I  
B

TILT  
2.7

40 MI  
RNG MK



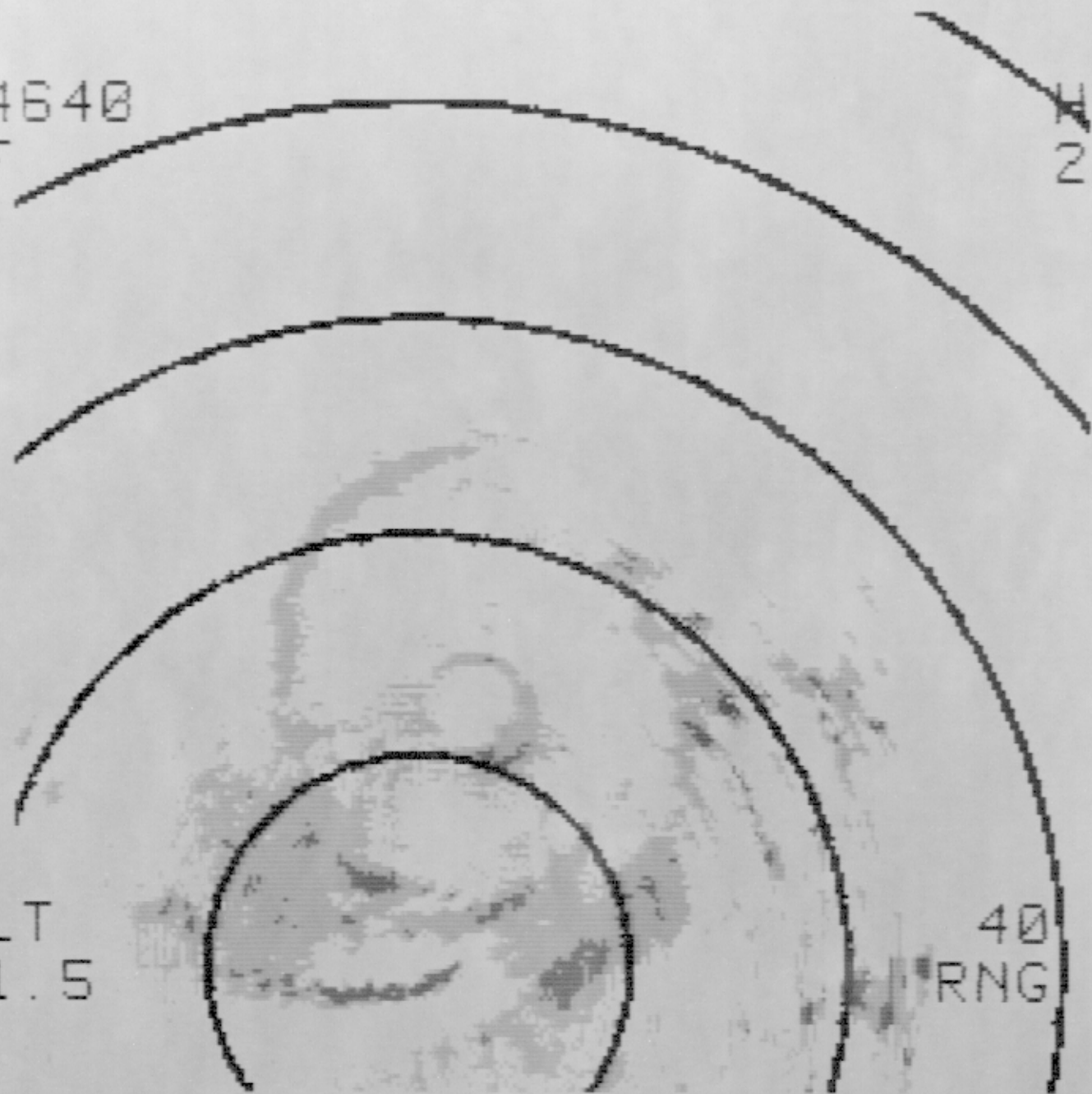
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L/F

HDG  
264

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3  
0  
8  
1  
7  
H  
B

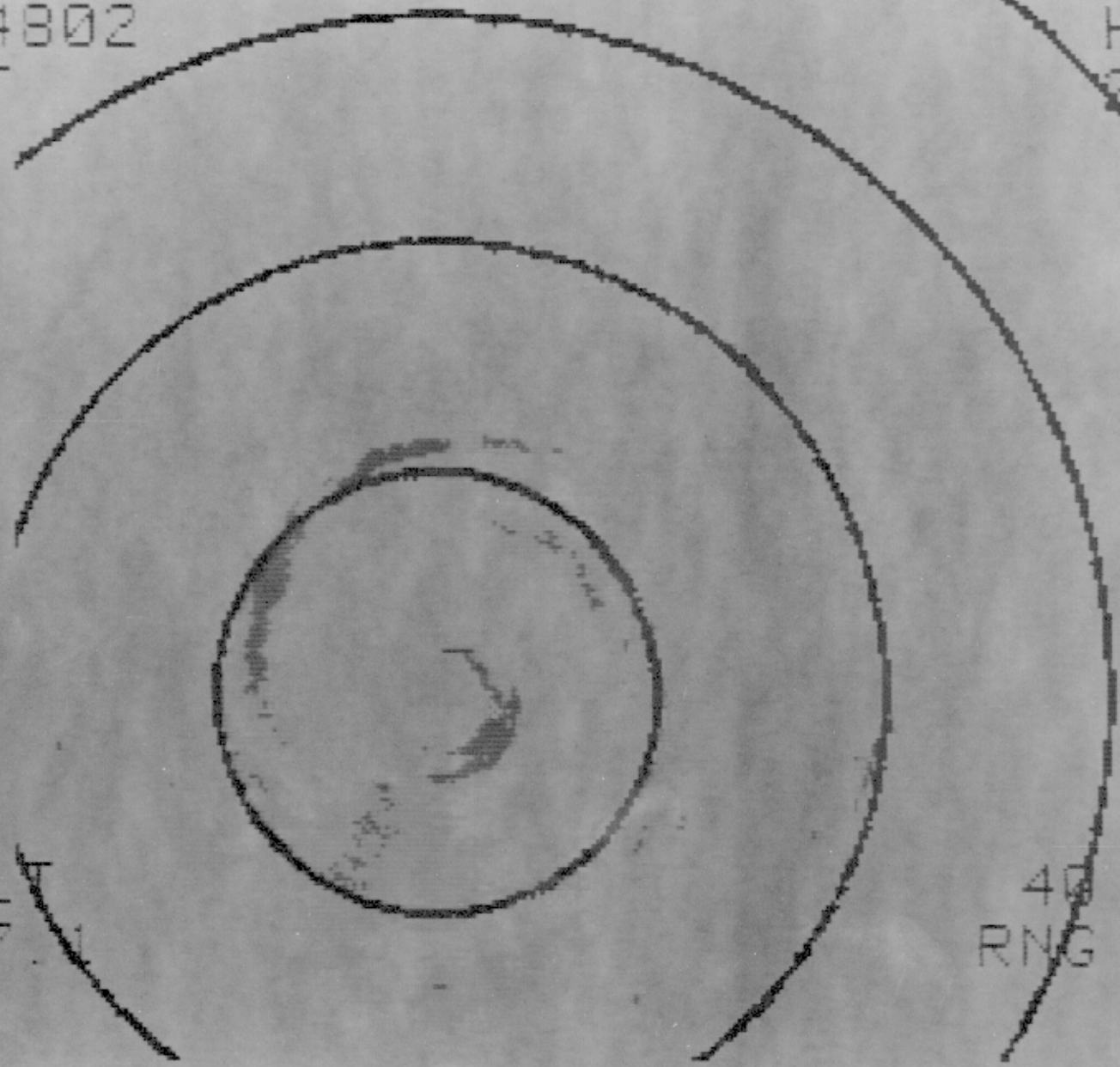
TILT  
1.5

40 MI  
RNG MK



024802  
L/F

HDG  
237



8  
3  
0  
8  
1  
7  
I  
B

TILT  
7.1

40 MI  
RNG MK