

19840922HI - RADAR

| | | | | | | |
|--|-------|--|---|--|-----------------------------|-----------------------------|
| RFF-10 WORK FORM (8-72) | | U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION RESEARCH FLIGHT FACILITY MIAMI, FLORIDA | | | AIRCRAFT N42RF | |
| | | | | | FLIGHT NO. 65-84 | |
| | | | | | FLIGHT ID 840922H | |
| | | | | | DATE SEPT 22 1984 | |
| FLIGHT LOG | | TAKE OFF (City or airport) SAN DIEGO | | LAND (City or airport) SAN DIEGO | | ALTITUDE 18000 FT |
| PURPOSE NORBER 7 | | | | | | |
| PROPOSED TAKEOFF TIME: 16Z | | | PROPOSED FLIGHT DURATION: 9.5 HR | | | |
| TIME IN: 0351Z | | | TIME ON: 0345 | | | |
| TIME OUT: 1747Z | | | TIME OFF: 1756Z | | | |
| BLK. TIME: 10:04 | | | FLIGHT TIME: 9:49 | | | |
| FLIGHT PERSONNEL | | | | | | |
| OPERATIONS CREW | | WEATHER CREW | | | VISITORS | |
| GENZLINGER | MOORE | DARBY | WILLIS | BOGERT | | |
| NOBLE | NUNN | BERLES | BLUESTEIN | HOUZE | | |
| BARNHILL | | JARUZ | HALLETT | LEVIN | | |
| CORRELL | | DYGRANRYT | KOHLET | BLANKENSHIP | | |
| PROPOSED MISSION | | | | | | |
| | | | | OS = 1005.7 AC 29.72 ALT. | | |
| | | | | | | |
| ACTUAL MISSION AND REMARKS | | | | | | |
| DATA COLLECTED AND REMARKS 7 RADAR 6 EYE PENT. 20 CP 1 SLOW | | | | | | |

| A/C COMMANDER | | NAVIGATOR | | A/C NO. | MISSION NO. | TIME AIRBORNE | LOCATION | DATE | PROJ. NAME | | |
|--|-------------------------|-----------|-------------------------|------------------------|-------------------------|---------------------------|--------------------------------------|------------------|------------------|------|----|
| Genzlinger | | BARNHILL | | N42RF | 840922 | 1756 | SAN Diego N 32-42.1 W 117-12.0 | 22 SEPT 84 | NORBERT D HRD | | |
| TIME OF ENTRY | POSITION | TYPE | INERTIAL POSITION | LAT LON COR'S | POSITION | LAT LON COR'S | REMARKS | | | | |
| 174654 | N 32-42.1 W 117-12.0 | 4 | N 32-42.1 W 117-12.0 | ±0 ±0 | N 32-42.1 W 117-12.0 | ±0 ±0 | SAN Diego RAMP Black out | | | | |
| 175127 | N 32-42.5 W 117-12.6 | 4 | N 32-42.5 W 117-12.6 | ±0 ±0 | N 32-42.5 W 117-12.6 | ±0 ±0 | SAN Diego Run 18 APP END | | | | |
| 180346 | N 32-32.5 W 117-43.0 | 2 | N 32-32.0 W 117-40.9 | +1.5 +2.1 | N 32-32.0 W 117-41.0 | +1.5 +2.0 | 058/27.5 DOWN NAVY NORTH | | | | |
| 190100 | | 10 | N 28-30.3 W 116-14.1 | | N 28-30.7 W 116-14.4 | | INS QF = 036, 036 | | | | |
| 200000 | | 10 | N 24-29.7 W 113-26.1 | | N 24-30.3 W 113-26.5 | | INS QF = 036, 036 | | | | |
| 201709 | N 23-18.0 W 112-37.0 | 2 | N 23-16.7 W 112-36.6 | +1.3 +1.4 | N 23-17.4 W 112-37.1 | +1.6 -1.1 | 133/070 LAPAZ INS QF = 036, 036 | | | | |
| 214437 | | 10 | N 17-20.6 W 108-38.9 | | N 17-21.7 W 108-39.8 | ♀ | INS QF = 034, 034 | | | | |
| 222450 | | 10 | N 17-28.7 W 108-36.5 | | N 17-30.0 W 108-37.6 | ♀ | INS QF = 034, 034 | | | | |
| 224655 | | 10 | N 17-30.7 W 108-30.8 | | N 17-32.0 W 108-32.0 | ♀ | INS QF = 034, 034 | | | | |
| 232713 | | 10 | N 17-28.4 W 108-26.7 | | N 17-28.9 W 108-27.7 | ♀ | INS QF = 032, 032 | | | | |
| 235435 | | 10 | N 17-33.5 W 108-26.0 | | N 17-34.4 W 108-27.8 | ♀ | INS QF = 032, 032 | | | | |
| 000441 | | 10 | N 17-44.9 W 107-51.6 | | N 17-45.7 W 107-53.3 | | INS QF = 032, 032 | | | | |
| SYS | BEGIN ALIGN TIME | NCS CONN | Ω AID | TIME OUT OF COARSE | ALIGN STS 0-5 | (1) TIME INTO NAV. #2 1st | (2) TIME OUT NAV. | Δ T (2)(1) | TERMINAL ERRORS | | |
| | | | | ELAPSE ALIGN POST TIME | | | | | LAT | LONG | GS |
| INS 1 | 1723Z | Y | Y | — | 4 | 174220 | 035310 | 10+11 | -1.8 | ±0 | 0 |
| INS 2 or IMU | 1723Z | Y | Y | — | 2 | 174220 | 035310 | 10+11 | -.4 | +1.3 | 4 |
| ALIGN REMARKS: | | | | | | | | | | | |
| OTHER REMARKS: Hdq ✓ 18 (195.2) 195.7, 195.9 | | | | | | | | | | | |
| TYPE OF FIX : (1) DR (2) RADIO (3) CELESTIAL (4) VISUAL (5) LORAN (6) RADAR (7) DOPPLER (8) OMEGA (9) INERTIAL (10) OMEGA - INERTIAL | | | | | | | | | | | |

27
1742
7011

840922 H
SEP 22 1984
N42 PF
H. Noobert
Kohler

E.4 Radar Scientist (On-Board)

This individual is responsible for data collection from all radar systems on board his or her assigned aircraft. Detailed operational procedures and checklists are contained in the operator's manual supplied to each operator. General supplementary procedures follow. (Check off and initial.)

E.4.1 Preflight

- ✓ PCK 1. Determine status of equipment and report results to the on-board lead project scientist (LPS).
- ✓ HK 2. Confirm mission and pattern selection from on-board LPS.
- ✓ PCK 3. Select operational mode for radar system after consultation with HRD radar scientist and on-board LPS.
- ✓ PCK 4. Complete appropriate preflight calibrations and checklists as specified in the radar operator's manual.

E.4.2. In-Flight

- ✓ PCK 1. Operate system as specified in the operator's manual and as directed by the HRD radar scientist, unless superseded by directions from the on-board LPS or as required for aircraft safety as determined by the OAO flight director or aircraft commander.

E.4.3 Postflight

- ✓ PCK 1. Complete summary checklists and all other appropriate checklists and forms.
- ✓ PCK 2. Brief on-board LPS on equipment status and turn in completed forms to LPS.
- AK 3. Hand-carry all radar tapes and arrange delivery as follows:
 - a. Outside of Miami - the HRD operations center.
 - b. In Miami - the HRD/AOML offices.
4. Debrief at operations center.
5. Determine status of future missions and notify operations center as to where you can be contacted.

Radar Scientist Checklist

Flight # 19840922 HL RADAR H. Norbert
 A. C. # N42RF
 Operator Kohler
 Radar Tech. Berles / Jarvi + Pu Granunt

Number of digital magnetic tapes on board 14
 Number of video tapes on board 4
 Number of tape labels on board enough

Component systems up and checked:

| | |
|-------------------|--------------------------------|
| RDSC <u>✓</u> | VTR <u>✓</u> |
| Computer <u>✓</u> | DSC1 <u>✓</u> |
| DMTR1 <u>✓</u> | DSC2 <u>out - intermittent</u> |
| DMTR2 <u>✓</u> | Scopes <u>✓</u> |

NO ✓
 LF ✓
 TA ✓

Time correction between radar time and digital time -1^s

Radar Postflight Summary

Number of digital tapes used DMTR 1 4
 DMTR 2 3

Number of video tapes used 1

Significant recorder down time (other than for tape changes):

| | |
|----------------|---------------|
| DMTR: LF _____ | VTR: LF _____ |
| NO _____ | NO _____ |
| TA _____ | TA _____ |

Other problems: (stabilization, interference, etc.) DSC2 out or intermittent.

N42RF SEP 22 1984
840922 H
H. Norbert

OPERATOR Kohler

SHEET 1 OF 1

HRD RADAR LOG

RADAR DOWN-TIME LOG

| <u>ITEM</u> | <u>TIME DOWN</u> | <u>TIME UP</u> | <u>PROBLEM</u> |
|-------------|------------------|----------------|---|
| DSC2 | 18:00 GMT | | went out after power down for engine repair intermittent - possible short or something loose |

ITEM LIST: VTR, DMTRI, DMTR2, COMP, ROSC, LF, NO, TA, DSCI, DSC2

SEP 22 1984

OPERATOR Dodge
SHEET 1 OF

HRD RADAR LOG

RADAR DOWN-TIME LOG

| ITEM | TIME DOWN | TIME UP | PROBLEM |
|---|---------------------------|---------|-----------------------------------|
| DTR I | basically whole flight | — | Al Goldstein investigating |
| TA | not down | | rec. <u>every other</u> radial |
| <p>→ Tape Drive I was giving lots of write errors. When AG played the tape back he got what looked like good data on screen. However he and TS are looking at data more closely to resolve BOTH problems.</p> | | | |

ITEM LIST: VTR, DMTRI, DMTR2, COMP, ROSC, LF, NO, TA, DSCI, DSC2