19880915I1-RADAR

E.5 Radar/Airborne Doppler Radar Scientist (On-Board)

The on-board radar scientist (RS) is responsible for data collection from all radar systems on his/her assigned aircraft. Detailed operational procedures and check lists are contained in the operator's manual supplied to each operator. General supplementary procedures follow. (Check off and initial.)

E.5.1 Preflight

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

E.5.2 In-Flight

1. Operate the system(s) as specified in the operator's manual and as directed by the HRD/RS, unless superseded by directions from the on-board LPS or as required for aircraft safety as determined by the OAO flight director or aircraft commander.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.5.3 Postflight

- NMO 1. Complete the summary check lists and all other appropriate check lists and forms.
- NMD 2. Brief the on-board LPS on equipment status and turn in completed forms to the LPS.
- NMD 3. Hand-carry all radar tapes and arrange delivery as follows:
 - a. Outside of Miami to the HRD operations center (FGOC).
 - b. In Miami to MGOC or to AOML/HRD. [Note: all data removed from the aircraft by HRD personnel should be cleared with the OAO flight director.]
- NMP 4. Debrief at the appropriate operations center (FGOC or MGOC).
- 5. Determine the status of future missions and notify the appropriate operations center (FGOC or MGOC) as to where you can be contacted.

19880915IL PADAR

Form E-5 Page 1 of 4

Radar Scientist Check List

	Flight ID 88091	t ID 880915I1					
	Aircraft #	43 RF					
	Operators DORST	FEUER					
	Radar Tech. T. SHRIC	KER					
Number of digital magnetic tapes on board 21							
Number	of tape labels on board		00				
Compon	ent systems up and checked:			i -			
	RDSC	DSC1					
	Computer	DSC2	/				
	DMTR1	DMTR2	/				
	LF	R/T#	101 M				
	та	R/T#	104				
Time correction between radar time and digital time							
Radar Postflight Summary							
Number	of digital tapes used:	DMTR 1	5				
Significant recorder down time:							
	DMTR 1 DMTR 2	Radar LF Radar TA	V 60 min TER MITTANT	DROP OUT			
Other problems: OF SIGNAL.							

Form E-5 Page 2 of 4

HRD Radar Tape Log

Flight 880915 IL Aircraft 43 Operator DORST/FEUER Sheet 1 of

			Source Radar			
Tape #	Time On	Time Off	TA	LF	Comments	
DITI	115030	121845	×	×		
DZTI	121845	1245	×	×		
D1-T2	1245	1306	×	×		
D2T2	1306	1322	×	×		
DITS	1322	1349	×	×		
D2T3	1349	1415	×	×		
DITY	1415	1432	×	×		
D274	1452	1535	×	×		
DITS	1535	1610	×	×		
DZIS	1610	1645	×	×	and the second second	
	a standarda					

Form E-5 Page 3 of 4

HRD Radar Down-Time Log

Operator Dorst / FEVER Sheet ____ of ____

Item	Time Down	Time Up	Problem
TA	13102	13132	TA REFL OFF
TA	14162	14182	14
TA	14322	1438Z	" DOPPLER BAD
DOPPLER	h	14452	DOPPLER BACK UP
TA	14502	14512	TA DOWN
ŋ	1504Z	1504	16
ţ1	15122	1530-2	" IN/OUT OF OPER,
H	16292	1630Z	

Item List: DMTR1, DMTR2, COMP, RDSC, LF, TA, DSC1, DSC2.