

Aug. 17 1991

## E.5 Doppler Radar Scientist (On-Board)

The on-board Doppler radar scientist (DRS) 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).
- ☒ 2. Confirm mission and pattern selection from the on-board LPS.
- ☒ 3. Select the operational mode for radar system(s) after consultation with the on-board LPS.
- ☒ 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 on-board LPS or as required for aircraft safety as determined by the AOC flight director or aircraft commander.

## E.5.3 Postflight

- ☒ 1. Complete the summary check lists and all other appropriate check lists and forms.
- ☒ 2. Brief the on-board LPS on equipment status and turn in completed forms to the LPS.
- ☒ 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 AOC flight director.]
- ☒ 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.

Doppler Radar Scientist Check List

Flight ID 91081741  
Aircraft # N42RF  
Operators Gamache  
Radar Tech. Ne. T. Rojas, Juan Carlos

Number of digital magnetic tapes on board 17

Number of tape labels on board Enough

Component systems up and checked:

MARS ✓  
DMTR1 ✓  
LF ✓  
TA ✓

Computer ✓  
DMTR2 ✓  
R/T# S/N 124 changed to 102  
Property # 42671  
R/T# 102 to 101

Time correction between radar time and digital time Radar 1 1/2 secs ahead

Radar Postflight Summary

Number of digital tapes used: DMTR1 \_\_\_\_\_  
DMTR2 \_\_\_\_\_

Significant down time:

DMTR 1 \_\_\_\_\_ Radar LF \_\_\_\_\_  
DMTR 2 \_\_\_\_\_ Radar TA \_\_\_\_\_

Other problems:

Major problem in flight with TA was due to ~~wired up~~ mix up in cable connections. When this was found we still had several more up date problems.

[illegible]



Sheet 1 of 1

[illegible]

Item List: DMTR1, DMTR2, COMP, MARS, LF, TA.