19930828HI-RADAR

SEP 28 1993

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 Pr	efligh	t_{11} 1. T_{1} . Λ_{000}
1	1.	Determine the status of equipment and report results to the on-board lead project
1	/	scientist (LPS).
-	2	Confirm mission and pattern selection from the on-board LPS.
_0	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	-Fligh	nt
	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 Po	ostflig	lht .
4	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.
V	3.	Hund-carry all radar tapes and arrange delivery as follows:
J.Black	Ka	a. Outside of Miami - to the HRD operations center (FGOC). 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.

Form E-5 Page 1 of 3

Doppler Radar Scientist Check List

12 4	2111
Flight ID 930828	5/7/
Aircraft # N42RF	
Operators M, B/90	K
Radar Tech. Jim Role	00
0	
Number of digital magnetic tapes on board	
Number of tape labels on board	nough
Component systems up and checked:	
MARS	Computer
DMTR1	DMTR2
LF	R/T# 122
TA	R/T# 102
Time correction between radar time and d	igital time
Radar Postflig	ht Summary
. Number of digital taxes used:	DMTR1 4-1/20
Number of digital tapes used:	1). 1600
	DMTR2 9 1290
Significant down time:	
DMTR1 2/0 min	Radar LF
DMTR 2	Radar TA 1845-2107
Other problems: Whis	louded twice
after wish	ng NSmin
TA rolled us	louded twice ng ~5min 5-10 dBZ low

Form E-5 Page 2 of 3

HRD Radar Tape Log

93082874/
Flight Aircraft N424F Operator M. B/act Sheet 1 of 1

Tape #	Time On (HHMMSS)	Time Off (HHMMSS)	Comments
PITI	182750		FAST Prive I went of line
2171	183510		went offline again
1271	18402>	1845	TA DOWN
0175	210750	2145	TA up in bound 21/7 hoppler
			TA ret, 5-00 dB = too low
DZTA	2145	2225	TAVEL STELL NOISY, 2205 F/A, 2207-
0/73	2225	3	Last & NE LOSW _ DIOR
DATE	2232	2325	Holy to MIA
Che	ct or	2 pe	ssible plant taper
	For a	0271	
	0,		
	40.00		
	ge seul	1	

MB. pretures 10-205857 50 Kts

Form E-5 Page 3 of 3

HRD Radar Down-Time Log

	in or b	1
Operator	M, Black	Sheet of

Item	Time Down (HHMMSS)	Time Up (HHMMSS)	Problem
Pavel	1832	1835	3 went off line, mislant
TA	1844	2107	? Not sure rubbed, rabbits foot on XCU,
			thenok
Drive		2145	TA Dopplar sAll nowy
	-		

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

Vortex Interaction 900828HI Emily II Depart Bernada ~182 Tail padar working Storm ~ 400 km away Q 1915 Radar (Tas) down 18015 Here we go again This mossion grobably a fotal bust gust Tail radar up 245 43 is having 80W frohlens Will do a coordinated Figure 4 with 43 then head home (MIA) Once / off line Dyitself Emily 90Kts 980 mb Charleston? Heavy rainbands on North side of storm - almost nothing south