## 930830II EMILY 19930830I1-RADAR 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.

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Doppler Radar Scientist Che
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	Flight ID Aircraft # Operators Radar Tech.	930830I N 43 RF WILLIS Goldstein	/			
Number of digital magnetic tapes on board						
Number of tape labels on board						
Component systems up and checked:						
	MARS	V	Computer	~		
	DMTR1	V	DMTR2	~		
	LF	~	R/T#	~		
	та		R/T#	~		
Time correction between radar time and digital time rodar time = display time + 1.55						
Time co	prrection betwee	en radar time and	digital time	rodor time =	display time	+ 1.55
Time co	prrection betwee	en radar time and Radar Postfli	digital time ght Summa	rodar time =	display time	+ 1.55
Number	orrection betwee	en radar time and Radar Postfli s used:	digital time ght Summa DMTR1 DMTR2	rodor time = iry 3 3	display time	+ 1.55
Number Significa	orrection between of digital tapes ant down time:	en radar time and Radar Postfli s used:	digital time ght Summa DMTR1 DMTR2	rodor time = iry 	display time	+ 1.55
Number Significa	orrection between of digital tapes ant down time: DMTR 1 DMTR 2	en radar time and Radar Postfli s used:	digital time ght Summa DMTR1 DMTR2 Radar LF Radar TA	rodor time = iry 	display time	+ 1.55

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HRD Radar Tape Log

20542 32 11 N 72 38 W

## Flight 930830II Aircraft <u>N43RF</u> Operator <u>WILLLS</u> Sheet of

Tape #	Time On (HHMMSS)	Time Off (HHMMSS)	Comments
1 T	=1847/00	2-2026	DATA DISP 00 RATIONE 01.5
2 B	2026	2103/40	900 PMS in bound 2203 FAST FAST 2038 CONT 2047
3 T	2103/40	= 2147	polygonal eyg well 2127 2137 eye nionauros ONT 2115/15
4 B	= 2147	2224 3	2159 FAST ZZZA TRAVE DRIVE FERROR
5T	2322/00	2450	OK, SYSTEM REPAIRED
6 B	2450	2601	NO ECHOES SHUTTING DOLLIN
	and marked		2822 descaring to BOS
			2846/09 landed 805
11.00			
	1		

## 930830I1

Form E-5

# Form E-5Page 3 of 3HRD Radar Down-Time Log

Operator Willis

Sheet \_\_\_\_ of \_\_\_

ltem	Time Down (HHMMSS)	Time Up (HHMMSS)	Problem
TRAE ONNE ENDA	2224	and the second	REJTARTED SYSTEM NUMEROUI TIMES
TAPE DRIVES	23201	2322	OK NOW
			the Fold and
		Constant's	State the second
111 1996			
	2045 (2004)	Fol St	
·			

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