

980924H1 Georges Reconnaissance
19980924H1-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

- MB 1. Determine the status of equipment and report results to the on-board lead project scientist (LPS).
- MB 2. Confirm mission and pattern selection from the on-board LPS.
- MB 3. Select the operational mode for radar system(s) after consultation with the on-board LPS.
- MB 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.
- _____ 2. Maintain a written commentary in the radar logbook of tape and event times, such as the start and end times of F/AST legs. Also document any equipment problems or changes in R/T, INE, or signal status.

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 Field Ground 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: 980924H1 Georges Reconn,
Aircraft Number: 42
Doppler Radar Operators: M. Black
Radar Technician: Jim Roles
Number of digital magnetic tapes on board: 6

Component Systems Status:

| | |
|---------------|--------------------|
| MARS <u>✓</u> | Computer <u>✓</u> |
| DAT1 <u>✓</u> | DAT2 <u>✓</u> |
| LF _____ | R/T Serial # _____ |
| TA _____ | R/T Serial # _____ |

Time correction between radar time and digital time: _____

Radar Postflight Summary

Number of digital tapes used: DAT1 _____

DAT2 _____

Significant down time:

DAT1 _____

Radar LF _____

DAT2 _____

Radar TA _____

Other Problems:

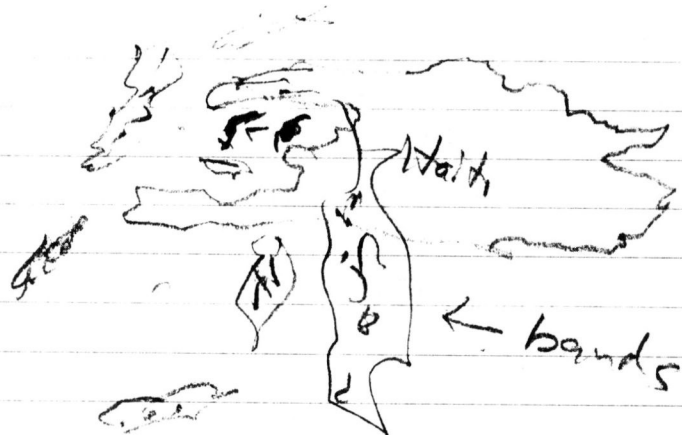
Georges Keenanissane

HRD Radar Tape Log

Flight 9809241H Aircraft 42 Operator M. Black Sheet 1 of 1
 LF RPM 2 TA RPM 10

(Include start and end times of DATs, as well as times of F/AST legs and any changes of radar equipment status)

| Tape # | F/AST On? | Event Time (HHMMSS) | Event |
|--------|-----------|---------------------|---------------------------------|
| — | — | 075946 | Takeoff Opn-locker |
| D1 | NO | 0808 | Started Recording |
| D1 | Yes | 0820 | F/A dual PRF |
| D1 | Yes | 0840 | Outer band near Andros |
| D1 | Yes | 0900 | Cells popping up |
| D1 | Yes | 0902 | Descending to 5 KFT |
| D1 | Yes | 0913 | Radar altitude 5 KFT |
| D1 | Yes | 0921 | right along Cuban coast |
| S | Y | 0930 | 21°06' 26°45' ~ 20 miles inland |
| D | | 0952 | 70-75 kts 100 miles SE |
| D | | 1039 | back to NW along coast |
| D | | 1045 | Drop in wind max |
| | | 1056 | Hdg inland for center |
| S | | 1059 | center 21°05' 26°58' 989 mb |
| | | 1223 | scalloped line 100 miles north |
| | | 1132 | thin line, the west along |
| | | 1140 | SE to center |
| S | | 120840 | eye 21°15' 27°5' ~ 990 mb |
| S | | 1318 | |
| | | 1347 | drop 105 mb NE |



995 mi last pass
at 1700
1818 - Stopped recording
Landing 19:07 off-lake

42 scheduled for
07 Z takeoff
tomorrow morning
ugh!

980924111 Georges Recco.

LDS M. Black
Radar M. Black
Drops M. Black / Paul Heighon
Workstation Paul Heighon
Observer Paul Heighon / Paul
VSPR - Ivart
Flight Director - Stan Coenck

Takeoff Ops - locky 075948
scheduled to land at TMR

Storm forecast to be over
east central Cuba during
flight, in which case
we will fly a coastal
patrol

Forecast to be at

20.8 26.8 215 Z

0740 Extra spiral band

0900 cells propping up
near our flight-level
with

0922 at Cuban coast

0930 § 21°06' 76'45"
~ 20 miles inland

0952 70-75 kts wind max
100 miles to SE - offshore
flow

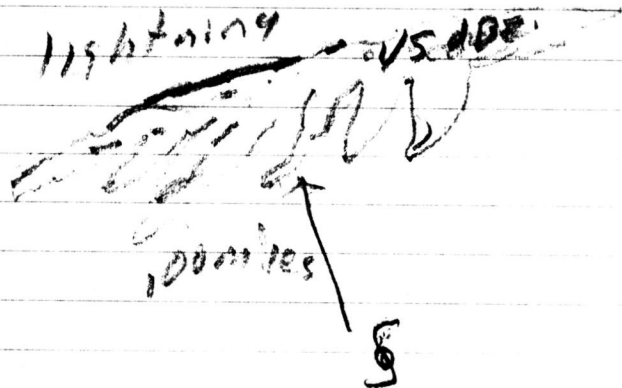
1039 - right along
Cuban coast

1045 Drop 2 in
wind max along coast

1056 Hdq inland to
mark center

1059 Center fix
inland ~ 25 miles
21°06' 76'58'

1123 near scattered rainbows
north of center

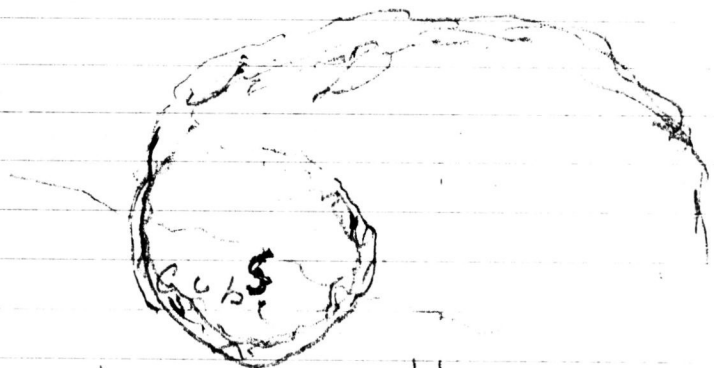


1132 turn to west

1140 Flying SE back

thru band on
way to center

1145 thru band



eye about 70 miles
across

1208110 eye
21 15' 77° 4.9'
turn to NW along
coast

1318 eye
21 24 77.15

1435
21 32 77 20 eye
eye

1440 - circling in eye
1448 - hdg NW out bound
for FL

1604 - land at Tampa
International!
Another recco. tomorrow
morning?

980925H1
H. GEORGES

48 HOURS CREW ON THIS
FLIGHT AS ON LAST
N42RF FLIGHT

9 1141 23⁰ 49' 81⁰ 17'
(preliminary)

9 1141 23' 50.8' 81° 16.9'
(from nav.)

1144 Pretty ugly radar presentation
down here

131642 24⁰ 8' 81° 30'
9 initial 980mb

9 24° 08' 81° 29'

1536 9 24° 15.9' 81° 54.9' 981mb

1420 9 24° 9' 81° 39'