

Floyd XCVX/Air-Sea/Land Fall (LAX)

19990915 FI-RADAR

E.5 Radar Scientist

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.

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 Post flight

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 LPS.

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 MGOC or the hotel during a deployment.

5. Determine the status of future missions and notify MGOC as to where you can be contacted.

Floyd Landfall/Air-Sea/XCAP (LAX)

HRD Radar Tape Log

Flight 990915I Aircraft 43 Operator M. Beck Sheet of

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
1	Yes	2034	Just past IP
eye	Yes	2059	eye 950 31'20' 78'56'
	Yes	2130	120 mi NE
	Yes	2132	restarted radar capture
		2155	in rainband near SC.
		220139	→ along coast → Turn to 135° to eye
	NO	2212	Continuous for inboard leg
eye		2226	eye - open SW
	Yes	2229	
			231126 176/60 60 - East Pt
			2318 sent LF comp (2229) - ID 35
			2319 BT
	NO	2325	Run to eye from east-east
eye		eye	233040 in eye
		2338-2335	Big cell in North eyewall
		234507	234507 west eyewall drop
	Yes	2353	Hdg to coast
		000730	west point 31.9 80.7 - on coast
		0036	sent LF comp 2 - 2325 - 2335
		003942	120 miles south of eye
		004637	BT south side 27.1 / 75 mi
		005321	Sonde BT south well 27.7 / 90 mi
		010245	Sonde South eye wall

eye 010847 eye 32.16 78.34 W
951 mb

HRD Radar Scientist Check List

Flight ID: 990915I
Aircraft Number: 43
Doppler Radar Operators: F. Marks / m. Black
Radar Technician: Terry Lynch
Number of digital magnetic tapes on board: 2

Component Systems Status:

MARS NP Computer _____
DAT1 _____ DAT2 _____
LF _____ R/T Serial # _____
TA _____ R/T Serial # _____

Takeoff
1947

Time correction between radar time and digital time: _____

Radar Post flight Summary

Number of digital tapes used: DAT1 _____
DAT2 _____

Significant down time:

DAT1 _____ Radar LF _____
DAT2 _____ Radar TA _____

Other Problems:

Floyd LAX

HRD Radar Tape Log

Flight 990915T Aircraft 43 Operator M. Slack Sheet 2 of 2
 LF RPM 212 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
	Yes	011440	Sonde BT - Kille
	Yes	0110	
	Yes	012405	BT 25.6 -
	Yes	013419	Sonde at coast North Pt
	Yes	014639	Sonde along coast
	Yes	015457	Sonde at Charleston coast
	Yes	020154	turn back to eye at
	Yes	0230	Reset Radar
	Yes	0232	Radar Back Up
	-	0234	radar down
	Yes	0238	RADAR BACK UP
	Yes	0250	Tony Lynch will swap tail transmitters
		0304	Turn SSW, along coast
		0316	Tail down
		0318	Tail up
	✓	0331	Turn to South, go into eye wall
		0343	Found center & turn to SW
		0424	sent LF comp 3 (0230E) ID 97-98
		0434	ID 100-101 LF comp 4
		0500	End recording near MCPA
		0509	landing

Dual Doppler maneuvered

