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

✓ 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.

____ 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.

HRD Radar Scientist Check List

Flight ID: 020929I

Aircraft Number: 43

Doppler Radar Operators: J. Camacho

Radar Technician: Ray

Number of digital magnetic tapes on board: 8 (2 60's)

Component Systems Status:

MARS ✓ Computer ✓

DAT1 ✓ DAT2 ✓

LF ✓ R/T Serial # 102

TA ✓ R/T Serial # 201/123

Time correction between radar time and digital time: RADAR CLOCK IS 1½ sec ahead of DATA SYS CLOCK

Radar Post flight Summary

Number of digital tapes used: DAT1 1

DAT2 0

Significant down time:

DAT1 _____ Radar LF _____

DAT2 _____ Radar TA _____

Other Problems:

RADAR RAN VERY WELL TODAY.

225150 19° 18' 79° 12' DELAYED LAUNCH DETECT
225617 19° 25' 79° 30' 29.1°C
224813 19° 13' 78° 57'

Form E-5
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HRD Radar Tape Log

Flight 020929I **Aircraft** 43 **Operator** J. Gamache **Sheet** 1 **of** ____

LF RPM 400 **TA RPM** ---

(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	171730	BEGIN RECORDING
			~2206 – 2220 DATA SYS Down
			BUT RADAR/INE-DATA KEPT
			RUNNING, MAY AFFECT
			FINAL RAMS FILE.
		225112	SHORT GAP IN TA DATA
		234500	END RECORDING

Drive 1

1833
Li.Li.Kpac

2231