

## E.5 Radar Scientist

The on-board radar scientist is responsible for data collection from all radar systems on his/her assigned aircraft. Detailed operational procedures and checklists are contained in the operator's manual supplied to each operator. General supplementary procedures follow. (Check off and initial.)

### E.5.1 Preflight

- RP 1. Determine the status of equipment and report results to the on-board lead project scientist (LPS).
- PL 2. Confirm mission and pattern selection from the on-board LPS.
- PL 3. Select the operational mode for radar system(s) after consultation with the on-board LPS.
- PL 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 checklists 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: 030912I  
Aircraft Number: N43RF  
Radar Operators: Rogers  
Radar Technician: Lynch  
Number of digital magnetic tapes on board: \_\_\_\_\_

Component Systems Status:

MARS ✓ Computer \_\_\_\_\_  
DAT1 ✓ DAT2 \_\_\_\_\_  
LF ✓ R/T Serial # \_\_\_\_\_  
TA ✓ R/T Serial # \_\_\_\_\_

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:

DS 2525UTC

HRD Radar Tape Log

Flight 030912T Aircraft N93RE Operator Rogers Sheet \_\_\_ of \_\_\_

LF RPM \_\_\_\_\_ 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
	Y	135012	Switch to F/AST, ferrying to IP at 5kft
	N	164357	switch to continuous, started IP at 16400, heading $\nearrow$
	Y	170330	switch to F/AST, in eye
	N	173736	switch to cont., beginning outboard leg
	Y	174103	F/AST; starting downwind leg + steps of descent