MB

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.V. I	rengn
	 Determine the status of equipment and report results to the on-board lead project scientist (LPS).
V	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.
	Determine the status of future missions and notify MGOC as to where you can be contacted.

HRD Radar Scientist Check List

Flight ID: <u>030</u> 914 I						
Aircraft Number: 43						
Doppler Radar Operators:	Doppler Radar Operators: M. Black Som Aherson					
Radar Technician: Terry L	-Ync7					
Number of digital magnetic tapes	on board: AO					
Component Systems Status:						
MARS	Computer					
DAT1	DAT2					
LF	R/T Serial #					
TA	R/T Serial #					
- TAIL Blev. A	msles all over the place					
Time correction between	radar time and digital time:					
Radar Pos	t flight Summary					
Number of digital tapes used: DAT1						
DAT2						
Significant down time:						
DAT1	Radar LF					
DAT2	Radar TA					
Other Problems:						

Error Messages TA ANT ELEV ROS LFANT AZIM ROS

Form E-5 Page 2 of 3

Flight 030	_Aircraft 43	Operator S, Alaces 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	
DR2	NO	1510	Stanttape- Ferry Gram St. Cr	1014
1. 11	NO	1511	TAIL elevation angles - 9/	1 nardom
		1513		29/
	iden m	151707	start Box pattery	
	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	151918	Turn cress wand box pattern	
		152005	Top. cr.055 word-3000 Rt	
	~	1540	end BATCE,	
		1545	King on radar 150 mi our	
	0.4.5	1552	New Cdls - NOF/AST	
2	NO	1616	Sw. tched to confinous - R/B	571
	No	1626	outer cows band	not
		1631	m 50 mles south of e	worky
				,
	Name of the last			

LF

Form E-5 Page 3 of 3

HRD Radar Down-Time Log

Flight 309/4 Aircraft 43 Operator MBkc Sheet of ___

Item	Time Down (HHMMSS)	Time Up (HHMMSS)	Problem
TAN	hole &	19h+ 17)	o elev angles!
- AND BOOK			
	- X 15 4-2 3 15		
			The second secon
- P			and the second second second second
			a since it must be seen in
<u> </u>		The section and	

Item List: DAT1, DAT2, COMP, MARS, LF, TA.

Include serial numbers of any new R/Ts.