

## 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

- N 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 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: \_\_\_\_\_

Aircraft Number: 42

Radar Operators: Black, N, Lofgren

Radar Technician: Boek

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:



NOAA  
~~French~~ Antenna

PRF: 2100 Hz

# HRD Radar Tape Log

Flight 080722H Aircraft 42 Operator \_\_\_\_\_ Sheet \_\_\_\_\_ of \_\_\_\_\_

LF RPM \_\_\_\_\_ 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
		090800	Recording started @ 0908
	Y		
		1055	Eye observed on LF
		110518	leg Inbound leg chart. lat 24.93, -92.94
		112815	center lat 23.72 94.02
		115426	outb. 22.3 95.2
		12	Track: 235°
		122428	Start inb leg. 22.6, 92.8
		125042	center

23° 49' 4" 94° 19' 7"

131200 end of outb.  
24 53 30 95 23 24

## HRD Radar Down-Time Log

Flight \_\_\_\_\_ Aircraft \_\_\_\_\_ Operator \_\_\_\_\_ Sheet \_\_\_\_\_ of \_\_\_\_\_

[illegible]

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

Include serial numbers of any new R/Ts.