1909A IKE

Radar Scientist

Flight ID 20080910I1 **Storm** IKE **Radar Scientist** M. BLACK / DORST

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 or initial.)

Preflight

____ 1. Determine the status of equipment and report results to the lead project scientist (LPS).

NMD 2. Confirm mission and pattern selection from the LPS.

____ 3. Select the operational mode for radar system(s) after consultation with the LPS.

____ 4. Complete the appropriate preflight calibrations and check lists as specified in the radar operator's manual.

In-Flight

____ 1. Operate the system(s) as specified in the operator's manual and as directed by the 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.

Post flight

____ 1. Complete the summary checklists and all other appropriate forms.

____ 2. Brief the 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: 20080910I1 (1909A IKE)

Aircraft Number: N43RF

Radar Operators: M. BLACK, N. DORST

Radar Technician: _____

Number of digital magnetic tapes on board: 10

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:

HRD Radar Event Log

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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

PRF 2400

HRD Radar Event Log

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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
—	—	0808	Takeoff from MacDill
02T1	Frank	081235	Started recording
1		0854	Crossed first major band
		0919	IP, 105 mi NW
			Sonde #1 AXBT, 60 Kt (NW)
			40 Kt SFMR
		0932	Sonde #2 AXBT #2
		0934	Outer eyewall NW
			60 Kt sfc - 40 Kt FL (N)
		094353	23.75 84.95 eye
		eye	Sonde #3, AXBT #3
			961 mb
		094430	BT only #4
		095840	Outer rainband SW
		100000	Turn to NE to point 3 NE
		1019	Hdg Pact 4. eye
		1023	BT #5 Sonde #4
Westpt		1035	BT #6 Sonde #5
eye		1043	23 48' 84 09' 281 7kt
		133040	Restart?