

mission ID WX03A, Bill 3

Radar Scientist

Flight ID 090819I1 Storm Name H. Bill

Radar Scientist S. Murillo Radar Technician Bobby Peek

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. General supplementary procedures follow. (Check off or initial.)

Preflight

- sy 1. Determine the status of equipment and report results to the lead project scientist (LPS).
- sy 2. Confirm mission and pattern selection from the LPS.
- sy 3. Select the operational mode for radar system(s) after consultation with the LPS.
- sy 4. Complete the appropriate preflight calibrations and check lists as specified in the radar operator's manual.

In-Flight

- sy 1. Remind the AOC data technician to start the radar capture files.
- sy 2. 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.
- sy 3. Maintain the Radar Scientist's form as well as 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

- sy 1. Complete the summary checklists and all other appropriate forms.
- sy 2. Obtain from the AOC data technician all radar tapes and give him a thumbnail drive to download the radar capture files.
- sy 3. Brief the LPS on equipment status and turn in completed forms, the thumbnail drive, and all radar tapes to the LPS. [Note: all data removed from the aircraft by HRD personnel should be cleared with the AOC flight director.]
- sy 4. Debrief at the base of operations.
- sy 5. Determine the status of future missions and notify MGOc as to where you can be contacted.

HRD Radar Scientist Check List

Flight ID: 090818 I1

Radar Operators: S. Murillo

Radar Technician: Bobby Peck

Number of DAT tapes on board: _____

Component Systems Status (Up ↑, Down ↓, Not Available N/A, Not Used O):

Device	Pre-flight	In-flight	Post-flight	R/T Serial #
Radar Computer	↑	↑	↓	X
DAT drives	↑	↑	↓	X
Lower Fuselage antenna	↑	↑↓	↓	
Tail Antenna	↑	↑↓	↓	

Time correction between radar time and digital time: _____

Radar Post flight Summary

Number of DAT tapes used: _____

Significant down time:

Radar Computer _____ Radar LF see log

DAT drives _____ Radar TA see event log

Other Problems:

the radar was up and down throughout the flight. Both tail & LF. Bobby Peck (the radar tech) could not pin point the problem.

