## Radar Scientist

Flight ID_\	00830H1 Storm Name Earl
Radar Scien	atist longue Radar Technician Bosko
on his/her as	poard radar scientist is responsible for data collection from all radar systems signed aircraft. Detailed operational procedures and checklists are contained or's manual. General supplementary procedures follow. (Check off or initial.)
Preflight	
<u>V</u> 1.	Determine the status of equipment and report results to the lead project scientist (LPS).
_V 2.	Confirm mission and pattern selection from the LPS.
<u>/</u> 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	
	Remind the AOC data technician to start the radar capture files.
<u> </u>	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.
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	
	Complete the summary checklists and all other appropriate forms.
	Obtain from the AOC data technician all radar tapes and give him a thumbnail drive to download the radar capture files.
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.]
4.	Debrief at the base of operations.
5.	Determine the status of future missions and notify MGOC as to where you can be contacted.

## **HRD Radar Event Log**

Flight ID 100830 H   Storm Name Radar Scientist 10KS0L0	Earl Radar Technician_	Sheet of C
LF RPMUO	TA RPM 10	<del>a from I</del> dl spilar system

(Include start and end times of recording as well as times of F/AST legs and any changes of radar equipment status)

Tape #	F/AST On?	Event Time (HHMMSS)	Event						
4	У	094000	Take off Time.						
	/	1000 200	Le Cipill						
Maring land	£5464.0	Para selection of the	PRF set 2400 Hz.						
V									
(			leg 1						
3 60 1	Barrier	104000	leg 1 Start leg						
		113500	End penebration						
		115500	Frd downwind						
	PUBBLIS II	A 100 A	in to startish: radat captish piers						
<u> </u>		1110	18° 26'N 62° 49'W						
			18° 26'N 62° 49'W						
		25 to 3 to 4 to 2 to 3	specific to the sout and edd anneath Edd ST Tegs						
			leg Z Start leg End leg ponotration End downwind						
0.00		1155	Start leg						
<u> </u>		1251	End leg ponotration						
		1312	End downwind						
		AND PROPERTY OF THE PROPERTY O							
		1222	Center fixe @ 18°30'N 63°6'h						
			@ 18°30'N 63°6'u						
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## **HRD Radar Problem Log**

Flight ID 100830 H 1 Storm Name	Earl	Sheet L of L
	Radar Technician	BOPLES

(Include times of when recording ended and was restarted)

Tape #	Time (HHMMSS)	Problem						
Insve		leg 3						
) N	1312	End penetration  End vo downwind						
	1410	End penetration						
10 50 03		to downwind						
dar Comp								
	1342	center fixe. @ 18°35' N 63° 20' W						
	V	@ 18°35'N 63° 6 W						
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	- N							
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2 3 k	70000							
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<u> </u>								
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	0.00							

**Doppler Wind parameters** 

Doppler flight-leg notes (for use in automatic QC and analysis)  FLIGHT ID:  Scientist:													
Leg Start Time	Leg End Time	Storm Motion		Center Fix		Max Radius Horz. Res	Horz. Res	Inbound	Outbound		Angle		
		е	Time	Latitude	Longitude	(km)	(km)	track	track	ja?	check?	Sent?	
HHMMSS	HHMMSS	Degrees	Knots	HHMMSS	(Deg/Min)	(Deg/Min)	49/98/147/196	1/2/3/4	Azimuth (deg)	Azimuth (deg)	H/TS	(Y/N)	(Y/N)
	13503	195	13	1110	18076	62° 49'	245	5	v130	2310	H	$\sim$	Y
10400	1251/1512	295	15	1272	18°30'	63°6'h	245	5	~230	250	H	$\sim$	×
1312	1410	297	12	1342	B° Th	(3°20'	244	5	~ °	480°	H	N	Y
				**************************************									
*						73.							