

## Radar Scientist

Flight ID 10110441 Storm Name Tomas

Radar Scientist P. Reason Radar Technician B. Peck

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

- PR 1. Determine the status of equipment and report results to the lead project scientist (LPS).
- PR 2. Confirm mission and pattern selection from the LPS.
- PR 3. Select the operational mode for radar system(s) after consultation with the LPS. 2100 F/A
- PR 4. Complete the appropriate preflight calibrations and check lists as specified in the radar operator's manual.

### In-Flight

- Confirm Flight ID w/ radar tech (2010110441)
- PR 1. Remind the AOC data technician to start the radar capture files.
  - PR 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.
  - PR 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

- PR 1. Complete the summary checklists and all other appropriate forms.
- PR 2. Obtain from the AOC data technician all radar tapes and give him a thumbnail drive to download the radar capture files.
- PR 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.]
- PR 4. Debrief at the base of operations.
- PR 5. Determine the status of future missions and notify MGOC as to where you can be contacted.

### HRD Radar Scientist Check List

Flight ID: 10110441

Radar Operators: P. Reason

Radar Technician: B. 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	↓	↑		
DAT drives	↓	↑		
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 \_\_\_\_\_

DAT drives \_\_\_\_\_ Radar TA \_\_\_\_\_

**Other Problems:**





NOAA 21721ATOMAS

90nm = 166.5km



ATCF 21

# Doppler Wind parameters

Doppler flight-leg notes (for use in automatic QC and analysis)

FLIGHT ID: 101104H1

Scientist: P. Reason

Leg Start Time	Leg End Time	Storm Motion		Center Fix			Max Radius (km)	Horz. Res (km)	Inbound track	Outbound track	ja?	Angle check?	Sent?
				Time	Latitude	Longitude							
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)
E-W 220400	224200	350	4	2224	16 47	75 44	196	4	270	200	TS	N	Y
SW 224330	225500												
SW-NE 2256	233800	20	6	2318	16 59	75 08	11	11	45	45	U	N	Y
"N" 234100	2353												
N-S 235430	003600	20	6	0012	17 05	75 42	11	11	180	180	U	N	Y

later reported  
used