

RADAR PREFLIGHT CHECKLIST

FLIGHT # 800806 H

A.C. # 42 RF

OPERATOR WIRFEL / PARRISH

AUG 6 1980

RADAR TECH LOWDEN

NUMBER OF DIGITAL MAGNETIC TAPES ONBOARD 14+

NUMBER OF VIDEO TAPES ONBOARD -

NUMBER OF TAPE LABELS ON BOARD 20+

COMPONENT SYSTEMS UP AND CHECKED.

RDSC	<u>✓</u>	VTR	<u>DOWN</u>
COMPUTER	<u>✓</u>	DSC1	<u>✓</u>
DMTR1	<u>✓</u>	DSC2	<u>✓</u>
DMTR2	<u>✓</u>	SCOPES	<u>✓</u>

NO	<u>✓</u>
LF	<u>✓</u>
TA	<u>✓</u> (Possible trigger problem)

Time correction between radar time and digital time 0 sec.

RADAR POSTFLIGHT SUMMARY

AUG 6 1980

NUMBER OF DIGITAL TAPES USED DMTR 1 3
 DMTR 2 4

NUMBER OF VIDEO TAPES USED 0

SIGNIFICANT RECORDER DOWN TIME (other than for tape changes).

• DMTR: LF _____
 NO _____
 TA _____

NONE

VTR: LF _____
 NO _____
 TA _____

OTHER PROBLEMS: (stabilization, interference, etc.)

Possibly lost two tapes due to severe
turbulence during ~~penetra~~ penetrations. (And I
mean severe)

NHEM RADAR TAPE LOG

AUG 6 1980

FLIGHT 800806H

AIRCRAFT 42RF

OPERATOR WIRELESS PARRISH SHEET

1 OF 1

TAPE #	TIME ON	TIME OFF	SOURCE RADARS			REWOUND?		COMMENTS
			NO	TA	LF	YES	NO	
1-1	131130	130505				✓		Painted P.R. & Dominica
	132915	144510				✓		Two L.F. calibrations (STOP MODE)
								Time of steps 133232 133239 (#1) 133247 133253 133300 133307
								133324 133331 133337 #2 133346 133353 133400
								Fat
								Tail radar kept off until in storm to keep it cool.
2-1	144515	145802				✓	✓	
2-1	145808	153600				✓	✓	Started recording Tail as well as LF. Looks like getting false returns from behind A.C. on L.F.
1-2	153616	160600				✓	✓	First First minute of Tail lost due to radar accidentally put in Test mode changing interp constant
2-2	160605	164750				✓	✓	
1-3	164756	172300				✓	✓	
2-3	172305	180320				✓	✓	{coffee spill onto tape. drives during turbulence were rewound to help drying.
1-4	181915	184755				✓	✓	Hot EOT Tail turned off - out of storm. Painted Keys ~1831 GMT

AUG 6 1980

NHEML RADAR LOG

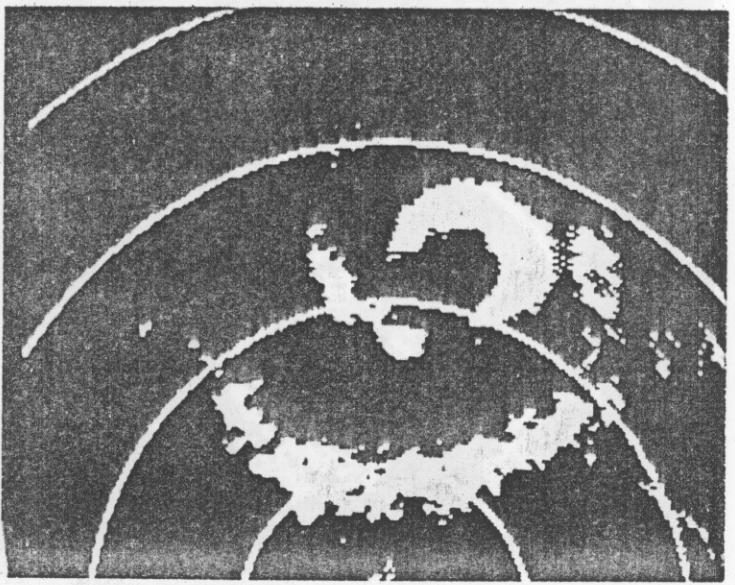
OPERATOR WIRFEL

SHEET 1 OF 1

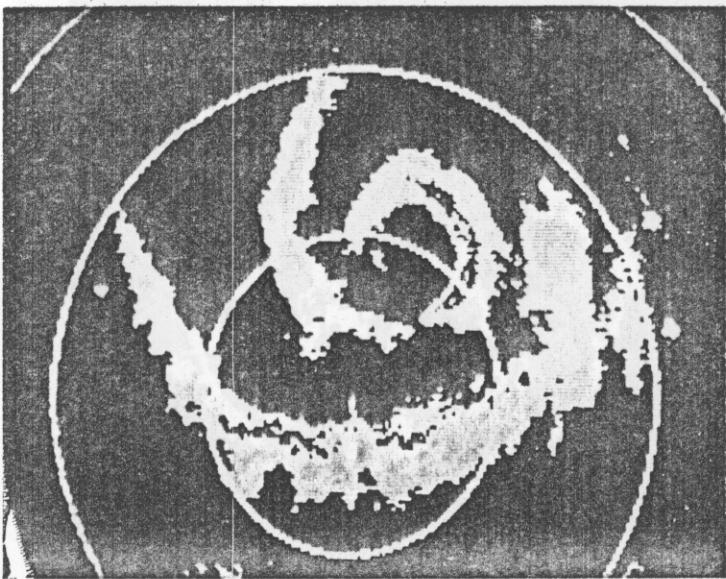
OPERATOR

RADAR DOWN-TIME LOG

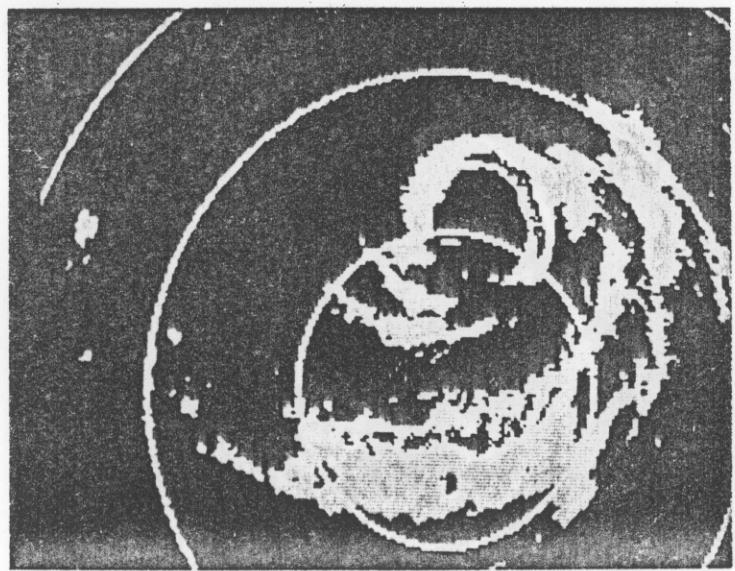
<u>ITEM</u>	<u>TIME DOWN</u>	<u>TIME UP</u>	<u>PROBLEM</u>
Nothing down!			
COMPONENTS SYSTEMS UP AND CHECKED.			
NO LF TA			(Power voltage problem)
Time correction between radar time and digital time			
DATES			
NUMBER OF DIGITAL TAPES USED			
NUMBER OF VIDEO TAPES USED			
SIGNIFICANT RECORDER DOWN TIME (other than tape changes)			
* DMTRI LF NO TA			
VTR			
ITEM LIST: VTR, DMTRI, DMTR2, COMP, ROSC, LF, NO, TA, DSCI, DSC2			



145908/308.0/+3.0
INITIAL PENETRATION



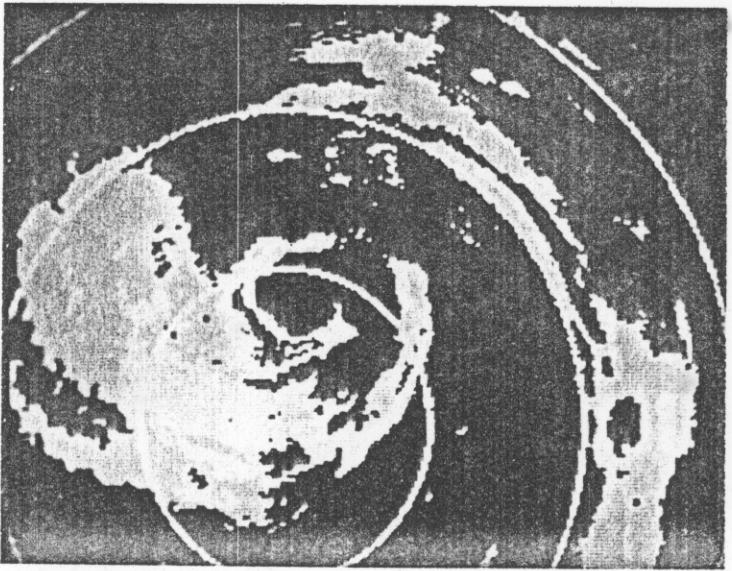
151140/298.0/+3.0



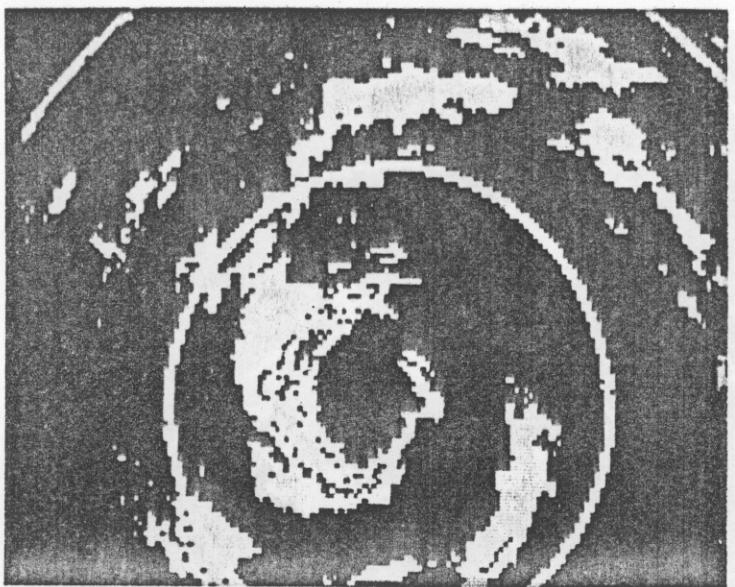
161630/321.0/+3.0

42RF

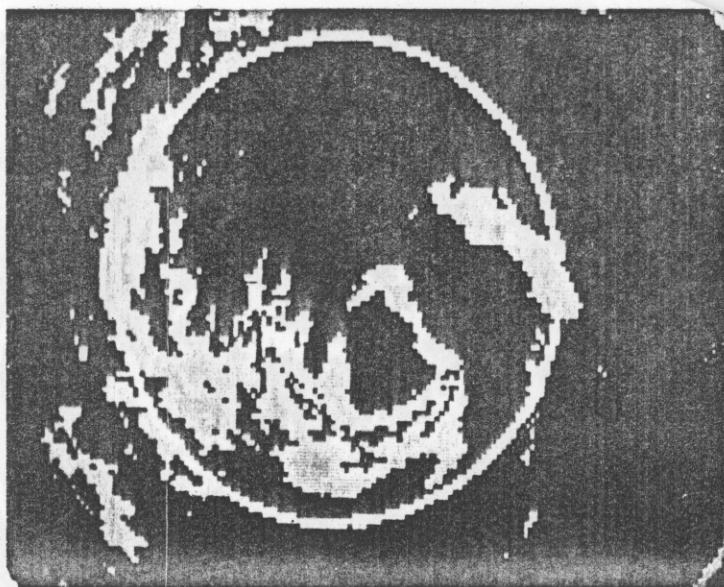
800806H (1)



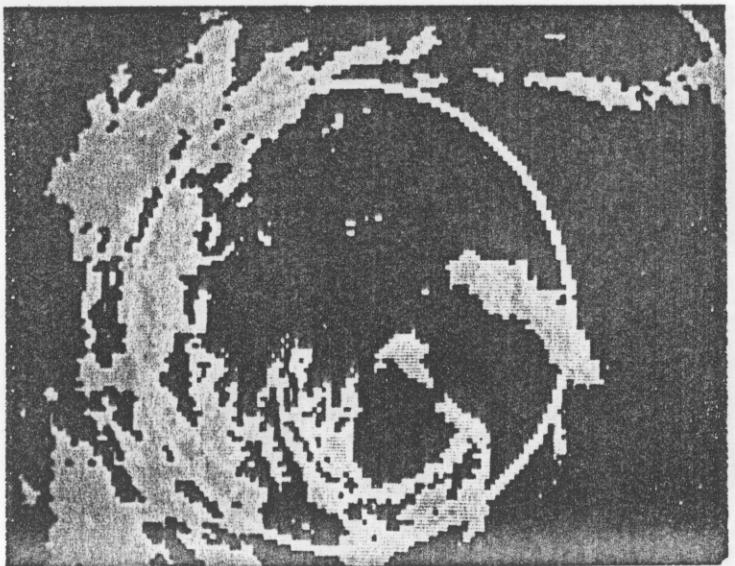
172515/32.0/+1.0 UP TO 10K
ZEBR ROLL TRIP AT 15



173250/163.0/+2.0



173600/128.0/+2.5
LAST PENETRATION - MAX WINDS
180 KNOTS



173700/127.0/+2.0



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