

RADAR PREFLIGHT CHECKLIST

AUG 7 1980

FLIGHT # 800807H

A.C. # 42RF

OPERATOR PARRISH

RADAR TECH SIMMS

NUMBER OF DIGITAL MAGNETIC TAPES ONBOARD 15

NUMBER OF VIDEO TAPES ONBOARD -

NUMBER OF TAPE LABELS ON BOARD 20 +

COMPONENT SYSTEMS UP AND CHECKED.

RDSC ✓
COMPUTER ✓
DMTR1 ✓
DMTR2 ✓

VTR X
DSC1 ✓
DSC2 ✓
SCOPES ✓

NO -
LF ✓
TA ✓

Time correction between radar time and digital time 0.0

RADAR POSTFLIGHT SUMMARY

NUMBER OF DIGITAL TAPES USED DMTR 1 4
DMTR 2 4

NUMBER OF VIDEO TAPES USED -

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

DMTR: LF _____
NO _____
TA _____

VTR: LF _____
NO _____
TA _____

OTHER PROBLEMS: (stabilization, interference, etc.)

HEML RADAR LOG

RADAR DOWN-TIME LOG

<u>ITEM</u>	<u>TIME DOWN</u>	<u>TIME UP</u>	<u>PROBLEM</u>
NO.	TRIGGER WORKED	PROBLEM IN BEAUTIFULLY	RHI -

ITEM LIST: VTR, DMTRI, DMTR2, COMP, ROSC, LF, NO, TA, DSCI, DSC2

NHEML RADAR TAPE LOG

AUG 7 1980

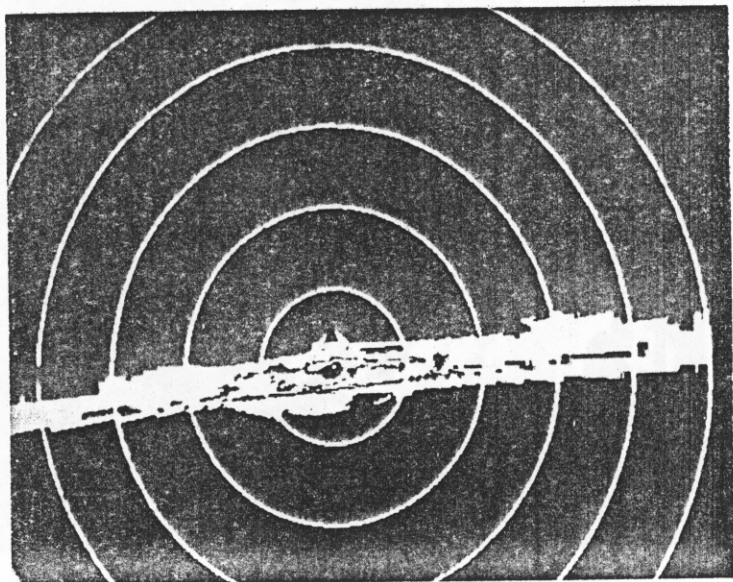
FLIGHT 800807H

AIRCRAFT 422F

OPERATOR PARZISH

SHEET 1 OF 1

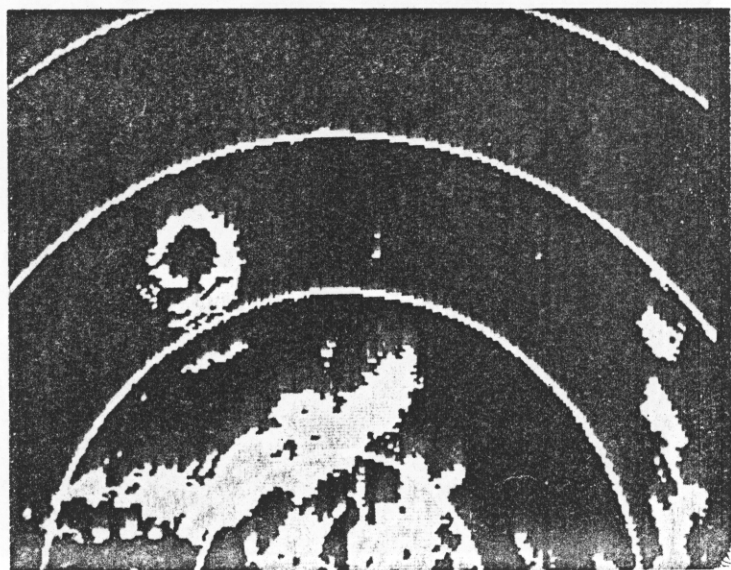
TAPE #	TIME ON	TIME OFF	SOURCE RADARS			REWOUND?		COMMENTS
			NO	TA	LF	YES	NO	
1-1	161052	165150			✓			CALIBRATIONS ON L.F. RADAR 161220 161308 - START } L.F. 161412 - STOP } 161506 - START } ROSE 161538 - STOP } 161550 - START } 161630 - STOP }
1-1	165154	170500		✓	✓	✓		SHORT STOP TO PICK UP TAIL RADAR
2-1								
1-2	170504	174040		✓	✓			
1-2								
2-1	174045	182530		✓	✓	✓		EYE SEEN AT 140 MILES ON RADAR ~15 MILE DIAMETER LOST ~006 MINUTE OF DATA ON TAPE 2-2 - TAPE RECORDED
2-2	182535	191025		✓	✓			NOT ON LINE (OOPS)
1-3	191030	200145		✓	✓			
2-3	200150	204215		✓	✓			2110Z ~ LEFT GYE AFTER CIRCLING INSIDE ~ 30 MINUTES
1-4	204220	~213500	EDT	✓	✓	✓		2130Z - GOING DOWN TO 1000' TO SEARCH FOR SAILBOAT -- NAV TOOK LF RADAR HTT EDT ~ 2135 - BUCKLED IN - NOTHING GOOD TO RECORD ANYWAY 2250 - SECURED FROM SEARCH
2-4	233205	233550		✓	✓			PAINTING CURA, KEYS, FLORIDA
2-4	233555	000300			✓	✓		SHORT PAUSE TO STOP RECORDING TAIL RADAR
								899 mb CENTRAL PRESSURE !!!



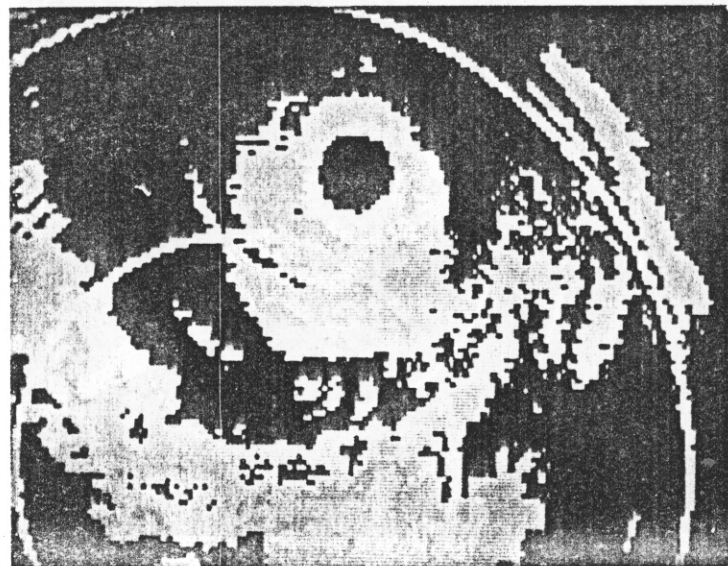
170048/231.0/-



171035/235.2/+3.0

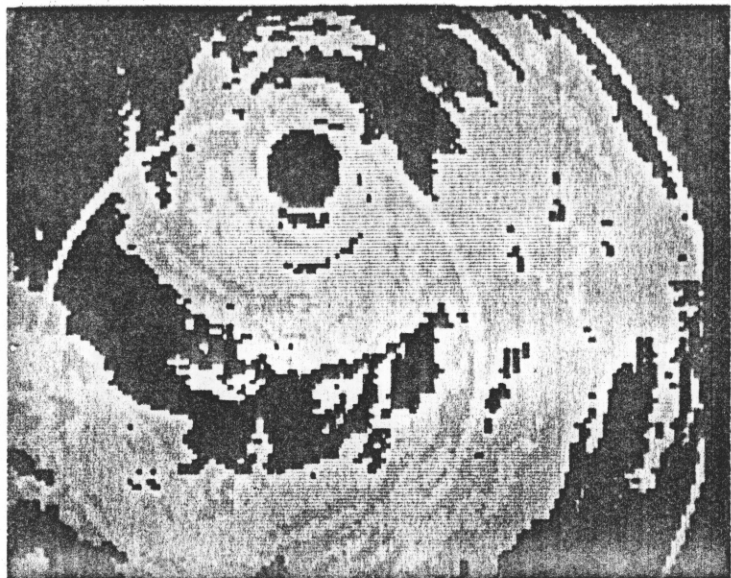


171555/231.0/+1.5

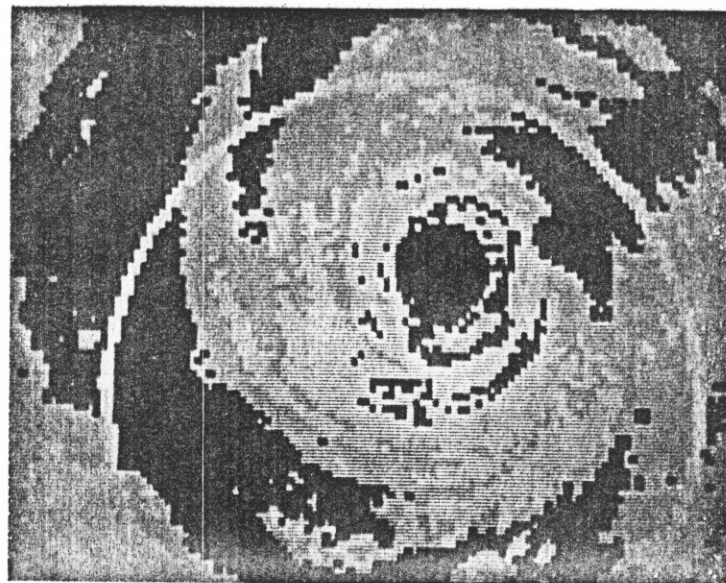


172650/188.0/+2.5

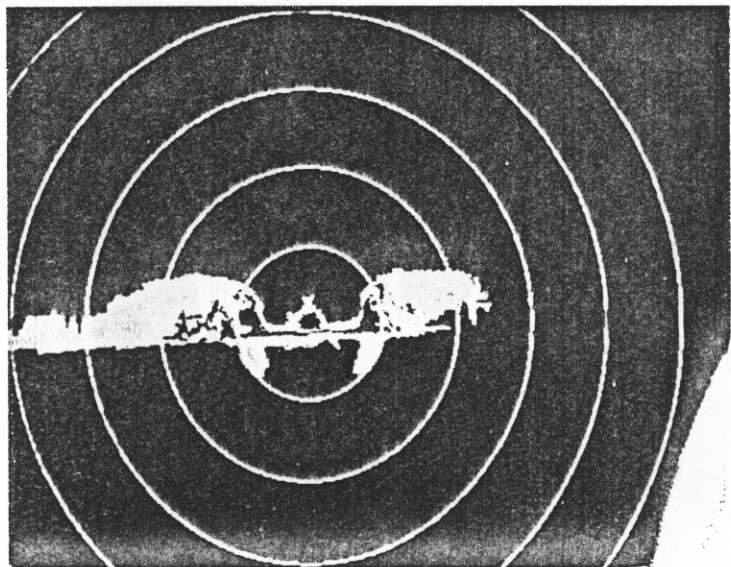
422F
300807H(1)



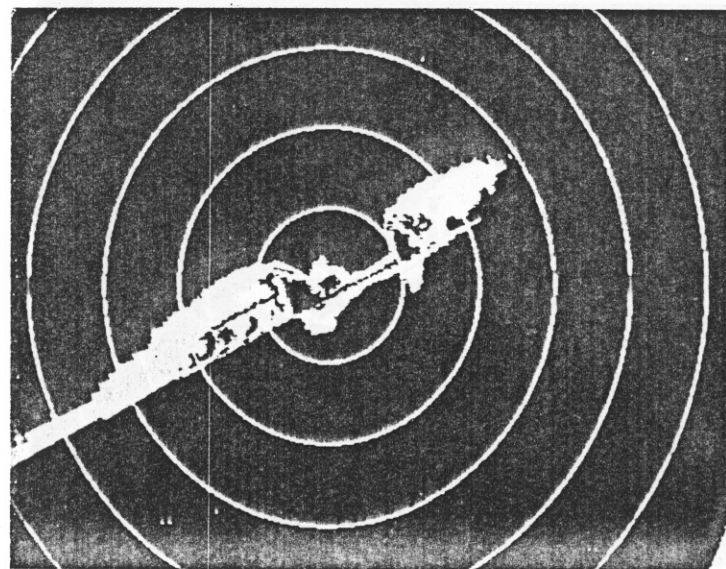
173208 / 198.0 / +2.0



173600 / 188.7 / +1.5

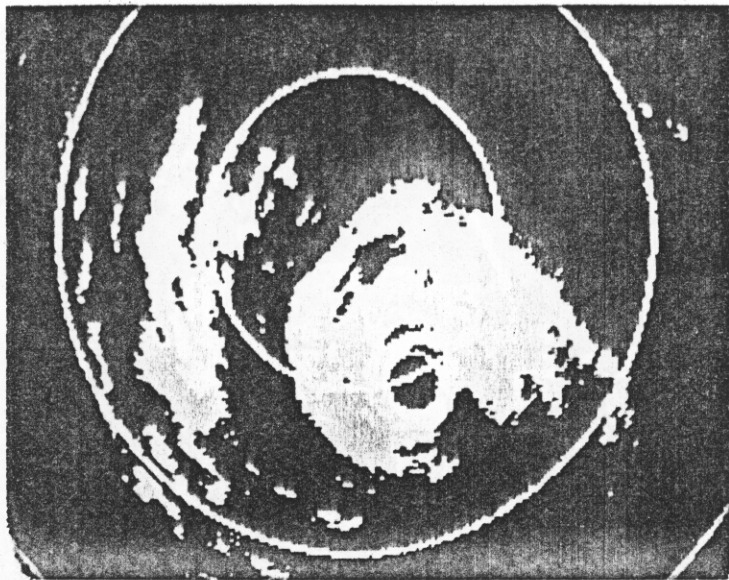


175020 - 899m5 - 4AHD0!!

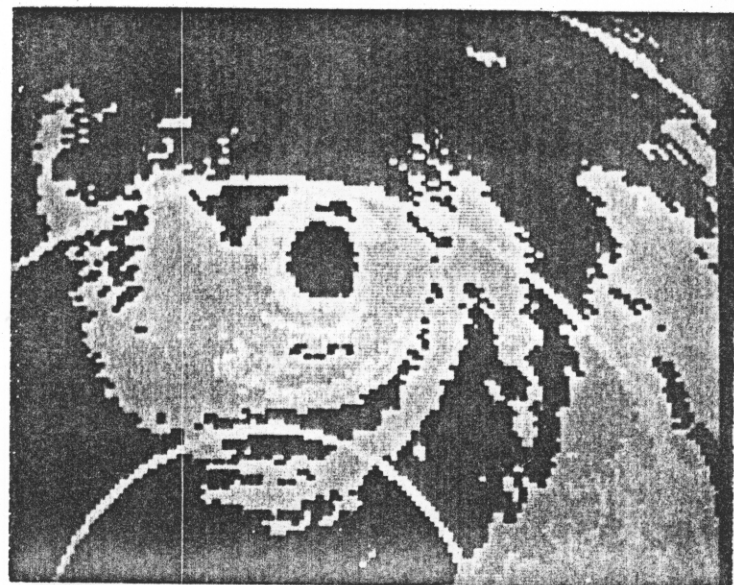


800807H(2)

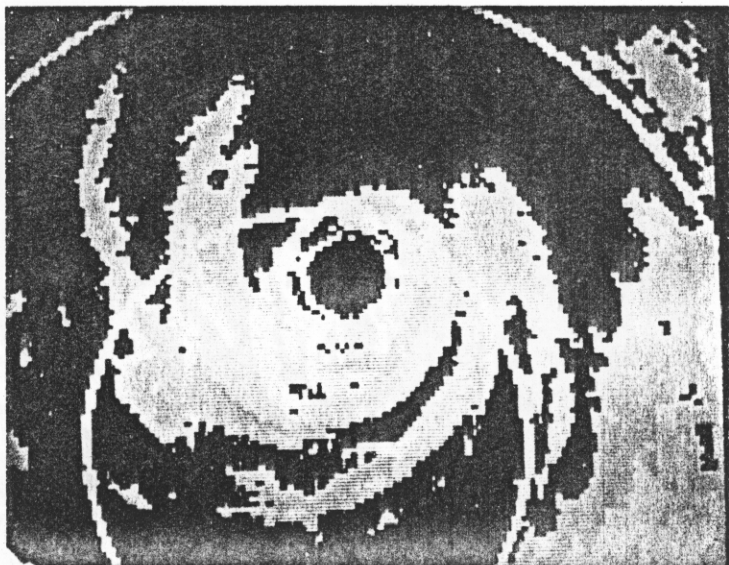
175112 FIRST PENETRATION



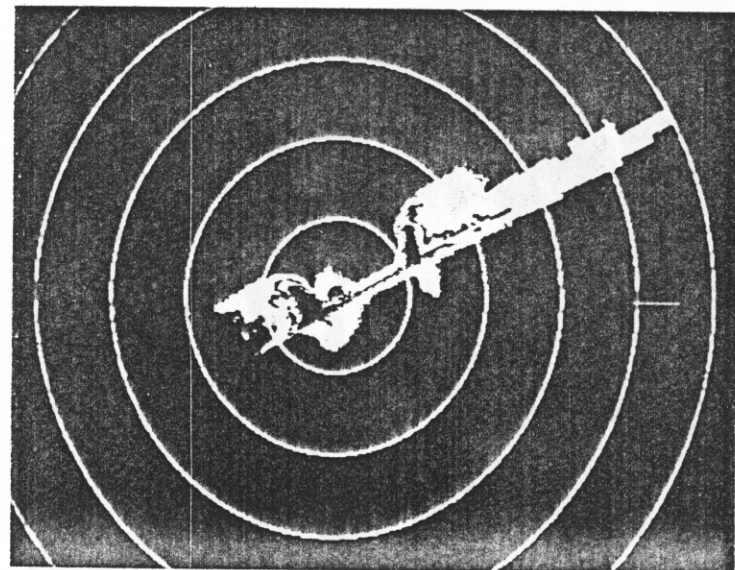
181745/167.2/+2.5/2X



185530/295.0/+1.5/2X

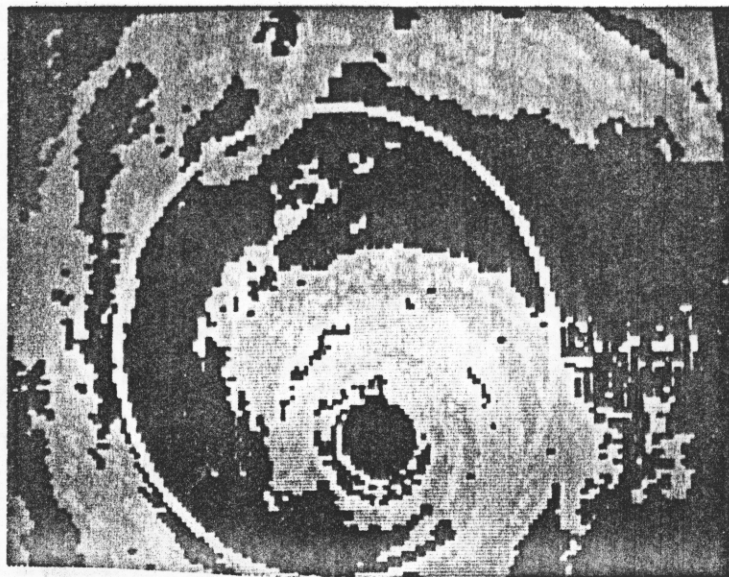


190458/280.1/+2.0/3X

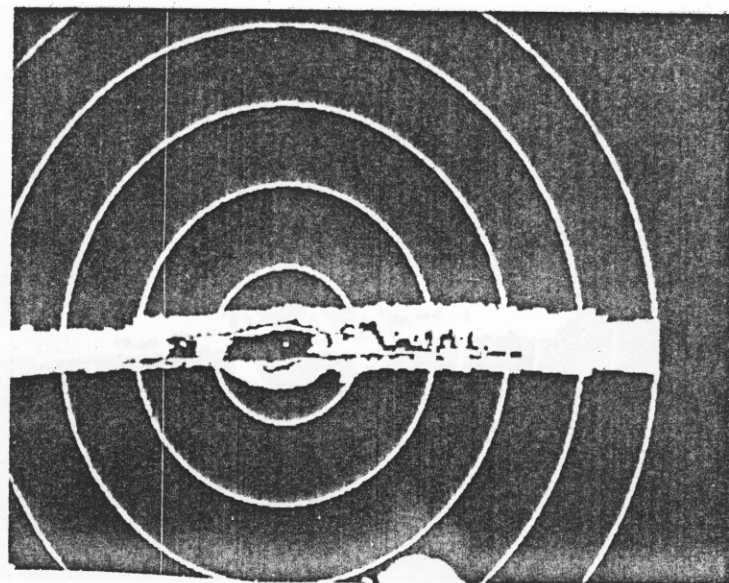


800807H(3)

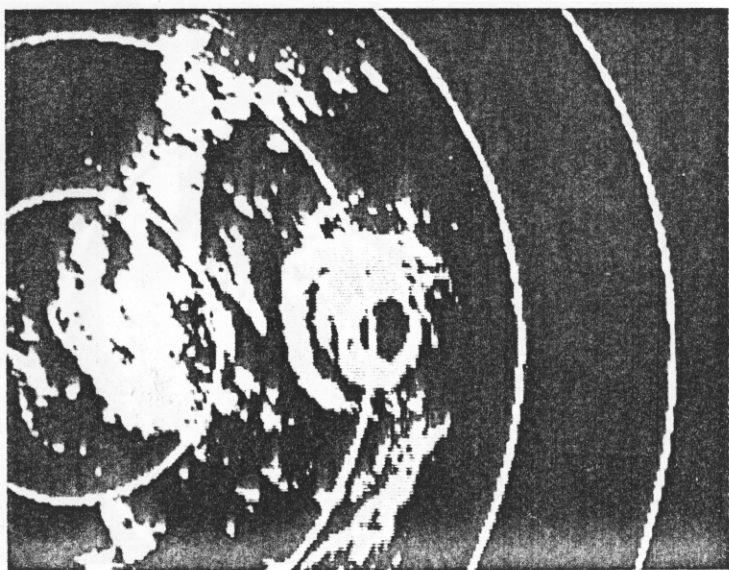
191546/346.0/ FLYING AT 10,000 FEET



192950/29.0/+2.0/3X JUST AFTER
INADVERTANT EYE WALL EXPERIMENT

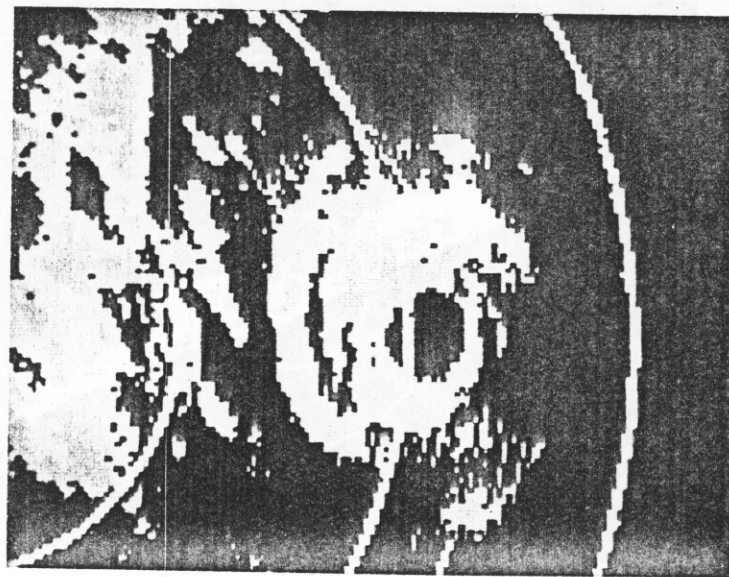


194355/19.3 IN RAIN BAND 80 MILES
NDE OF EYE



200825/48.0/+2.0

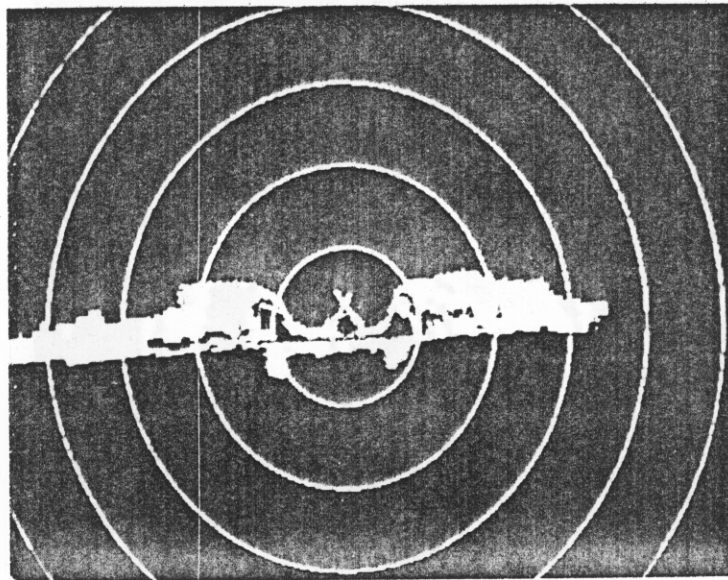
800807H (4)



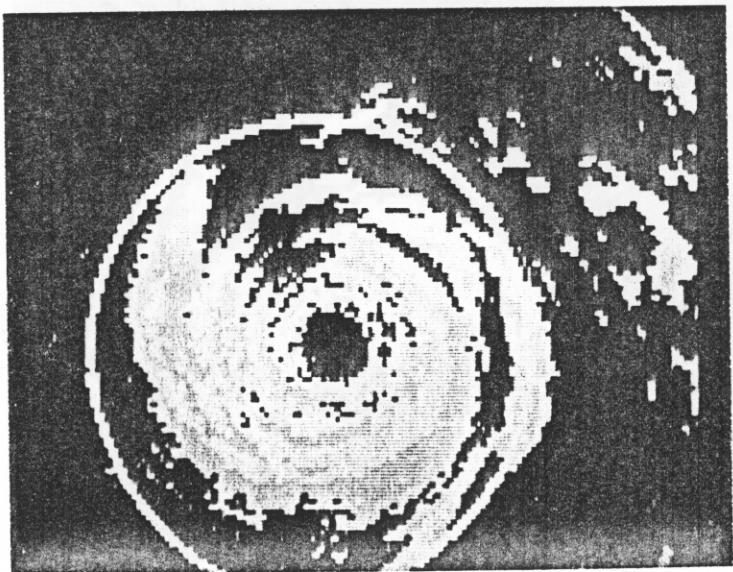
200908/70.0/+2.0



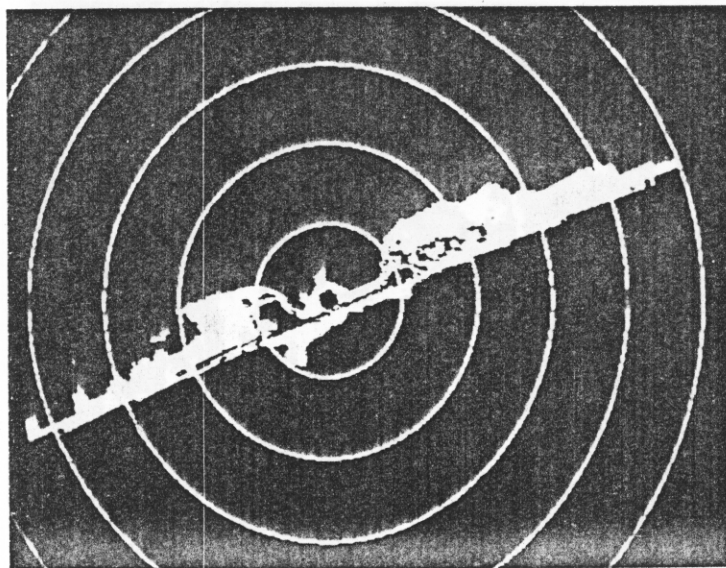
201847/114.0/+2.0



203200/97.0

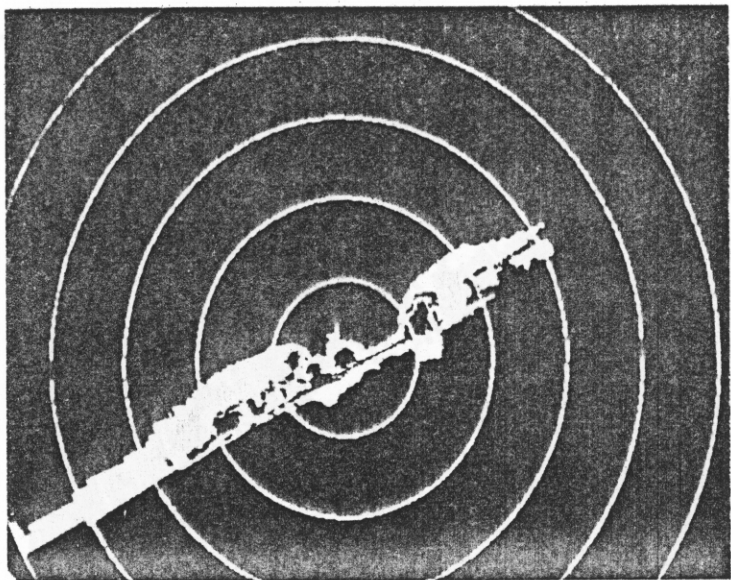


203500/295.0/+2.5

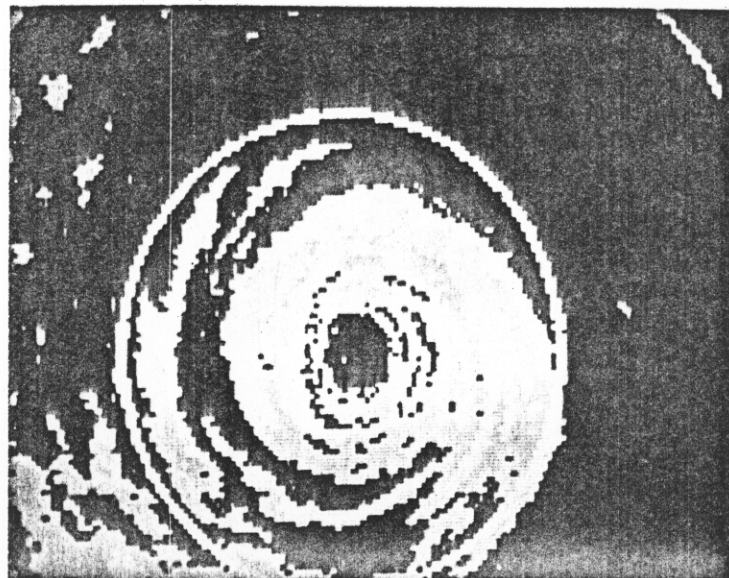


203700/89.0

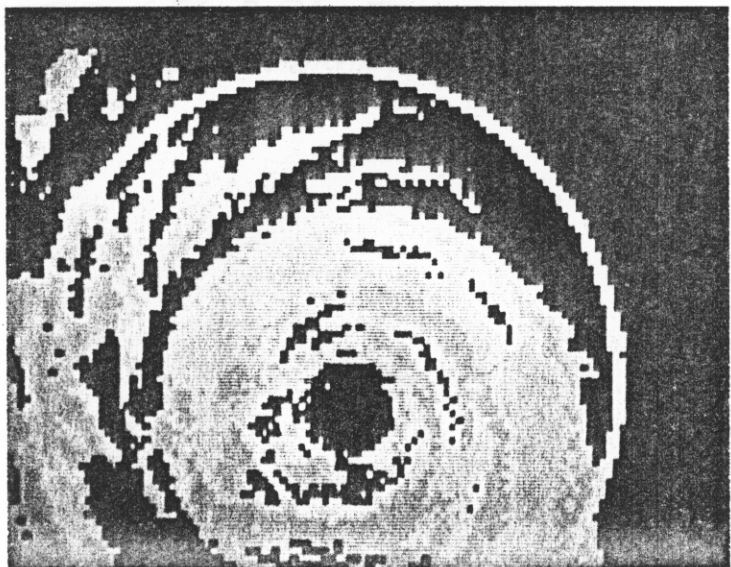
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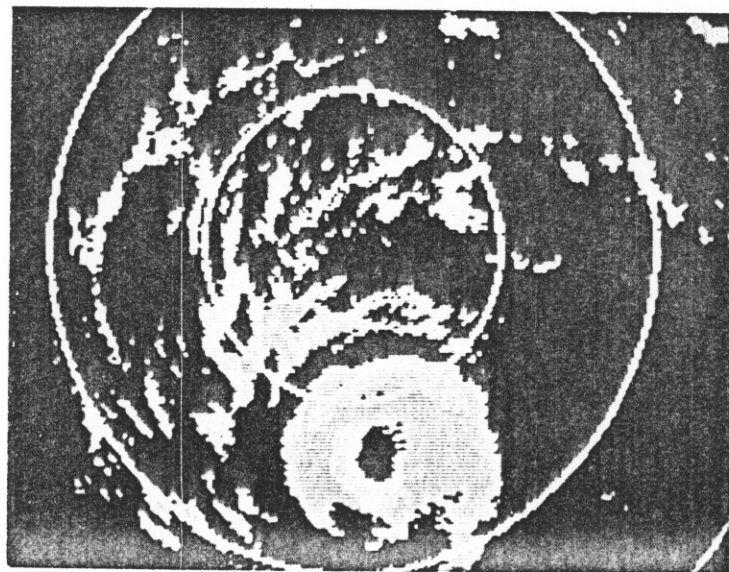
203800 / 185.0



205040 / 110.0 / +2.5

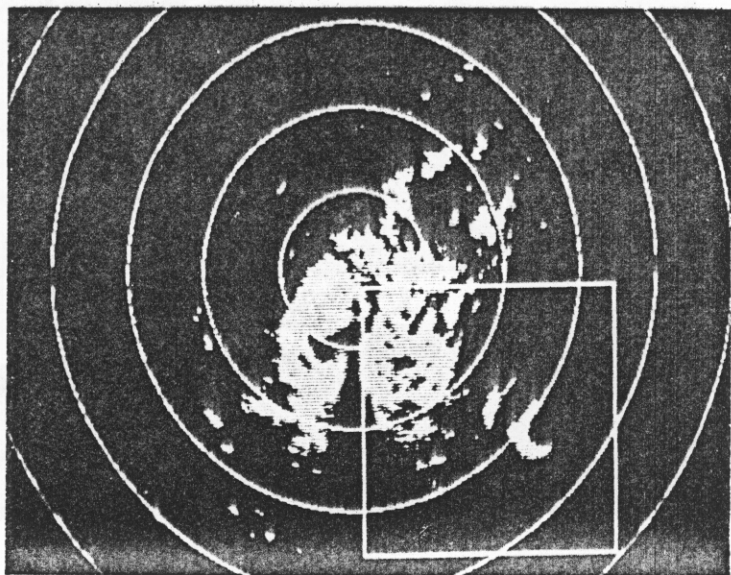


211220 / 71.0 / +2.5



212515 / 65.2 / +2.0

800807H (6)



225645/112.3 AT 12,000' -
AFTER SECURING FROM SEARCH FOR
SAILBOAT

800807H (7)