

OCT 14 1989

E.5 Doppler Radar Scientist (On-Board)

The on-board Doppler radar scientist (DRS) is responsible for data collection from all radar systems on his/her assigned aircraft. Detailed operational procedures and check lists are contained in the operator's manual supplied to each operator. General supplementary procedures follow. (Check off and initial.)

E.5.1 Preflight

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

E.5.2 In-Flight

- Umd 1. Operate the system(s) as specified in the operator's manual and as directed by the HRD/DRS, unless superseded by directions from the on-board LPS or as required for aircraft safety as determined by the OAO flight director or aircraft commander.

E.5.3 Postflight

- Umd 1. Complete the summary check lists and all other appropriate check lists and forms.
- Umd 2. Brief the on-board LPS on equipment status and turn in completed forms to the LPS.
- Umd 3. Hand-carry all radar tapes and arrange delivery as follows:
 - a. Outside of Miami - to the HRD operations center (FGOC).
 - b. In Miami - to MGOC or to AOML/HRD. [Note: all data removed from the aircraft by HRD personnel should be cleared with the OAO flight director.]
- Umd 4. Debrief at the appropriate operations center (FGOC or MGOC).
- Umd 5. Determine the status of future missions and notify the appropriate operations center (FGOC or MGOC) as to where you can be contacted.

Doppler Radar Scientist Check List

Flight ID 89101412
Aircraft # 43RF
Operators DORST
Radar Tech. ROLES

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Number of digital magnetic tapes on board 16

Number of tape labels on board ENUF

Component systems up and checked:

MARS	<u>✓</u>	Computer	<u>✓</u>
DMTR1	<u>✓</u>	DMTR2	<u>✓</u>
LF	<u>✓</u>	R/T#	<u>101 M</u>
TA	<u>✓</u>	R/T#	<u>102 BAD</u> <u>104 GOOD</u>

Time correction between radar time and digital time —

Radar Postflight Summary

Number of digital tapes used: DMTR1 3
DMTR2 2

Significant recorder down time: A-OK

DMTR 1	<u> </u>	Radar LF	<u> </u>
DMTR 2	<u> </u>	Radar TA	<u> </u>

Other problems:

HRD Radar Tape Log

OCT 11 1968

Flight 891014T2 Aircraft 43RF Operator DORST Sheet 1 of 1

[illegible]

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Form E-5
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HRD Radar Down-Time Log

Operator DORST

Sheet 1 of 1

Item	Time Down	Time Up	Problem
TA	2013Z	2113Z	BRING UP SYS, TA radar still off
			Replaced R/T to #104

Item List: DMTR1, DMTR2, COMP, RDSC, LF, TA, DSC1, DSC2.

30T.

(THE SEQUEL)

16615

PAUL LEECHTON, JENN HALL
BLACK, BOB WRIGHT

on fuelage radar,
which is switching RT's
on fuelage
on New signal #104M
bad news that were
exciting than this fight
on. When is something
happening ???!!

'tiffull' Flying
2m (5.0°C)
s barely reaching
tude. New point is
Don't have electronic
ower and only decent
out of our airspace.

rs to have speckles
3Z at ranges of

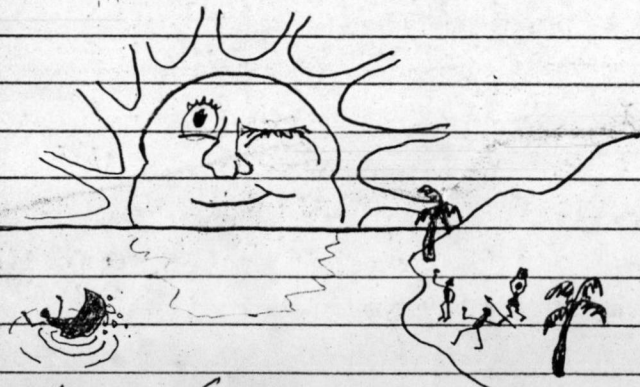
2030 - by bumps
B. Wright lost his lunch!

2100 heading for Miami!

2137 Radar OK

Bye Bye '89 Season!

AS THE SUN LEAVES THE SHORE & OUR BOAT
SINKS SLOWLY IN THE WEST, THE NATIVES RUN TO
THE SHORE CALLING "COME BACK, COME BACK!!!
WE'RE BOUND TO MISS YOU ... AT THIS DISTANCE!"



891014T1 - THEN, ALL OF A SUDDEN, T.S.
JERRY SURPRIZES US! FD-P BOGERT, LPS
DR HEW, Photo - Dr Li (PRC), RADAR - N'DERST
1/0 MIAMI 20:03Z LAND MIAMI 05:00Z
PLAN IS TO RUN LONG TERM MONITORING
IN GULF, FIG 4'S etc.

2150Z - Started radar recording