1990082711- RAPARUG 27 1990

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	Prefligh	t .
	1.	Determine the status of equipment and report results to the on-board lead project scientist (LPS).
V	_ 2.	Confirm mission and pattern selection from the on-board LPS.
	_ 3.	Select the operational mode for radar system(s) after consultation with the on-board LPS.
_\nu	4.	Complete the appropriate preflight calibrations and check lists as specified in the radar operator's manual.
E.5.2	In-Fligh	nt .
V	_ 1.	Operate the system(s) as specified in the operator's manual and as directed by the on-board LPS or as required for aircraft safety as determined by the AOC flight director or aircraft commander.
E.5.3	Postflig	ht
V		Complete the summary check lists and all other appropriate check lists and forms.
	2.	Brief the on-board LPS on equipment status and turn in completed forms to the LPS.
	_ 3.	Hand-carry all radar tapes and arrange delivery as follows: Leave n labeled Dox in Cloud Outside of Miami - to the HRD operations center (FGOC). physics Station b. In Miami - to MGOC or to AOML/HRD. [Note: all data removed from the aircraft by HRD personnel should be cleared with the AOC flight director.]
-1	4.	Debrief at the appropriate operations center (FGOC or MGOC).
	5.	Determine the status of future missions and notify the appropriate operations center (FGOC or MGOC) as to where you can be contacted.

SACASI - 17/2/2199000991

Form E-5 Page 1 of 3

Doppler Radar Scientist Check List

Flight ID 90082771								
Aircraft # NOAR 43								
$M \circ (1)$								
110101								
Radar Tech. H/ Coldstein								
Number of digital magnetic tapes on board Many Boxes								
Number of tape labels on board ~ 100								
Component systems up and checked:								
MARS Computer								
DMTR1 DMTR2								
LF / R/T# 123								
TA								
Time correction between radar time and digital time								
Radar Postflight Summary								
Number of digital tapes used: DMTR1								
DMTR2								
Significant down time: whole system 1725-1756								
digitalità di monore 348 rem 1105-1125								
DMTR1 Radar LF								
DMTR1 Radar LF								

Form E-5 Page 3 of 3

HRD Radar Down-Time Log

Operator M, Black	Sheet / of
Operator 7 -7 -07-407	Officer Of

Item	Time Down (HHMMSS)	Time Up (HHMMSS)	Problem
Wholgsysten	1725	# 1756	and rebooted radar
		1.7	
		2	
		*	•

Item List: DMTR1, DMTR2, COMP, MARS, LF, TA.

Form E-5 Page 2 of 3 Gustav HRD Radar Tape Log

900827II

Flight Aircraft 43 Operator M. Black Sheet of _____

				15.50 -5-10-15-20
	Tape #	Time On (HHMMSS)	Time Off (HHMMSS)	1349-1408 Comments Calm Seas . Some
	DITI	134450	1450	~380 miles to exe
	02T#	1450	1533	1529 In exe
	DITZ	1533	1607	1600 good rainband
	0272	1607	1642	1620 Heading for eye 2/641 in eye
	10173	1642	1725	- south of eye
Bad-	D273	1726?	1745?	- did not record properly
	0174	1756	1837	Wand Bu of ere
	D2T4	1837	1911	1856 In exe
	0175	1911	1946	North of Ste.
	D276	1946	~2050	1955 Dut of pattern for search
	2176	2050	2148	out of pattern n.e. of eye