

### E.3 Cloud Physics Scientist (On-Board)

The on-board cloud physics scientist (CPS) is responsible for cloud physics data collection on his/her assigned aircraft. Detailed operational procedures are contained in the cloud physics kit supplied for each aircraft. General procedures follow. (Check off and initial).

#### E.3.1 Preflight

- \_\_\_\_\_ 1. Determine status of cloud physics instrumentation systems and report to the on-board lead project scientist (LPS).
- \_\_\_\_\_ 2. Confirm mission and pattern selection from the on-board LPS.
- \_\_\_\_\_ 3. Select mode of instrument operation.
- \_\_\_\_\_ 4. Complete appropriate instrumentation preflight check lists as supplied in the cloud physics operator's kit.

#### E.3.2 In-Flight

- \_\_\_\_\_ 1. Operate instruments as specified in the cloud physics operator's kit and as directed by the on-board LPS.

#### E.3.3 Postflight

- \_\_\_\_\_ 1. Complete summary check list forms and all other appropriate forms.
- \_\_\_\_\_ 2. Brief the on-board LPS on equipment status and turn in completed check sheets to the LPS.
- \_\_\_\_\_ 3. Take cloud physics data tapes and other data forms and turn these data sets in as follows:
  - a. Outside of Miami - to the HRD operations center (FGOC).
  - b. In Miami - to AOML/HRD. [Note: all data removed from the aircraft by HRD personnel should be cleared with the AOC flight director.]
- \_\_\_\_\_ 4. Debrief as necessary at the appropriate operations center (i.e., 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.

Cloud Physics Project Scientist Operational Check List

Date 8/31/90 Aircraft RF-43 Flight ID 900831F

A. Instrument Status and Performance:

System	Pre-Flight	In-Flight	Downtime	# of Tapes
Johnson-Williams				
PMS probes:				
2D-P				
2D-C				
FSSP				
Data System				
Recorder				
Formvar				
DRI Charge Probe				
DRI Field Mills				
King Probe				

B. Remarks:

- 1) TOTAL OF 8 TAPES WERE USED
- 2) AUTO-SWITCHING OF TAPES WAS NOT WORKING FOR 2<sup>nd</sup> PORTION OF FLIGHT
- 3) DRIVE #2 WENT DOWN SEVERAL TIMES DURING 2<sup>nd</sup> PORTION OF FLIGHT



## Formvar Log

Date 9/08/31

Flight 900831 I

Operator KAPLAN

[illegible]

## 2-D Knollenberg Data Tape Log

Date 90/08/31 Flight 900831 I Operator KAPLAN

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