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## 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

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

## E.5.2 In-Flight

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 Operate the system(s) as specified in the operator's manual and as directed by the HRD/DRS, unless superseded by directions from the on-board LPS or as required for aircraft safety as determined by the OAO flight director or aircraft commander.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

- ☒ 1. 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:
  - 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.]
- ☒ 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.

in  
radar  
bag

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### Doppler Radar Scientist Check List

Flight ID 940911Z  
Aircraft # 43  
Operators M. Black  
Radar Tech. Jim Roles

Number of digital magnetic tapes on board DAT

Number of tape labels on board N/A

Component systems up and checked:

MARS	<u>✓</u>	Computer	<u>✓</u>
DMTR1	<u>✓</u>	DMTR2	<u>✓</u>
LF	<u>✓</u>	R/T#	<u>124</u>
TA	<u>✓</u>	R/T#	<u>202/201</u>

Time correction between radar time and digital time \_\_\_\_\_

### Radar Postflight Summary

Number of digital tapes used: DMTR1 \_\_\_\_\_  
DMTR2 \_\_\_\_\_

Significant recorder down time:

DMTR 1	_____	Radar LF	_____
DMTR 2	_____	Radar TA	_____

Other problems:

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Remnants of Pebbly

HRD Radar Tape Log

Flight 94091(I) Aircraft 43RF Operator M. Black Sheet 1 of 1

[illegible]



# HRD Radar Down-Time Log

Operator M. Black

Sheet 1 of 1

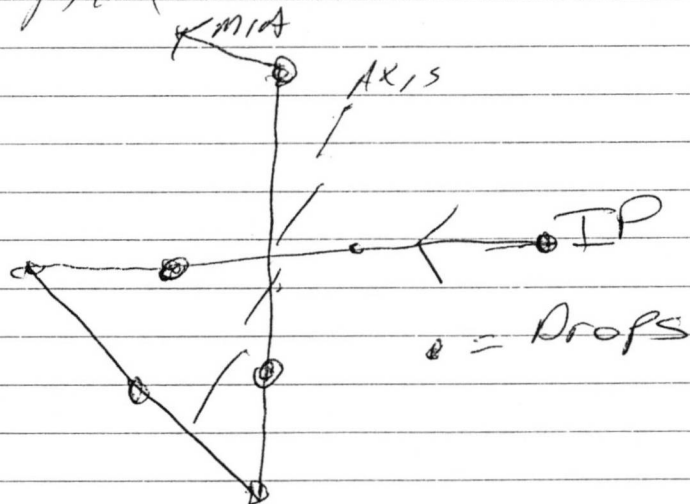
Item	Time Down	Time Up	Problem
Range Delay			- Jim Roles adjusted according to F. Marks - was not adjusted yesterday
	was -16.5		microsec - changed
	to -15.5		microsec in trigger2.dat
	1 microsec		= 300 meters
Radar System	204206	205215	- System Froze

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

940911I - Remnants of  
Rebby

Rebby downgraded to a tropical wave

Left Barbadoes 7900 UTC  
Heading north then west  
to FP east of wave axis  
p44:



I was sound asleep at 3:00 AM when Stan Goldensberg called looking for Pete Black! Even on a deployment, Pete is hard to find.

I called J. Kaplan at 8:30 AM and his clock said 7:00 AM and wondered why I was calling so early. - At least he got to sleep.

4/2 is going straight back to MIA and TBW with P. Black, Dorst and Willis.

D. Roles adjusted the range delay by 300 m.

204206 - Radar Froze  
205215 - back on

210640 - F/AST in S-shaped band



shallow, transform convection

210920 - E/AST ORF

Debby just an open wave  
0038 - Just North of Hattl -  
heading home - bye