1995980711 - RADAR

Hurricane Erin

AUG 01 1995

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

MBL 1. Determine the status of equipment and report results to the on-board lead project scientist (LPS).

Winds at landfall - Figure 45

MB ✓ 2. Confirm mission and pattern selection from the on-board LPS. and radial thru center

MBL 3. Select the operational mode for radar system(s) after consultation with the HRD/DRS and the on-board LPS.

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 Operate the system(s) as specified in the operator's manual and as directed by the HRD/DRS, unless superseded by directions from the on-board LPS or as required for aircraft safety as determined by the OAO flight director or aircraft commander.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

Doppler Radar Scientist Check List

Flight ID 950801I1 Erin

Aircraft # 43RF

Operators M. Black

Radar Tech. Jim Roles

Number of digital magnetic tapes on board 2 boxes in radar bag

Number of tape labels on board —

Component systems up and checked:

MARS	✓	Computer	✓
DMTR1	✓	DMTR2	✓
LF	✓	R/T#	~~20~~ 102 → 103 * at 20Z
TA	✓	R/T#	~~103~~ 201

Time correction between radar time and digital time _____

Radar Postflight Summary

Number of digital tapes used: DMTR1 1

DMTR2 _____

Significant recorder down time:

DMTR 1 _____ Radar LF 1949-2000

DMTR 2 _____ Radar TA _____

Other problems: Slightly low dBZ on LF

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HRD Radar Tape Log

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Flight 95080I1 Aircraft 43 Operator M. Black Sheet 1 of 1

Tape #	Time On	Time Off	Comments
D1T1	1919	0221	1919- Jwt left Tampa
			(1) 2010 center 5 2024 Downwind F/AST
			204020 Continuous North-south to 5
			(2) 2054 - 5 2108 F/A Northeast
			2120 Continuous Northwest to 5
			2140 FAST south to pway 2200 Continuous Northeast to 5
			(3) 2208 5 2219 FAST to west hdg
			2235 Continuous 2241 NW of 5 5- 2258
			2314 F/AST hdg N to E of 5
			2322 continuous flying along eastern eyewall? (4)
			2325 hdg SW to 5 (2338 5)
			2353 hdg South to rainband
			to fly radial with MIA radar
			000320 hdg east along MIA radial
			0011 North to (5 - 0030) hdg NW along
			MLB radial -0053 within 35 mi of MLB
			0055 - 0113 FAST South along coast
			0115 - Continuous to (5 (6) 0127
			0127 - 0139 near MLB NW of 5
			0140 - 0150 5 radial along MLB
			(5) 0150 5 - 0205 radial MLB NW of center
			0205 - 0221 E+W
			ORT

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HRD Radar Down-Time Log

Erin

Operator M. Black Sheet 1 of 1

Item	Time Down	Time Up	Problem
LF	1949		Switching R/T - First one not locking in AFC
		2000Z	Now LF#103

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