E.5 Radar Scientist

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 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 on-board LPS or as required for aircraft safety as determined by the AOC flight director or aircraft commander.

_____ 2. Maintain a written commentary in the radar logbook of tape and event times, such as the start and end times of F/AST legs. Also document any equipment problems or changes in R/T, INE, or signal status.

E.5.3 Post flight

_____ 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 LPS.
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.]

_____ 4. Debrief at MGOC or the hotel during a deployment.

_____ 5. Determine the status of future missions and notify MGOC as to where you can be contacted.

HRD Radar Scientist Check List

Flight ID: 021003I1

Aircraft Number: N43RF

Doppler Radar Operators: GAMACHE

Radar Technician: J SMITH

Number of digital magnetic tapes on board: 4 (+ 3 this flight)

Component Systems Status:

MARS ✓ Computer —

DAT1 ✓ DAT2 —

LF ✓ R/T Serial # 102

TA ✓ R/T Serial # 123/201

Time correction between radar time and digital time: Probably 1½ second. It was for every other flight.

Radar Post flight Summary

Number of digital tapes used: DAT1 _____

DAT2 _____

Significant down time:

DAT1 _____ Radar LF _____

DAT2 _____ Radar TA _____

Other Problems:

T/O MACDILL 130205

LANDFALL

H. LILI

Form E-5
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HRD Radar Tape Log

Flight 021003 **Aircraft** N43RF **Operator** ABERSON CAMACHE **Sheet** 1 **of** 1

LF RPM 2 TA RPM 10

(Include start and end times of DATs, as well as times of F/AST legs and any changes of radar equipment status)

Tape #	F/AST On?	Event Time (HHMMSS)	Event
DI #1		<1320	BEGAN RECORDING. ALREADY
		N327	CONFIGURED PROPERLY BY AOC
		6 N43RF	1516UTC 29°51' 92°19'
		153402	RADAR DOWN
		154300	RECORDING RESTARTED
		6	1805 30°30' 92°27'
		190400	END RECORDING
			Composites : MID'S
			1508-1517 Sent 37&38
			Sent at 1546

MID
37
38

LPCOMP
SENT
1508-1517
at 1546

1516 29 51 092 186

1509-1517 1508-1515

HRD Radar Down-Time Log

Flight 021031 **Aircraft** N43AF **Operator** GAMACHE **Sheet** 1 **of** 1

Item	Time Down (HHMMSS)	Time Up (HHMMSS)	Problem
	1534	1543	

Item List: DAT1, DAT2, COMP, MARS, LF, TA.

Include serial numbers of any new R/Ts.