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 onboard 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. Post flight E.5.3 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: <u>0309</u> 03 I	
Aircraft Number:	
Doppler Radar Operators:	
Radar Technician: Lugar	
Number of digital magnetic tape	s on board:
Component Systems Status:	
MARS	Computer
DAT1	DAT2
LF	R/T Serial #
TA	R/T Serial #
Time correction betwee	n radar time and digital time:
Radar Pos	st flight Summary
Number of digital tapes used: DAT1	
DAT2	
Significant down time:	
DAT1	Radar LF
DAT2	Radar TA
Other Problems:	

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HRD Radar Tape Log

Flight 630903 Aircraft 630 Operator Rogers Sheet of				
	LF RPM TA RPM			
	(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	
1	Y	152905	Outlound from St. Crosk switch to Flas	
	Y	153300	changing TA thresh to 4	
	4	1649	IP-TRK & 60° begg	
	N	1650	Hde to eve 100 nd -cont	
	IV	1653	21,6763,89 80 m) SE- possibl	0
	N	1704	3nd reinband out SE Steel	(
			75 Kts SKC WING STEEN,	2
	Service -		95 FA FI+101	
	7	171227	In Eye Roncincles - F/ACT	
	7	1714	eye 22'19' 6245 948	
44.			titte SE good - opnight NE que	of
	N	1736	exix from eyo to NG	\
	1	1737	Brop PIN WE eyenry 122	
		180010	Switch to FMST RIVER	el
	Y	182100	start downered stursty patter at so oo Rt	5
	Y	189440	redore back up in continuous made leve	1
	N	184658	radors back up in continuous mode leve	1
	Y	191420	swith to Flas 7, begin stepped des, at 2500'	
			A CONTRACTOR OF THE STATE OF TH	
			de les la la poste de la companya de	