

Radar Scientist

The on-board radar scientist is responsible for data collection from all radar systems on his/her assigned aircraft. Detailed operational procedures and checklists are contained in the operator's manual supplied to each operator. General supplementary procedures follow. (Check off or initial.)

Preflight

- No-LPS 1. Determine the status of equipment and report results to the lead project scientist (LPS).
- N/A 2. Confirm mission and pattern selection from the LPS.
- N/A 3. Select the operational mode for radar system(s) after consultation with the LPS.
- OK 4. Complete the appropriate preflight calibrations and check lists as specified in the radar operator's manual.

In-Flight

- OK 1. Operate the system(s) as specified in the operator's manual and as directed by the LPS or as required for aircraft safety as determined by the AOC flight director or aircraft commander.
- OK 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

- OK 1. Complete the summary checklists and all other appropriate forms.
- N/A 2. Brief the LPS on equipment status and turn in completed forms to the LPS.
- OK 3. Hand-carry all radar tapes and arrange delivery as follows:
- Outside of Miami-to the LPS.
 - 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.]
- OK 4. Debrief at MGOC or the hotel during a deployment.
- OK 5. Determine the status of future missions and notify MGOC as to where you can be contacted.

OSOBA CINDY

HRD Radar Scientist Check List

Flight ID: 050705H1

Aircraft Number: 42rf

Radar Operators: Paul Leighton

Radar Technician: Sean Mac Millan

Number of digital magnetic tapes on board: BooCo

Component Systems Status:

MARS up Computer up

DAT1 up DAT2 up N/A

LF every 5 min up 2 gm R/T Serial # 121

TA 10 gm R/T Serial # 123

Time correction between radar time and digital time: _____

Radar Post flight Summary

Number of digital tapes used: DAT1 1

DAT2 _____

Significant down time:

DAT1 N/A Radar LF N/A

DAT2 N/A Radar TA N/A

Other Problems:

ws went down @ 18:11 for 1 minute

HRD Radar Event Log

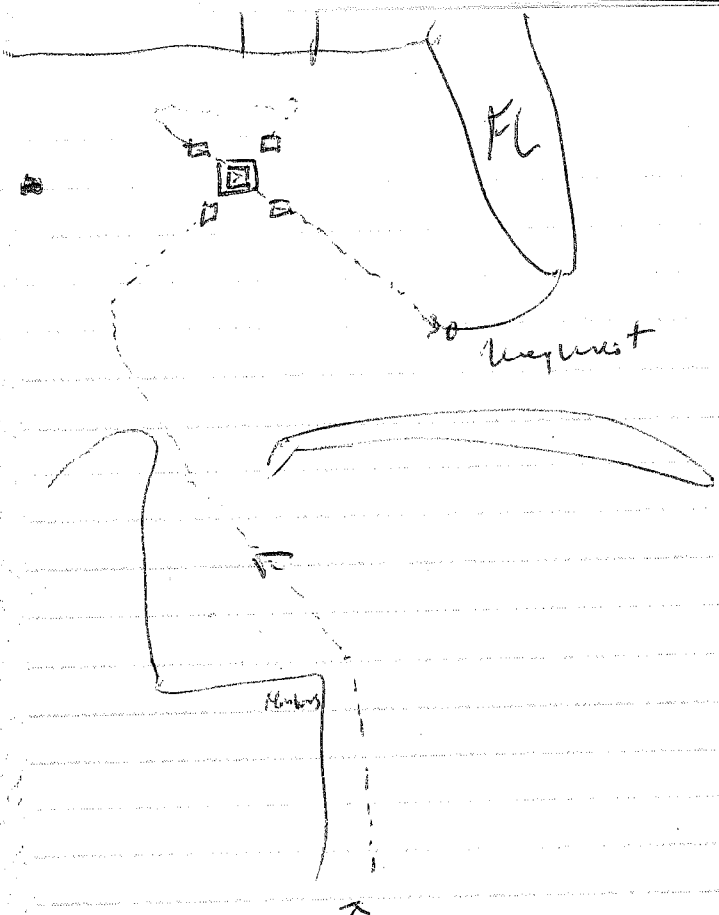
Flight 050705H1 Aircraft 42rf Operator Karl Leighty Sheet 1 of

LF RPM 10 TA RPM 2

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

[illegible]

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A
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2

San Jose CR to Key West FL

Fig 4 w/ 18:00 fix
to 21:00 fix
Drops (6)

2005070541 TS. Cindy

NAC Tashed Mission #D:0503A Cindy

Gulf of Mexico
land falling TS. to LA or ALA

TD. San Jose Costa Rica
land Key West FL

Tashed for 18:00 and 21:00 fixes
18:00 forecast position 27.3, 90.7 dec.

Crew

Kennedy	P.I.	Flaherty	F.D.
Slack	P.I.	MacMillan	Rad. Tech
Chay	P.I.	Hill	Sonde Tech
Gallagher	Nav	Rogers	El. Tech
Wade	FE.		
Klippel	FE.	Leighton	LA/Red/WS
Torrey	FE.	Carlhorn	Scatterer

Planned Fig 4 Sw to NE with
looker in NE. Then Downed
by water in Pass NW to SE with
Key West landing 6 drops planned

19
st

1'

at

1'

2'

3'

4'

5'

6'

7'

8'

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11'

12'

13'

14'

15'

16'

17'

18'

19'

20'

21'

22'

23'

24'

25'

As planned except Sclips

No Inland drop on leg 1

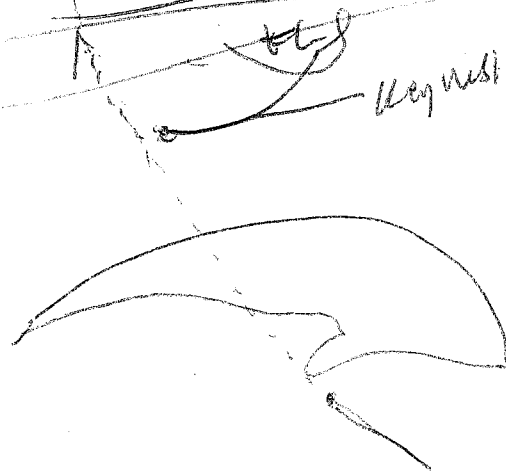
Found 35 mps and w/ SFAIR
~ 66 kts
~ 75 mph (Hurricane?)

Also ship report of 70 mph

Center 1 1817 27.41 90.22 1000.0

Center 2 2010 28.01 90.35 999.3

22:20:00 landed



20050708 H1 H. Dennis

Located ~ 19.75, 77.75

SE of Cabo Cruz Cuba

Est. center @ 0600Z 20.4, 78.4

NHC TASKED flight for

0600Z fix of planned drops

Expect to fly to storm area

penetration of eye unless other
land which is expected sowill probably see some sort
of triangular pattern then

Land/Recover in San Jose Costa
 Kennedy R.I. Hill Rogers R.I.
 Alan R.I. McMillan Chilton
 Chay R.I. Flaherty Lighter
 Gallagher New Whipple
 Wade FR ~~Barney~~