

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

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

In-Flight

- _____ 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.
- _____ 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

- _____ 1. Complete the summary checklists and all other appropriate forms.
- _____ 2. Brief the 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: 050705I

Aircraft Number: 43

Radar Operators: Peter Dodge

Radar Technician: J. Barr / T. Lynch

Number of digital magnetic tapes on board: _____

Component Systems Status:

MARS ✓ Computer ✓

DAT1 ✓ DAT2 _____

LF _____ R/T Serial # _____

TA _____ R/T Serial # _____

Time correction between radar time and digital time: _____

Radar Post flight Summary

Number of digital tapes used: DAT1 _____

DAT2 _____

Significant down time:

DAT1 1851-1852 Radar LF ditto
1922-1925

DAT2 _____ Radar TA ditto

Other Problems:

^ pattern in tail radar DBZ
apparent in latter part of flight.

Flight 050705 Aircraft 43 Operator Dodge Sheet 1 of

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

[illegible]

HRD Radar Event Log

Flight 050705I Aircraft 43 Operator Dodge 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)

[illegible]

(4) 050705I

2224 radar ↑

2225 tape on

223030 Snd 12.67° 88.15°

and turn to head back
West and climbing to
head back.

2248 in LF looks like
an eye about 90 nmi
and 45° from us. It
may have gotten it's stuff
together.

050706I G Dennis

LPS: M Black 1/2 Murillo / Dodge

Sonde: Murillo / Dodge

Cloud Phys: P. Willic

OBS: Robbie Hood, Kate Musgrave

Paula Henson

T/O: 2156 from MROC (^{San}Jose,
CR)
(~ 3 HRS Late due to
LADRONES...)

Flying WISENT not working. This
one of the ~~the~~ newer ones.

J. Barr & Damon took WKSTN
apart - resealed boards &
now drive and now it works!!
Not that that has anything to
do with RADAR...

0025 in good stratiform
region SSW of center.
Wedge below tail NOT
yet apparent.

0040 turning at 14
~~to 14~~ no not a mile -