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: 20050708H1

Aircraft Number: 42rf

Radar Operators: Mark Rogers

Radar Technician: John Hill

Number of digital magnetic tapes on board: _____

Component Systems Status:

MARS ✓ Computer ✓

DAT1 ✓ DAT2 _____

LF ✓ R/T Serial # 121

TA ✓ R/T Serial # _____

Time correction between radar time and digital time: 0

Radar Post flight Summary

Number of digital tapes used: DAT1 1

DAT2 _____

Significant down time:

DAT1 _____ Radar LF V6 fan speed down for short 5-10 min periods

DAT2 _____ Radar TA _____

Other Problems:

1/pm 19.9N 77.6W NW@15

HRD Radar Event Log

Flight 20050708H **Aircraft** 42rf **Operator** R. Height **Sheet** 1 **of** ___

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
1 ~~024500~~	✓	024500	Radar up LF & TA 2100 & 100
1 ~~025500~~		025500	Radar down
1	✓	030500	Radar up
		034108	Radar locked up
	✓	034459	Radar fixed
		035600	Radar down
	✓	040320	Radar up
		0452	Radar down & up again
		0618	Radar Reset
		0736	pretty much clear AIR 2
			Front here or at
		081800	Radar turned off

As planned except 5 days

No Inbound drop on leg 1

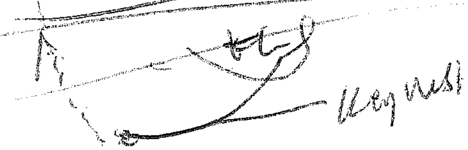
Found 35 m/s wind w/ SFMR
~ 66 kts
~ 75 mph (Hurricane?)

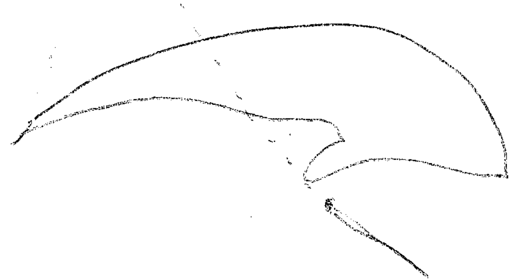
Also ship report of 70 mph

Center 1 1817 27.41 90.22 1000.0

Center 2 2010 28.01 90.35 997.3

22:20:00 landed





20050708H1 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 on plan w/ drops

Expect to fly to storm area

penetration of eye unless over

land which is expected so

will probably do some sort

of triangular Pattern then

Land/Recover in San Jose Costa Rica

Kennedy Pil Hill Rogers Rice

Sloan Pil McMillan Ohlsson

Clay Pil Flaherty Leighton

Gallagher dev Wippel

Wade FE ~~Barney~~