

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: 050716I

Aircraft Number: 43

Radar Operators: P. Dodge

Radar Technician: J. Barr

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 _____ Radar LF _____

DAT2 _____ Radar TA _____

Other Problems:

Flight _____ Aircraft _____ Operator _____ Sheet _____ of _____

[illegible]

HRD Radar Event Log

Flight 0507161 Aircraft 43 Operator Dodge Sheet 4 of

LF RPM TA RPM

Flight 0507161 Aircraft 43 Operator Dodge Sheet 4 of

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

[illegible]

050716 I IFEX #4

LPS: M Black Sondes KValde

1/2 P. Dodge Cloud Phys: P Willr

Obs: J. Halverson, G. Heinsfield
and C. Lopez

T/O: 0523 UTC from MRDC

545 Snd #1 8°58' 84°59'

600 7059 84°59 Snd 2

0626 #3 5°29' 84°59

turn here for 2nd leg

655 42 Snd

06°43' ~~88~~ 85°36'

659 JH reported next wind

is steady 13 m/s - obviously
casc

708 drop

708 CONTINUOUS

050716 I 2

717 drop 8°12' 86°19.7'

ER2 pilot reporting 50 kts
of wind out of EAST at 6,000'

727 SONDE (forgot to write loc)

730 - data system FU ;
wdir/wspd screwy

819 6°58 88°15'
DROP

81958 → 823
DATA SYSTEM down.

835 sonde 5°58' 88°45'

84219 5°58' 89°15'
SONDE

858 sonde 7°07' 89°47'

90905 " 7°35" 90°4.4

913 radars froze

916 BT 89160 9027' 280C

918 RADAR 2 OF

③ 050716 I

92248 sonde 8°46' 90°37'

934 SND/PT and turn
9°32' 91°

1001 ER2 dir overhead

1010 Snd 6°59' 90°59'

1024 snd/PT
27.5°C

1029 turn to track 035

104149 0700' 90°21'

104350 radars down

1104 ER2 passing on right side

1110

1134 (and 5 min before)

data system down so
radar fit ~~EL~~ level maybe
wrong

1154 still down so tape
stop.

④ 050716 I

1158 - data sys back up

1202 9°54' 87°46'

BT dropped 28.2°C

1255 landed back
in Costa Rica

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Prior Clearance is required for Overflights with CADRG GNC 1:5 M - Equal Arc

overflights between Aerodromes or Aerodromes and Intl. Airports PROHIBITED between 0000-1130Z.

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