E.5 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 and initial.)

E.5.1	Prefli	ight
_/	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-Fligh	nt
	1.	Operate the system(s) as specified in the operator's manual and as directed by the on-board 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 F/T, INE, or signal status.
E.5.3	Post fli	ght
	1.	Complete the summary checklists 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.
-6	5.	Determine the status of future missions and notify MGOC as to where you can be contacted.

HRD Radar Scientist Check List

Flight ID:	0818HT						
Aircraft Number:	craft Number:						
Radar Operators	Aircraft Number:						
Radar Technicia	n: Peel						
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:						
Ra	adar Post flight Summary						
Number of digital tapes used: DAT1	the same the same and the same						
DAT2	To the state of th						
Significant down time:							
DAT1	Radar LF						
DAT2	Radar TA						
Other Problems:							

HRD Radar Tape Log

Flight 20818 H Aircraft 42	Operator Peul Sheet of I	
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
-	YES	16:01	start leg 1
	1-1	16:19	center
	4-15	16:27	end leg I
	4/1	16:52	Strt 9es 2
		17:14	center
		17:34	end lec 2
		17:47	Start Peg 3
		18:00	center
		18:16	end lee 3
		18:34	- stort lee 4
		18:50	center
	V	19:07	end les 4
			0
The same of the sa			

no down time

HRD Radar Down-Time Log

Flight Operator Operator	Sheet of
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Item	Time Down (HHMMSS)	Time Up (HHMMSS)	Problem
		HUMBLER	
		79	
		A Section 1	
			159
STREET, COOK			

Item List: DAT1, DAT2, COMP, MARS, LF, and TA.

Include serial numbers of any new R/Ts.

FLIGHT ID:					Doppler Wind parameters					Scientist: . Sellwood/Aberson					
Time	Time	Storm Modern		Time (Center)	Ctr. Lat.	Ctr. Long.	Radius 66/88/110	Hor. Res 3/4/5	Vert. Res.			Out Azm.	ja?	Sent	
16:01	11627	350	12	16:19	23.8	81.60									
		2		1	2										
	1734	011	12	17:14	23.92	8157									
17:47	1816	348	14	18:00	24.3	81.6									
1834	1907	350	14	1850	24,3	81.9									
							Experience descriptions and a second								