

Radar Scientist

Flight ID 080831H1 Storm Gustav Radar Scientist Annane/AberSon/Corsolo

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: 080831 H1

Aircraft Number: 42

Radar Operators: Annamie / LORSOLO

Radar Technician: Alan Goldstein

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 1

DAT2

Significant down time:

DAT1 Radar LF

DAT2 Radar TA

Other Problems:

LF & TA stopped running twice
1st time was ~ 20 min after end of 1st leg.
2nd time was ~ 10 min ~~after~~ before end of 2nd leg

HRD Radar Event Log

Flight 080831H Aircraft 42 Operator Corso Co Sheet 1 of 1
Anage

LF RPM _____ 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)

[illegible]