Radar Scientist

Flight ID 10110441	Storm Name	Tomas
Radar Scientist P. Reason	_ Radar Technician	13. Pech

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. General supplementary procedures follow. (Check off or initial.)

Preflight

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

confirm flight ID of rater tech (2010110441) In-Flight

- Remind the AOC data technician to start the radar capture files.
- 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.
- Maintain the Radar Scientist's form as well as 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

- Complete the summary checklists and all other appropriate forms.
- Obtain from the AOC data technician all radar tapes and give him a thumbnail drive to download the radar capture files.
- Brief the LPS on equipment status and turn in completed forms, the thumbnail drive, and all radar tapes to the LPS. [Note: all data removed from the aircraft by HRD personnel should be cleared with the AOC flight director.]
- Debrief at the base of operations.
- Determine the status of future missions and notify MGOC as to where you can be contacted.

HRD Radar Scientist Check List

Flight ID: 1011041+1

	ar Operators: _ ar Technician: aber of DAT ta			the operator's n
Component Systems	Status(Up ↑, I	Down ↓, Not	Available N/A	, Not Used O):
Device	Pre-flight	In-flight	Post-flight	R/T Serial #
Radar Computer		7	erotimado entito	
DAT drives	+	1	original designation of the suppression of the superior of the suppression of the suppres	
Lower Fuselage antenna	J	1		olar F
Tail Antenna		1		. W
				100
You account go time seminary				
Time correc	tion between r	adar time an	d digital time: _	90 5 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3
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Time correc		adar time an t flight Sum	toball editorial	edA
witten community in the real transaction continues of PAAST to: Sin R.T. 11/E. or signal-status	Radar Pos		toball editorial	and S And
Number of DAT tapes used	Radar Pos		toball editorial	
Time correct Number of DAT tapes used Significant down time: Radar Computer	Radar Pos	t flight Sum	mary	

HRD Radar Event Log

Flight ID 10 110441 Storm Name Radar Scientist P. Reason	Radar Tech	nician_	Sheet of
LF RPM	TA RPM _	riper Late parameter than the	

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

Tape #	F/AST On?	Event Time (HHMMSS)	Event
		194800	Take off from St. Croix
7	1	195500	Start Radar
			Note: shortenes outland lit pass
			Due to lack of scatterers
			Note: 11 4 3 m2 4
			Lo shift to 135 to detter
State of the Control			cufture region it southerers
		022400	Dong Radar down
		0	δ
			•
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			•

90nm = 166,5km

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ATCF 21

Doppler Wind parameters

Doppler flight-leg notes (for use in automatic QC and analysis) FLIGHT ID: しししりまけし Scientist: P. Rease ル													
Leg Start Time	Leg End Time	Storm N	otion	Time	Center Fix	Longitude	Max Radius (km)	Horz. Res (km)	Inbound track	Outbound track	ja?	Angle check?	Ser
HHMMSS	HHMMSS	Degrees	Knots	HHMMSS	(Deg/Min)	(Deg/Min)	49/98/147/196	1/2/3/4	Azimuth (deg)	Azimuth (deg)	н/тs	(Y/N)	(Y/I
220400	224200	350	ш	2224	16 47	75 44	196	4	293	530	TS	N	Y
224330	125500			20	1651	2538	netryo	chs	•				
	233900	20	6	2318	(1658)	75 08	11	. U	45	45	u	N	7
234100	2353						0.200						
235430	003600	10	6	00 n	1705	7542	W ·	- 11	180	180	u	N	Y
						7							
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