	Radar Scientist
Flight ID	
Radar Scien	tist P. Neas of Radar Technician B. Peek
on his/her as	oard radar scientist is responsible for data collection from all radar systems signed aircraft. Detailed operational procedures and checklists are contained or's manual. General supplementary procedures follow. (Check off or initial.)
Preflight	
1.	Determine the status of equipment and report results to the lead project scientist (LPS).
1/1 2.	Confirm mission and pattern selection from the LPS.
? 3. ? A.	Select the operational mode for radar system(s) after consultation with the LPS. Z100 F/A
4.	Complete the appropriate preflight calibrations and check lists as specified in the radar operator's manual.
In-Flight	
<u>n</u> 1.	Remind the AOC data technician to start the radar capture files.
<u>fn</u> 2.	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.
<u>.PN</u> 3.	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	
PN 1.	Complete the summary checklists and all other appropriate forms.
<u>M</u> 2.	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.]
PR 5.	Debrief at the base of operations.
<u> </u>	Determine the status of future missions and notify MGOC as to where you can be contacted.

HRD Radar Scientist Check List

Flight ID: 101106141

Radar Operators: V. Reason										
Radar Operators: V. Reason Radar Technician: R. Pee h										
Number of DAT tapes on board:										
Component Systems	Status(Up 1, D	own ↓, Not	Available N/A	, Not Used O):						
Device	Pre-flight	In-flight	Post-flight	R/T Serial #						
Radar Computer	1	7								
DAT drives	1	1								
Lower Fuselage antenna	4	1								
Tail Antenna	1	T								
Time correct	tion between ra	dar time and	d digital time: _							
the second of the	Padar Post	flight Sum	M 0 PV							
A CAMPAGA DA LIBERTA	Radar Post flight Summary									
Number of DAT tapes used										
Significant down time:										
Radar Computer	Radar Computer Radar LF									
DAT drives	/ the same of	Rada	ar TA							
Other Problems:										

HRD Radar Event Log

Flight ID Loui Radar Scientist			Radar Techni		Sheet R. Peel	of
	LF RPM	10	TA RPM	10		

(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
		194900	Take off from St. Crolx
	Y	~1955	Start Radar
130000		~ 1959	Start recording
		~ 2106	Nexis y strong tout of war.
			Note @ 10000 lt - Mrach. IP
		~ 2142	pussel a zon S. at eye
		~ 2414	dilan't hit center, so fix
			B educated guess
		x 1886	Bring rater Lown
	3.		
· instruction			
40.00			
	4 3 44		
	TAKE		

NHC Strm Mother 45°@ 14ht (beg. of filt) 2601

Doppler Wind parameters

-90 ATCF 21

	FLIGHT	Doppler flight-leg notes (for use in automatic QC and analysis) FLIGHT ID: 101106 H 1 Scientist: P. Reason												
	Leg Start Leg End Time Time		Storm Motion		Center Fix Time Latitude Longitude		Max Radius (km)	Horz. Res	Inbound track	Outbound track	ja?	Angle check?	Sent?	
	HHMMSS	HHMMSS	Degrees	Knots	HHMMSS	(Deg/Min)	Longitude (Deg/Min)	49/98/147/196	1/2/3/4	Azimuth (deg)	Azimuth (deg)	H/TS	(Y/N)	(Y/N)
SCAN	212150	220700	030	13	2145	7437	6949	196	4	315	315	TS	1 N	Y
000	220\$00	221400			2736	31197	69 48			3				
W>1E	221500	225900	030	13	2236	2447	6948	Tall.	. и			u	И	1 / 2 2 2
DU	230200	231715				4.	6905							
NE-SL	2319	7401	050	10	2341	2454	6945	v.	·u			11	И	Y
PW	2403	2417				69								
SAN	7419	2454	020	10	2436	2501	6940	N	И		1 4	11	n	7
										we'				
				v				31 - 3-						
														4
								<i>3</i> \	•					