

Radar Scientist

Flight ID 110825 H1 Storm Name Hurr Irene

Radar Scientist LORSOLO Radar Technician BOSKO

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

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. Remind the AOC data technician to start the radar capture files.
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.
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

1. Complete the summary checklists and all other appropriate forms.
2. Obtain from the AOC data technician all radar tapes and give him a thumbnail drive to download the radar capture files.
3. 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.]
4. Debrief at the base of operations.
5. Determine the status of future missions and notify MGOC as to where you can be contacted.

HRD Radar Scientist Check List

Flight ID: 110825 H1

Radar ^{Scientist} Operators: ~~_____~~ 20K8010

Radar Technician: BOSKA

Number of DAT tapes on board: _____

Component Systems Status (Up ↑, Down ↓, Not Available N/A, Not Used O):

Device	Pre-flight	In-flight	Post-flight	R/T Serial #
Radar Computer				
DAT drives				
Lower Fuselage antenna		_____		
Tail Antenna		_____		

Time correction between radar time and digital time: _____

Radar Post flight Summary

landing at

Number of DAT tapes used: _____

2725

Significant down time:

Radar Computer _____ Radar LF _____

DAT drives _____ Radar TA _____

Other Problems:

Last leg info:
 start: 2531
 center: ~~2558~~ - 27° 49' . 77° 21'
 end penetration 262700
 end downwind

issues
 Radar stopped
 a few times
 but less than
 2-5 min.

HRD Radar Event Log

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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
	✓		
		19 50 00	Take-off
		2005	Start Recording pass
		20 48 00	IP - Start of leg #1
			lat = 26° 1' N long = 78° 40' W
			Center "fix" 335°, 12 kt
		21 14 00	Storm mot°: 335° 12 kt
			lat = 27° 8' N fix
			long = 77° 10' W
		21 37 00	End of penetrat°
			lat = 28° 12' long = 75° 54'
		21 57 00	End of downwind
			lat = 28° 55' N long = 77° 11' W
		21 57 00	Start of pass #2
		22 24	Center posit°
			Storm mot° = 338° 12 kt.
			lat 27° 21' long 77° 16' W

HRD Radar Problem Log

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(Include times of when recording ended and was restarted)

Tape #	Time (HHMMSS)	Problem
	2252	End penetration lat 25°34' long 77°15'
	2308	End downwind lat 25°1' long 75°50'
	2308	Start of 3rd pass -
	2337	Center Storm mot° = 318 8 kt lat 27°28' long 77°23'
	2403	End penetration lat 28°3' long 78°53'
	2416	End downwind lat: 27°35' N, long 79°19' W
	2416	Start pass # 4
	2442	Center position: 27°38' 77°23' W 360° 10 kt
	250900	End penetration

253100

lat ~~27~~ Lat 27°39' Long: 75°29'
 End Downwind
 lat 29°3' N Long 76°2.6 W

