

Flight ID 120823H1 Storm Isaac Radar Scientist Paul Reasor

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

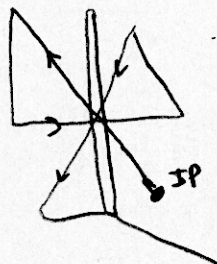
1. Determine the status of equipment and report results to the lead project scientist (LPS).
2. Confirm mission and pattern selection from the LPS.
3. Select the operational mode for radar system(s) after consultation with the LPS.
4. Complete the appropriate preflight calibrations and check lists as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

### In-Flight

1. 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 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. Download all radar data files to thumb drive.
3. Brief the LPS on equipment status and turn in completed forms and thumb drives to the LPS.
4. Debrief at the base of operations.
5. Determine the status of future missions and notify HFP Director as to where you can be contacted.



**HRD Radar Scientist Check List**

Flight ID: 120623A1

Aircraft Number: N42

Radar Operators: Paul Reason

Radar Technician: Joe Bos

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

Radar Computer ↑

Lower Fuselage antenna \_\_\_\_\_

Tail Antenna \_\_\_\_\_

Time correction between radar time and digital time: \_\_\_\_\_

**Radar Post flight Summary**

Significant down time:

Radar LF \_\_\_\_\_

Radar TA \_\_\_\_\_

**Other Problems:**





? = center ill defined

# Doppler Wind parameters

\* center time of pass  
+ just use center from radar

Doppler flight-leg notes (for use in automatic QC and analysis)

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Scientist: Paul Reasor

| Leg Start Time       | Leg End Time | Storm Motion |       | Center Fix |           |                    | Max Radius (km) | Horz. Res (km) | Inbound | Outbound | ja?  | Angle check? | Sent? |
|----------------------|--------------|--------------|-------|------------|-----------|--------------------|-----------------|----------------|---------|----------|------|--------------|-------|
|                      |              |              |       | Time       | Latitude  | Longitude          |                 |                |         |          |      |              |       |
| HHMMSS               | HHMMSS       | Degrees      | Knots | HHMMSS     | (Deg/Min) | (Deg/Min)          | 49/98/147/196   | 1/2/3/4        | track   | track    | H/TS | (Y/N)        | (Y/N) |
| SE →<br>NW<br>085438 | 094000       | 271          | 17?   | 0912?      | 15 36     | 64 59?             | 245 km          | 5 km           | 315     | 325      |      |              |       |
| DW<br>094150         | 095800       | 271          | 17    |            | 15 36     | 64 59              | ↓               | ↓              |         |          |      |              | Y     |
| W → E<br>095910      | 110400       | 271          | 17?   | 1030*      | 14 20     | 64 40 <sup>+</sup> | ↓               | ↓              | 90      | 90       |      |              |       |
| DW<br>110540         | 112400       |              |       |            |           |                    |                 |                |         |          |      |              | Y     |
| NE →<br>SW<br>112500 | 121430       | 271          | 17?   | 1150*      | 14 00     | 64 30 <sup>+</sup> |                 |                | 225     | 225      |      |              |       |
| DW<br>121545         | 123100       |              |       |            |           |                    |                 |                |         |          |      |              | Y     |
| S → N<br>123100      | 131600       | 271          | 17?   | 1253*      | 14 30     | 64 30 <sup>+</sup> |                 |                | 30      | 30       |      |              | Y     |
| N → S<br>132300      | 141400       | 271          | 17?   | 1348*      | 14 30     | 65 00 <sup>+</sup> |                 |                | 180     | 180      |      |              | Y     |
|                      |              |              |       |            |           |                    |                 |                |         |          |      |              |       |
|                      |              |              |       |            |           |                    |                 |                |         |          |      |              |       |
|                      |              |              |       |            |           |                    |                 |                |         |          |      |              |       |
|                      |              |              |       |            |           |                    |                 |                |         |          |      |              |       |

Note: Use every other line to indicate start and end time of downwind leg