

Radar Scientist

Flight ID 20180709H2 Storm Chris

Radar Scientist Marks/Alaka Radar Technician Peak

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 status of equipment and report results to 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 check list.

MMR should work better as Delta engineer adjusted settings

In-Flight

- 1 Monitor the Tail Doppler Radar function regularly, using the real-time TA display, to make sure the Doppler radar is scanning and working normally
2. Once at the IP, request that the tilt be adjusted to remove sea clutter
- 3 Request that the LF radar is set to full scan (non-sector mode) for first Figure 4
- 4 Maintain the Doppler Wind Parameter form as well as a written commentary in the Radar Event Log of event times, such as ending and restarting of radar recording. Also document any equipment problems or changes in R/T, INE, or signal status.

MMR was great, lots of photos

Post flight

- 1 Complete the summary checklist and all other appropriate forms.
2. Download all Belly (LF) scan radar data files to thumb drive.
- 3 Download all tar'd (TA) radar data files to thumb drive.
- 4 Brief the LPS on equipment status and turn in completed forms and thumb drives to the LPS
- 5 Debrief at the base of operations.
6. Determine the status of future missions and notify HFP Director as to where you can be contacted.

HRD Radar Scientist Check List

Flight ID: 20180709H2

Aircraft Number: 42RF

Radar Scientist: Marks/Alaka

Radar Technician: Peck

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

Radar Computer ↑

Lower Fuselage (LF) Antenna MMR settings should be improved

Tail (TA) Antenna ↑

Radar Post flight Summary

Significant down time:

Radar LF ○ MMR was very good

Radar TA ○

Other Problems:

NA

HRD Radar Event Log

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(Include down time and times of when recording ended and was restarted)

Time (HHMMSS)	Event
~2040	turned on TDR
	checked Master & Slave - all OK
220223	IP turn TK 360 to 6
	took lots of MMR & No radar
	photos to share with AOC
	(Bobby Peak)
	MMR worked very good.

