

Radar Scientist

Flight ID 180928 HI Storm Genesis

Radar Scientist Rogers Radar Technician Mascaro

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

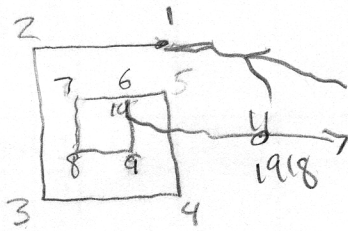
1. Determine status of equipment and report results to lead project scientist (LPS).
2. Confirm mission and pattern selection from the LPS.
3. Select the operational mode for radar system(s) after consultation with the LPS
4. Complete the appropriate preflight check list.

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.

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 Event Log

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

Time (HHMMSS)	Event
125700	takeoff
145300	mark start of analysis, about 45 nm from IP
1504	at IP, begin 1 st leg, point 1
1544	point 2, turn to track 180
1625	point 3, turn to track 90
1707	point 4, turn to track 0
1736	point 5 swart past planned pt 5 b/c of weather, turning back for straight-lie shot to next point, is straight & level
1750	point 6, continuing to track 270
1802	point 7, turn to track 180
1816	point 8, turn to track 90
1829	point 9, turn to track 0
1843	point 10, turn outboard to begin ferry home
1918	point 11, end of outboard leg to include in radar analysis