

# Radar Scientist Form

(Updated 31 May 2019)

Flight ID 190922H1 Storm JS Jerry  
HRD Radar Scientist (Aircraft/Ground) Rogers / Reasor  
AOC Radar Operator Mascardo

The aircraft radar scientist is responsible for data collection from all radar systems on his/her assigned aircraft, working with the ground radar scientist to ensure successful transmission of all radar products from the aircraft in a timely manner, and contributing to mission science by communicating real-time radar products to the LPS. Specific responsibilities are detailed in the *Aircraft Radar Support Guide* located on the radar workstation desktop and in the flight bag.

## § Pre-flight Notes.

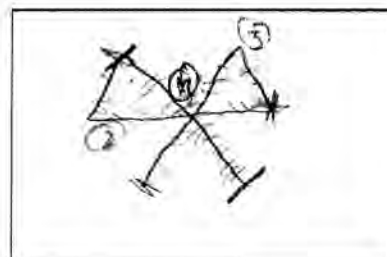
Indicate below any existing radar instrumentation issues, pre-flight radar repairs or other instrumentation issues (e.g., GPS swapout) that might impact radar data collection or analyses. If none, then simply write NONE below.

None

## § Pre-flight Setup with Ground Radar Scientist.

Preferably before the planeside briefing, establish Xchat communication with the ground radar scientist on #radar. Check off the following tasks.

- Communicate any pre-flight issues noted above.
- Confirm latest flight pattern. Sketch to the right.  
Indicate legs constituting proposed analyses.
- Go through Steps 1-3 of Aircraft Radar Support Guide.



### § In-flight Setup with Ground Radar Scientist.

After radar recording has begun, reestablish Xchat communication with the ground radar scientist on #radar. Check off the following tasks.

- Go through Steps 4-7 of Aircraft Radar Support Guide.

Indicate below any issues identified during Steps 4-7, in particular any radar instrumentation issues evident in the radar displays. If none, then simply write NONE below.

None

### § In-pattern Radar and Weather Event Log.

Indicate below any radar down times or significant weather observations that might be helpful for interpreting radar analyses (e.g., flight through sparse shallow convection).

Time (HHMMSS)	Event (Radar or Weather)
154045	near IP on SE, good coverage, mostly strat.
155200	going past IP to avoid some weather; inbound track
1	from IP is ~315, will keep rest of pattern the same
160655	in non-precipitating anvil now; passed to low band of strat, on SE
1635	end outbound leg to NW
1646	turning south from downwind leg to avoid WX, mostly shallow convective on FDR
1650	turns inbound track 90
171052	heading outbound to east, much use coverage on this side
172325	cutting outbound leg short for ocean winds, reverse track
172710	reverse track, come inbound from E
182116	on NE side, mostly strat precip

pattern  
26.17  
66.87

radar  
26.06  
66.39

FL  
26.23  
66.67

26.14  
66.31

radar

W-E, 045

190300 begin inbound track

1946 end outbound leg

**§ End-of-Flight Shutdown with Ground Radar Scientist.**

Once the aircraft exits the system, reestablish Xchat communication with the ground radar scientist on #radar. Check off the following tasks.

- Go through "NEAR END OF FLIGHT" Steps 1-5 of Aircraft Radar Support Guide.

~~If you recorded "N" for Analysis Sent at any point during the flight, please detail the situation below. If there are any other *mission-critical* issues pertaining to the radar systems not documented above, please note them here. If none, then simply write NONE below.~~

Actual pattern and analyses

