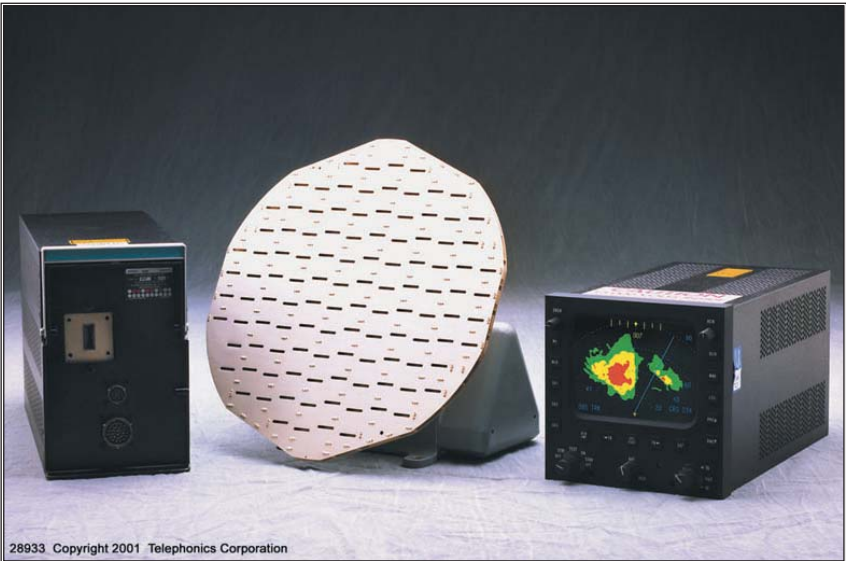


Pilot's Guide **RDR-1400C**

Color Weather and Search and Rescue Radar



Command Systems Division

TABLE OF CONTENTS

| <u>PARAGRAPH</u> | <u>TITLE</u> | <u>PAGE</u> |
|------------------|--|-------------|
| 1.0 | INTRODUCTION | 1 |
| 1.1 | SAFETY ADVISORY | 2 |
| | WARNING | 4 |
| | CAUTION | 4 |
| 1.2 | 1MW/CM ² SAFE DISTANCE DETERMINATION | 5 |
| 1.3 | ADVISORY CIRCULAR | 8 |
| 1.4 | AIRBORNE WEATHER RADAR ANTENNA STABILIZATION CRITERIA | 15 |
| 2.0 | SYSTEM CONFIGURATION | 21 |
| 2.1 | ANTENNA AND RECEIVER-TRANSMITTER | 22 |
| 2.2 | RADAR DISPLAY INDICATOR | 23 |
| 3.0 | OPERATIONAL CONTROLS | 24 |
| 3.1 | FUNCTION SELECTOR | 24 |
| 3.2 | ANTENNA CONTROLS | 25 |
| 3.3 | DISPLAY CONTROLS | 26 |
| 3.4 | PRIMARY MODE SELECTORS | 27 |
| 3.5 | SECONDARY MODE SELECTORS | 28 |
| 3.6 | GAIN CONTROLS | 29 |
| 3.7 | RANGE CONTROLS | 30 |
| 3.8 | ALPHANUMERICS | 31 |
| 4.0 | PREFLIGHT (PFT) | 32 |
| 4.1 | PREFLIGHT WARNINGS | 32 |
| 5.0 | THEORY OF OPERATION | 33 |
| 5.1 | GENERAL | 33 |
| 5.2 | RADAR PRINCIPLES | 34 |
| 5.3 | WEATHER RADAR PRINCIPLES | 35 |
| 5.4 | RADAR REFLECTIVITY | 36 |
| 5.5 | WEATHER DISPLAY CALIBRATION | 37 |
| 5.6 | WEATHER ATTENUATION COMPENSATION | 38 |
| 6.0 | WEATHER OPERATIONS | 40 |
| 6.1 | WEATHER MODE – WX | 40 |
| 6.2 | WEATHER ALERT MODE – WXA | 41 |
| 6.3 | TARGET ALERT | 41 |
| 6.4 | WEATHER MAPPING AND INTERPRETATION . . . | 42 |
| 6.5 | OBSERVING WEATHER | 42 |
| 6.5.1 | Thunderstorms and Turbulence | 43 |
| 6.5.2 | Tornadoes | 44 |
| 6.5.3 | Hail | 45 |
| 6.5.4 | Icing | 46 |
| 6.5.5 | Snow | 46 |

TABLE OF CONTENTS (CONT.)

| <u>PARAGRAPH</u> | <u>TITLE</u> | <u>PAGE</u> |
|------------------|--|-------------|
| 6.5.6 | Lightning and Static Discharges | 47 |
| 6.5.7 | Range Resolution | 47 |
| 6.5.8 | Azimuth Resolution | 47 |
| 6.5.9 | Indicator Resolution | 48 |
| 6.5.10 | Short Range Displays | 49 |
| 6.6 | PATH PLANNING | 50 |
| 6.6.1 | Path Planning Considerations | 50 |
| 7.0 | SEARCH OPERATIONS | 53 |
| 7.1 | GROUND MAPPING | 53 |
| 7.1.1 | Looking Angle | 54 |
| 7.1.2 | Other Aircraft | 55 |
| 7.2 | SEARCH MODE | 55 |
| 7.3 | DIFFERENCE BETWEEN WEATHER AND SEARCH MODES | 56 |
| 7.4 | SEARCH MODES COMPARED | 57 |
| 7.4.1 | Search 3 | 57 |
| 7.4.2 | Search 2 | 58 |
| 7.4.3 | Search 1 | 58 |
| 8.0 | TILT MANAGEMENT | 59 |
| 8.1 | TILT CONTROL | 59 |
| 8.2 | TILT PERFORMANCE CHECK | 60 |
| 8.3 | EARLY DETECTION OF EN ROUTE WEATHER | 61 |
| 9.0 | ANTENNA STABILIZATION | 62 |
| 9.1 | LIMITS | 62 |
| 9.2 | ERRORS | 62 |
| 9.3 | COMPENSATION | 63 |
| 10.0 | NAV MODE | 64 |
| 10.1 | NAV AND FLIGHT LOG DISPLAYS | 64 |
| 11.0 | LOG MODE | 65 |
| 12.0 | BEACON MODES | 66 |
| 12.1 | BEACON FORMAT SELECTION | 66 |
| 12.2 | DO-172 | 67 |
| 13.0 | BEACONTRAC | 68 |
| 14.0 | COURSE BEARING CURSOR | 69 |
| 14.1 | EQUIPMENT REQUIRED FOR OBS-TRK | 70 |
| 14.2 | AC 90-80 | 71 |
| 15.0 | MULTIPLE INDICATORS | 72 |
| 16.0 | CHECKLIST OPERATION | 73 |

TABLE OF CONTENTS (CONT.)

| <u>PARAGRAPH</u> | <u>TITLE</u> | <u>PAGE</u> |
|------------------|---------------------------------------|-------------|
| 17.0 | SYSTEM SPECIFICATIONS | 74 |
| 17.1 | RT-1401B RT UNIT | 74 |
| 17.2 | DA-1203A ANTENNA DRIVE ASSEMBLY | 74 |
| 17.3 | IN 2025B INDICATOR DISPLAY | 74 |

LIST OF ILLUSTRATIONS

| <u>FIGURE</u> | <u>TITLE</u> | <u>PAGE</u> |
|---------------|--|-------------|
| 1.2-1 | Maximum Permissible Exposure Level (MPEL) | 7 |
| 1.3-1 | Cross-Section of a Thunderstorm | 10 |
| 1.4-1 | Airborne Weather Radar Antenna | 15 |
| 1.4-2 | Radar Stabilization Errors | 18 |
| 1.4-3 | Shallow-Banked Turns | 19 |
| 1.4-4 | Uptilt Recommendations | 20 |
| 1.4-5 | Excessive Tilt/Pitch/Roll Distortion | 20 |
| 1.4-6 | Distortion Reductions | 20 |
| 2-1 | Typical System Block Diagram | 21 |
| 2.1-1 | RT 1401B Receiver-Transmitter | 22 |
| 2.1-2 | DA 1203A Drive Assembly with AA4512A 12" Flat Plate Antenna | 22 |
| 2.2-1 | IN-2025B Indicator | 23 |
| 3.1-1 | Function Selector | 24 |
| 3.2-1 | Antenna Controls | 25 |
| 3.3-1 | Display Controls | 26 |
| 3.4-1 | Primary Mode Selectors | 27 |
| 3.5-1 | Secondary Mode Selectors | 28 |
| 3.6-1 | Gain Controls | 29 |
| 3.7-1 | Range Controls | 30 |
| 3.8-1 | Alphanumerics | 31 |
| 4.1-1 | Preflight Warnings | 32 |
| 5.2-1 | Radar Transmit-Receiver Timing | 34 |
| 5.4-1 | Reflective Levels | 36 |
| 5.6-1 | STC Electronically Compensates for Distance Attenuation | 38 |
| 6.1-1 | Typical Weather Display | 40 |
| 6.3-1 | Weather Alert with Target Alert Display | 41 |
| 6.5-1 | Storm Components | 42 |

LIST OF ILLUSTRATIONS (CONT.)

| <u>FIGURE</u> | <u>TITLE</u> | <u>PAGE</u> |
|----------------------|--|--------------------|
| 6.5.3-1 | Finger | 45 |
| 6.5.3-2 | Hook | 45 |
| 6.5.3-3 | Scalloped Edge | 46 |
| 6.5.3-4 | U-Shaped | 46 |
| 6.5.8-1 | Azimuth Resolution | 47 |
| 6.5.10-1 | Short Range Display | 49 |
| 6.6.1-1 | Penetration of Weather | 50 |
| 6.6.1-2 | Minimizing “Doglegging” | 51 |
| 6.6.1-3 | “Blind Alley” or “Box Canyon” Situation | 51 |
| 7.1-1 | Over Terrain | 53 |
| 7.1-2 | Over Water | 53 |
| 7.1.1-1 | A Smaller Incident Angle | 54 |
| 7.1.1-2 | Concentration of the Beam | 54 |
| 7.3-1 | Wx and SRCH Buttons on Faceplate | 56 |
| 7.4.1-1 | Search 3 | 57 |
| 7.4.2-1 | Search 2 | 58 |
| 7.4.3-1 | Search 1 | 58 |
| 8.1-1 | Antenna Tilt Knob | 59 |
| 8.1-2 | Adjusting the Antenna Tilt | 59 |
| 8.2-1 | Altitude vs. Range | 60 |
| 8.3-1 | Weather Target | 61 |
| 9.1-1 | Aircraft Pitching/Rolling $\pm 30^\circ$ | 62 |
| 10.1-1 | NAV Display | 64 |
| 11-1 | NAV Display Over Weather | 65 |
| 11-2 | BX 2000 Log | 65 |
| 11-3 | Omega Log | 65 |
| 11-4 | RNS-3500 Log | 65 |
| 12.1-1 | Standard Beacon | 66 |
| 12.2-1 | DO-172 | 67 |
| 13-1 | STD FMT | 68 |
| 14-1 | OBS-TRK | 69 |
| 16-1 | Checklist Operation | 73 |

LIST OF TABLES

| <u>TABLE</u> | <u>TITLE</u> | <u>PAGE</u> |
|--------------|--|-------------|
| 5.5-1 | Radar Display and Thunderstorm Levels versus Rainfall Rates | 37 |
| 6.5.9-1 | Minimum Distinguishable Target Separation | 48 |
| 8.3-1 | Antenna Tilt Control Settings | 61 |

1.0 INTRODUCTION

In the early days of aviation, pilots were more concerned with just staying airborne than worrying about weather. Airplanes were for fun. Pilots flew only short hops, on clear days, and could often see their destination. There was little need for navigation equipment. If your compass was working and your gas held out, you could probably make it home safely. Later, as flying came of age, thunderstorms and their associated turbulence were more of a problem. When the weather was good, aircraft utilization was high. But when storms were prevalent, you might take the long way home.

Today, weather radar is as much at home in the cockpit as the compass. Corporate aircraft operators and private pilots, as well as the airlines, have adopted weather radar with full confidence in its usefulness and reliability. Most commercial airborne weather radars available today also provide the pilot with one or more ancillary modes of operation and system options that make the radar more functional and increase its versatility.

Telephonics would like to welcome you to the growing family of Weather Radar System owners and operators.

The RDR-1400C Colorvision Weather Radar System is the newest advancement of the 1400 series of radars. The 1400 series radars are the most popular advanced capability, multi-mode radars available from any manufacturer.

The RDR-1400C provides five primary modes of operation: three air-to-surface search and detection modes, and two conventional weather avoidance modes. This lightweight digital X-band radar system provides a peak power of 10 kW, and is primarily designed for fixed or rotary-wing aircraft engaged in patrol, search and rescue missions, and for transporting personnel and equipment to remote sites (off-shore oil rigs, etc.).

The system contains a color indicator display, and will also interface with optional NAV systems (such as VLF/Omega or RNAV) to display NAV information on the Indicator screen.

The RDR-1400C also has the capability to receive and decode both standard 2-pulse beacon transponders and the DO-172 6-pulse transponders. This system also provides two short ranges of 0.5 nm and 1.0 nm.

In addition, an optional checklist may be installed that connects to the radar indicator and does not require any other supportive optional equipment. An automatic page recall feature can be used to present checklists keyed to certain equipment failure, even if another mode is selected.

This manual is designed to help you understand the RDR-1400C and its operational procedures. Please read it carefully before operating the unit. If you have any questions, contact Telephonics or your nearest distributor for assistance.

1.1 SAFETY ADVISORY

Recommended radiation safety precautions for ground operation of airborne weather radar.

PURPOSE

This section sets forth recommended radiation safety precautions to be taken by personnel when operating airborne weather radar on the ground.

BACKGROUND

Dangers from ground operation of airborne weather radar include the possibility of human body damage and ignition of combustible materials by radiated energy. Low tolerance parts of the body include the eyes and testes.

PRECAUTIONS

Management and supervisory personnel should establish procedure for advising personnel of dangers from operating airborne weather radars on the ground. Precautionary signs should be displayed in affected areas to alert personnel of ground testing.

General

- Airborne weather radar should be operated on the ground only by qualified personnel.
- Installed airborne radar should not be operated while the aircraft is in a hangar or other enclosure unless the radar transmitter is not operating, or the energy is directed toward an absorption shield which dissipates the radio frequency energy. Otherwise, radiation within the enclosure can be reflected throughout the area.

Body Damage. To prevent possible human body damage, the following precautions should be taken:

- Personnel should never stand nearby and in front of radar antenna which is transmitting. When the antenna is not scanning, the danger increases.
- A recommended safe distance from operating airborne weather radars should be established. A safe distance can be determined by using the equations in Appendix 1 or the graphs of Figures 1 and 2. This criterion is now accepted by many industrial organizations and is based on limiting exposure of humans to an average power density not greater than 10 milliwatts per square centimeter.
- Personnel should be advised to avoid the end of an open wave guide unless the radar is turned off.
- Personnel should be advised to avoid looking into a wave guide, or into the open end of a coaxial connector or line connector to a radar transmitter output, as severe eye damage may result.
- Personnel should be advised that when power radar transmitters are operated out of their protective cases, X-rays may be emitted. Stray X-rays may emanate from the glass envelope-type pulsar, oscillator, clipper, or rectifier tubes, as well as magnetrons.

Combustible Materials. To prevent possible fuel ignition, an installed airborne weather radar should not be operated while an aircraft is being refueled or defueled.



29257



Maintain prescribed safe distance when standing in front of radiating antenna.

Never expose eyes or any part of the body to an unterminated wave guide.

1.2 1 MW/CM² SAFE DISTANCE DETERMINATION

The following calculations establish a minimum safe distance from the antenna for personnel near an operating RDR-1400C. The minimum safe distance is based upon the FCC exposure limit at 9.3-9.5 GHz for general population/uncontrolled environments. This limit is 1 mW/cm².

The following data is for an RDR-1400C airborne weather radar:

Antenna Diameter: 18 inches (0.99 meters)

Transmitter Frequency: 9375 MHz

Wave Length: 0.032 meters

NEAR FIELD/FAR FIELD INTERSECTION

The distance to the near field/far field intersection (R_i) can be computed by:

$$R_i = \frac{G * \lambda}{8 * \pi}$$

where:

R_i = Intersection distance from the antenna (in meters)

λ = Wave length (in meters)

G = Antenna gain (numeric)

DISTANCE TO SAFE LIMIT

For a far field power density of $PD_{SafeLimit}$, the distance from the antenna may be calculated by:

$$R_s = \sqrt{\frac{G * P}{40 * \pi * PD_{SafeLimit}}}$$

where:

R_s = The minimum safe distance (in meters)

P = Transmitted average power (in watts)

G = Antenna gain (numeric)

$PD_{SafeLimit}$ = Desired Safe Limit Power Density (in mW/cm²)
use a value of 1 mW/cm²

PROCEDURES

The above formulas may be used to determine the minimum safe distance as follows:

- a. Determine the distance (R_i) to the near field/far field intersection
- b. Determine the distance (R_s) to the Desired Safe Limit Power Density
- c. If the distance (R_s) determined in b above is less than (R_i) found in item a above, use distance (R_i) as the minimum safe distance
- d. If the distance (R_s) determined in item b above is greater than (R_i) found in item a above, use distance (R_s) as the minimum safe distance.

EXAMPLE

The following data is for an RDR-1400C airborne weather radar:

Antenna Diameter: 18 inches (0.457 meters)

Transmitter Frequency: 9375 MHz

Wave Length: 0.032 meters

Pulse Length: 2.35 microseconds (search)

Pulse Repetition: 249 Hz

Peak Power: 10 kilowatts

Average Power: 5.85 watts (Peak*Pulse Length*Pulse Repetition)

Antenna Gain: 1259 (31 dB)

Calculations

1. Distance (R_i) to the near field/far field intersection

$$R_i = \frac{1259 * .032}{8 * \pi}$$

$$R_i = 1.6 \text{ meters (5.3 feet)}$$

$$R_s = \sqrt{\frac{1259 * 5.85}{40 * \pi * 1}}$$

2. Distance (R_s) to 1 mW/cm² safe limit

$$R_s = 7.7 \text{ meters (25.1 feet)}$$

3. Safe Distance Determination

The distance (R_s) is greater than (R_i), therefore, the minimum safe distance is 7.7 meters (25.1 feet).

In order to avoid the envelope in which the radiation level exceeds the U.S. Government standard of 1 mW per square centimeter, all personnel should remain beyond the distance indicated in Figure 1.2-1. The distance to the MPEL boundary is calculated upon the basis of the largest antenna available with the RDR-1400C system, rated output power of the transmitter and in the non-rotating or boresight position of the antenna (see example in the Calculations Paragraph of this section). With a scanning beam, the power density at the MPEL boundary is significantly reduced.

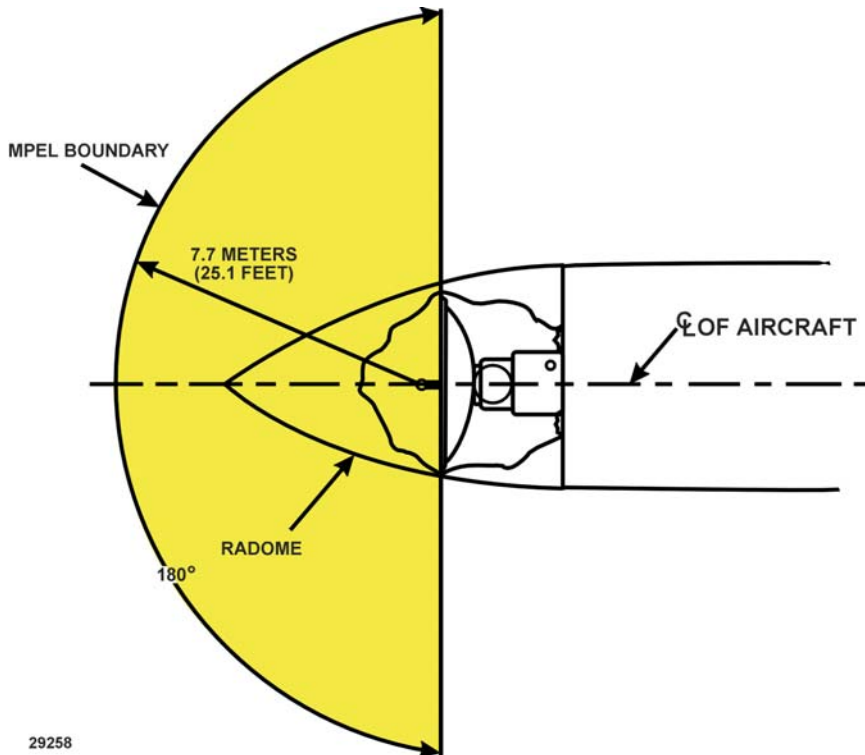


Figure 1.2-1. Maximum Permissible Exposure Level (MPEL)

1.3



ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C.

Subject: THUNDERSTORMS **Date:** 1/20/83 **AC No.:** 00-24B
Initiated by: AFO-260 **Change:**

1. PURPOSE. This advisory circular describes the hazards of thunderstorms to aviation and offers guidance to help prevent accidents caused by thunderstorms.
2. CANCELLATION. Advisory Circular 00-24A, dated June 23, 1978, is canceled.
3. RELATED READING MATERIAL. Advisory Circulars 00-6A, Aviation Weather, 00-45B, Aviation Weather Services, 00-50A, Low Level Wind Shear.
4. GENERAL. We all know what a thunderstorm looks like. Much has been written about the mechanics and life cycles of thunderstorms. They have been studied for many years; and while much has been learned, the studies continue because much is not known. Knowledge and weather radar have modified our attitudes toward thunderstorms, but one rule continues to be true - any storm recognizable as a thunderstorm should be considered hazardous until measurements have shown it to be safe. That means safe for you and your aircraft. Almost any thunderstorm can spell disaster for the wrong combination of aircraft and pilot.
5. HAZARDS. A thunderstorm packs just about every weather hazard known to aviation into one vicious bundle. Although the hazards occur in numerous combinations, let us look at the most hazardous combination of thunderstorms, the squall line, then we will examine the hazards individually.
 - a. Squall Lines. A squall line is a narrow band of active thunderstorms. Often it develops on or ahead of a cold front in moist, unstable air, but it may develop in unstable air far removed from any front. The line may be too long to detour easily and too wide and severe to penetrate. It often contains steady-state thunderstorms and presents the single most intense weather hazard to aircraft. It usually forms rapidly, generally reaching maximum intensity during the late afternoon and the first few hours of darkness.

b. Tornadoes.

(1) The most violent thunderstorms draw air into their cloud bases with great vigor. If the incoming air has any initial rotating motion, it often forms an extremely concentrated vortex from the surface well into the cloud. Meteorologists have estimated that wind in such a vortex can exceed 200 knots; pressure inside the vortex is quite low. The strong winds gather dust and debris and the low pressure generates a funnel-shaped cloud extending downward from the cumulonimbus base. If the cloud does not reach the surface, it is a "funnel cloud"; if it touches a land surface, it is a "tornado."

(2) Tornadoes occur with both isolated and squall line thunderstorms. Reports for forecasts of tornadoes indicate that atmospheric conditions are favorable for violent turbulence. An aircraft entering a tornado vortex is almost certain to suffer structural damage. Since the vortex extends well into the cloud, any pilot inadvertently caught on instruments in a severe thunderstorm could encounter a hidden vortex.

(3) Families of tornadoes have been observed as appendages of the main cloud extending several miles outward from the area of lightning and precipitation. Thus, any cloud connected to a severe thunderstorm carries a threat of violence.

c. Turbulence.

(1) Potentially hazardous turbulence is present in all thunderstorms, and a severe thunderstorm can destroy an aircraft. Strongest turbulence within the cloud occurs with shear between updrafts and downdrafts. Outside the cloud, shear turbulence has been encountered several thousand feet above and 20 miles laterally from a severe storm. A low level turbulent area is the shear zone associated with the gust front. Often, a "roll cloud" on the leading edge of a storm marks the top of the eddies in this shear and it signifies an extremely turbulent zone. Gust fronts often move far ahead (up to 15 miles) of associated precipitation. The gust front causes a rapid and sometimes drastic change in surface wind ahead of an approaching storm. Advisory Circular 00-50A, "Low Level Wind Shear," explains in greater detail the hazards associated with gust fronts. Figure A-1 shows a schematic cross-section of a thunderstorm with areas outside the cloud where turbulence may be encountered.

(2) It is almost impossible to hold a constant altitude in a thunderstorm, and maneuvering in an attempt to do so provides greatly increased stress on the aircraft. It is understandable that the speed of the aircraft determines the rate of turbulence encounters. Stresses are least if the aircraft is held in a constant attitude and allowed to "ride the waves." To date, we have no sure way to pick "soft spots" in a thunderstorm.

d. Icing.

(1) Updrafts in a thunderstorm support abundant liquid water with relatively large droplet sizes; and when carried above the freezing level, the water becomes supercooled. When the temperature in the upward current cools to about -15°C , much of the remaining water vapor sublimates as ice crystals; and above this level, at lower temperatures, the amount of supercooled water decreases.

(2) Supercooled water freezes on impact with an aircraft. Clear icing can occur at any altitude above the freezing level; but at high levels, icing from smaller droplets may be rime or mixed rime and clear. The abundance of large, supercooled water droplets makes clear icing very rapid between 0°C and -15°C and encounters can be frequent in a cluster of cells. Thunderstorm icing can be extremely hazardous.

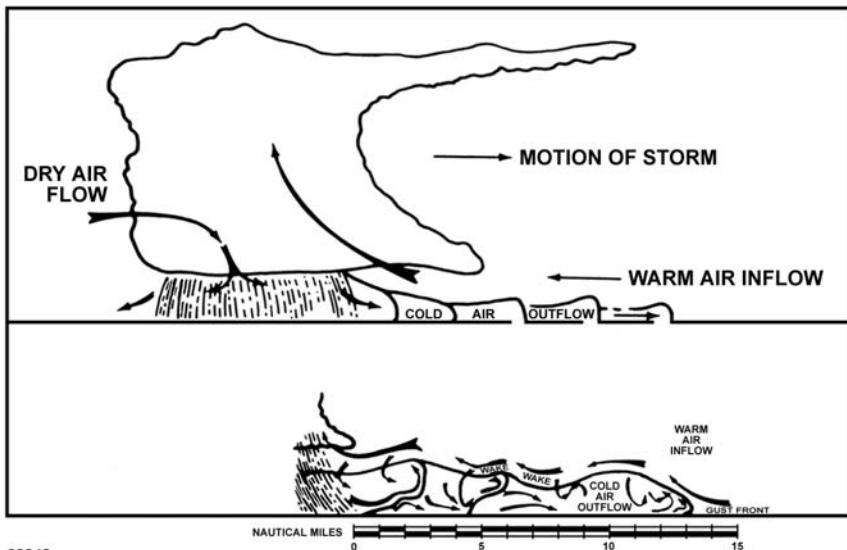


Figure 1.3-1. Cross-Section of a Thunderstorm

e. Hail.

(1) Hail competes with turbulence as the greatest thunderstorm hazard to aircraft. Supercooled drops above the freezing level begin to freeze. Once a drop has frozen, other drops latch on and freeze to it, so the hailstone grows - sometimes into a huge iceball. Large hail occurs with severe thunderstorms with strong updrafts that have built to great heights. Eventually, the hailstones fall, possibly some distance from the storm core. Hail may be encountered in clear air several miles from dark thunderstorm clouds.

(2) As hailstones fall through air whose temperature is above 0°C, they begin to melt and precipitation may reach the ground as either hail or rain. Rain at the surface does not mean the absence of hail aloft. You should anticipate possible hail with any thunderstorm, especially beneath the anvil of a large cumulonimbus. Hailstones larger than one-half inch in diameter can significantly damage an aircraft in a few seconds.

f. **Low Ceiling and Visibility.** Generally, visibility is near zero within a thunderstorm cloud. Ceiling and visibility also may be restricted in precipitation and dust between the cloud base and the ground. The restrictions create the same problem as all ceiling and visibility restrictions; but the hazards are increased many fold when associated with the other thunderstorm hazards of turbulence, hail, and lightning which make precision instrument flying virtually impossible.

g. **Effect on Altimeters.** Pressure usually falls rapidly with the approach of a thunderstorm, then rises sharply with the onset of the first gust and arrival of the cold downdraft and heavy rain showers, falling back to normal as the storm moves on. This cycle of pressure change may occur in 15 minutes. If the pilot does not receive a corrected altimeter setting, the altimeter may be more than 100 feet in error.

h. **Lightning.** A lightning strike can puncture the skin of an aircraft and can damage communications and electronic navigational equipment. Lightning has been suspected of igniting fuel vapors causing explosion; however, serious accidents due to lightning strikes are extremely rare. Nearby lightning can blind the pilot rendering him momentarily unable to navigate either by instrument or by visual reference. Nearby lightning can also induce permanent errors in the magnetic compass. Lightning discharges, even distant ones, can disrupt radio communications on low and medium frequencies. Though lightning intensity and frequency have no simple relationship to other storm parameters, severe storms, as a rule, have a high frequency of lightning.

i. **Engine Water Ingestion.**

(1) Turbine engines have a limit on the amount of water they can ingest. Updrafts are present in many thunderstorms, particularly those in the developing stages. If the updraft velocity in the thunderstorm approaches or exceeds the terminal velocity of the falling raindrops, very high concentrations of water may occur. It is possible that these concentrations can be in excess of the quantity of water turbine engines are designed to ingest. Therefore, severe thunderstorms may contain areas of high water concentration which could result in flame-out and/or structural failure of one or more engines.

(2) At the present time, there is no known operational procedure that can completely eliminate the possibility of engine damage/flameout

during massive water ingestion. Although the exact mechanism of these water-induced engine stalls has not been determined, it is felt that thrust changes may have an adverse effect on engine stall margins in the presence of massive water ingestion.

(3) Avoidance of severe storm systems is the only measure assured to be effective in preventing exposure to this type of multiple engine damage/flameout. During an unavoidable encounter with severe storms with extreme precipitation, the best known recommendation is to follow the severe turbulence penetration procedure contained in the approved airplane flight manual with special emphasis on avoiding thrust changes unless excessive airspeed variations occur.

6. WEATHER RADAR.

a. Weather radar detects droplets of precipitation size. Strength of the radar return (echo) depends on drop size and number. The greater the number of drops, the stronger is the echo; and the larger the drops, the stronger is the echo. Drop size determines echo intensity to a much greater extent than does drop number. Hailstones usually are covered with a film of water and, therefore, act as huge water droplets giving the strongest of all echoes.

b. Numerous methods have been used in an attempt to categorize the intensity of a thunderstorm. To standardize thunderstorm language between weather radar operators and pilots, the use of Video Integrator Processor (VIP) levels is being promoted.

c. The National Weather Service (NWS) radar observer is able to objectively determine storm intensity levels with VIP equipment. These radar echo intensity levels are on a scale of one to six. If the maximum VIP Levels are 1 "weak" and 2 "moderate," then light to moderate turbulence is possible with lightning. VIP Level 3 is "strong" and severe turbulence is possible with lightning. VIP Level 4 is "very strong" and severe turbulence is likely with lightning. VIP Level 5 is "intense" with severe turbulence, lightning, hail likely, and organized surface wind gusts. VIP Level 6 is "extreme" with severe turbulence, lightning, large hail, extensive surface wind gusts, and turbulence.

d. Thunderstorms build and dissipate rapidly. Therefore, do not attempt to plan a course between echoes. The best use of ground radar information is to isolate general areas and coverage of echoes. You must avoid individual storms from in-flight observations either by visual sighting or by airborne radar. It is better to avoid the whole thunderstorm area than to detour around individual storms unless they are scattered.

e. Airborne weather avoidance radar is, as its name implies, for avoiding severe weather – not for penetrating it. Whether to fly into an area of

radar echoes depends on echo intensity, spacing between the echoes, and the capabilities of you and your aircraft. Remember that weather radar detects only precipitation drops; it does not detect turbulence. Therefore, the radar scope provides no assurance of avoiding turbulence. The radar scope also does not provide assurance of avoiding instrument weather from clouds and fog. Your scope may be clear between intense echoes; this clear area does not necessarily mean you can fly between the storms and maintain visual sighting of them.

f. Remember that while hail always gives a radar echo, it may fall several miles from the nearest visible cloud and hazardous turbulence may extend to as much as 20 miles from the echo edge. Avoid intense or extreme level echoes by at least 20 miles; that is, such echoes should be separated by at least 40 miles before you fly between them. With weaker echoes you can reduce the distance by which you avoid them.

7. DO'S AND DON'TS OF THUNDERSTORM FLYING.

a. Above all, remember this: never regard any thunderstorm lightly even when radar observers report the echoes are of light intensity. Avoiding thunderstorms is the best policy. Following are some do's and don'ts of thunderstorm avoidance:

(1) Don't land or takeoff in the face of an approaching thunderstorm. A sudden gust front of low level turbulence could cause loss of control.

(2) Don't attempt to fly under a thunderstorm even if you can see through to the other side. Turbulence and wind shear under the storm could be disastrous.

(3) Don't fly without airborne radar into a cloud mass containing scattered embedded thunderstorms. Scattered thunderstorms not embedded usually can be visually circumnavigated.

(4) Don't trust the visual appearance to be a reliable indicator of the turbulence inside a thunderstorm.

(5) Do avoid by at least 20 miles any thunderstorm identified as severe or giving an intense radar echo. This is especially true under the anvil of a large cumulonimbus.

(6) Do circumnavigate the entire area if the area has 6/10 thunderstorm coverage.

(7) Do remember that vivid and frequent lightning indicates the probability of a severe thunderstorm.

(8) Do regard as extremely hazardous any thunderstorm with tops 35,000 feet or higher whether the top is visually sighted or determined by radar.

b. If you cannot avoid penetrating a thunderstorm, following are some do's BEFORE entering the storm:

(1) Tighten your safety belt, put on your shoulder harness if you have one, and secure all loose objects.

(2) Plan and hold your course to take you through the storm in a minimum time.

(3) To avoid the most critical icing, establish a penetration altitude below the freezing level or above the level of -15°C .

(4) Verify that pitot-heat is on and turn on carburetor heat or jet engine anti-ice. Icing can be rapid at any altitude and cause almost instantaneous power failure and/or loss of airspeed indication.

(5) Establish power settings for turbulence penetration airspeed recommended in your aircraft manual.

(6) Turn up cockpit lights to highest intensity to lessen temporary blindness from lightning.

(7) If using automatic pilot, disengage altitude hold mode and speed hold mode. The automatic altitude and speed controls will increase maneuvers of the aircraft thus increasing structural stress.

(8) If using airborne radar, tilt the antenna up and down occasionally. This will permit you to detect other thunderstorm activity at altitudes other than the one being flown.

c. Following are some do's and don'ts during the thunderstorm penetration:

(1) Do keep your eyes on your instruments. Looking outside the cockpit can increase danger of temporary blindness from lightning.

(2) Don't change power settings; maintain settings for the recommended turbulence penetration airspeed.

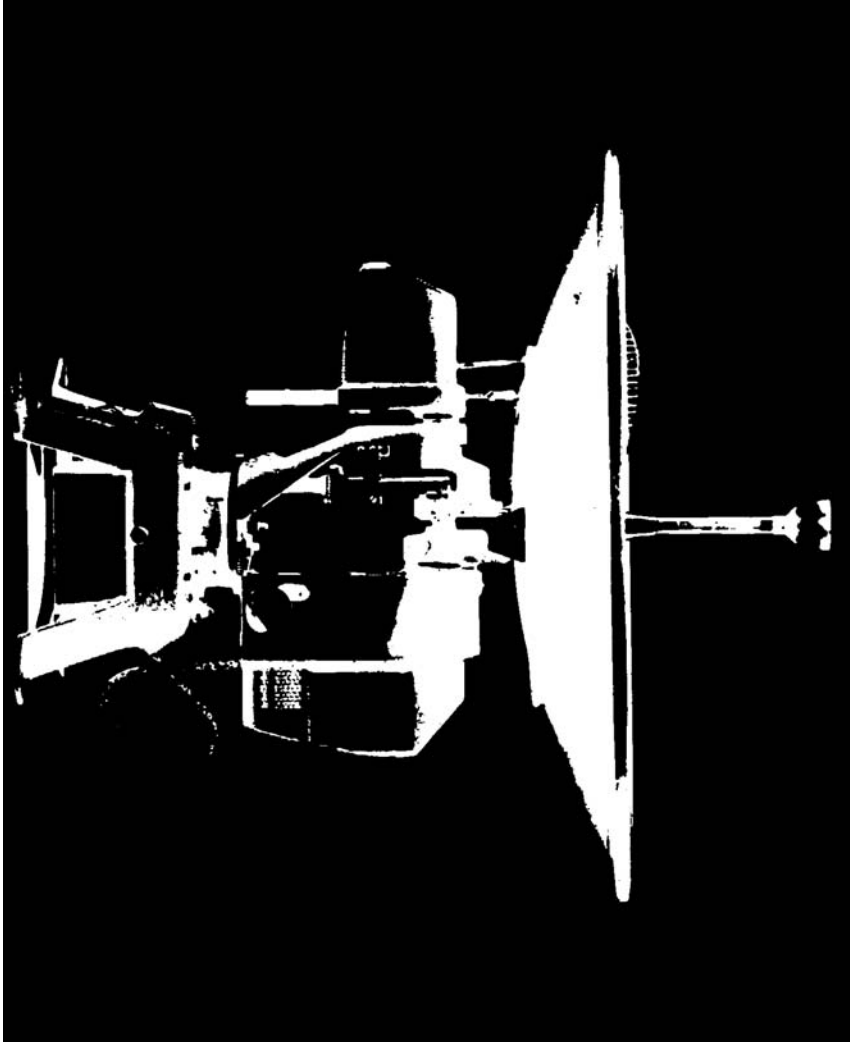
(3) Do maintain constant attitude; let the aircraft "ride the waves." Maneuvers in trying to maintain constant altitude increase stress on the aircraft.

(4) Don't turn back once you are in the thunderstorm. A straight course through the storm most likely will get you out of the hazards most quickly. In addition, turning maneuvers increase stress on the aircraft.



WILLIAM T. BRENNAN
Acting Director of Flight Operations

1.4 AIRBORNE WEATHER RADAR ANTENNA STABILIZATION CRITERIA



28888

Figure 1.4-1. Airborne Weather Radar Antenna

PREFACE

The information contained in this appendix is being provided to assist aircraft crews concerned with airborne weather radar systems and associated antenna stabilization problems related to optimum in-flight performance of the system.

Telephonics wishes to thank American Airlines for permission to reprint this information in the hope that it will be helpful to the entire industry. (Reference: April 1971 issue of American Airlines "Flight Deck.")

ANTENNA STABILIZATION CRITERIA

Automatic antenna stabilization, as employed in today's weather avoidance radar systems, consists of an electro-mechanical means of maintaining a selected beam scan relative to the earth's horizon during moderate aircraft maneuvers. To accomplish this, a reference is established by the aircraft's vertical gyro, usually a component of the autopilot or integrated flight control system.

VERTICAL GYRO OPERATION

The gyro erection torquers that keep the gyro vertical are controlled by two liquid level switches (one for pitch and another for roll) which depend upon the earth's gravitational force to sense vertical attitude.

Changing aircraft speed (longitudinal acceleration) will cause the liquid in the pitch axis leveling switch to shift, or become unbalanced. The gyro will then begin precessing to a false vertical reference in the pitch axis. When the aircraft speed stabilizes, the gyro will precess back to the proper reference attitude at the same rate. Lateral forces will also cause the gyro to precess off vertical in roll during shallow turns (aircraft bank less than 6 degrees). Precession rate will vary between 1 and 2 degrees per minute. The roll erection torquer is automatically cut out while the aircraft is banking more than 6 degrees, allowing the gyro to become freely suspended in the roll axis and unaffected by the turning forces. In this mode, the gyro may drift from its initial position in space due to imbalance, friction, and earth's rotation; however, this movement is so slow – and the duration of turns generally so short – that this error is minimal.

Any aircraft may experience a noticeable amount of gyro drift during extended periods of turning flight. If you do encounter a vertical gyro which precesses abnormally during maneuvering flight (as evidenced on the artificial horizon in either pitch or roll), but subsequently precesses to normal attitude during straight and level flight, degrading gyro performance is indicated. This type of poor gyro performance does not usually result in a catastrophic gyro failure, but rather a continued gradual degradation.

PITCH ERRORS

As the aircraft accelerates during takeoff, the gyro will precess in pitch. As soon as the aircraft speed becomes steady, the accrued pitch error will start diminishing. Average time required for the gyro to stabilize after takeoff is approximately 3 minutes, but will vary with acceleration time and rate. Acceleration and deceleration on approach can also cause the gyro to precess slightly. This precession problem is exhibited on jet aircraft because of their rapid acceleration capabilities.

TURN ERRORS

If a turn is accomplished after takeoff while the gyro is off vertical due to takeoff acceleration, the pitch error will be translated into the roll axis and will be observed as a roll attitude error when compared to the natural horizon. The roll error starts disappearing the moment the aircraft resumes straight and level flight.

SHALLOW-BANKED TURNS

In turns made at less than 6 degree bank (for example, intercepting a VOR with a shallow cut), the gyro continues to sense the lateral acceleration (lateral force) and, as a result, precesses in the same direction as the bank. If the turn is continued at the same indicated bank angle, the actual bank assumed by the aircraft will steepen at the same rate the gyro is processing. When the aircraft is returned to straight flight and brought to wings level via the turn-and-bank indicator or the natural horizon (if visible), the roll error accumulated during the turn will be observed on the horizon indicator.

If the error is less than 6 degrees, it will start disappearing the moment the aircraft assumes straight and level flight. If it exceeds 6 degrees, it will not recover unless it drifts back to within the 6 degree cutoff threshold or is recycled through the initial erection mode. This will not cause the gyro flags to appear. The roll comparator monitor light will not illuminate unless there is a difference of 4 degrees or more between the horizons in roll attitude. Fast erection can be recycled by pulling the appropriate vertical gyro circuit breaker for 45 seconds or longer and then resetting the circuit breaker. The gyro flag will then remain in view during the fast erection cycle.

RECOMMENDATIONS FOR REDUCING THE INHERENT TURN (PRECESSION) ERROR

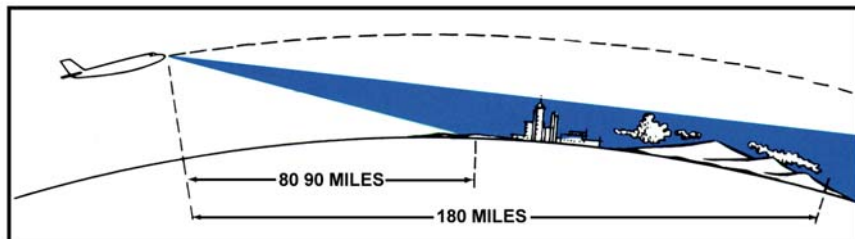
When possible, conduct turns at bank angles over 6 degrees to enable the roll erection cutoff to be activated.

When making turns at less than 6 degrees, keep the time to a minimum and bear in mind that the gyro will be developing a precession error during this time at a constant rate. (Also, that the error will be disappearing at the same rate after straight and level flight is resumed.)

Realize also that aircraft lateral trim adjustments will be incorrect if based on a false vertical.

RADAR STABILIZATION ERRORS

Previously discussed gyro precessional errors will directly affect radar stabilization, and therefore the quality of return seen on the scope. Radar on aircraft flying at high altitude is normally operated on the 180 mile range with the antenna tilted down slightly so the radar beam is just above the point of painting ground returns (see Figure 1.4-2).



28889

Figure 1.4-2. Radar Stabilization Errors

A $\frac{1}{2}$ degree gyro error in roll would be hardly noticeable on the horizon indicator, but with the radar operating on the 180 mile range, it could result in 40 miles of ground returns on one side and no ground returns on the other.

When at high altitude over fairly even terrain, the ground returns normally do not paint beyond 80 to 90 miles because the radar beam and the earth's surface are practically parallel beyond this distance. However, objects such as large buildings in cities, steep hills, mountains or storms will reflect the signal and can show returns to the maximum of 180 miles.

The vertical gyro is designed to sense verticality within $\frac{1}{8}$ degree under normal operating conditions. Perfect radar antenna stabilization requires the following accuracies: The vertical gyro must maintain exact verticality, the antenna mounting bracket must be leveled perfectly to coincide with the gyro mounting base, the elevation servo amplifiers must be balanced precisely with a sharp null (no dead band at null position), antenna follow-up signals must be linear over the full range of the antenna tilt, and the antenna must be adjusted properly with no back-lash (play) in the elevation gear train. Even though extreme care is used during overhaul and adjustment of the equipment, minute variations can be cumulative, resulting in small stabilization errors.

If ground returns appear on one side first as the antenna tilt is lowered, continue lowering the tilt until ground returns are visible on the other side; if the difference in tilt is 2 degrees or less the antenna can be tilted up to clear the ground returns with satisfactory radar operation due to the 3 degree radar beam width. Differences greater than 2 degrees warrant a log write-up, assuming proper gyro stabilization in level flight.

The following information on radar operation during aircraft maneuvers may be helpful.

TAKEOFF

Since there is no advantage in having the antenna tilt level while at low altitudes, raising the antenna tilt to clear ground returns caused by gyro acceleration error will result in satisfactory radar operation. Tilt can then be readjusted as the vertical gyro stabilizes. Turns during climb-out, while pitch acceleration error exists, will also cause a stabilization error in the roll axis.

SHALLOW-BANKED TURNS

If the aircraft is held in a bank attitude of less than 6 degrees, gyro precession will cause ground returns to appear. This can be overcome by raising the antenna tilt 1 or 2 degrees until the aircraft is out of the turn and the gyro has stabilized (see Figure 1.4-3).

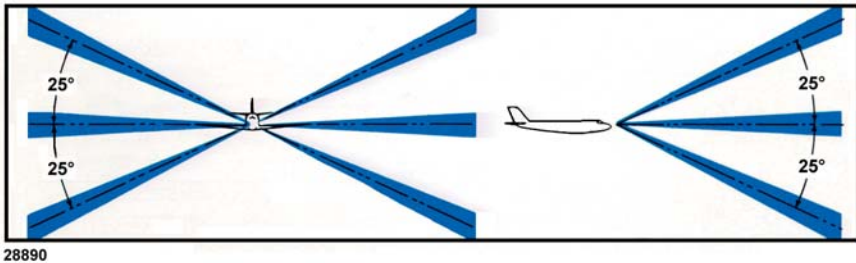


Figure 1.4-3. Shallow-Banked Turns

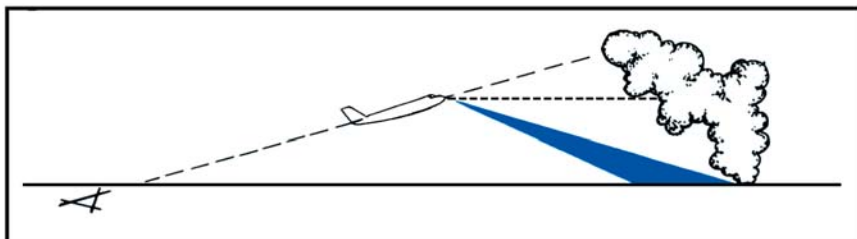
In addition to any gyro error, radar stabilization is further affected by antenna mechanical limits of $\pm 25^\circ$.

TO SUMMARIZE:

Stabilization limitations of the antenna beam may be exceeded during aircraft maneuvers. These limitations are mechanically fixed at ± 25 degrees from zero degrees. Combinations of pitch/roll and tilt which exceed this limitation will diminish stabilization effectiveness. Pitch/roll is complex quantity, not an arithmetic sum. However, as a rule-of-thumb, for small pitch angles, the sum of tilt and bank angles being less than 20 degrees is within limits.

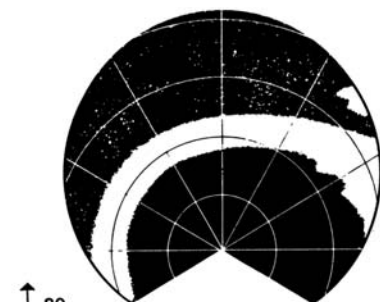
Gyro precession may be experienced during takeoff or prolonged aircraft maneuvers such as rapid descents, etc. Precession error may introduce a three to five degree antenna stabilization error which may persist as long as 5 minutes after the maneuver. Precession error results in a "lopsided" antenna scan; low on one side, high on the reciprocal.

If the picture is extremely "dirty" in the forward area - antenna looking at terrain rather than precipitation - use a slight degree of uptilt. In the azimuth scan area near 90 and 270 degrees, the beam tilt is close to that indicated (see Figures 1.4-4, 1.4-5 and 1.4-6).



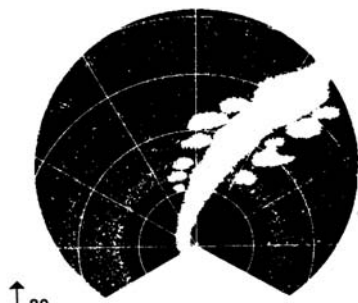
28891

Figure 1.4-4. Uptilt Recommendations



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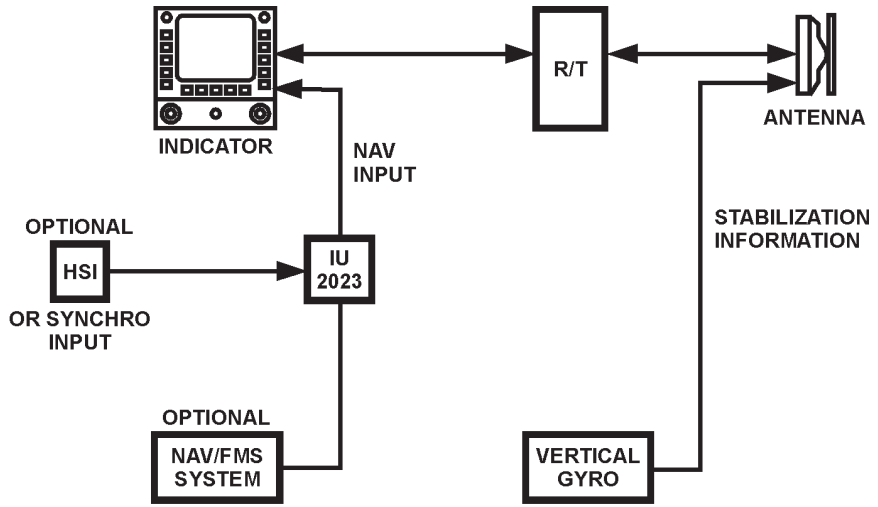
Figure 1.4-5. Display Distortion Due to Excessive Tilt/Pitch/Roll
TILT limit error: display distortion is experienced whenever the tilt/pitch/roll combination exceeds the ± 25 degrees (from 0°) beam tilt limits.



28893

Figure 1.4-6. Distortion Correction by Reducing Tilt/Pitch/Roll.
This type of distortion is normal; a lesser combination of tilt/pitch/roll will correct the condition.

2.0 SYSTEM CONFIGURATION



29916

Figure 2-1. Typical System Block Diagram

2.1 ANTENNA AND RECEIVER-TRANSMITTER

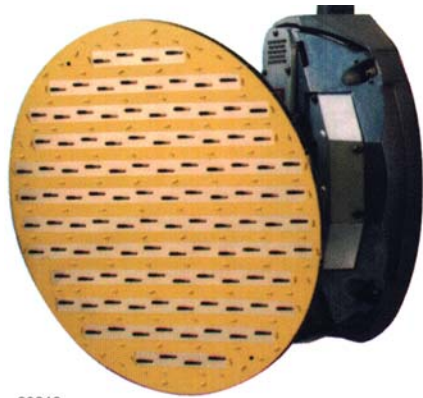
The RT-1401B Receiver-Transmitter generates 10 kW pulses of X-band energy. Reflected signals of weather, search and beacon modes received by the antenna are amplified and sent to the radar display indicator.

The flat-panel antenna, 10, 12 or 18 inches in diameter scans 60 or 120 degrees. Swept by a motor driven gear train, the vertical component is positioned by the tilt control on the indicator. A stabilization system presents an upright radar display while the aircraft is turning, climbing or descending.



29217

Figure 2.1-1. RT 1401B Receiver-Transmitter



29218

Figure 2.1-2. DA 1203A Drive Assembly with AA4512A 12" Flat Plate Antenna

2.2 RADAR DISPLAY INDICATOR



29783

Figure 2.2-1. IN-2025B Indicator

The IN-2025B Colorvision indicator uses vivid displays of green, yellow and red to create moving maps of weather and surface features.

| Rainfall per hour | Ground Return | Color |
|-------------------|-----------------------|--------|
| 0-1 mm | No significant return | Dark |
| 1-4 mm | Light | Green |
| 1-12 mm | Medium | Yellow |
| 12 mm or more | Heavy | Red |

The choice of two weather modes, three search modes and antenna scan of 60 or 120 degrees is selected by the pilot. A target alert feature is active in the weather alert mode, and a movable track cursor helps the pilot plan his flight around severe weather. A beacon mode enables the display of beacon locations and a code feature identifies them. Beacon Format allows for the display of either standard or DO-172 type beacons. All this information can be displayed in any of eight separate ranges.

3.0 OPERATIONAL CONTROLS

3.1 FUNCTION SELECTOR

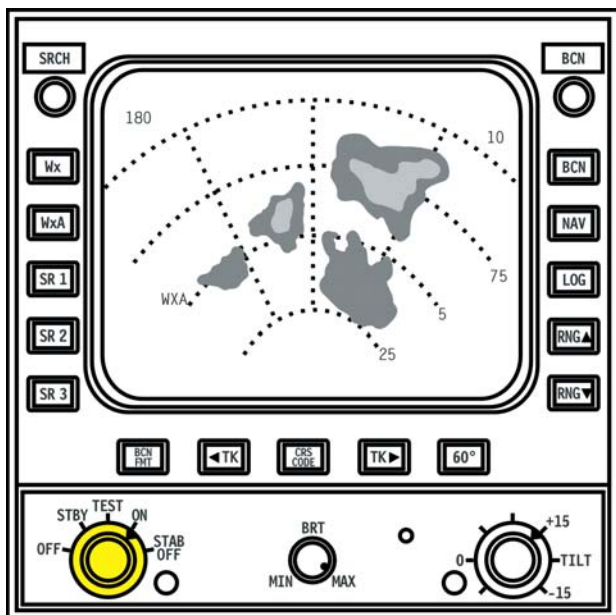
- OFF Removes system power.
- STBY System is operationally ready; no display.
- TEST Displays a test pattern without transmitting.
Screen shows TEST (see Pg. 32).

Since RT is not transmitting, screen also shows RT FAULT to indicate that the RT fault circuit is working.

Note

☞ With Function Selector in ON or STAB OFF, screen shows RT FAULT **ONLY** when the RT has malfunctioned.

- ON System transmits in normal operation.
- STAB OFF System transmits without antenna stabilization; STAB OFF displayed.



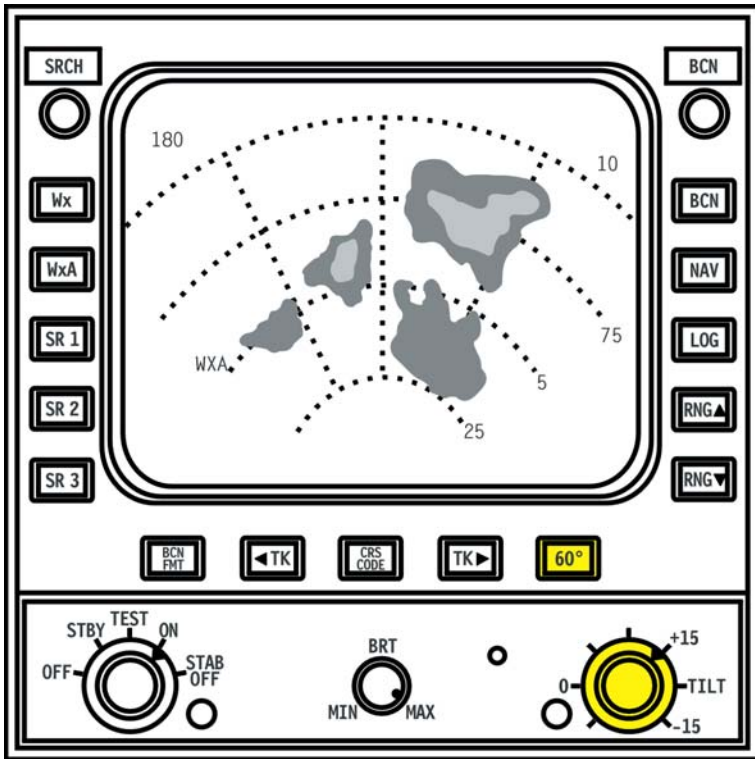
29784

Figure 3.1-1. Function Selector

3.2 ANTENNA CONTROLS

60° Narrows antenna scan from 120° to 60°.

TILT Adjusts antenna tilt angle.



29785

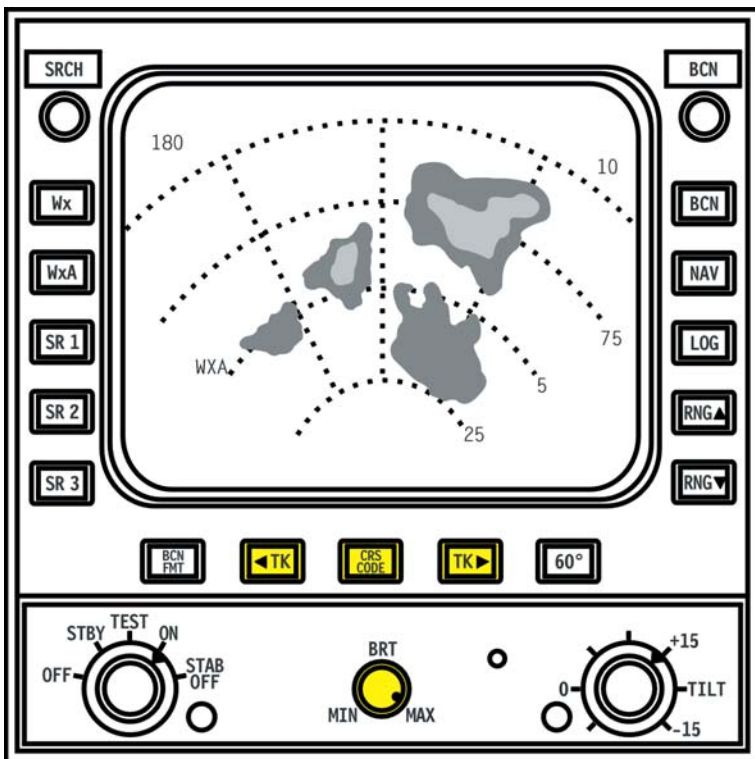
Figure 3.2-1. Antenna Controls

3.3 DISPLAY CONTROLS

<TRK Displays and moves the yellow track cursor right or left.
TRK> Track cursor disappears after 20 seconds.

BRT Adjusts display intensity.

CRS CODE Selects beacon codes in BCN mode. Selects OBS-TRK
when out of BCN mode, and when out of NAV mode.



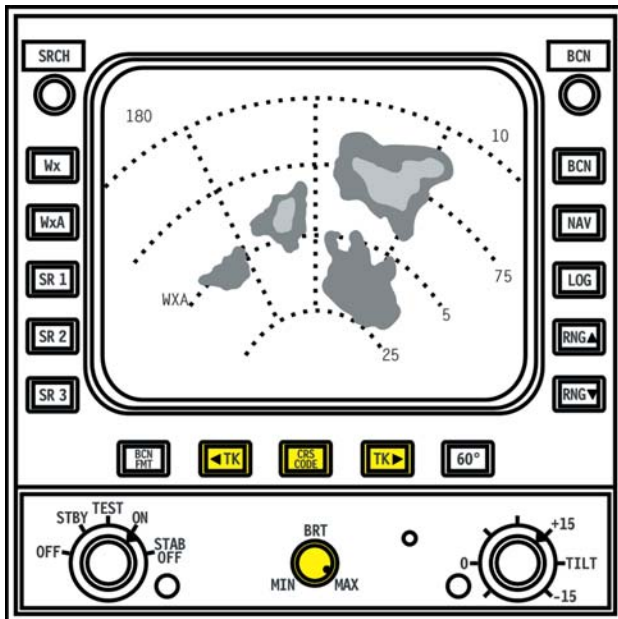
29786

Figure 3.3-1. Display Controls

3.4 PRIMARY MODE SELECTORS

(PUSH ON/PUSH OFF)

- Wx Selects weather mode, the primary mode of operation (automatically selected at turn-on). Weather displayed and Wx appear on screen. When pressed again, the weather mode is removed. If no other mode button is active, the Wx mode remains.
- WxA Selects weather alert mode causing red returns to flash. WxA appears and Target Alert is enabled.
- SR1 Activates search 1 mode; sea clutter rejection (20 mile range or less).
- SR2 Activates search 2 mode; short range precision mapping (20 mile range or less).
- SR3 Activates search 3 mode; normal surface mapping.
- BCN FMT Selects beacon format of DO-172 (6-pulse) or standard (2-pulse) format. Message displayed in upper right-hand corner of screen.

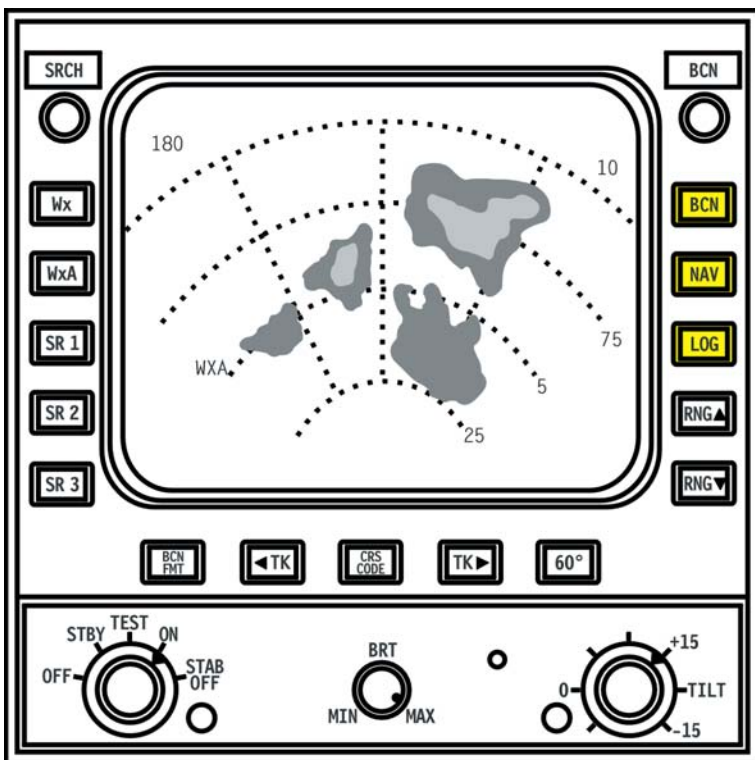


29787

Figure 3.4-1. Primary Mode Selectors

3.5 SECONDARY MODE SELECTORS

- BCN Selects Beacon mode. All beacons within range and BCN appear.
- NAV Selects navigation display. Used only with optional equipment.
- LOG Selects flight log display from optional NAV equipment.



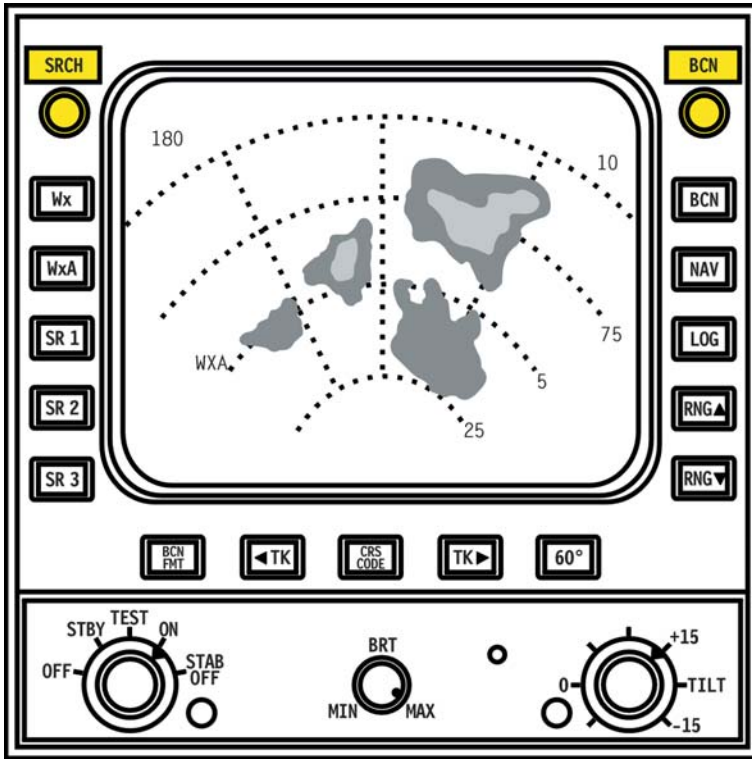
29788

Figure 3.5-1. Secondary Mode Selectors

3.6 GAIN CONTROLS

SRCH Adjusts radar receiver gain when search mode is selected.

BCN Adjusts beacon receiver gain when BCN mode is selected.



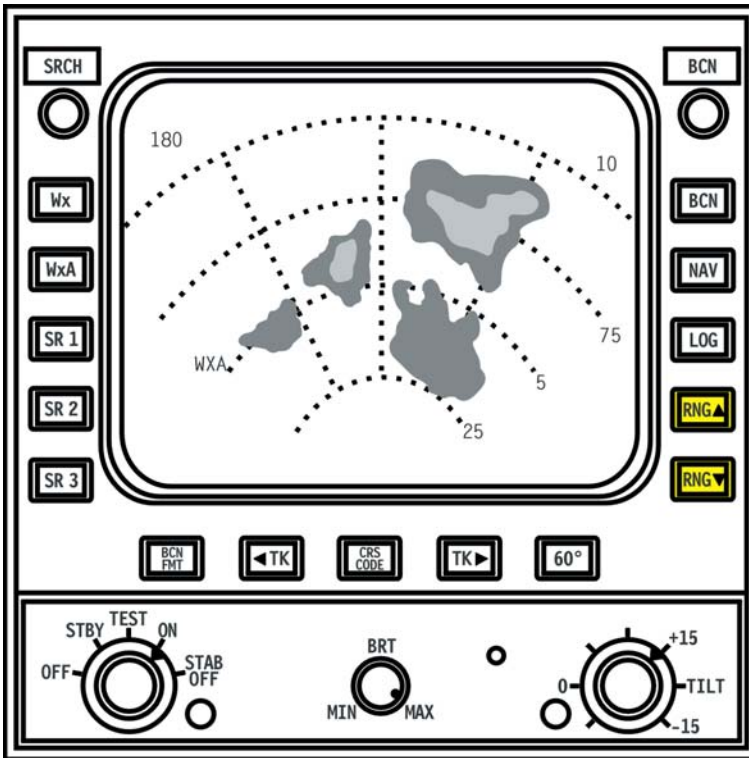
29789

Figure 3.6-1. Gain Controls

3.7 RANGE CONTROLS

RNG (up) Range increase.

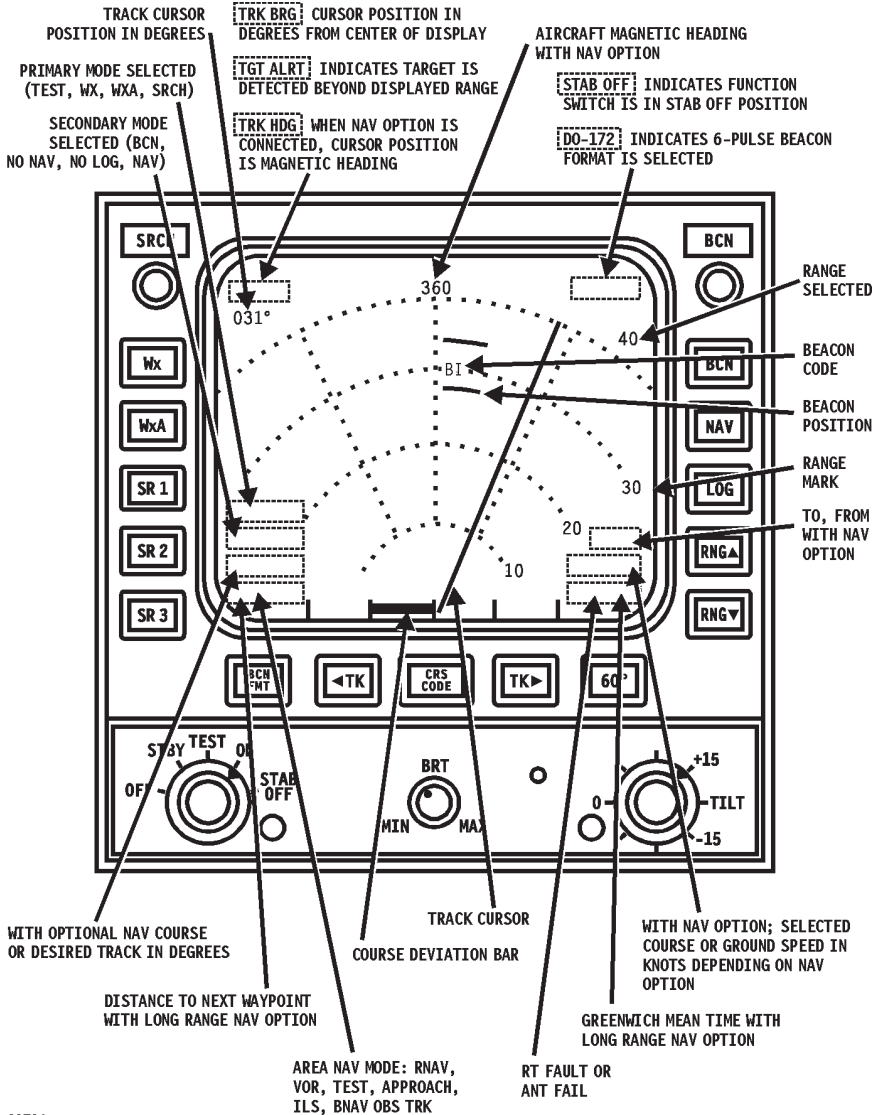
RNG (down) Range decrease.



29790

Figure 3.7-1. Range Controls

3.8 ALPHANUMERICICS



29791

Figure 3.8-1. Alphanumerics

4.0 PREFLIGHT (PFT)

4.1 PREFLIGHT WARNINGS

Test the system to verify proper operation before each flight. Rotate the function selector from OFF to STBY. Allow system to warm up for about 100 seconds, then move the function selector to TEST. No display appears in the STBY position and the radar does not transmit in either STBY or TEST. The test pattern scans 120° and automatically selects the 80 mile range. Look for distinct color bands and range marks in the order shown. Adjust display brightness for a comfortable level. Checklist and flight log options may be used at this time if installed.

WARNING

Do not turn the radar on within 25 feet of ground personnel or containers holding flammable or explosive material. The radar should never be operated during refueling.

When ready to use the radar, rotate the function selector to ON position.

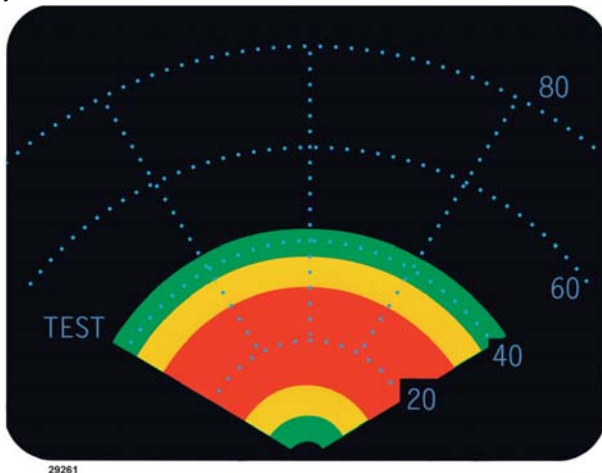


Figure 4.1-1. Preflight Warnings

Note

The design of the Colorvision system is such that full operation is possible approximately two minutes after turn-on. Therefore, the pilot may choose to leave the function switch in OFF, rather than STBY, if no significant weather is in the immediate area of the aircraft. The life of the magnetron transmitting tube will be extended by leaving the system “OFF” when possible. This, in turn, will reduce the cost of maintenance.

5.0 THEORY OF OPERATION

5.1 GENERAL

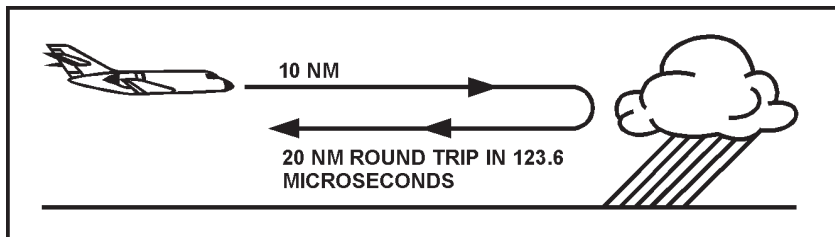
The primary use of this radar is to aid the pilot in avoiding thunderstorms and associated turbulence. Since each operator normally develops specific operational procedures for use of Weather Radar, the following information is presented for use at the operator's discretion.

Operational techniques with the RDR-1400 Series Weather Radars are not different than with earlier generation radars. The proficient operator manages his antenna tilt control to achieve best knowledge of storm height, size, and relative direction of movement.

5.2 RADAR PRINCIPLES

Radar is fundamentally a distance measuring system using the principle of radio echoing. The term RADAR is an acronym for Radio Detecting And Ranging. It is a method for locating targets by using radio waves. The transmitter generates microwave energy in the form of pulses. These pulses are then transferred to the antenna where they are focused into a beam by the antenna. The radar beam is much like the beam of a flashlight. The energy is focused and radiated by the antenna in such a way that it is most intense in the center of the beam with decreasing intensity near the edge. The same antenna is used for both transmitting and receiving. When a pulse intercepts a target, the energy is reflected as an echo, or return signal, back to the antenna. From the antenna, the returned signal is transferred to the receiver and processing circuits located in the receiver transmitter unit. The echoes or returned signals are displayed on an indicator.

Radio waves travel at the speed of 300 million meters per second and thus yield nearly instantaneous information when echoing back. Radar ranging is a two-way process that requires 12.36 micro-seconds for the radio wave to travel out and back for each nautical mile of target range. As shown in Figure 5.2-1, it takes 123.6 micro-seconds for a transmitted pulse of radar energy to travel out and back from an area of precipitation 10 nautical miles away.



29220

Figure 5.2-1. Radar Transmit-Receiver Timing

5.3 WEATHER RADAR PRINCIPLES

Airborne weather avoidance radar, as its name implies, is for avoiding severe weather – not for penetrating it. Whether to fly into an area of radar echoes depends on echo intensity, spacing between the echoes, and the capabilities of both pilot and aircraft. Remember that weather radar detects only precipitation drops; it does not detect minute cloud droplets. Therefore, the radar scope provides no assurance of avoiding instrument weather in clouds and fog. Your indicator may be clear between intense echoes; this clear area does not necessarily mean you can fly between the storms and maintain visual sighting of them.

The geometry of the weather radar radiated beam precludes its use for reliable proximity warning or anti-collision protection. The beam is characterized as a cone shaped pencil beam. It is much like that of a flashlight or spotlight beam. It would be an event of chance, not of certainty, that such a beam would come upon another aircraft in flight.

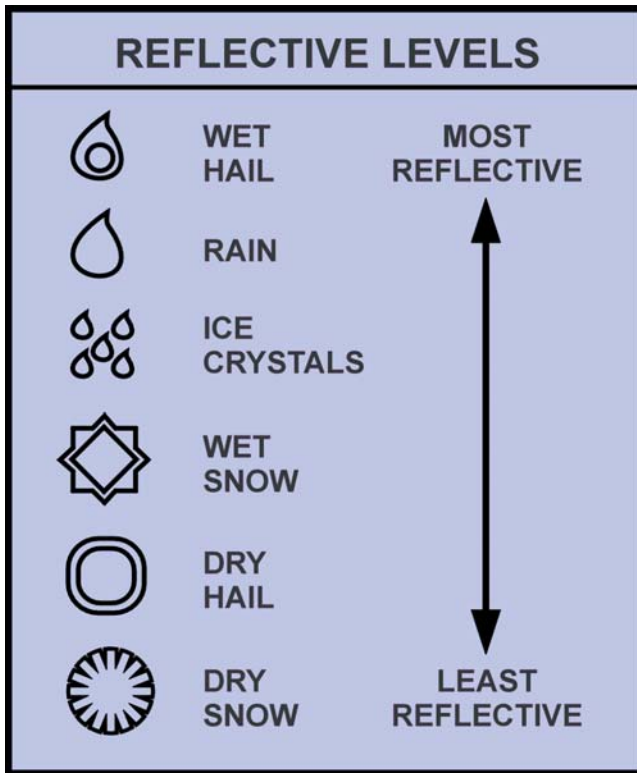
Note

- ☛ Weather radar is not practical as a pilot operable collision avoidance system. Weather analysis and avoidance are the primary functions of the radar system.

5.4 RADAR REFLECTIVITY

What target will reflect the radar's pulses and thus be displayed on the indicator? Only precipitation (or objects more dense than water such as earth or solid structures) will be detected by an X-band weather radar. Therefore, weather radar does not detect clouds, thunderstorms or turbulence directly. Instead, it detects precipitation which may be associated with dangerous thunderstorms and turbulence. The best radar reflectors are raindrops and wet hail. The larger the raindrop the better it reflects. Because large drops in a small concentrated area are characteristic of a severe thunderstorm, the radar displays the storm as a strong echo. Drop size is the most important factor in high radar reflectivity. Generally, ice, dry snow and dry hail have low reflective levels and often will not be displayed by the radar.

A cloud that contains only small raindrops, such as fog or drizzle, will not produce a measurable radar echo. But if the conditions should change and the cloud begins to produce rain, it will be displayed on radar.



29221

Figure 5.4-1. Reflective Levels

5.5 WEATHER DISPLAY CALIBRATION

The radar display has been calibrated to show four levels of target intensity: Black (level 0), Green (level one), Yellow (level two) and Red (level three). The meaning of these levels is shown in the following chart as is their approximate relationship to the Video Integrated Processor (VIP) intensity levels used by the National Weather Service (NWS). These levels are valid only when (1) the Wx or WxA mode are selected; (2) the displayed returns are within the STC range of the radar (approximately 40 miles); (3) the returns are beam filling; and (4) there are no intervening radar returns.

Table 5.5-1. Radar Display and Thunderstorm Levels versus Rainfall Rates

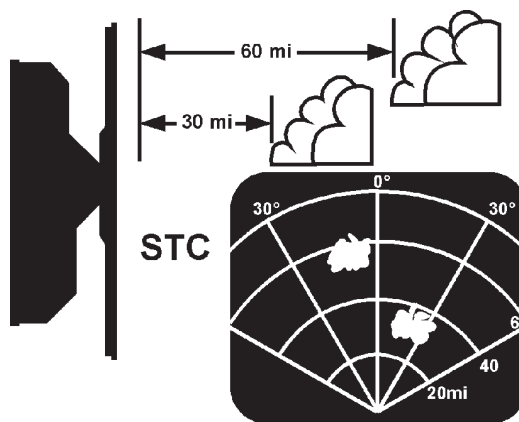
| Display Level | Rainfall Rate | | Video Integrated Processor (VIP) Categorizations | | | | Remarks |
|---------------|---------------|----------------|--|-----------|-----------------|------------------|---|
| | | | Story Category | VIP Level | Rainfall Rate | | |
| | mm/Hr. | In./Hr | | | mm/Hr. | In./Hr. | |
| 3 (Red) | 12 | 0.5 | Strong | 3 | Greater than 12 | Greater than 0.5 | Severe turbulence, possible lightning |
| 2 (Yellow) | 4-12 | 0.17-0.5 | Moderate | 2 | 2.5-12 | 0.1-0.5 | Light to moderate turbulence is possible with lightning |
| 1 (Green) | 1-4 | 0.04-0.17 | Weak | 1 | 0.25-2.5 | .01-0.1 | Light to moderate turbulence is possible with lightning |
| 0 (Black) | Less than 1 | Less than 0.04 | | | | | |

5.6 WEATHER ATTENUATION COMPENSATION

An extremely important phenomenon for the weather radar operator to understand is that of attenuation. When a radar pulse is transmitted into the atmosphere, it is progressively absorbed and scattered so that it loses its ability to return to the antenna. This attenuation or weakening of the radar pulse is caused by two primary sources, distance and precipitation. The RDR-1400C radars have several advanced features which significantly reduce the affects of attenuation but no airborne weather radar can eliminate them completely. It is therefore up to the operator to understand the radar's limitations in dealing with attenuation.

Attenuation because of distance is due to the fact that the radar energy leaving the antenna is inversely proportional to the square of the distance. For example, the reflected radar energy from a target 60 miles away will be one fourth (if the target is beam filling) of the reflected energy from an equivalent target 30 miles away. The display effect to the operator is that as the storm is approached it will appear to be gaining in intensity. To compensate for distance attenuation both Sensitivity Timing Control (STC) and Extended STC circuitry are employed. The RDR-1400C has an STC range of approximately 40 nautical miles and within this range, the radar will electronically compensate for the effects of distance attenuation with the net effect that targets do not appear to grow larger as the distance decreases.

Outside the STC range, the Extended STC circuitry increases the displayed intensity to more accurately represent storm intensity. The Extended STC will not, however, totally compensate for distance attenuation and, therefore, targets in this range can be expected to grow as the distance decreases until reaching the STC range.



29222

Figure 5.6-1. STC Electronically Compensates for Distance Attenuation

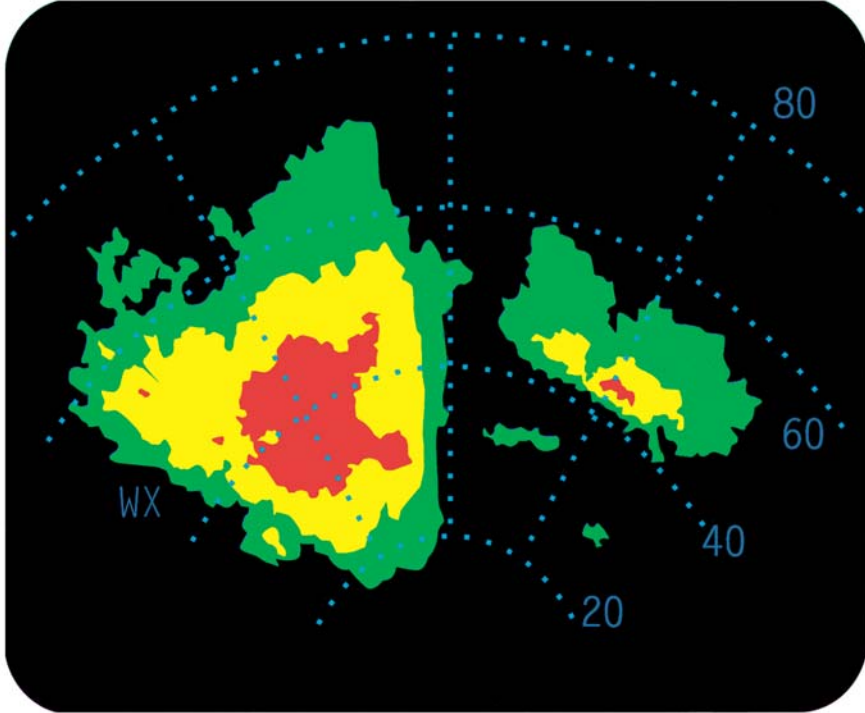
Attenuation due to precipitation is far more intense and is less predictable than attenuation due to distance. As the radar pulses pass through moisture, some radar energy is reflected. But much of that energy is absorbed. If the rain is very heavy or extends for many miles, the beam may not reach completely through the area of precipitation. The weather radar has no way of knowing if the beam has been fully attenuated or has reached the far side of the precipitation area. If the beam has been fully attenuated, the radar will display a "radar shadow" which appears as an end to the precipitation when, in fact, the heavy rain may extend for many more miles. In the worst case, precipitation attenuation may cause the area of heaviest precipitation to be displayed as the thinnest area of heavy precipitation. Or it may cause one cell containing heavy precipitation to totally block or shadow a second heavy cell located behind the first cell and prevent it from being displayed on the radar. Never fly into radar shadows and never believe that the full extent of heavy rain is being seen on radar unless another cell or a ground target can be seen beyond the heavy cell. Proper use of the antenna tilt control can help detect radar shadows.

Attenuation can also be a problem when flying in a large area of general rain. If the rain is moderate, the radar beam may only reach 20 or 30 miles before it is fully attenuated. The pilot may fly along for many miles seeing the same 20-30 miles of precipitation ahead on the radar when, actually, the rain may extend for a great distance. In order to aid in reducing the effects of precipitation attenuation, the RDR-1400C contains sophisticated weather attenuation compensation circuitry. The Attenuation Compensation feature is totally automatic and requires no pilot action to activate it. However, the Compensation logic cannot operate until echoes are within the Sensitivity Time Control range of approximately 40 miles. Whenever a level two (yellow) or three (red) echo is displayed within the STC range, the Compensation circuits cause the receiver gain to increase while the antenna scans the sector containing heavy rain. The Compensation circuitry allows the radar beam to effectively look deeper into and through heavy rain to search for possible storm cells beyond. While Attenuation Compensation does not eliminate precipitation attenuation, it does allow the radar to see through more rain at short ranges where every bit of weather information possible is needed. If there is suspicion that the radar is attenuating due to precipitation, exercise extreme caution and ask the ATC Controller what they are showing. Often the ground-based ATC radar will have a better overall picture of a large rain area and the pilot can compare the controller's information with his own radar picture to avoid the strongest cells in a general area of rain.

6.0 WEATHER OPERATIONS

6.1 WEATHER MODE – WX

The RDR-1400C will provide you with target information to a greater degree than ever possible on previous generation weather radars. With a 240 nm maximum display range, you have plenty of time to plan weather avoidance maneuvers.



29223

Figure 6.1-1. Typical Weather Display

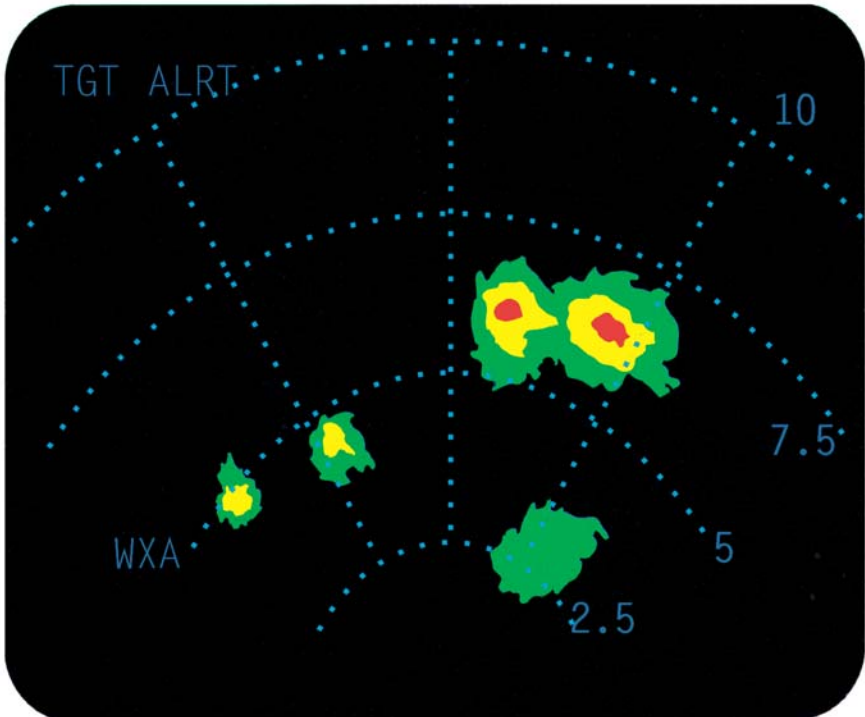
By pressing the “WX” button on the face of the indicator, you will see a standard weather presentation. Different levels of precipitation are displayed in Green, Yellow and Red. Use the range up/down buttons to select the desired full scale range distance to be displayed. See page 40 for proper Tilt Management procedures.

6.2 WEATHER ALERT MODE – WXA

In Weather Alert WxA, you will see a standard weather presentation displayed in Green, Yellow and Red, except that the red returns flash between black and red to draw your attention to the heavier activity.

6.3 TARGET ALERT

In Weather Alert Mode, WxA, the words TGT ALRT flash if red returns exist within 25 miles beyond the displayed range.



29224

Figure 6.3-1. Weather Alert with Target Alert Display

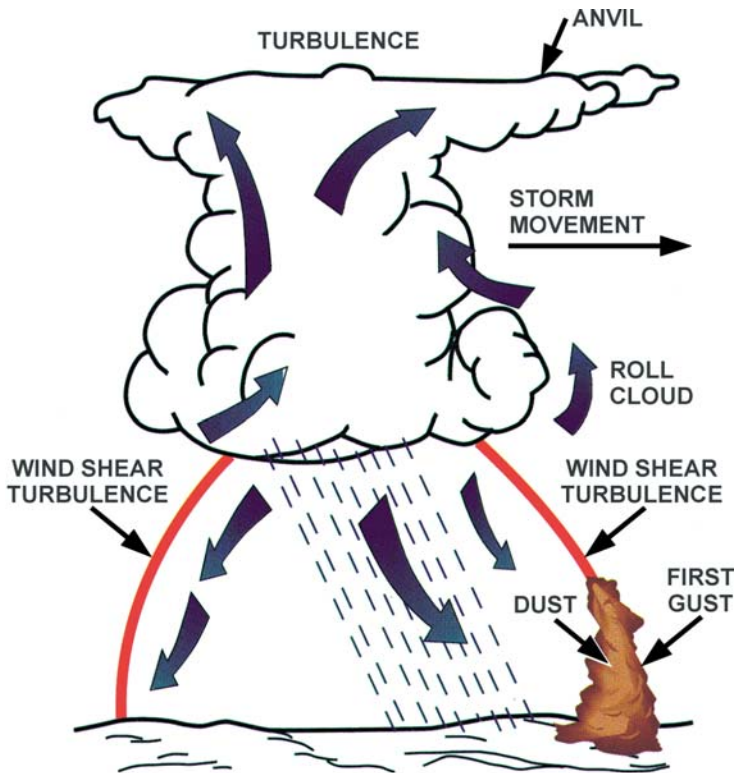
6.4 WEATHER MAPPING AND INTERPRETATION

This section contains general information on use of radar for weather interpretation. Review of this information will assist the pilot.

6.5 OBSERVING WEATHER

A weather radar is only as good as the operator's interpretation of the echoes that are displayed on the radar indicator. The pilot must combine his knowledge of how radar works and its limitations with such things as the prevailing weather pattern, the geographic location and his personal experience in order to make a sound interpretation of the displayed targets.

As a starting point, the operator should read FAA Advisory Circular number 00-24B, Subject: Thunderstorms (see Section 1.3). It is also highly recommended that the operator take advantage of one of the commercially available weather radar seminars.



29225

Figure 6.5-1. Storm Components

6.5.1 Thunderstorms and Turbulence

The RDR-1400C weather radar can give you a clue to the presence of turbulence. Areas of the display where the colors change rapidly over a short distance represent steep rainfall gradients, which are usually associated with severe turbulence.

Turbulence may be divided into two basic types: (1) clear-air turbulence; (2) turbulence associated with thunderstorms and precipitation.

The latter is most common. It is with this type that weather radar is most helpful to the pilot. It is not possible to detect clear air turbulence with this type of radar system. Weather guidance is now available from ground radar stations in some areas. However, this system suffers in comparison with the airborne weather radar when the weather is clearly visible on the pilot's indicator, instantly available for the pilot to act upon, considering his immediate circumstances and future flight planning.

The strong up and down drafts in a thunderstorm create very large rain-drops which are usually displayed on a radar as level three.

The probability of turbulence in these strong vertical gusts is great. The National Severe Storms Laboratory (NSSL) has found that the intensity level of the precipitation reflection correlates with the degree of turbulence found in a thunderstorm. The most severe turbulence in the storm, however, may not be at the same place that gives the greatest radar reflectivity.

The rate of change in rainfall rate laterally within a storm is called the rain gradient. This change will appear on the indicator as a change from green to yellow to red. If the rainfall rate increases from level one to three in a short distance, the rain gradient is steep and severe turbulence is often present. Avoid any storm with a steep rain gradient by an extra margin and especially avoid flying near the portion of the storm with the steepest gradient.

6.5.2 Tornadoes

It is possible that conclusive methods of detecting tornadoes with airborne radar may eventually be developed. However, evidence collected to date indicates tornadoes may be detected if the following echoes are observed:

1. A hook-shaped pendant which may be 5 or more miles long and in the general shape of the numeral 6 strongly suggests the presence of a major tornado, especially if the pendant is a bright one and if it projects from the southwest quadrant (northeast quadrant in the southern hemisphere) of a major thunderstorm moving eastward. The pendant may be lost in ground clutter when viewed on the indicator and in some cases might not be much more than a blunt projection or scalloped edge of the parent thunderstorm echo.
2. A crescent-shaped indentation on the side of a major thunderstorm echo 3 to 7 miles long is another possible identified of an active or potential tornado in the vicinity.
3. The best procedure is to make wider than usual detours around sharp-edged thunderstorms and especially those which show projections or crescent-shaped indentations.

6.5.3 Hail

Hail usually has a film of water on its surface; consequently, a hail stone is often reflected as a very large water particle. Because of the film and because hail stones usually are larger than raindrops, thunderstorms with large amounts of wet hail return stronger signals that those with rain. Although wet hail is an excellent reflector of radar energy, some hail shafts are extremely small (100 yards or less). These narrow shafts make poor radar targets.

Hail shafts are usually identified with four different characteristics patterns: (1) fingers and protrusions, (2) hooks, (3) scalloped edges on the cloud outline and (4) U-shaped cloud edges 3 to 7 miles across.

These echoes appear quite suddenly and along any edge of the storm outline. They also change in intensity and shape in a matter of seconds, and for this reason careful monitoring of the display is essential. It must be noted that weak or fuzzy projections are not normally associated with hail; however, such echoes should be watched closely for signs of rapid intensification.

The 40-mile operating range seems best and, with occasional up-tilt to check for fresh hail from above, generally good results can be obtained.

Note

- ☞ It takes an experienced eye to identify “hooks” and “fingers” and other radar echo characteristics which can indicate hail or tornadoes. However, the pilot can be sure that any echo with very ragged edges or rapid changes in shape or intensity will contain severe turbulence.

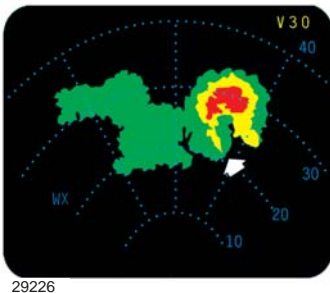


Figure 6.5.3-1. Finger

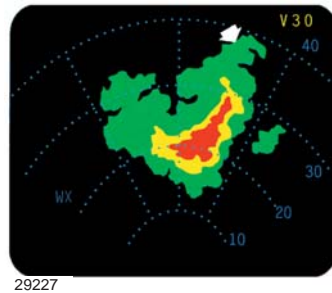


Figure 6.5.3-2. Hook

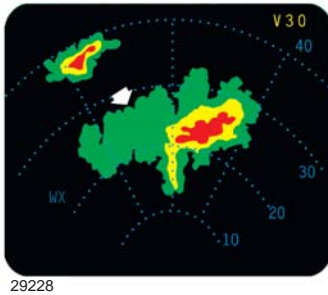


Figure 6.5.3-3. Scalped Edge

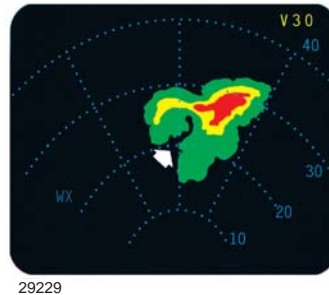


Figure 6.5.3-4. U-Shaped

6.5.4 Icing

There is reason to believe that radar will be of assistance in locating areas of heavy icing conditions. However, weather radar has not yet proved its ability to distinguish between super-cooled water droplets and ice crystals, since both are usually quite small. Needless to say, the operational problem in each case would be different. In the first case icing would definitely exist but in the second case the pure crystals would offer no danger.

1. It should be remembered, however, that super-cooled water and ice crystals can co-exist. In each case the radar echo would be small or even nil due to the minute size of the free water particles. At this time, it appears fairly certain that radar is not going to give warning of cloud icing unless it happens to be involved with active precipitation at the time. When precipitation is occurring, however, the areas of maximum ice exposure should appear as sandy or grainy echoes.
2. An icing condition that radar might possibly detect is the intermittent moderate or heavy icing condition associated with unstable air lifted by frontal action or orographic effects. In this situation, the cumulus cells are hidden by surrounding cloud layers but could be spotted by radar. This would be of assistance in avoiding the moderate to heavy icing which occasionally occurs in cumulus clouds.

WARNING

Thunderstorm icing can be extremely hazardous.

6.5.5 Snow

Dry snowfall has not been detected with any success on weather radar. However, a characteristic sandy or grainy echo identifies the presence of steady moderate to heavy wet snow. Such echoes are not readily obvious and require a little study of the display before they can be seen.

6.5.6 Lightning and Static Discharges

Lightning and static discharges could scatter the display momentarily. However, the general presentation is unaffected and should return to normal within 1 scan.

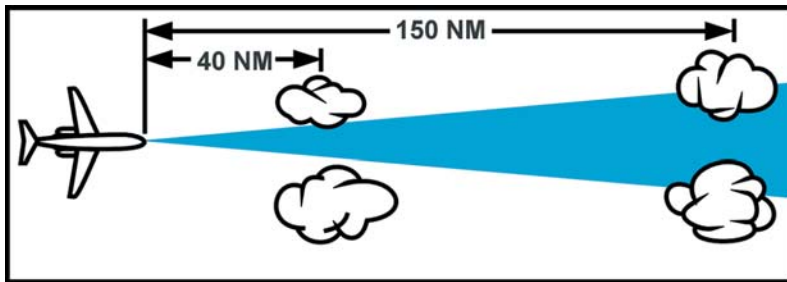
6.5.7 Range Resolution

The ability of the radar system to resolve closely spaced targets in range depends on transmitter pulse width. In long range modes, the RDR-1400C can distinguish objects spaced as close as 0.19 nm (385 yds.) apart. In Search 1 (SR1) and Search 2 (SR2) modes on ranges of 20 miles and below, the resolution is improved to 0.04 nm (80 yds.).

6.5.8 Azimuth Resolution

The ability of the radar to resolve adjacent targets in azimuth depends on antenna beam width and range to the target. The diameter of the radiated beam increases as it gets further from the antenna. Larger antennas have narrower beam widths and therefore produce better ground mapping and weather pictures.

Targets separated by a distance less than the beam diameter will merge and appear on the indicator as one.



29230

| ANTENNA SIZE | BEAM WIDTH | 25 NM | 50 NM | 100 NM | 200 NM |
|--------------------|------------|-------|-------|--------|--------|
| BEAM DIAMETER (NM) | | | | | |
| 10" | 10.0° | 4 | 8 | 16 | 32 |
| 12" | 8.0° | 3 | 6 | 12 | 24 |
| 18" | 5.5° | 2 | 4 | 8 | 16 |

29231

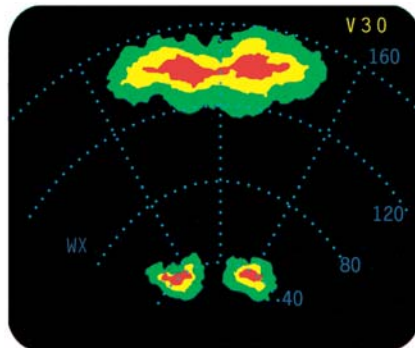


Figure 6.5.8-1. Azimuth Resolution

6.5.9 Indicator Resolution

The resolution of the indicator depends on the number of display bits on the screen. The IN 2025B screen matrix is composed of 256 bits horizontally by 256 bits vertically. The display resolution is equal to 1/256 times the display range as shown in the table. The lower the range, the better the resolution.

Table 6.5.9-1. Minimum Distinguishable Target Separation

| Range (nm) | Resolution | | |
|------------|------------|------|--------|
| | Miles | Feet | Meters |
| 2.0 | .008 | 48 | 14.8 |
| 5.0 | .02 | 122 | 37.0 |
| 10.0 | .04 | 243 | 74.1 |
| 20.0 | .08 | 486 | 148.2 |
| 40.0 | .16 | 972 | 296.3 |
| 80.0 | .31 | 1884 | 574.1 |

6.5.10 Short Range Displays

The RDR-1400C allows the selection of full-scale display ranges of 1.0 nm and 0.5 nm.

These unique short range selections are especially useful during approaches and surveillance operations, because it keeps the target from getting lost in the clutter at the vertex of the display.

When operating in either short range mode, certain features become unavailable. They are: Moving Map with Waypoints, BeaconTrac and Beacon Identification. All other modes are still accessible.

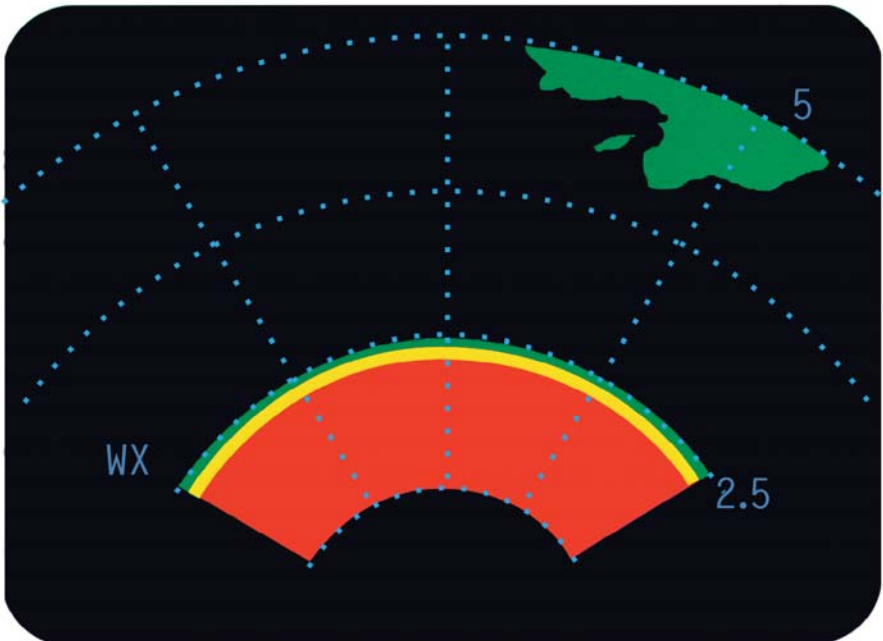


Figure 6.5.10-1. Short Range Display

The RDR-1400C is unable to ascertain radar returns from as close in as 0.1 nm. On the short range displays, the RDR-1400C paints a red arc in this range to depict the dead band area.

6.6 PATH PLANNING

Remember to plan a deviation path early. Simply skirting the red portion of a cell is not enough. Plan an avoidance path for all weather echoes which appear beyond 100 miles since this indicates they are quite intense.

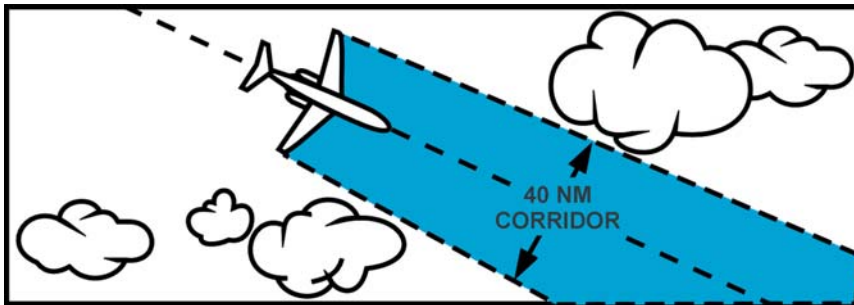
The most intense echoes are severe thunderstorms. Remember that hail may fall several miles from the cloud, and hazardous turbulence may extend as much as 20 miles from the storm. Avoid the most intense echoes by at least 20 miles, that is, echoes should be separated by at least 40 miles before you fly between them. As echoes diminish in intensity, you can reduce the distance by which you avoid them.

6.6.1 Path Planning Considerations

- Avoid cells containing red areas by at least 20 miles.
- Do not deviate downwind unless absolutely necessary. Your chances of encountering severe turbulence and damaging hail are greatly reduced by selecting the upwind side of a storm.
- If looking for a corridor, remember corridors between two cells containing red areas should be at least 40 miles wide from the outer fringes of the radar echo.

Note

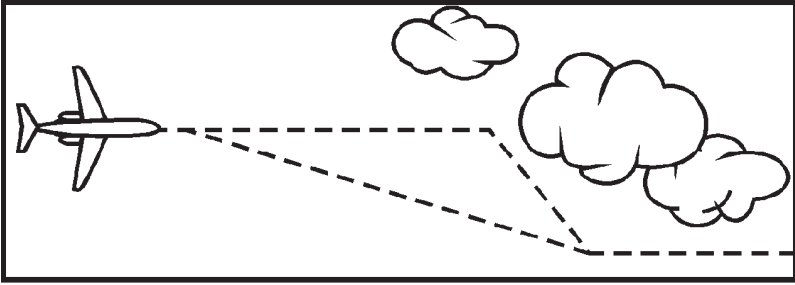
- Do not approach a storm cell containing red any closer than 20 nm. Echoes should be separated by at least 40 nm before attempting to fly between them.



29233

Figure 6.6.1-1. Penetration of Weather

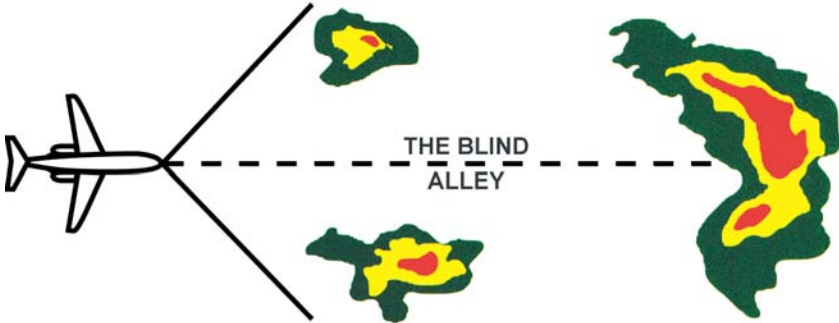
When a complete detour is impractical, penetration of weather patterns may be required. Avoid adjacent cells by at least 20 miles.



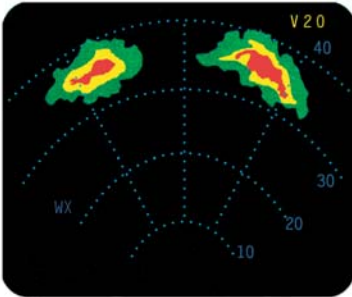
29234

Figure 6.6.1-2. Minimizing “Doglegging”

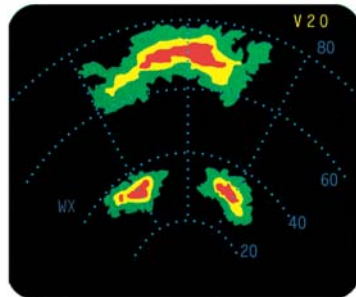
Cells beyond 75 miles are areas of substantial rainfall; do not wait for red to appear. Plan and execute evasive action quickly to minimize “doglegging”.



29235



29236



29237

Figure 6.6.1-3. “Blind Alley” or “Box Canyon” Situations

A “Blind Alley” or “Box Canyon” situation can be very dangerous when viewing the short ranges. Periodically switch to longer range displays to observe distant conditions. As shown in Figure 6.6.1-3, the short-range returns show an obvious corridor between two areas of heavy rainfall, but the long-range setting shows a larger area of heavy rainfall.

Above all, remember: Never regard any thunderstorm as LIGHT, even when radar observers report the echoes are of light intensity. Avoiding thunderstorms is the best policy.

DON'T attempt to preflight plan a course between closely spaced echoes.

DON'T land or take off in the face of a thunderstorm in the projected flight path. A sudden wind shift or low level turbulence could cause loss of control.

DON'T attempt to fly under a thunderstorm even if you can see through to the other side. Turbulence under the storm could be severe.

DON'T try to navigate between thunderstorms that cover 6/10 or more of the display. Fly around the storm system by a wide margin.

DON'T fly without airborne radar into a cloud mass containing scattered embedded thunderstorms. Scattered thunderstorms not embedded usually can be circumnavigated.

DO avoid, by at least 20 miles, any thunderstorm identified as severe or giving an intense radar echo. This is especially true under the anvil of a large cumulonimbus.

DO clear the top of a known or suspected severe thunderstorm by at least 10,000 feet altitude. This may exceed the altitude capability of the aircraft.

DO remember that vivid and frequent lightning indicates a severe thunderstorm.

DO regard, as severe, any thunderstorm with tops 35,000 feet or higher whether the top is visually sighted or determined by radar.

7.0 SEARCH OPERATIONS

7.1 GROUND MAPPING

A secondary objective of the radar system is gathering and presentation of terrain data. This data is represented in the form of a topographical map that can be employed as a supplement to standard navigation procedures. Target quality affects the indicator display in various situations. Use of the SRCH gain control and TILT knob will often improve picture contrast so specific ground targets are more readily recognizable.

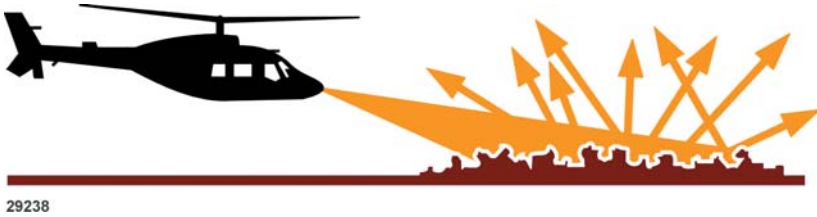


Figure 7.1-1. Over Terrain

Illumination of terrain results in a “diffused” reflection of the beam. A portion of this reflected energy is scattered back toward the antenna resulting in the prominent display of land features as well as lakes, large rivers, shore lines and ships.

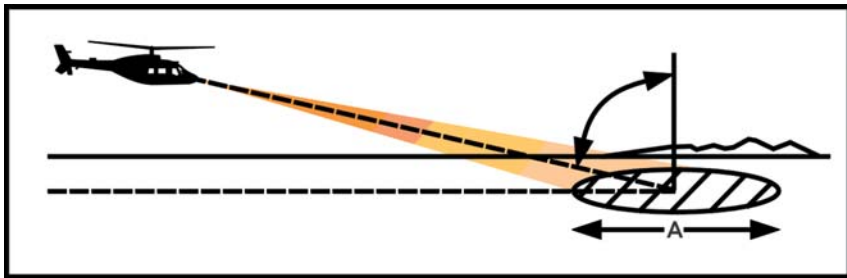


Figure 7.1-2. Over Water

Calm water or water with swells does not provide good returns. The energy is reflected in a forward scatter angle with inadequate portions being returned. The resulting display is “no target”. Choppy water provides better returns from the downwind side of the waves. The resulting display is a target whose intensity will vary with the degree to chopiness.

7.1.1 Looking Angle

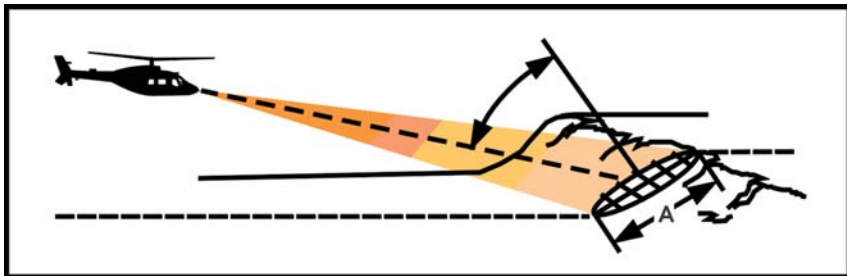
The incident angle at which the terrain is illuminated has a direct bearing on the detectable range and the area of illumination. A large incident angle gives the radar system a smaller detectable range of operation (due to a minimized reflection of direct radar energy). However, the illuminated area "A" is larger.



29240

Figure 7.1.1-1. A Smaller Incident Angle

A smaller incident angle gives the radar a larger detectable range of operation because of an increase of direct radar energy reflected from the target to the antenna. The area of illumination ("A") is smaller.



29241

Figure 7.1.1-2. Concentration of the Beam

Concentration of the beam energy on a small area of terrain increases the magnitude of the echo intercepted by the antenna. The resulting detectable range is therefore increased for mountainous terrain; the maximum distance at which this terrain can be monitored is greater because of the more direct reflection (or radar echo) produced. Illuminating the backslope of hills stretches the area of coverage beyond the flat terrain coverage.

7.1.2 Other Aircraft

Tests show that only with extreme careful observation and at relatively short ranges can other aircraft be detected by this type of radar equipment. The character of this echo is such that this type of radar system cannot be considered adequate for this purpose.

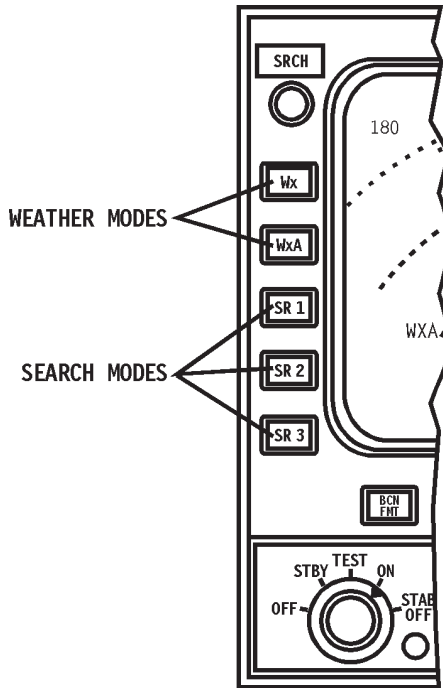
7.2 SEARCH MODE

An advantage of this radar system is the enhancement of short range mapping capability. This facilitates locating specific targets on land or sea and provides a navigational map as a supplement to standard navigation procedures.

7.3 DIFFERENCE BETWEEN WEATHER AND SEARCH MODES

In the weather modes, the receiver gain is preset and cannot be changed by the pilot. In the search modes, the pilot controls receiver gain with the SRCH knob on the indicator front panel for best display resolution. Additionally, in search modes on ranges below 20 miles, the transmitter pulse is changed to enhance target resolution.

When operating in weather or search modes, both weather and ground returns can appear on the screen at the same time.



29792

Figure 7.3-1. Wx and SRCH Buttons on Faceplate

7.4 SEARCH MODES COMPARED

In the photographs below, the aircraft is flying southwest along the Florida Keys. Florida's marshy coast is on the right and the islands are in the center of the screen. Strong boat target returns are on the left. Tilt and search gain are adjusted for optimum display. Note that in SRCH 3, the land masses blend together while in SRCH 2 and SRCH 1, a small boat (arrow) target can be extracted from heavy seas.

7.4.1 Search 3

Conventional ground map mode. Beyond 20 mile range, SR1 and SR2 are the same as SR3.

The radar's long range mapping compatibility may be used to recognize known, well defined targets such as mountains, lakes, rivers, or cities. Use of gain and tilt controls will often improve picture quality.

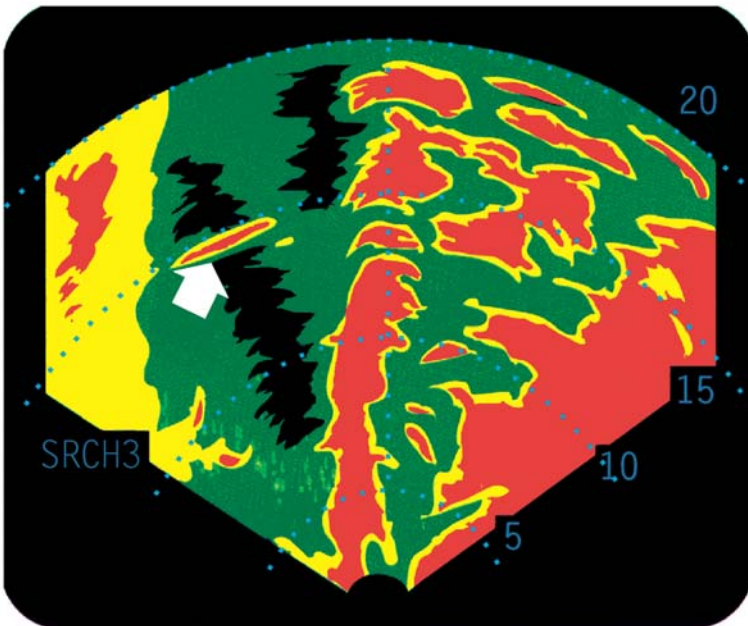


Figure 7.4.1-1. Search 3

7.4.2 Search 2

Short range precision mapping on ranges of 20 miles or less.

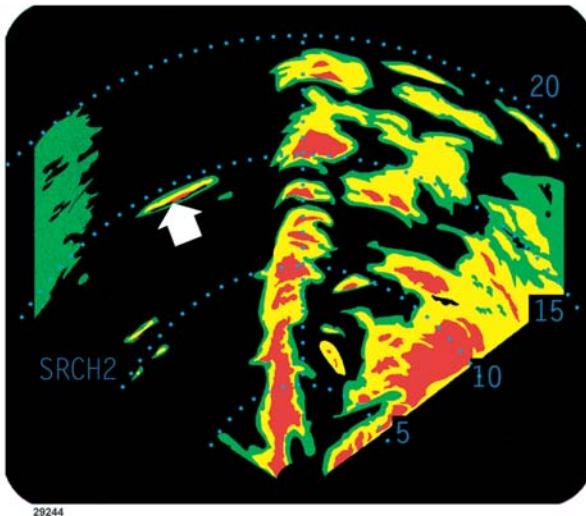


Figure 7.4.2-1. Search 2

7.4.3 Search 1

Sea clutter rejection effect on ranges of 20 miles or less.

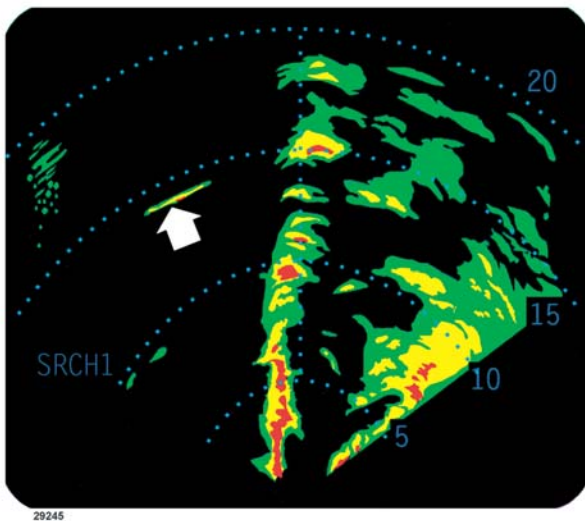
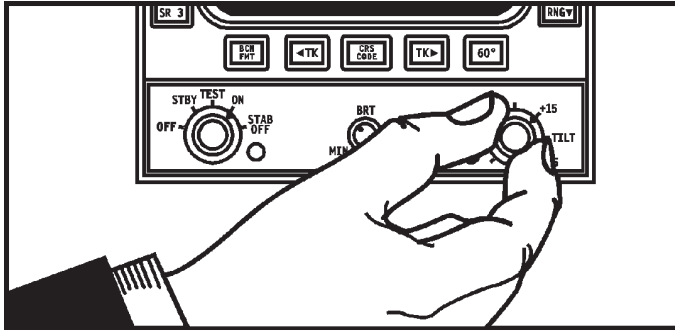


Figure 7.4.3-1. Search 1

8.0 TILT MANAGEMENT

8.1 TILT CONTROL

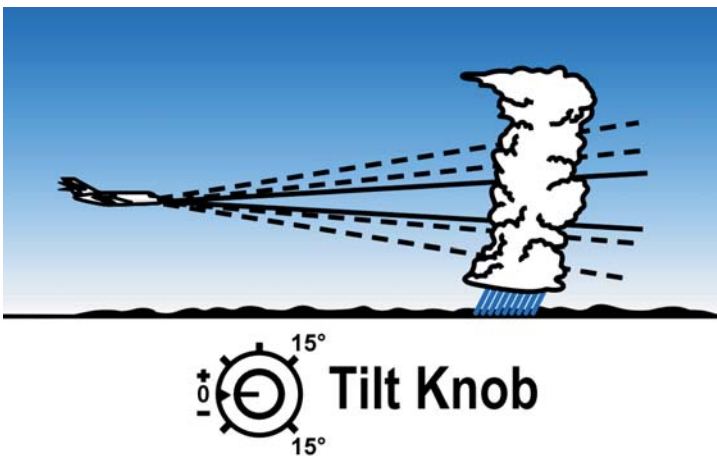
One of the most important factors of improving your expertise in using your radar is antenna tilt management. Control of the vertical movement of the antenna, and hence the radar beam, is through the antenna tilt knob. Proper antenna tilt management provides information of the storm's approximate size and relative direction of movement.



29793

Figure 8.1-1. Antenna Tilt Knob

The correct procedure for weather avoidance is to aim the antenna directly at the storm, not above it, or at the ground. The tilt control permits positioning the antenna in small increments up or down, to keep the antenna intersecting the storm area. Also changes in pitch attitude can be compensated for by adjusting the antenna tilt.



29247

Figure 8.1-2. Adjusting the Antenna Tilt

8.2 TILT PERFORMANCE CHECK

A good performance check of your radar system in flight is to lower the tilt slowly and observe the maximum range of solid ground returns. As a rule of thumb, this range in miles should approximate the square root of your operational altitude.

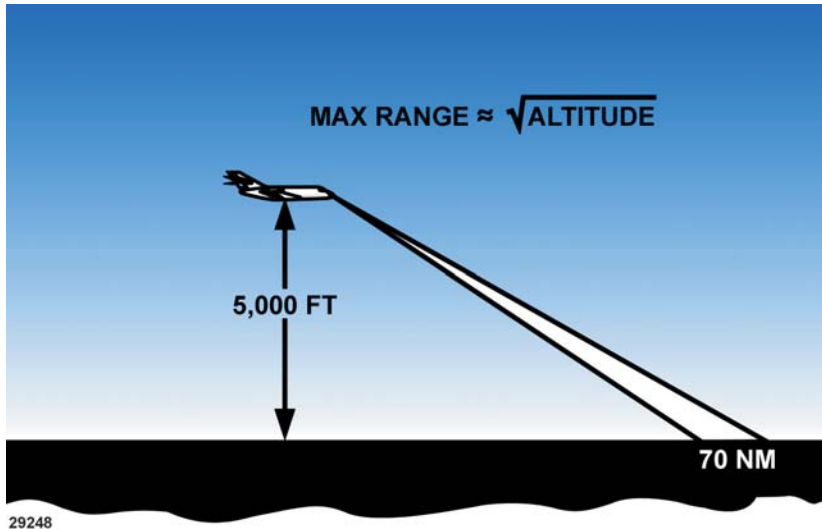


Figure 8.2-1. Altitude vs. Range

For example, at 5,000 ft. the maximum displayed ground target range should be about 70 nautical miles. You should perform this test on every flight. Don't wait until you're penetrating severe weather to discover that your system is not providing optimum performance.

If the radar is operating normally when you reach cruising altitude, select the longest display range and lower the antenna tilt until ground targets are displayed. Now, slowly raise the tilt until the ground returns disappear. This will give you the optimum tilt setting for your cruise altitude. Each time a new range is selected, however, the tilt control must be readjusted, down for a shorter range, and up for a longer one.

8.3 EARLY DETECTION OF EN ROUTE WEATHER

To set the Antenna Tilt to optimize the radar's ability to quickly identify significant weather, follow these steps:

1. Select the Wx (Weather) or WxA (Weather Alert) mode of operation. Adjust brightness control as desired.
2. Select the 40 or 80 nm range.
3. Adjust the Antenna Tilt control down until the entire display is filled with ground returns.
4. Slowly work the Antenna Tilt up so that ground returns are painted on or about the outer one third of the indicator area.
5. Watch the strongest returns seen on the display. If, as they are approached, they become weaker and fade out after working back inside the near limit of the general ground return pattern, they are probably ground returns or insignificant weather. If they continue strong after working down into the lower half of the indicator, you are approaching a hazardous storm or storms, and should deviate immediately.
6. Examine the area behind strong targets. If radar shadows are detected, you are approaching a hazardous storm or storms, and should deviate immediately. Regardless of the aircraft's altitude, if weather is being detected, move the Antenna Tilt control up and down in small increments until the return object is optimized. At that angle, the most active vertical level of the storm is being displayed.

Table 8.3-1. Antenna Tilt Control Settings

Note

The TILT position in Step 4 should be that shown in the chart. The exact setting will depend upon the aircraft's pitch attitude and the flatness of the terrain.

| Altitude (ft) | Antenna Tilt Angle | | | Line-of-Sight Range (SM) |
|---------------|--------------------|-------|-------|--------------------------|
| | 10" | 12" | 18" | |
| 5,000 | +7.0° | +6.0° | +5.0° | 87 |
| 10,000 | 6.0° | 5.0° | 4.0° | 123 |
| 15,000 | 5.5° | 4.0° | 3.0° | 150 |
| 20,000 | 4.5° | 3.5° | 2.5° | 174 |
| 25,000 | 4.0° | 3.0° | 2.0° | 194 |
| 30,000 | 3.5° | 2.5° | 1.5° | 213 |
| 35,000 | 3.0° | 2.0° | 1.0° | 230 |
| 40,000 | 2.5° | 1.5° | 0.5° | 246 |

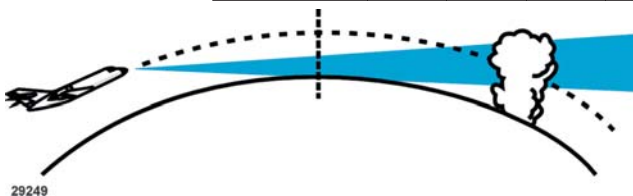


Figure 8.3-1. Weather Target

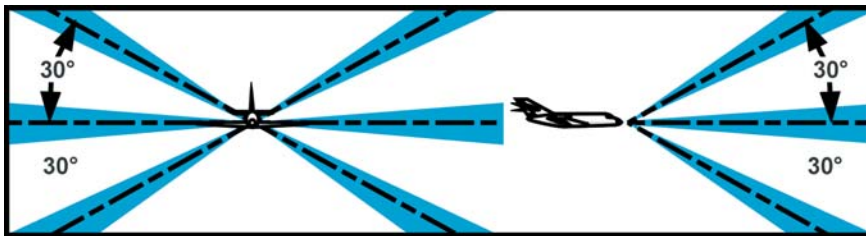
If target is shown at or beyond the line-of-site range listed above, the chances are good that it is a weather target.

9.0 ANTENNA STABILIZATION

Airborne radar antennas are stabilized to preserve a normal cockpit display when the aircraft is climbing, descending or turning. When the aircraft departs from straight and level flight, the stabilization system automatically adjusts the antenna position to compensate for the change. Both limits and errors associated with antenna stabilization are important to the pilot.

9.1 LIMITS

The limits of antenna stabilization are different for climbing or descending and turning while climbing or descending. For straight ahead climbs and descents, the limits are simply the mechanical stops at 30 degrees. When turning, the tilt and bank angles determine the stabilization limits (the rule of thumb is a total of 30 degrees) so moderate turns combined with moderate climbs and descents will stay within limits.



29250

Figure 9.1-1. Aircraft Pitching/Rolling $\pm 30^\circ$

9.2 ERRORS

There are two sources of stabilization errors: acceleration and drift. Accelerations and decelerations cause the gyro to precess in pitch. The pilot may not notice a small temporary discrepancy between the altitude indicator and visible horizon, but on the radar screen the antenna pitch precession will appear as exaggeration of the desired tilt. Drift errors (appearing on the attitude indicator as pitch and roll precession accumulate in turns) disappear slowly after the aircraft returns to straight and level. Gyro precession errors directly affect radar stabilization and the quality of the return displayed on the screen.

9.3 COMPENSATION

There are some compensations the pilot can use for antenna stabilization errors. When the system has been operating properly in level flight, the pilot may be able to correct for ground return showing on one side and not the other by tilting the antenna up until all ground returns are cleared. During takeoff, the pilot can raise the antenna tilt to clear the ground returns caused by gyro acceleration error, then as the airplane stops accelerating, readjust the antenna tilt back toward level. Adjusting antenna tilt is also the remedy for ground returns that appear because of gyro precession in a prolonged turn. Good operating practices include:

- Adjust radar and obtain weather picture before takeoff
- Compensate antenna tilt for gyro precession
- Evaluate weather in the immediate sphere of operation
- Do not “over-scan” weather targets
- During excessive aircraft maneuvers, recognize the limitations of stabilization.

For additional information on airborne weather radar antenna stabilization criteria, please refer to Section 1.4.

10.0 NAV MODE

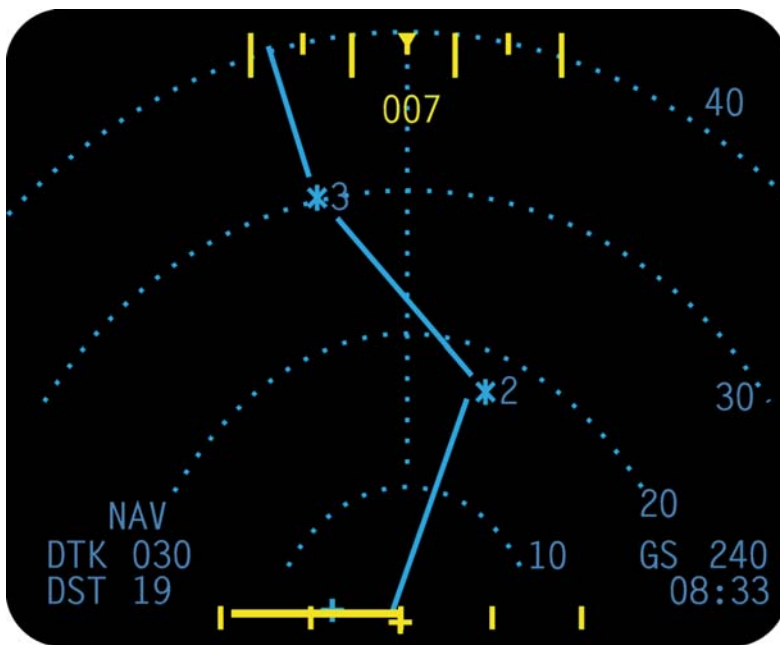
10.1 NAV AND FLIGHT LOG DISPLAYS

When a navigation system interface unit is installed, the moving map display adds the dimension of tracking flight progress. Nav data can be displayed by itself or superimposed over beacon, weather or search modes to show the pilot if the selected route will intercept significant weather. While operating in weather or search modes, the radar is slightly subdued, providing a high contrast of the Nav data overlay.

Positions of vortacs and RNAV waypoints in use within the sector will be shown relative to the aircraft's position. A waypoint is indicated with an asterisk, a VOR as V. Inbound and outbound course plots lead to and from the waypoints.

Heading information from the compass system is displayed at the top of the screen. Under the heading pointer are seven azimuth marks spaced five degrees apart. A yellow deviation bar with standard scale representation is at the bottom of the screen.

The moving map display appears when NAV is pressed. Nav is superimposed over another mode by pressing that mode button.

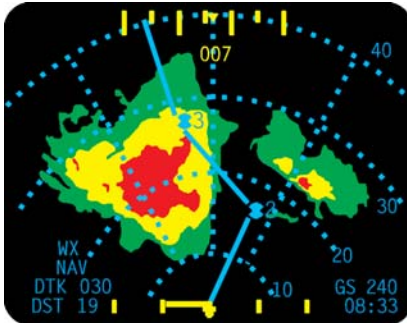


29794

Figure 10.1-1. NAV Display

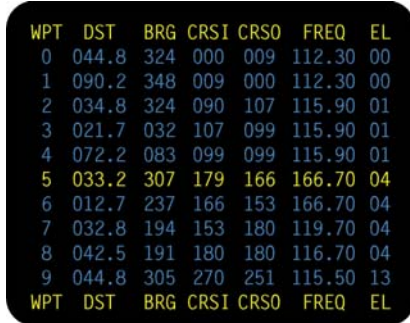
11.0 LOG MODE

The flight log display is a program file of up to ten waypoints stored in the RNAV or Long Range Nav System computer. The active waypoint is highlighted in yellow while the others are shown in blue. Column headings are permanently programmed into the system.



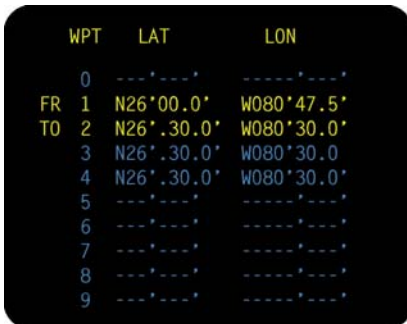
29795-1

Figure 11-1. NAV Display Over Weather



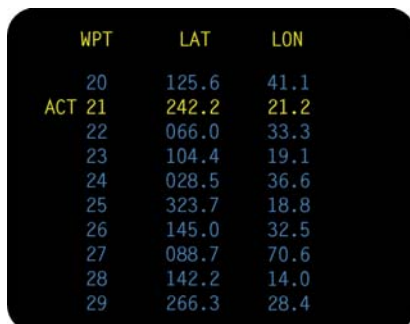
29795-2

Figure 11-2. BX 2000 Log



29795-3

Figure 11-3. Omega Log



29795-4

Figure 11-4. RNS-3500 Log

The flight log overrides all radar modes when LOG is pressed. Previous mode returns when LOG is pressed again.

12.0 BEACON MODES

In the Beacon (BCN) mode, the RDR-1400C can interrogate, receive and display signals from fixed transponder beacons on all ranges. The beacon itself is displayed as curved “slashes”, with the position of the beacon located approximately in the center of the closest slash.

The RDR-1400C will also display the bearing and radar distance to any selected beacon; this information is displayed in the lower left corner of the indicator display.

For greater flexibility, the beacon mode may be operated along or in combination with the weather or search modes.

12.1 BEACON FORMAT SELECTION

The RDR-1400C will always display all beacon signals on the screen as they respond to the radar interrogation, regardless of the format selection.

To identify a particular beacon and place an identification number beside it, you must first identify whether the beacon is the standard or DO-172 format. This is accomplished by observing the beacon response.

If the beacon is of the standard format, there will always be only 2 “slashes” on the display spaced 7 nm apart or more. The 1400C can identify any one of nine standard beacons in this mode.



Figure 12.1-1. Standard Beacon

12.2 DO-172

A selected beacon utilizing the DO-172 format will have two framing “slashes” which are positioned approximately 2 nm apart. Within these two “frames” will be a combination of up to four slashes. Varying the combinations of the inner slashes makes it possible to identify any one of fifteen different DO-172 beacon codes. This feature is especially beneficial when operating in areas of multiple beacon activity.



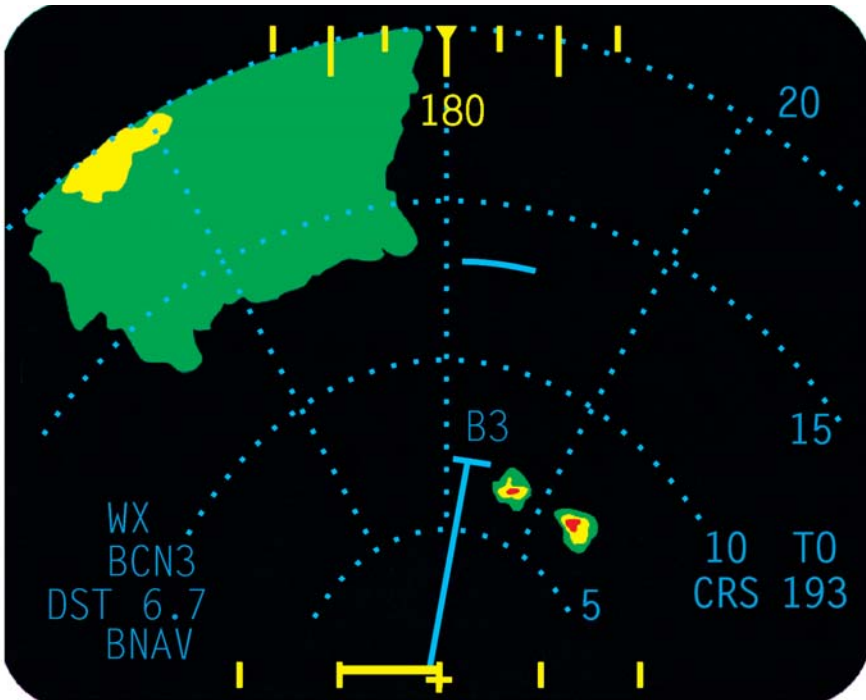
Figure 12.2-1. DO-172

After the beacon type has been identified and the proper format selected, the operator may now select the desired beacon number by pressing the COURSE/CODE (CRS CODE) button the proper number of times.

13.0 BEACONTRAC

With the addition of a Telephonics Interface Unit and an HSI or optional synchro, the pilot can call on the RDR-1400Cs BeaconTrac capability. Whenever the beacon is at the 80 nm range or below and after the Beacon Code is properly identified, the BeaconTrac mode provides a white course line which extends from the center of the beacon location. This course line is rotatable 360° around the beacon with the HSI course selector knob (or a synchro knob).

Radar distance and course to the beacon are shown in the lower corners of the screen with aircraft heading at the top. Also, a yellow deviation bar is provided at the bottom of the screen which provides for left/right steering guidance to the beacon. BeaconTrac operates similar to flying towards an RNAV waypoint. BeaconTrac also operates independently of other navigational aids such as VORTACS and OMEGA.



29253

Figure 13-1. STD FMT

14.0 COURSE BEARING CURSOR

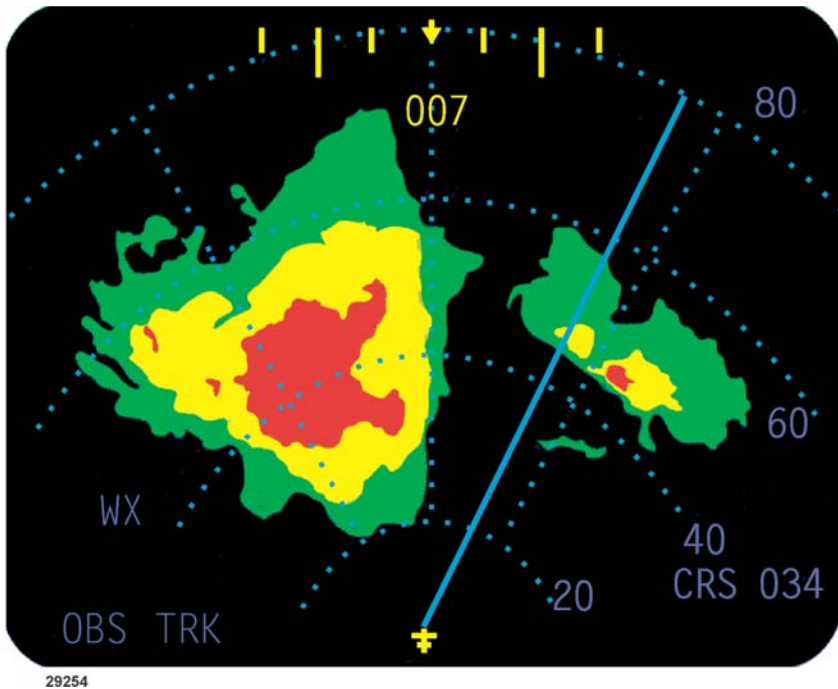


Figure 14-1. OBS-TRK

The white Course Bearing Cursor, OBS-TRK, is useful in approaching an oil rig or other target along a preselected course when BeaconTrac is not used. The OBS-TRK line, available when an HSI and Interface unit are installed (and BCN and NAV modes are not in use), operates by pressing the CRS CODE button. OBS-TRK appears at the lower left and selected source at the lower right in any weather or search mode at any range.

The method for getting into the course bearing cursor (OBS-TRK) mode is as follows:

Using the pilot's manual as a guide, display either weather (Wx, WxA) or a search mode (SR) presentation alone. It is important that no other option is called up at this time. By pressing the CRS CODE button once, the course bearing cursor will appear on the screen.

The course bearing cursor is electrically tied to the HSI course selector control (or optional synchro). It is a line or cursor displayed on the screen, originating at the aircraft location. The angle of the cursor is controlled by the pilot with the HSI course selector knob (or synchro). The azimuth of the line displayed will be magnetic bearing from the aircraft.

The selected azimuth angle is displayed digitally in the lower right-hand corner.

When it is desired to fly from a point in space to a specific site with no other navigation aids, the course bearing cursor provides a means for avoiding the classic “curved path” approach. Recall that this problem is often cited in using ADF equipment for navigation purposes.

The course bearing cursor display accomplishes this task in the following way:

The pilot first turns the aircraft to the course of the desired track, and in this example will be 090°.

He initiates the course bearing cursor by pressing the course code (CRS CODE) button on the indicator face, and should have the ultimate landing site on the radar display; it may be a specific oil rig in a cluster of rigs. He rotates the HSI course knob (or synchro) to 090°, and will get confirmation on the screen, digitally and graphically, that he has selected that magnetic heading.

Unless he is extremely fortunate, the cursor will not cross over the intended landing site, initially. By changing the direction of flight, the cursor can be made to overlay the desired site. The pilot simply flies the plane to maintain this situation. If the wind tries to move the aircraft to the left, the site will appear to move to the right of the cursor. The cursor will maintain the 090° magnetic course presentation. The pilot should then compensate by turning the aircraft to the right and fly in that direction until the cursor overlays the site.

This technique provides a convenient method to establish the proper crab angle to fly a straight line to the destination.

14.1 EQUIPMENT REQUIRED FOR OBS-TRK

The “course bearing cursor” identified in FAA circular AC-90-80 is available as an option to the Telephonics RDR-1400C Colorvision system and is called OBS-TRK. With the addition of any interface unit of the series IU-2023(), an HSI (or synchro), this capability is available. Be aware that no other navigation system is required; only the RDR-1400C Colorvision, an HSI (or synchro), and the interface unit.

The IU-2023() interface unit will do substantially more than provide the OBS-TRK cursor feature. It can provide waypoints and flight paths when connected to certain on-board navigation systems, but these are not necessary to the operation of the course bearing cursor (OBS-TRK).

14.2 AC 90-80

The FAA allows lower minimums in radar approaches to clusters of rigs, when both the radar altimeter and “course bearing cursor” are operating and are used as described in AC 90-80. For details on minimum approach heights and distances, refer to FAA AC 90-80.

15.0 MULTIPLE INDICATORS

An additional system unit, the IU-1405A is required for multiple indicator installations.

Since all controls for the radar system are located on the indicator, it is necessary to designate one as the master and the remaining indicators as slaves. The flight crew can select which indicator will be the master. The master indicator controls the following:

- Operating modes
- Search and beacon gain
- Antenna tilt angle
- Antenna scan angle.

All indicators independently control:

- Display range
- Desired brightness level
- Hold function
- Track lines
- Beacon code
- Flight log.

The slave indicator can select either Wx or WxA when the master indicator is in either weather mode.

SR1 and SR2 ranges must be compatible between master and slave indicators. That is, when the system is operating on any range 20 miles or less, the slave indicator is limited to 20 miles or less. When the system is operating on any range 40 miles or more, the slave indicator can display on ranges of 40 miles or more. Each indicator may have its own checklist or, depending on system wiring, a single checklist may drive more than one indicator.

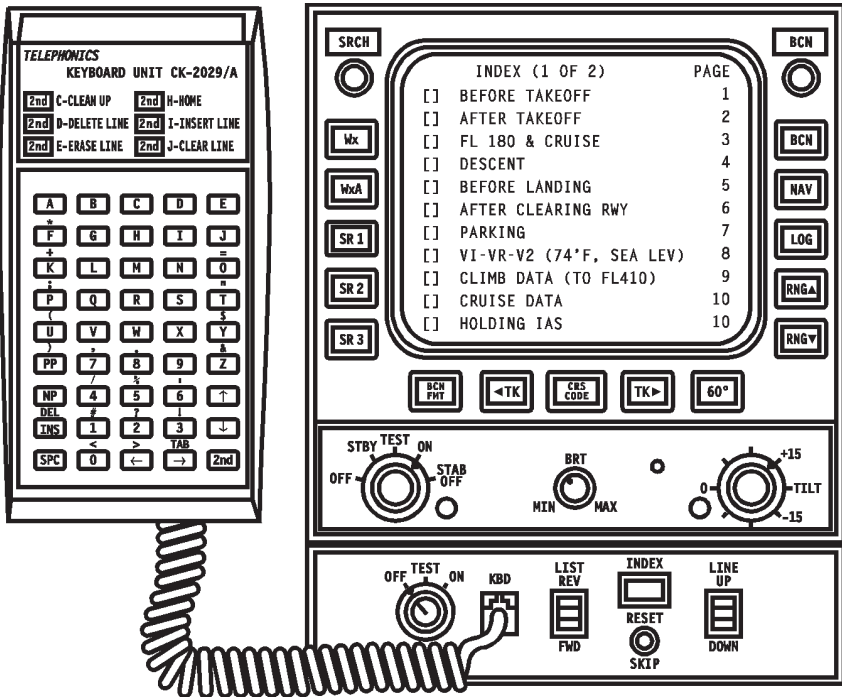
16.0 CHECKLIST OPERATION

The radar screen will display checklists or other information in the TEST or ON modes. TEST position is used to prevent the system from transmitting.

Note

- ☛ The checklist will override any display on the indicator. To restore control to the radar system, turn the checklist off or to standby.

Refer to the Checklist Control Unit and Keyboard pilot manual for system programming and operating instructions.



29796

Figure 16-1. Checklist Operation

17.0 SYSTEM SPECIFICATIONS

17.1 RT-1401B RT UNIT

Frequency: 9375 MHz Xmit/Rec; 9310 MHz BCN REC

RF Power Output: 10 KW Peak Power

PRF/Pulse Width: Short Range Search 720 P.P.S./0.5 sec

Long Range Search and Beacon; 240 P.P.S./2.35 sec

Altitude: 50,000 ft.

Temperature: -50°C to +55°C

Size: 5"w x 6 1/4"h x 13 7/8"d (1/2 ATRI)

Weight: 14.5 lbs. (6.6 kg)

TSO: C63b

17.2 DA-1203A ANTENNA DRIVE ASSEMBLY

Reflector Size: 10", 12", or 18" Flat Plate

Scan Angle: 120° or 60°

Tilt Angle: 15°

Scan Rate: 28°/sec

Stabilization Accuracy: 1°

Altitude: 50,000 ft.

Temperature: -50°C to +55°C

Weight: 10" reflector – 0.88 lbs. (0.4 Kg)

12" reflector – 1.1 lbs. (0.498 Kg)

18" reflector – 2.2 lbs. (1.0 Kg)

Drive Assembly: 6.5 lbs. (2.95 Kg)

Counterbalanced Drive Assembly: 9.5 lbs. (4.32 Kg)

TSO: C63b

17.3 IN 2025B INDICATOR DISPLAY

Screen Type and Size: Full Color CRT; 4.34" x 3.33"

Storage: Digital Memory

Display Modes: Weather/Search MODES; Wx, WxA, SR1, SR2, SR3

Beacon modes; BCN only, BCN with NAV and/or Wx,
WxA, SR1, SR2, SR3

OBS-TRK Modes; Wx, WxA, SR1, SR2, SR3

Alphanumerics: Mode, Range Marks, Beacon Code, Navigation
Information Checklists, and Flight Log

Max Range: 10" Antenna; 185 nm

12" Antenna; 240 nm

18" Antenna; 322 nm

Minimum Tracking Range: 200 yds.

Display Range/Range Marks: 0.5/0.125 nm, 1.0/0.25 nm, 2.0/0.5 nm
5.0/1.25 nm, 10/2.5 nm, 20/5 nm,
40/10 nm, 80/20 nm, 160/40 nm,
240/60 nm

Altitude: To 20,000 ft. unpressurized

Temperature: -15°C to +55°C

Size: 6.25" x 6.25" x 10.87"

Weight: 11.5 lbs. (5.2 Kg)

TSO: C63b

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