

1978



CARRIER AIRBORNE EARLY WARNING SQUADRON
ONE HUNDRED THIRTEEN
FPO SAN FRANCISCO, CA. 96601

VAW-113
ADMIN:WEM:wrm
5750
Ser C-3

FEB 26 1979

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REGISTERED AIRMAIL

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(Unclassified upon removal of enclosures (3) and (4))

From: Commanding Officer, Carrier Airborne Early Warning Squadron ONE HUNDRED THIRTEEN

To: Chief of Naval Operations (ATTN: OP-05D2)

Subj: Command History for Calendar Year 1978 (Report Symbol 5750-1) (U)

Ref: (a) OPNAVINST 5750.12B

Encl: (1) VAW-113 Commanding Officer/Executive Officer for Calendar Year 1978
 (2) VAW-113 Command History for Calendar Year 1978
 (3) VAW-113 Summary of Operations for Calendar Year 1978
 (4) VAW-113 Documentary Annex

1. (U) In accordance with reference (a), enclosures (1) through (4) are herewith submitted.

D. E. BALLARD

Copy to:
 Director of Naval History (OP-09B9)
 COMNAVAIRPAC (Code 012)
 COMCARAIRWING FOURTEEN (w/o encl (4))
 COMFITAEWINGPAC (w/o encl (4))

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1978 Command History
Carrier Airborne Early Warning Squadron
ONE HUNDRED THIRTEEN

Type Aircraft: E-2B

Home Station: Naval Air Station Miramar, San Diego, CA 92145

Deployed in: USS ENTERPRISE (CVN-65)

Operational

Commander: Commander Carrier Air Wing FOURTEEN

Commanding Officer:

01 January 1978 - 04 January 1978 CDR Bernard F. LOWRY Jr.
05 January 1978 - 31 December 1978 CDR Don E. BALLARD

Executive Officer:

01 January 1978 - 04 January 1978 CDR Don E. BALLARD
05 January 1978 - 31 December 1978 CDR Dieter H. OLSEN

Officers:

LCDR Daniel E. BIENLIEN	LT Robert K. FERGUSON
LCDR John E. KOHLER	LT Daniel P. MOONEY
LCDR George E. HUXHOLD	LT James A. HARRIS
LCDR Charles L. TOMPKINS	LT John G. GAINES
LCDR James M. TYE	LT Richard L. STANDAGE
LCDR William M. BOKESCH	LT James R. NEFF
LCDR Allan R. WALKER	LT Frank N. CLARK
LCDR Wesley C. WEESNER	LTJG Stephen L. SMOLSKI
LCDR John A. MCCLAIN	LTJG William C. OSBORN
LT Lewis W. GOEN	LTJG Rudolph A. LUCERO
LT John HODEN	LTJG Byron P. COMPTON
LT John E. WILSON	LTJG Michael H. FULLER
LT Michael N. SCHWARTZ	LTJG Thomas G. RYAN
LT Arthur J. ARSENAULT	LTJG Richard C. HERRIOTT
LT Stephen J. MILLER	LTJG Hassaun A. JONES-BEY
LT Edward M. KEAZIRIAN	LTJG William E. MCKINNON
LT Michael R. COOPER	ENS Stephen E. EBERHART

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Carrier Airborne Early Warning Squadron
ONE HUNDRED THIRTEEN

CHRONOLOGY OF EVENTS - 1978

JANUARY

01-09 NAS Miramar
05 Change of Command
10-31 WEPTRAEX, COMPUTEX, READIEX: USS ENTERPRISE SOCIAL

FEBRUARY

01 READIEX, SOCIAL, USS ENTERPRISE
02-28 SHORE OPS NAS Miramar - Conducted ground training in preparation for a Unit NATOPS Evaluation, COMFITAEW WINGPAC A1 recognition exam and various ORE quizzes. FCLP's in preparation for Carrier Qual aboard USS ENTERPRISE (CVN-65).

MARCH

01-11 OPS; USS ENTERPRISE SOCIAL
12-31 Preparation for deployment/Miramar
30 Fly up to Alameda and Hoist Aboard

APRIL

01-02 NAS Miramar
03 Fly up NAS Alameda
04-22 USS ENTERPRISE enroute Hawaii
23-25 Hawaii
25-30 USS ENTERPRISE enroute WESTPAC

MAY

01-16 USS ENTERPRISE VIC Guam/Philippine Islands
17-26 Inport Cubi Point SCS, RP
27-31 USS ENTERPRISE Philippine OPAREA

JUNE

01-11 USS ENTERPRISE Philippine OPAREA
12-16 PVST Hong Kong
17-18 Enroute Subic, Cubi Point SCS
19-30 Inport Subic, RP

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JULY

01-04 Inport Subic, RP. Aircraft accident E-2B BUNO 152483.
05-13 Transit to Indian Ocean
14-31 Indian Ocean (Air Ops)

AUGUST

01-06 Indian Ocean (Air Ops)
07-12 Inport Perth Australia
13-16 Transit to South China Sea
17-18 South China Sea (Air Ops)
19-21 Inport Singapore
22-25 Transit to Subic Bay
26-31 Inport NAS Cubi Point, RP

SEPTEMBER

01-16 Inport NAS Cubi Point, RP
17-21 South China Sea (Air Ops)
22-23 Transit to East China Sea
24-30 East China Sea (READIEX 1-79)

OCTOBER

01-05 Transit to South China Sea
06-09 Inport NAS Cubi Point, RP
10-12 South China Sea
13-17 Transit to Hawaii
18 ENCOUNTEREX (CONSTELLATION)
19-21 Inport Pearl Harbor, HI
25-28 Transit to NAS Alameda, CA
30 Inport NAS Alameda, CA
31 Post deployment standdown, NKX

NOVEMBER

01-30 Post deployment standdown, NAS Miramar
17 Corrosion Control Inspection

DECEMBER

01-31 Post deployment standdown, NAS Miramar
07-10 FLEETEX 1-79, NAS Miramar

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(C) The New Year opened with the squadron located at NAS Miramar, preparing for a change of command which was scheduled for 5 January. Preparations were also underway for VAW-113's sixth deployment to the Western Pacific which would occur in April. On 5 January, Commander Don E. BALLARD assumed command from Commander Bernard F. LOWRY Jr. and Commander Dieter H. OLSEN became the Executive Officer. The schedule for 1978 called for the squadron to complete pre-deployment training, exercises, evaluations and a seven month WESTPAC deployment, returning to NAS Miramar in November. In January the squadron participated with Carrier Air Wing FOURTEEN/USS ENTERPRISE in WEPTRAEX, COM-PUTEX, and READIEX 2-78. The large number of MINEX, SSSC, AAWEX, WASEX, AIC, STK Control, SINKEX, and KOMAREX missions in tracking and striking PURPLE surface forces during READIEX 2-78 honed crewmember skills to a razor's edge. The result of MINEX was an Air Wing certification and highest graded exercise recorded at the Pacific Missile Range. During READIEX 2-78, 27 January through 1 February, the squadron was tasked and provided around the clock airborne coverage for the terminal phase of the six-day exercise.

Having returned from READIEX 2-78 on 1 February, the remainder of the month was spent conducting ground training for maintenance personnel and flight crew members. The squadron's Unit NATOPS Evaluation was graded "Satisfactory" and the COMFITAEW WINGPAC Air Intelligence recognition exam grade was 97.4. The squadron committed the major portion of its flight operations during the month to FCLP's in preparation for the at sea period scheduled for March.

March opened with an at-sea period (1-11) aboard USS ENTERPRISE for operations in the SOCAL operating area. VAW-113 assisted VF-1/VF-2 on 6-7 March in a Phoenix Missile shoot against a BQM-34E in the Pacific Missile Range. COMCARGRU ONE administered an operational readiness inspection for USS ENTERPRISE/CVW-14 during 6-10 March and VAW-113 was graded "Satisfactory". VAW-113 met all scheduled sorties and completed all assigned missions. As a direct result of the many FCLP's conducted prior to each at-sea period, the "Black Eagles" won the CVW-14 Tailhook Award for having the highest squadron landing grade for the period 11 January - 9 March. The remainder of March was devoted to RIMPAC 78 and to the final preparations for deployment. RIMPAC 78 was a major allied exercise conducted by COMTHIRDFLT. Phase I (20 March - 7 April) consisted of inport AAW/ASW training exercises and refresher flight operations. The "Black Eagles" participated in two highly successful AAW CINTEX's on 20-24 March. The "Black Eagles" and USS LONG BEACH gained valuable training and coordination which

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(C) produced dividends later in the exercise.

On 3 April the squadron departed NAS Miramar for NAS Alameda. USS ENTERPRISE got underway on 4 April, commencing the 1978 Western Pacific Deployment. Operations began with ~~refer~~ flights in the Southern California OPAREA. RIMPAC Phase II (7-15 April) was characterized by simulated increased political tension between third world adversaries which subjected the Carrier Task Force to pre-emptive strikes by "ORANGE". VAW-113 countered with five cycle days and a 30 minute alert posture around the clock from 7-12 April and around the clock flight operations 13-16 and 18-22 April. Phase III, the "Hot War" phase of the exercise, began two days earlier than scheduled, on 15 April. In addition to the extensive training for allied forces, VAW-113 attained a record month of flight time, completing 304.6 hours and established a new community record in maintaining a mission capable E-2 airborne for 88.3 consecutive hours. Throughout Phases II and III, the "Black Eagles" were heavily tasked and performed extremely well. Following RIMPAC 78, the participating allied units met in Pearl Harbor, Hawaii (23-24 April) for two days of rest and recreation.

The squadron departed Pearl Harbor on 25 April enroute to the Western Pacific and the Philippines. The "Black Eagles" provided range surveillance/safety and backup Fighter control for Open Ocean MISSILEX (Surprise BUZZARDEX) on 1 May. This highly successful exercise was a prelude to an attempt by five (5) Soviet Bear aircraft to overfly USS ENTERPRISE on 4 May. This event demonstrated the capabilities of the squadron since no Bear aircraft approached within 400 miles of the task force undetected. A Fortress Warrior exercise was arranged for 9-11 May in which EA-3 and US-3 aircraft simulated Bear aircraft to test the capability of the airwing to counter Soviet overflights. The INCHOPEX on 13-16 May was a Mini-ORE for the CVW-14/USS ENTERPRISE team. The "Black Eagles", though heavily tasked in SSSC/AW exercises, met all scheduled commitments and proved the squadron ready in all respects for further WESTPAC operations.

The squadron was involved in operations staged from NAS Cubi Point during the period 17-26 May. An aircraft transfer to sister squadron VAW-115, an airshow at Kadena AFB, Okinawa and the announcement that the "Black Eagles" won the CVW-14 Tail Hook Award for a second consecutive line period were noteworthy events of the inport period, Cubi Point.

The 27 May-11 June at-sea period involved an Open Ocean MISSILEX (30 May-1 June) and PASEX (WASEX) on 8 June with USS OKLAHOMA CITY, Seventh Fleet Flag Ship. Despite adverse weather

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(C) and severe operational area constraints the squadron demonstrated its ability to successfully complete the mission.

June 12-16 was spent in the pearl of the Orient, Hong Kong. Kowloon, Victoria Peak, Wanchai, New Territories, Jimmy's Kitchen, and the China Fleet Club became familiar landmarks for the "Black Eagles". The squadron departed Hong Kong on 17 June for a two day trip to NAS Cubi Point. Due to limited flight hours allocation, the squadron was restricted to minimal inport operational commitments. The long Cubi Point inport period offered sufficient opportunities for aircrew leave and maximum ground training. A MISSILEX on 27-29 June was the only operational tasking during this inport period. The E-2B provided range surveillance/safety and backup control in support of F-14 aircraft firing Sparrow and Sidewinder missiles at BQM targets.

On 1 July, aircraft E-2B BUNO 152483 sustained "Charlie" damage during a night field takeoff. Airframe damage made the aircraft unusable for the remainder of the cruise.

July's at-sea period lasted from 5-13 and was spent in transit to and through the Indian Ocean. The "Black Eagles" participated with various Airwing units throughout the month to practice and refine tactics in varied scenarios. BUZZARD/MISSILEX on 6-7 July provided the aircrews with valuable experience in detecting and tracking high speed TALOS missiles. Another Fortress Warrior exercise was conducted on 9 July and the "Black Eagles" detected and vectored fighter assets against two S-3 aircraft simulating Bear aircraft. Numerous WASEX's on 14, 17, 31 July and twelve MASEX's provided the bulk of tasking for the squadron. On 27 July, USS ENTERPRISE participated in EQUATOREX in which Neptunus Rex and his royal court initiated the squadron's lowly Pollywogs into the ancient order of Shell-back.

August proved to be an interesting and busy month for the "Black Eagles". 1-6 August Air Operations were conducted in the Indian Ocean, during which the E-2B was again tasked primarily with range surveillance, safety and backup control for a BUZZARDEX, resulting in the smoothest BUZZARDEX to date. A WAS/MAS scenario against the Royal Australian Navy and Air Force took place on 5-6 August during which the E-2B was tasked with SSSC to locate the target ship, HMAS STUART. VAW-113 enjoyed an inport period from 7-12 August in the beautiful city of Perth, Australia. The entire air wing and ship's company were welcomed with open arms by the local populace.

Air operations got underway again in the South China Sea on the 17th of August. MERLION SIX involved locating and identifying surface units of the Royal Singapore Navy. (RSN). Solid

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(C) Link-11 data transfer between E-2B aircraft and surface ships played an important role during this evolution. Singapore was the next port of call for the "Black Eagles" and provided many long-lasting memories of the exotic "Lion City". We arrived at our home away from home on 26 August for a long inport period in Cubi Point.

The Airwing returned to an eagerly awaited last at-sea period. Air Operations consisting primarily of Carrier Qualifications occurred from 17-21 September, refreshing pilots for the upcoming exercise, READIEX 1-79. READIEX 1-79 was a major exercise involving carriers USS ENTERPRISE and USS MIDWAY, commenced on 24 September. The amphibious exercises of READIEX 1-79 took place in the South China Sea area. The E-2B was tasked primarily with range surveillance and on-scene commander duties for live-fire exercises. During Phase II, E-2B's flew around the clock with VAW-113 and VAW-115 alternating on 12 hour shifts. During this time we were tasked with control of various types of recoveries due to ship imposed EMCON conditions.

As the Carrier Task Force approached the Tsushima Straits, concern with the real world threats of Soviet overflights grew. AEW became the primary task for the E-2B.

Thoughts began to turn to families and home early in October. From 1-5 October the task force was in transit to the South China Sea and final return to Cubi Point before heading home. Heavy monsoonal rains hampered the loading for the trip home. 8 October was a milestone in Naval Aviation. It was the first time a VAW squadron had won the Golden Tail Hook Award. The "Black Eagles" captured the overall cruise award for the landing grade of "Excellent" with an outstanding grade point average of 3.48 and the right to keep the CVW-14 Golden Tail Hook Trophy throughout the turnaround period. The 13th through the 21st of October was spent in transit to Pearl Harbor, interrupted briefly by an ENCOUNTEREX with USS CONSTELLATION. During ENCOUNTEREX, the "Black Eagles" E-2B aircraft located the "Connie" and her escorts very early in the problem and directed multiple "letter perfect" War-at-Sea strikes. The professionalism exhibited in both the air and surface war on the part of the "Black Eagles" was a fitting end to a successful WESTPAC deployment.

After a short stop in Pearl Harbor and loading of the "Tigers" (dependent sons of crew members), the "Big E" set out to sea for the last time on WESTPAC 78 on 25 October. Transit to NAS Alameda, CA was rough due to typhoons in the immediate area, but failed to slow the ship's progress. Aircrews were up and around early the morning of 29 October in anticipation of the CVW-14 fly-off. Squadron members not assoc-

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(C) iated with the flyoff arrived in Alameda the following day to meet families and friends anxiously awaiting their return.

November was a month of limited activity for VAW-113. Post deployment standdown is a long deserved rest period for squadron mates, used for family reunions and leave periods. Maintenance spent many hours preparing for the corrosion control inspection on the 17th. Hard work was rewarded with a satisfactory grade.

The month of December was highlighted with FLEETEX 1-79 taking place 7-10. The "Black Eagles" were tasked with strike control, CAP control and communications coordination as a member of the PURPLE forces. They responded in a typically fine fashion, completing seven of seven assigned sorties. The "Black Eagles" were commended for their significant contribution to the success of the exercise in a message from COMFEWSG and COMFITAEWWINGPAC.

In retrospect, 1978 has been a very good year for the "Black Eagles of VAW-113. Minor setbacks occurred for the squadron, but all challenges were met in a manner that maintained the reputation of VAW-113 as being the best VAW squadron in the U. S. Navy. The next year presents additional challenges for the "Black Eagles" and a chance to repeat and improve on the exemplary performance of 1978.

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BEARINGS OF 030-240 DEGREES, EXTENDING INTO THE SAN DIEGO AREA. THESE STROBES ARE NORMAL, DUE TO NUMEROUS MUTUAL FREQUENCY GROUND RADARS OPERATING IN AND AROUND SAN DIEGO. THESE STROBES APPEARED ONLY DURING THE TIME FRAME OF THE FALSE TARGETS.

2. (U) E-2B/NK603 EXPERIENCED A RARE FORM OF RUNNING RABBITS. THIS TYPE OF INTERFERENCE (ALSO SEEN IN MIJI INCIDENT 77-513 REF B) IS CAUSED WHEN ANOTHER EMITTER, OPERATING ON APPROXIMATELY THE SAME PULSE REPETITION FREQUENCY (PRF) OF THE VICTIM, INTERROGATES AN IFF. THE TRANSPONDER WILL CAUSE A RUNNING RABBITS PRESENTATION ON THE SCOPE OF THE VICTIM WHEN THE SCAN RATES ARE IN CLOSE SYNCHRONIZATION AND PAINTING THE AIRCRAFT IN OVERLAPPING SECTORS. THE APPARENT SPEED OF THE TARGET IS DEPENDENT UPON THE DIFFERENCE IN THE SCAN RATES OF THE ILLUMINATING RADARS. ONCE THE SCANS DRIFT SUFFICIENTLY TO PROHIBIT SIMULTANEOUS TARGET ILLUMINATION, THE CONTACTS WILL DISAPPEAR. SINCE THE OPERATING FREQUENCY OF THE RADAR AND THE IFF DIFFER, THE RADAR PORTION IS UNAFFECTED AND NO TARGET IS PRESENTED WITH THE IFF PRESENTATION. SEVERAL NAVAL AIR SEARCH RADARS OPERATE WITH A 300 PRF AND 10-12 SEC CIRCULAR SCANS WHICH CORRELATE WITH THE AN/APS-96 PARAMETERS. SINCE THE STROBES FROM THE SAN DIEGO AREA ARE PART OF NORMAL PROPGATION PATTERNS, THIS INTERFERENCE IS PROBABLY UNASSOCIATED WITH THE FALSE MODE 2 TARGETS.

3. (U) CONCLUSION: INTERFERENCE FROM AN UNDETERMINED EMITTER ON OR NEAR THE SAME PRF AND SCAN RATE OF THE VICTIM.

4. (U) EWI COMMENDS LTS ARSENAULT AND OSBORN AND ALL PERSONNEL INVOLVED WITH THE PREPARATION OF THE MIJI REPORT. THE NARRATIVE DESCRIPTION IN PARA 39 IS ONE OF THE BEST WE HAVE SEEN. SUCH EFFORTS ARE NOTEWORTHY AND APPRECIATED BY THE MIJI ANALYSTS.

5. (U) ANALYST: A.L. ESHLEMAN/AUTOVON: 945-2314
XGDS-3

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ROUTINE

R 102048Z FEB 78

FM AFEWC KELLY AFB TX /EWI

TO USS ENTERPRISE

INFO JCS WASH DC /J3 EW DIV
CNO WASH DC /OP941
COMNAVTELCOM WASH DC /SAFM
COMCARGRU ONE
OL CG AFEWC OFFUTT AFB NE /OIC
CG FMFPAC CAMP H M SMITH HI
COMFITAEWINGPAC SAN DIEGO CA
COMCAEWING TWELVE NAS NORFOLK VA
COMPACMISTESTCEN PT MUGU CA
CARAEWRON ONE ONE THREE
CINCPAC HONOLULU HI /J61/J611/J315
COMSEVENTHFLT
HQ PACAF HICKAM AFB HI /DCOSF/DOOFJ/DCG

HQ USAF WASH DC /XOOII/INYSB
COMNAVELEXSYS COM WASH DC /OP95
NFOIO FT GEORGE G MEADE MD
HQ SAC OFFUTT AFB NE /XOBD
NAVPRO LAUREL MD
COMNAVINT COM ALEXANDRIA VA
COMIPAC HONOLULU HI
COMCARAIRWING FOURTEEN
NAVEMSCEN CHELTENHAM MD
CINCPACFLT PEARL HARBOR HI
COMTHIRDFLT
OL CG AFEWC HICKAM AFB HI

BT
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SUBJ: EVALUATION OF MIJI INCIDENT 075 FROM USS ENTERPRISE (U)
REF A: USS ENTERPRISE 022234Z FEB 78 (NOTAL)
REF B: AFEWC/EWI 261746Z JUL 77 (NOTAL)

1. (C) PERSONNEL ABOARD E-2B/NK603, EXPERIENCED INTERFERENCE TO THE AN/APX-76 AND RT-988 IFF SYSTEMS. THIS INCIDENT COMMENCED 010945Z FEB 78 WHEN SEVERAL MODE 2 IFF TARGETS APPEARED BETWEEN 50 AND 80 NM. HOWEVER, NO AN/APS-96 RADAR CONTACTS CORRELATED WITH THESE IFF TARGETS. THERE WERE SEVERAL S-3A AND ONE P-3C IN THE AREA OF THE FALSE VIDEO. THESE UNITS TRACKED NORMALLY. A CHECK WITH OTHER AIRCRAFT REVEALED THE PROBLEM WAS UNIQUE TO E-2B/NK603. MAINTENANCE PERSONNEL CONDUCTED A TEST OF THE EQUIPMENT WHICH WAS FOUND TO BE OPERATING NORMALLY. A SIGNAL CHECK DISCLOSED THAT VALID RECEPTIONS APPEARED AS SOLID BLOCKS OF VIDEO WHILE FALSE SIGNALS APPEARED AS DOUBLE PULSE TRAINS. THE FALSE IFF TARGETS RAN INBOUND TO 15-30 NM AND DISAPPEARED. STROBES WERE SEEN BETWEEN THE

DLVR:CARAEWRON ONE ONE THREE DET NAS MIRAMAR CA(3)...INFO

010(13)...INFO FOR COMFITAEWINGPAC SAN(13)

/ 8/0001

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