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1979

CARRIER AIRBORNE EARLY WARNING SQUADRON 115  
FPO SAN FRANCISCO 96601

VAW-115  
ADMIN:RRN:j1  
5750  
Ser C1  
26 February 1980

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From: Commanding Officer, Carrier Airborne Early Warning Squadron  
ONE HUNDRED FIFTEEN  
To: Chief of Naval Operations (OP-0502)  
Subj: Command History (OPNAV 5750-1); submission of  
Ref: (a) OPNAVINST 5750.12B  
Encl: (1) Carrier Airborne Early Warning Squadron  
ONE HUNDRED FIFTEEN Command History for calendar  
year 1979

1. In accordance with reference (a), enclosure (1) is submitted.

  
J. A. HARRISON

Copy to:  
CINCPACFLT  
NAVHISTCEN (OP-09B9)

Classified by CO, VAW-115  
Subject to GDS of E. O. 11652  
Automatically Declassified  
on 31 December 1986

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**CARRIER AIRBORNE EARLY WARNING SQUADRON  
ONE HUNDRED FIFTEEN  
(VAW-115)**

**COMMAND HISTORY  
CALENDER YEAR 1979**

**COMMANDER G. A. HARRISON, USN  
COMMANDING**

**Enclosure (1)**

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PART I  
BASIC HISTORY

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Enclosure (1) to VAW-115 ltr  
5750 Ser C-1 of 26 February 1980

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A. (U) Command Organization.

1. Commanding Officer.

CDR G. A. HARRISON, USN, [REDACTED]/1310, 1 January to 31 December 1979.

2. Mission. The squadron's primary mission is to provide the Officer in Tactical Command (OTC) with Airborne Early Warning (AEW) data on targets entering the surrounding airspace, utilizing four E-2B aircraft. An Airborne Tactical Data System (ATDS) is incorporated in the E-2B to accomplish this mission. The ATDS is also capable of performing many secondary command and control functions.

3. Carrier Airborne Early Warning Squadron ONE HUNDRED FIFTEEN (VAW-115) was embarked on USS MIDWAY (CV-41), homeported at Naval Station, Yokosuka, Japan, as part of the Overseas Family Residency Program.

4. During the year the squadron reported to Commander, Carrier Air Wing FIVE and Commander, Fighter Airborne Early Warning Wing, U. S. Pacific Fleet.

5. The standard organizational structure for VAW aviation commands was maintained throughout the year. An average of 25 officers and 128 enlisted men were assigned. Ten pilots, twelve Naval Flight Officers and five Flight Technicians comprised five aircrews for operation of the four E-2B aircraft. Two ground maintenance officers and one air intelligence officer were assigned.

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B. (C) Summary of Operations.

1. (C) Operations Schedule.

a. First Quarter.

1 - 10 JAN Inport Yokosuka, JA  
11 - 17 JAN Cyclic Operations, enroute Hong Kong  
18 - 22 JAN Inport, Hong Kong  
23 - 24 JAN Enroute Subic Bay, R. P.  
25 - 31 JAN Upkeep, Inport, Subic Bay, R. P.  
1 - 2 FEB Upkeep, Inport, Subic Bay, R. P.  
3 - 19 FEB MULTIPLEX 2-79, Okinawa  
20 - 25 FEB Inport, Yokosuka, JA  
26 - 28 FEB Enroute East China Sea  
1 - 17 MAR Exercise Team Spirit, East China Sea  
18 - 31 MAR Inport, Yokosuka, JA

b. Second Quarter.

1 - 6 APR Inport, Yokosuka, JA  
7 - 30 APR Indian Ocean Contingency Operations,  
Gulf of Aden area (GOA)  
1 - 7 MAY Indian Ocean Contingency Operations, GOA  
8 - 11 MAY Inport, Mombasa, Kenya  
12 - 31 MAY Indian Ocean Contingency Operations, GOA  
1 - 6 JUN Indian Ocean Contingency Operations, GOA  
7 - 10 JUN Enroute South China Sea  
11 - 13 JUN Inport, Subic Bay, R. P.  
14 - 18 JUN Cyclic Operations, Enroute Yokosuka, JA  
18 - 30 JUN EISRA, Inport, Yokosuka, JA

c. Third Quarter.

1 - 31 JUL EISRA, Inport, Yokosuka, JA  
1 - 19 AUG EISRA, Inport, Yokosuka, JA  
20 - 30 AUG Refresher Operations, Enroute Hong Kong  
31 AUG Inport, Hong Kong  
1 - 2 SEP Inport, Hong Kong  
3 SEP Enroute South China Sea  
4 SEP Cyclic Operations, South China Sea  
5 - 8 SEP Inport, Subic Bay, R. P.  
9 - 13 SEP Cyclic Operations, Enroute Yokosuka, JA  
14 - 29 SEP CMD INSP, IWSR, Yokosuka, JA  
30 SEP Fly Aboard, R-116, Northern Japan

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d. Fourth Quarter.

1 - 7 OCT	Cyclic Operations, South China Sea
8 - 9 OCT	Inport, Subic Bay, R. P.
10 - 19 OCT	Cyclic Operations, Enroute Australia
20 - 25 OCT	Inport, Freemantle, Australia
26 - 31 OCT	Cyclic Operations, Indian Ocean
1 - 8 NOV	Cyclic Operations, Indian Ocean
9 - 12 NOV	Inport, Mombasa, Kenya
13 - 30 NOV	Indian Ocean Contingency Operations, Gulf of Oman Area. (Gonzo Station) (Operational Commanders Eval)
1 - 31 DEC	Indian Ocean Contingency Operations, Gulf of Oman Area (Gonzo Station)

2. (C) Narrative Summary. From Exercise Team Spirit 79 in March through the second Indian Ocean Contingency Operations deployment lasting through December the majority of the squadron's efforts were directed towards early detection of foreign aircraft attempting unescorted overflights of the USS MIDWAY Battle Group.

a. First Quarter.

(1) WASEX 1-79: In this exercise against a five ship SAG, the E-2B joined with an EA-3B and on an EA-6A to provide initial detection and targeting data for an Alpha Strike. A Liberty Bell HAWKEYE provided Strike Control and an over-the-horizon target update resulting in a successful 18 plan attack.

(2) MULTIPLEX 2-79: A multi-threat exercise designed to test a Carrier Battle Group's ability to defend itself against coordinated surface, sub-surface and air attacks.

(a) WASEX 2-79: USS OKLAHOMA CITY was identified by SSSC asset and targeted by an E-2B. A 13 plane strike was vectored in for a successful WASEX on the ORANGE Flagship.

(b) MISSILEX 1-79: A Liberty Bell HAWKEYE provided range clearance and coordination for a drone missile. A VF-161 F-4J splashed the BQM-34 on the first run.

(c) DACMEX: Liberty Bells provided broadcast control and airspace sanitation for a "Many vs Many" air combat maneuvering exercise between CVW-5 F-4J's and opposing Navy and marine assets from Okinawa.

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(d) BUZZARDEX 1-79: A Liberty Bell HAWKEYE provided range sanitation and safety coordination for a successful TALOS shot from the USS OKLAHOMA CITY.

(e) WASEX 3-79: A Liberty Bell HAWKEYE detected a "hostile" submarine when it surfaced to fire cruise missiles at the Task Group. An A-6E was vectored in for the platform kill and F-4J's splashed the A-4 cruise missiles.

(f) EMCON RECOVERIES: During MULTIPLEX, the EMCON posture of the CVBG necessitated 17 EMCON recoveries during a 36 hour continuous flying evolution. Over 250 aircraft were vectored home safely by the Liberty Bells, with the largest night EMCON recovery encompassing 22 aircraft.

(g) AAWEX 1-3/79: Liberty Bell HAWKEYE's provided AEW/AIC for Task Group Defense in three successful Anti-Air Warfare exercises involving 25 raid platforms. The Liberty Bells were credited with initial track detection on 60% of the 25 raiders, and CAP control splashed on 40% of the raids. An E-2B controlled one section of CAP in each AAWEX.

(3) TEAM SPIRIT 79: The largest coordinated U. S. Forces annual combat exercise in the Pacific Theater. USAF, USA, and USN units combine with South Korean Forces to defend South Korea against a multi-threat scenario. The Task Group Commander used the HAWKEYE extensively for Command and Control during the "hot war" phase of this exercise. As "real world" Soviet, Chinese, and Vietnamese tensions mounted, Soviet surveillance flights transiting the area increased and allowed the Liberty Bells to log multiple intercepts on 8 Bears and 15 Badgers; average initial detection range was 188 NM from the Task Group. Experience was also gained working with MTDS, USAF MPC's and the E-3A AWACS in the tactical data system (TDS) environment. A VAW-115 officer was ordered TAD by CTG 77.4 as liaison to the USAF E-3A Det during Team Spirit 79. This opportunity facilitated a highly successful mission and LINK-11 interface.

b. Second Quarter. The entire Task Group was awarded the Navy Expeditionary Medal for a short notice, JCS tasked deployment to the Indian Ocean, Gulf of Aden area.

(1) ALPHA STRIKE 1-79: A Liberty Bell HAWKEYE provided initial targeting information and TARCAP AAW vectors during a successful 27 aircraft long range (500 NM) strike on Diego Garcia.

(2) SINKEX 1-79: A Liberty Bell HAWKEYE provided range coordination for a successful CVW-5 SINKEX off Diego Garcia.

(3) AAWEX 4-8/79: The Liberty Bells were credited with initial detection on 60% of the raid aircraft and 50% of the splashes.

(4) WASEX 4-6/79: Two Liberty Bell HAWKEYE's provided targeting and strike control against the USS LASALLE, USS DOWNES and USS ENGLAND. All targets were judged "destroyed" with minimal losses to the strike aircraft.

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(5) PASSEX 1-79: A Liberty Bell HAWKEYE provided SSSC/targeting for a WASEX on the French Navy Ship DUQUESNE. Debriefs indicated the French unit was confused and "destroyed" by CVW-5 WASEX tactics.

(6) SPECIAL SSSC TASKING: The Liberty Bells were tasked with maintaining the daily SSSC plot of the USSR MINSK Task Group as it transited the Indian Ocean between 25 April and 2 June. The first and last daylight events were devoted totally to strategic plot updating for "AS". CTG 70.1 tasked CVW-5 aircraft to conduct extremely long range reconnaissance of the MINSK. This was accomplished at ranges exceeding 700 NM utilizing double cycle A-7E's, A-6E's, and the E-2B.

(7) REAL WORLD INTERCEPTS: During this deployment 45 intercepts were logged with F-4J/A-7E CAP as Liberty Bell HAWKEYE'S detected a plethora of Soviet MAY and CUB aircraft. Detection ranges from the Task Group averaged 185 NM with fighter join up averaging 105 NM.

(8) MISSILEX 2-79: Successful range clearance/AUTOCAT from KIDSKIN to MIDWAY STRIKE off Poro Point; drone was splashed by VF- 151 F-4J's.

(9) COPE CHERRY 1-79: The Liberty Bells provided vectors for inbound raid aircraft in this successful ADEX with the Japanese Air Self Defense Force on Okinawa. Over one dozen raid profiles were flown by CVW-5 aircraft.

c. Third Quarter. The first half of the third quarter was spent inport as USS MIDWAY completed its Extended Incremental Ship's Reduced Availability (EISRA). A Hong Kong port visit followed extensive refresher operations subsequent to EISRA. A static display and briefing for Vice President Mondale was conducted during his onboard visit in Hong Kong. During the 14 to 19 September inport the squadron received a grade of satisfactory on a Command Inspection conducted by COMFITAEWINGPAC, with an assist from COMFAIRWESTPAC. The squadron also completed, during this inport, an Integrated Weapon System Review (IWSR) conducted by COMFITAEWINGPAC, AND a review of the latest ATDS tactical program (ASA-27A, tape 27).

(1) MISSILEX 3-7/79: Liberty Bell HAWKEYE's provided range sanitation and coordination services for four drone exercises off Poro Point. Two HAWKEYE's assisted in an emergency divert for one of the F-4J's in a freak AIM-7 firing accident.

(2) MINEX 1-79: Range clearance and divert assistance was provided on a very successful mining exercise in Binaga Bay. CVW-5 mining aircraft received a 98% score on this event.

d. Fourth Quarter. This quarter was spent entirely in the Indian Ocean. The scheduled deployment was extended through 31 December by JCS contingency operations tasking. USS MIDWAY's operating station in the Northern Arabian Sea, in the vicinity of the Gulf of Oman, was humorously named "Gonzo Station" by the ship's Air Wing, Carrier Air Wing FIVE. Exercises Beacon South and Beacon Compass were conducted with Indian Ocean littoral countries. Due to the year's head

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Commander's Evaluation" was conducted in November, in lieu of a regular Operational Readiness Evaluation (ORE); the squadron received a grade of Outstanding.

(1) MINEX 2-79: Another successful CVW-5 Mining exercise with Liberty Bell HAWKEYE aircraft providing range clearance for Binaga Bay.

(2) PASSEX 2/79: A Liberty Bell HAWKEYE provided initial detection and over-the-horizon targeting to WASEX aircraft during an EMCON Strike on the HMS NORFOLK as the MIDWAY Task Group transited the Celebes Sea.

(3) PASSEX 3-4/79: Off the coast of East Africa the Liberty Bells controlled the SSSC initial detection effort on three Kenyan PT boats attempting to sink MIDWAY. Both missions resulted in successful WASEX strikes for CVW-5 aircraft.

(4) FORTRESS WARRIOR 1-3/79: The Task Group US-3A was utilized as a non-squawking hostile on three separate occasions as it attempted to penetrate Task Force Defense. Liberty Bell crews provided initial detection on each exercise at an average of 120 NM and vectored CAP assets for escort well outside the simulated cruise missile delivery envelope.

(5) MISSILEX 7-8/79: Liberty Bell HAWKEYE's provided range sanitation and coordination for two F-4J launched AQM drone exercises off Diego Garcia. In addition, the HAWKEYE was used to clear the area for the first firing of CV-41's BPDMS.

(6) "REAL WORLD" AEW: The Gulf of Oman contingency MODLOC has provided maximum AEW exposure for VAW-115 aircrews as the CVBG was subjected to numerous overflight surveillance attempts by Soviet and Third World aircraft. November/December airborne intercepts totalled over 100 against Soviet MAY's and CUB's, Omani CANBERRA's and JAGUAR's, Pakistani ATLANTIQUE's, and Iranian P-3C's. Initial detection averaged 200 NM from the CVBG with fighter join up averaging 110 NM. The continuous state of a Alert "A" and continuous high tempo of operations has peaked the Liberty Bells in today's AEW environment.

C. (C) Special Topics.

1. (C) Statistics.

a. (C) Assigned Aircraft.

Bureau No. 150535	01 JAN - 31 DEC 79
Bureau No. 151706	01 JAN - 11 AUG 79
Bureau No. 151707	01 JAN - 26 JUN 79
Bureau No. 152488	01 JAN - 31 DEC 79
Bureau No. 151702	26 JUN - 31 DEC 79
Bureau No. 152484	11 AUG - 31 DEC 79

b. (C) Flight Performance Data.

(1) Total Flight Hours 3,315

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(2) Embarked Data.

Total Day Hours	1,513
Total Night Hours	497
Total Day Sorties	368
Total Night Sorties	222
Total Day Landings	371
Total Night Landings	217

(3) Disembarked Data.

Total Day Hours	234
Total Night Hours	71
Total Day Sorties	97
Total Night Sorties	65
Total Day Landings	989
Total Night Landings	599

c. (C) Mission Performance Data.

(1) Weapon System Readiness.

Total Mission Hours	2,001
Full Mission Capable Hours (FMC)	1,428
Full Mission Capable Percent	71%

(2) LINK-11 Performance.

Total LINK-11 Hours	1,658
Total Two-Way Hours	1,192
Two-Way Percent	72%
Total One-Way Hours	243
One-Way Percent	15%

(3) Intercept Data.

Total Intercepts	949
LINK-4A Intercepts	209
Total Air Control Hours	640

d. Safety Statistics.

As of 31 December 1979:

Total Hours Accident Free	13,883
Total Months Accident Free	88
% CY 79 OPS in "Blue Water"	65%

e. Records Established.

Most Hours Flown in One Month 368, December 1979

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Most Hours Flown in One Quarter 848, 4th Quarter 79  
Most Hours Flown in a Year: 2,315 1979

f. Tactics Development.

(1) RETURN TO FORCE: A VAW-115 officer standardized the RTF corridor procedures for CVW-5 currently being utilized by the PIRAZ unit on Gonzo Station.

(2) EMCON RECOVERY: A VAW-115 officer revised the EMCON RECOVERY TACNOTE and standardized the CVW-5 procedure in accordance with the E-2B TACMAN.

(3) A-7E CAP: COMCARGRU SEVEN tasked VAW-115 to provide a point paper on the utilization of A-7E CORSAIR II aircraft as a Combat Air Patrol Asset. LIBERTY BELL aircrews evaluated this program daily on "real world" intercepts and Fleet AAWEX's in the Gulf of Oman area.

(4) PIRAZ/CAP GULF OF OMAN: A VAW-115 officer originated and recommended the Task Force AEW/AW posture currently being maintained in the Gulf of Oman during JCS contingency operations. The AEW environment in this area is complex and demanding due to georgraphy, multiple airways and concentrated sealanes.

(5) AAWEX TEAMS: Liberty Bell CICO's are Team Leaders on three of the four Battle Group AAWEX Planning Teams and are responsible for researching, constructing, observing and evaluating all Task Group AAWEX's.

(6) AIR WING FLY-ON'S: VAW-115 is the CVW-5 designated Fly-on coordinator for all Tokyo area evolutions. The Liberty Bells are tasked as Shore-to-Ship corridor monitor platform in this congested air traffic environment. During CY 79, five Fly-on's involving over 220 aircraft were safely handled by the Liberty Bells.

(7) HAWKEYE FAM FLIGHTS: During CY 79, two Flag Officers received orientation flights in the E-2B:

(a) RADM M. S. HOLCOMB, CCG-3 (Now VADM, DCNO)

(b) RADM R. B. McCLINTON, COMNAVSURFGRUWESTPAC

**A. Awards.**

**1. Navy Expeditionary Medal.**

By SECNAVNOTE 1650 of 26 October 1979, VAW-115 was awarded the Navy Expeditionary Medal for Iranian/Yemen/Indian Ocean Contingency Operations for the period 15 April 1979 to 6 June 1979.

**2. Meritorious Unit Commendation.**

By his letter, serial 1292 of 27 December 1979, the Secretary of the Navy approved the awarding of the Meritorious Unit Commendation to VAW-115 for the period 1 July 1977 to 30 June 1979.

**3. AEW Excellence Award.**

VAW-115 was the calendar year 1978 winner of the AEW Excellence Award. This was the first time the squadron won this coveted award.

**4. Navy Commendation Medal.**

LCDR [REDACTED]  
ADC [REDACTED]

**5. Navy Achievement Medal.**

AMCS [REDACTED]  
YNC [REDACTED]  
YN3 [REDACTED]  
AMHAN [REDACTED]

**6. Good Conduct Medal.**

AMCS [REDACTED]  
ADC [REDACTED]  
PN1 [REDACTED]  
AMS1 [REDACTED]  
AT2 [REDACTED]  
AT2 [REDACTED]  
AD2 [REDACTED]  
AT2 [REDACTED]

**B. Commendations.**

**1. Letters of Commendation.**

AMCS [REDACTED]  
AK1 [REDACTED]  
AT1 [REDACTED]  
PR1 [REDACTED]  
AT2 [REDACTED]  
AD3 [REDACTED]  
AE3 [REDACTED]  
AD3 [REDACTED]

2. USS MIDWAY Sailor of the Month.

ADAN [REDACTED]

3. Carrier Air Wing FIVE Rated Man of the Month.

AD1 [REDACTED]  
BM3 [REDACTED]

4. Carrier Air Wing FIVE Non-Rated Man of the Month.

ATAN [REDACTED]  
ATAN [REDACTED]  
AMSAN [REDACTED]

5. VAW-115 Rated Man of the Quarter.

AK1 [REDACTED]  
AMS2 [REDACTED]  
AMH3 [REDACTED]  
PR2 [REDACTED]

6. VAW-115 Non-Rated Man of the Quarter.

ATAN [REDACTED]  
AMHAN [REDACTED]  
ADAN [REDACTED]  
ATAN [REDACTED]

7. VAW-115 Rated Man of the Month.

AD3 [REDACTED]  
AK1 [REDACTED]  
BM3 [REDACTED]  
AMS2 [REDACTED]  
AME2 [REDACTED] n B  
AME2 [REDACTED]  
AMH3 [REDACTED]  
AMS1 [REDACTED]  
AD1 [REDACTED]  
AT1 [REDACTED]  
AT1 [REDACTED]  
PR2 [REDACTED]

8. VAW-15 ~~NON~~-Rated Man of the Month.

AMHAN [REDACTED]  
ATAN [REDACTED]  
ATAN [REDACTED]  
AMSAN [REDACTED]  
AMHAN [REDACTED]  
AMSAN [REDACTED]  
AEAN [REDACTED]

ADAN  
ADAN  
ATAN



9. Pro's of the Week.

a. From COMNAVAIRFAC SAN DIEGO CA 220211Z JUN 79 and  
COMFITAEWINGPAC SAN DIEGO CA 051915Z JUN 79:

"DURING A NIGHT AEW MISSION IN THE INDIAN OCEAN, LT [REDACTED] AND LT [REDACTED] OF VAW-115'S LIBERTY BELLS' DISCOVERED THEIR HAWKEYE FLAPS STUCK IN THE 'UP' POSITION. EXTENSIVE TROUBLESHOOTING BY THE ENTIRE CREW IAW NATOPS, INCLUDING THOROUGH DISCUSSIONS WITH SHIPBOARD MAINTENANCE PERSONNEL, FAILED TO RECTIFY THE CRITICAL SITUATION. LTS' [REDACTED] AND [REDACTED] PREPARED FOR THE INEVITABLE NIGHT, CASE III, FLAPS-UP APPROACH. LT [REDACTED] PRACTICED TWO APPROACHES, BOLTERED ON HIS FIRST ATTEMPT, AND THEN FLEW A 'RAILS PASS' TO AN UNEVENTFUL ARRESTMENT. THE ENTIRE EVOLUTION WAS HANDLED IN A THOROUGHLY PROFESSIONAL MANNER BY ALL INVOLVED AND WAS A TRULY OUTSTANDING DISPLAY OF SUPERB AIRMANSHIP BY LT [REDACTED] AND LT [REDACTED]. WELL DONE."

b. From COMFITAEWINGPAC SAN DIEGO CA 251715Z MAY 79:

"AN E-2B OF VAW-115 WAS ON DECK, ENGINES AND PROPELLERS TURNING IN PREPARATION FOR LAUNCH. THE AIR BOSS CALLED FOR A 'CORPSMAN ON DECK' AND A CORPSMAN IMMEDIATELY RESPONDED. WHILE RUSHING FORWARD, HEAD DOWN HE FAILED TO SEE THE TURNING E-2B PROPELLER. THE LIBERTY BELL PROP GUARDS AMS3 [REDACTED], AD3 [REDACTED], AND AD3 [REDACTED] SIMULTANEOUSLY NOTICED THE IMPENDING IMPACT, AND BEGAN SHOUTING AND WAVING THEIR ARMS, BUT AMHAN [REDACTED] RAN FORWARD, AND GRABBED THE CORPSMAN INCHES BEFORE HE STEPPED INTO THE PROP: FOR THEIR QUICK THINKING AND FAST REACTIONS THESE MEN, IN PARTICULAR AMHAN [REDACTED], HAVE BEEN SELECTED CFAWP PROS OF THE WEEK."