

MISSION ONE SEVEN TWO FOUR FOLLOWS:
FIRST THIRTY MINUTES, MULTIPLE SIGNALS WERE INTERCEPTED ON BOTH SIDES OF THE AIRCRAFT. THERE WERE, AT TIMES, TOO MANY SIGNALS PRESENT FOR ALL TO BE ANALYZED. ALL SIGNALS DURING THIS TIME ARE BELIEVED TO BE FRIENDLY. FROM 0030 TO 0135, NO SIGNALS WERE PRESENT. AT 0135, SUSPECTED SHIPBORNE TYPE RADAR WAS ENCOUNTERED AND CONTINUED, EXCEPT FOR OCCASIONAL SHORT BREAKS UNTIL 0747. FROM 0747, TO THE END OF THE MISSION, NO SIGNALS WERE INTERCEPTED. THE ONLY UNUSUAL OCCURANCE WAS THE CONCENTRATION OF RADAR THAT STARTED BUILDING UP AT 0630 1/2 AND LASTED UNTIL ROUGHLY 0715. AT 0645, THERE WERE AT LEAST FIVE SIGNALS PRESENT AND POSSIBLY MORE, AT THE SAME TIME. THERE WERE TOOMANYTQLWW SIGNALS TO SEPARATE AND ANALYZE EACH OF THEM. THIS CONCENTRATION COULD HAVE ORIGINATED FROM A SMALL CONVOY OF SHIPS, AS MOST OF THE SIGNALS ARE BELIEVED TO BE SHIPBORNE TYPE RADAR, AND WOULD EXPLAIN THE MORE THAN USUAL AMOUNT OF RADAR IN A PARTICULAR AREA ON ONE FREQUENCY BAND.

1225

PART TWO. SYSTEM I GA B - S. TONE LEFT SIDE OK. TONE RIGHT OK. BUZZER CHECK BOTH SIDES OK.

- 0000 START - HI PRF RIGHT SIDE WEAK.
- 0001 MULTIPLE SIGNALS RIGHT SIDE, TOO WEAK FOR ANALYSIS.
- 0003 1/2 MULTIPLE SIGNALS BOTH SIDES, STRONG.
- 0005 HI PRF RIGHT SIDE 5.5 SEC S/R.
- 0005 1/2 MED PRF RIGHT SIDE 17.1 SEC S/R.
- 0006 MED PRF LEFT SIDE, DIFFERENT SIGNAL 15.8 SEQC S/R.
- HI PRF LEFT SIDE 5.5 SEC S/R, SAME SIGNAL AS AT 0005 ONLY CHANGED SIDES.
- 20008 1/2 MED PRF RIGHT SIDE DOWN.
- 0010 HI AND MED PRF LEFT SIDE STILL PRESENT.
- 00WP0011 HI PRF 5.5 SEC S/R CHANGED TO RIGHT SIDE.
- 0012 HI PRF APPEARS TO BE ZERO DEGREES TO 180 DEGREES FROM AIRCRAFT.
- 0013 HI PRF NOW BACK RIGHT SIDE. MED PRF LEFT SIDE DOWN.
- 0017 1/2 HI PRF BECOMING WEAK. STILL RIGHT SIDE.
- 0026 HI PRF RIGHT SIDE HEARD OCCASIONALLY. VERY WEAK (IKC TONE RUNNING 20DB).
- 0030 HI PRF RIGHT SIDE DOWN. NO SIGNALS AUDIBLE.
- 0031 ICW TRANSMITTED ONCE. FIRST DASH WAS APPROX THREE SECONDS LONG FOLLOWED BY RRS, EACH LETTER BEING WELL SEPARATED FROM THE OOTHER.
- 0045 NO SIGNALS AUDIBLE.
- 0100 NO SIGNALS AUDIBLE.
- 0115 NO SIGNALS AUDIBLE.
- 0130 NO SIGNALS AUDIBLE.
- 0135 ONE ILLUM MED PRF LEFT SIDE, WEAK.
- 013/..
- 0136 SIGNAL NOT STRONG ENOUGH TO GET ONE FULL SWEEP.
- 0138 S/R IS JEMY SECONDSBM SIGNAL STILL VERY WEAK.
- 0143 SIGNAL STRONGER, SOMETIMES HAS TWO ILLUMS APPROX 0.2 SECONDS APART. MAY BE SIDE LOBE. NOT HEARD ALL THE TIME.
- 0148 SIGNAL FADING. STRONGEST FROM 0143 TO 0144. DOUBLE ILLUM NOT HEARD DURING THIS PERIOD.
- 0152 SIGNAL DOWN. DOUBLE ILLUM NOT HEARD WHILE FADING.
- (IKC TONE RUNNING - 20DBWLM
- 0200 NO SIGNALS AUDIBLE.
- 0215 NO SIGNALS AUDIBLE.
- 0224 1/2 MED PRF RIGHT SIDE 6.2 SEC S/R. CAME ON ABRUPTLY AND STRONG.

0226 SIGNAL DOWN. STRONGEST AT 0224 1/2. (IKC TONE RUNNING - 18DB).
 0230 NO SIGNALS AUDIBLE.
 0235 MED PRF RIGHT SIDE, WEAK, ONLY TWO ILLUMS HEARD.
 0245 NO SIGNALS AUDIBLE.
 0246 MED PRF RIGHT SIDE, WEAK. 6.2 SECOND S/R. SIGNAL SAME AS INTERCEPTED AT 0224 1/2.
 0249 1/2 SIGNAL DOWN. STRONGEST 0247.
 0300 NO SIGNALS AUDIBLE.
 0310 END REEL NUMBER ONE. START REEL NUMBER TWO.
 0314 MED PRF LEFT SIDE. ONLY TWO ILLUMS HEARD. ESTIMATE PRF 450 - 500.
 0316 TWO MORE ILLUMS HEARD. SIGNAL VERY WEAK. (IKC TONE - 22DB).
 0319 SIGNAL NOT HEARD SINCE 0316. BELIEVE SIGNAL DOWN.
 0321 MED PRF LEFT SIDE, WEAK, POSSIBLY SAME SIGNAL AS INTERCEPT AT 0314.
 0324 SIGNAL VERY WEAK, HEARD OCCASIONALLY.
 0325 SIGNAL STRONGER, S/R 5.4 SEC, ESTIMATE PRF 450 - 500.
 0327 MED PRF RIGHT SIDE, BELIEVE SAME SIGNAL. DOUBLE ILLUMINATION AUDIBLE OCCASIONALLY 0.8 SEC APART.
 0329 MED PRF NOW LEFT SIDE, SAME SIGNAL.
 0331 S/R NOW SEEMS TO BE 11.3 SEC. SIGNAL IS STRONG.
 0333 BELIEVE DOUBLE ILLUM CAUSED BY TWO RADARS, SAME LRF S/R'S 10.8 AND 11.3 SECONDS.
 0335 SIGNAL WITH 10.8 SEC S/R WEAK. OTHER SIGNAL STRONG. BOTH LEFT SIDE.
 0340 SIGNAL WITH 11.3 SEC S/R AUDIBLE ON RIGHT SIDE NOW AS WELL AS LEFT, THOUGH WEAK. SIGNAL STRONG ON LEFT SCDE, SIDE LOBES AUDIBLE. STRONGEST NOW.
 0345 BELIEVE 10.8 SEC S/R SIGNAL NOW SECTORING AT 60 SEC WITH 2.4 SEC BETWEEN ILLUMS. STRONGEST NOW
 0349 1/2 SIGNAL NO LONGER SECTORING AND BECOMING WE

AAH
UQ11.3 SEC

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0349 1/2 SIGNAL NO LONGER SECTORING AND BECOMING WAAA. 1111.3 SEC S/R SIGNAL ALSO FADING.
 0353 ONE OF THE SIGNALS NOW APPEARS ZERO DEGREES OR 180 DEGREES TO AIRCRAFT HEARD ONLY OCCASIONALLY. UNABLE TO DETERMINE WHICH S8&,-).
 0357LWLTOLUNETTTPLP25LQVG YPLTTTTLTHPHTLQVWV0Q

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AIRCRAFT HEARD ONLY OCCASIONALLY. UNABLE TO DETERMINE WHICH SIGNAL.
 0357 ONE TD THE SIGNALS IS ONE WITH 11.3 SEC S/R AND IS NOW ON RIGHT SIDE, WEAK.
 0359 ONE ILLUM HEARD OF SIGNAW. BELIEVE SIGNAL SOURCE AT ZERO DEGREES OR 180 DEGREES AGAIN.
 0401 BOTH SIGNALS DOWN.
 0404 MED PRF LEXT SIDE, WEAK, ESTIMATE S/R AT 11.0 SEC.
 0405 MED PRF RIGHT SIDE, ANOTHER LEFT SIDE, ONLY TWO ILLUMS HEARD OF EACH.
 0406 FT SIDE 11.2 SEC S/R.
 0407 RIGHT SIDE 11.2 SEC S/R. SIGNALS APPEAR SEPARATELY. NOT SAME SIGNAL BOTH WEAK. (IKC TONE RUNNING-20 DB).
 0411 RIGHT SIGNA) \$92,. LEFT SIGNAL HEARD OCCASIONALLY.

/CONT'S/
5400 5400
09/0830Z APR

ESTIMATE

TOR: 09/1220Z

TOP SECRET