

DISPATCH USE PREVIOUS EDITIONS

CLASSIFIED MESSAGE

COUNTING

DATE 16 MAR 65 2210Z

SECRET

|   |    |
|---|----|
| 1 | 9  |
| 2 | 10 |
| 3 | 11 |
| 4 | 12 |
| 5 | 13 |
| 6 | 14 |
| 7 | 15 |
| 8 | 16 |

TO : OPCEN

FROM : SSO SAN FRANCISCO

ACTION: APP-OSA

INFO : NRO Review Completed as Redacted.

TOR: 0005Z 17 MAR 65

IN 77135

**PRIORITY**

OSA1-15

TO <sup>INFO</sup> S E C R E T THIS IS A BYECOM MESSAGE HANDLE VIA BYEMAN CHANNELS ONLY <sup>DATE</sup> 25X1

PROJECT [ ] SFN [ ] PROJ 25X1

FOR [ ] ONLY FROM [ ] 25X1

INTERCEPT ALERT 16 MARCH 1965 25X1

1. THE [ ] SYSTEM ON [ ] INTERCEPTED THE [ ] EMITTER ON [ ] . IN BOTH CASES THE EMITTER REMAINED IN ITS SCAN MODE AND DID NOT GO INT A STEADY TRACK MODE. 25X1

2. THE INTERCEPT ON [ ] HAD IRREGULAR ILLUMINATION PERIODS AND LOW AMPLITUDE, ALTHOUGH THE PRF AND PULSE WIDTH QUALIFIED AS BEING SIMILAR TO [ ] . BASED ON THE VEHICLE POSITION, THIS WAS A BACK LOBE INTERCEPT. 25X1

3. ON [ ] , THE VEHICLE PASSED APPROXIMATELY [ ] NAUTICAL MILES WEST OF [ ] , APPARENT SIDE LOBE INTERCEPTS WERE MADE BEFORE AND AFTER PASSING THROUGH THE SUSPECTED COVERAGE SECTOR. MAXIMUM SIGNAL LEVEL OF THE SIDE LOBES WAS APPROXIMATELY [ ] AT THE VEHICLE. WHEN THE VEHICLE PASSED INTO THE COVERAGE SECTOR, THE SIGNAL AMPLITUDE OF THE MAIN BEAM WAS APPROXIMATELY [ ] . DURATION OF THE MAIN BEAM ILLUMINATION WAS [ ] . 25X1

SECRET

GROUP 1 EXCLUDED FROM AUTO-DOWNGRADING AND DECLASSIFICATION

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25X1

SSO SAN FRANCISCO (IN 77135)

S E C R E T

PAGE TWO

[REDACTED] REPEATING EVERY [REDACTED] THE VEHICLE WAS ILLUM-  
 INATED [REDACTED] AT THE [REDACTED] THE REMAINDER OF THE  
 INTERCEPT WAS OF LOW AMPLITUDE SIDE LOBES.

25X1

4. INTERCEPT SUMMARY

[REDACTED]

SIGNAL UP

SIGNAL DOWN

VEHICLE POSITION

[REDACTED]

SIGNAL UP

SIGNAL DOWN

VEHICLE POSITION

[REDACTED]

25X1

25X1

25X1

5. ANALYSIS IS CONTINUING TO REFINE THE MEASUREMENTS AND TO  
 BETTER ESTABLISH THE VEHICLE POSITIONS. REPORT WILL FOLLOW WHEN  
 INFORMATION IS COMPLETE.

END OF MESSAGE

S E C R E T