ACLARACION DE www.radarmalvinas.com.ar

El siguiente informe se encuentra en el sitio

 $\underline{http://www.mod.uk/DefenceInternet/AboutDefence/CorporatePublications/BoardsOfInquiry/LossOfHmsSheffieldBoiPhase3Part2}.htm$

en donde usted puede leerlo directamente en su formato original y acceder al resto del sitio.

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COMMANDER-IN-CHIEF FLEET

LOSS OF HMS SHEFFIELD BOARD OF INQUIRY

Report of Captain Salt Annex H

ARGENTINE INFORMATION ON THE TASK FORCE POSITION

- 2. Super Etendard update of target position It is clear from the range of the initial radar detection of the Super Etendards that they made a low level approach. They did not appear to use their radars until the final stages, but they may have been in possession of bearing if not positional information of the Task Force. As the Task Force was using a totally overt posture it is possible that the aircraft were flying down an ESM bearing, keeping at the bottom of the radar horizon. This view is supported by the fact that their final CONDOR transmission was when the aircraft were between 15 and 20 miles from SHEFFIELD (well inside the maximum range of their missile and much later than must have been planned) which in turn suggests that their information on range to the target was very scanty.
- 3. Undoubtedly the Super Etendards flight profile to launch was well executed and gave the minimum chance of detection donsistent with achieving a successful attack.