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Subj: Command History

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Encl: (1) Fleet Air Reconnaissance Squadron ONE Command History for 1969

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

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Copy to:
Director of Naval History

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FLEET AIR RECONNAISSANCE SQUADRON ONE
1969 SQUADRON HISTORY

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Enclosure (1)

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FLEET AIR RECONNAISSANCE SQUADRON ONE
1969 SQUADRON HISTORY

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I. INTRODUCTION

A. MISSION AND FUNCTION

(U) Fleet Air Reconnaissance Squadron ONE (VQ-1), the "Navy's Number ONE Squadron," is based ashore at the Naval Air Station, Atsugi, Japan. VQ-1 has been commanded during the past calendar year by Captain R. M. de LORENZI, who assumed command in ceremonies on 22 December 1967.1

FAIRECONRON ONE's broad mission is "to conduct electronic reconnaissance missions in support of fleet operations in order to obtain information and intelligence on areas and targets of naval interest." To perform its mission, VQ-1 has operated from the Aleutian Islands to the Indian Ocean; locating and classifying a long list of hostile emitters. These operations have included a wide variety of special tasking flights, as well as the regular schedule of peripheral missions. In response to SEVENTH Fleet OPORDER 310-YR, FAIRECONRON ONE has maintained a Task Element at Danang Air Base, Republic of Vietnam which operates as CTE 70.2.3.1. The specific purpose of the Danang Detachment (Det BRAVO) is to conduct electronic warfare operations in direct tactical support of U. S. combat forces in Southeast Asia. In addition, VQ-1 trains the personnel employed tactically and operationally; and develops tactics, procedures, doctrine, and equipment used in these operations. FAIRECONRON ONE collects, processe evaluates, and disseminates mission material to appropriate agencies. The Squadron also advises Commander SEVENTH Fleet on matters pertinent to Electronic Warfare operations and future planning and provides EW briefings for each new CVA and Carrier Division staff arriving in the Western Pacific

B. COMMAND RELATIONSHIPS

(U) FAIRECONRON ONE responds to two distinct chains of command - an Administrative chain and an Operational chain. Under the Operational chain of command, VQ-1 operates as CTU 70.2.3, under direct control of Commander SEVENTH Fleet. The Operational chain of command continues via Commander in Chief, U. S. Pacific Fleet and Commander in Chief, Pacific to the Chief of Naval Operations. Administratively, Fleet Air Reconnaissan Squadron ONE operates under Commander Fleet Air, Western Pacific, with that chain continuing via Commander Naval Air Force, U. S. Pacific Fleet to join the operational chain at Commander in Chief, U. S. Pacific Fleet. Because it is homeported at NAS Atsugi, Japan, VQ-1 administratively is also under the control of Commander Naval Forces, Japan. FAIRECONRON ONE is supported by Commanding Officer, U. S. Naval Air Station, Atsugi, in those areas under his cognizance. There are no commands subordinate to VQ-1 in the normal chain of command; however, the Officer-in-Charge of Detachment BRAVO in Danang is designated operationally as CTE 70.2.3.1 and is responsible to Commanding Officer, FAIRECONRON ONE (CTU 70.2.3) operationally as well as administratively. Also direct liaison between CTF 77/CTG 77.0 and CTE 70.2.3.1 for support, scheduling and tasking is authorized and frequently carried out.

1. ANNEX A

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C. SQUADRON ORGANIZATION

(U) FAIRECONRON ONE utilizes an "N" billet structure for organizatio and chain of command within the squadron. The Commanding Officer has the designation of "00," with personnel directly under him designated 001 through 0016. The remainder of the Squadron is divided into six department the department heads being designated N1 - Administration, N2 - Intelligenc N3 - Operations, N4 - Supply, N5 - Maintenance, and N6 - Electronic Warfare The next lower levels in the chain of command have an "NXX" designation, th first digit being the same as the appropriate department head. Where requi there is a third "N" level with the logical three digit designation. This system has provided a smooth channelization of intra-squadron correspondenc as well as a ready indication of individual cognizance over any and all Squadron matters.

D. AIRCRAFT

(C) The year 1969 was marked by the acquisition and release of numerous aircraft by VQ-1. On 17 March the first of two EP-3B's arrived and in May VQ-1 received another specially configured EA-3B aircraft, FLOORSPACE, to supplement the SEABRINE platform. The second EP-3B arrived in Atsugi on 21 June; August marked the arrival of the first of the SEAWING configured EA-3B aircraft that the squadron is scheduled to receive. This aircraft successfully completed its operational testing in November. All other EA-3B aircraft currently in the squadron have been scheduled for SEAWING conversion during 1970. All of the aircraft received have proven to be an important, integral part of the squadron operations.

(C) During the course of the year two EA-3B's and two EC-121M aircraft were transferred from VQ-1 to VQ-2. The first of the four was an EA-3B that was returned after use in Southeast Asia operations, in August the first of two EC-121M aircraft were transferred to VQ-2. The second EA-3B and EC-121M aircraft were transferred to VQ-2 in December.

II. ADMINISTRATION

(U) FAIRECONRON ONE's administrative effort continued in much the same fashion as during the previous year. Its task was complicated, however, by the increasing size and complexity of the squadron and its operations. The unique nature of the VQ-1 mission, with attendant requirements for voluminous classified correspondence and unusually strict security measures, and the wide dispersal of squadron assets, particularly personnel constantly deploying to distant detachments, has presented a continuing administrative problem not frequently faced by standard aviation squadrons of the fleet. To partially alleviate this increased workload, the squadron's permanent RVN-based detachment has assumed certain of the administrative functions requisite to its smooth operation. The Administration/Material Inspection, held 14 November 1969 by COMFAIRWESTPAC in the FAIRECONRON ONE spaces, reaffirmed the efficiency of the squadron's administrative program.

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A. PHYSICAL PLANT

(U) During 1969 several projects were under way to improve the squadron's physical plant. A study to increase the size of the Building 181 spaces, MILCON PROJ P-466, by expanding into the area previously occupied by the Air Navigation Office, met with problems in budgeting and has failed to advance from the planning stage. MILCON Project P-366, the renovation of Hangar 183 also met with budgeting and priority problems and will not be undertaken during the current physical year.

(U) MILCON Project P-303, which calls for a deluge sprinkle system in many structures on the station, including Hangar 183, has been delayed until FY 73. This project, has been in planning since FY 68. The squadron ADMAT in November 1969 by Commander Fleet Air, Western Pacific pointed out the lack of fire protection in the squadron hangar and recommended that project P-303 be given more attention.

(U) The area west of Building 183 was made available to VQ-1 by NAS for the purpose of locating the numerous avionics support vans assigned.

(C) Detachment assets have remained essentially unchanged. A new officers' bunker was constructed, and necessary repair work was accomplished on the enlisted bunkers. As an added convenience air conditioning was provided through squadron efforts for the flight crew barracks early this year.

B. PERSONNEL

(U) The growth of the squadron continued well into 1969 until the sweeping Navy-wide manpower cuts of September.

(C) The overall result was the withdrawal of the squadron's Southeast Asia augment, reducing the enlisted personnel allowance from 973 to 869 (as of 31 December 1969). The officer allowance was similarly reduced from 166 to 141.

(U) At the beginning of the year there were 153 officers and 879 enlisted men on board. By the end of the year corresponding figures stood at 154 officers and 894 enlisted men, although both were declining. Flight personnel grew from 142 officers and 180 enlisted men to 144 officers and 19' enlisted men at the end of the year.

(U) The squadron's Danang, RVN, based "Detachment Bravo" experienced a manpower reduction starting at approximately the same time, but decreasing the detachment size from 58 officers and 180 enlisted men at the year's outset to 20 officers and 146 enlisted men at the year's close.

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(U) The squadron's commitments to its permanent Danang detachment, in addition to various smaller, temporary ones, has resulted in approximate one third of its officers and one fifth of its enlisted complement being absent from Atsugi on deployment at all times. The ground support compleme of about six officers and a hundred enlisted men devoting their energies exclusively to the support of detachment operations, has continued as befor

(U) Squadron personnel also devoted their off-duty hours to squadro sponsored activities. Specifically, the following VQ-1 intramural teams al won titles in their respective leagues during 1969: the bowling team, the basketball team, the badminton team, and both the fast-pitch and the slow-pitch softball teams. The table tennis team swept their league twice.

C. CAREER RETENTION

(U) The command has continued to enjoy the results of an aggressive career information program and good career atmosphere. The year end reenlistment statistics were 92% career and 21% first term.

(U) The command was complimented on the organization and implementa of its career information program during the ADMAT inspection conducted by COMFAIRWESTPAC on 14 November 1969.

D. AWARDS

(U) VQ-1's heavy operational commitments in Southeast Asia resulted in 796 Air Medals (strike/flight awards) being awarded to the officers and men of the squadron by COMSEVENTHFLT.

(U) 120 officers and aircrewman completed the 150 combat support mi required for the award of the Vietmam Air Gallantry Medal. 158 final awards of this medal were made to squadron members by the government of the Republic of Vietnam during the year.

(U) Additionally, three Bronze Star Medals, one Navy Commendation Medal, two Navy Achievement Medals, and one SEVENTHFLT Letter of Commendati were awarded to FAIRECONRON ONE personnel.

E. EDUCATION

(U) During calendar year 1969, 13 officers and 38 enlisted men enrolled in USAFI courses through the squadron. At the same time five officers and six enlisted men began working toward college credits through the participating colleges program of the USAFI system. Four officers and nine enlisted men began attending classes locally at the University of Maryland "extension" at Camp Zama, Japan, under the Navy's Tuition Aid Program. Seven men applied for the Navy's Associate Degree Completion Program and four men applied for the Warrant Officer Program, wi selections for both programs expected early in 1970.

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(U) During the year 118 enlisted men advanced to pay grade E-4, 48 advanced to E-5, fifteen advanced to E-6, eleven to E-7, and two to E-8, for a total of 194 advancements resulting from 638 attempts.

III. ELECTRONIC WARFARE AND OPERATIONS

A. SOUTHEAST ASIA OPERATIONS

Throughout 1969 the major part of VQ-1's effort was in support of U. S. Operations in Southeast Asia. In accordance with primary Gulf of Tonkin tasking VQ-1 provided more than a thousand Mig, Sam and Fire Control warnings to U. S. aircraft during threat situations, thereby contributing immeasurably to the survivability of U. S. forces and to the success of U. S. missions. Other warning services provided by VQ-1 covered threats posed by surface attack forces and surface-to-surface missiles. In addition to actual threat warnings, VQ-1 also provided timely tactical updates to many different CTF 77 units and this insured that all CTF 77 units maintained tactical readiness.

During the first part of 1969 the EC-121M aircraft were tasked against North Vietnam and with EOB update, the EA-3's were tasked for DMZ coverage, EOB update, and Laos coverage. In July VQ-1's tasking was reduced from the previous twenty-four hour coverage to sunrise to sunset coverage with DMZ coverage integrated with North Vietnam and EOB update tasking. In 1969 VQ-1 flew 1,587 combat support missions for 8,323.2 hours in Southeast Asia.

VQ-1 not only flew over the Gulf of Tonkin to provide threat warnings, but averaged one flight a week paralleling the Ho Chi Minh trail in Laos. The squadron's Laos tasking was to locate Fire Control radars,especially J/K band emitters possibly functioning as fire control/ missile control radars. No such emitters were found, but in mid-December the specially configured EA-3B SEAWING aircraft intercepted tracking from a Fan Song tracking/missile control radar. Immediately thereafter the pilot reported sighting the exhaust trails of two missiles. The launching of the missiles was targeted against a B-52 Arc Light strike. The sequence of events up to and including the unsuccessful expenditure of the SA-2 missiles took only one minute, however, during this abbreviated period the SEAWING crew was able to document the intercept of the Fan Song radar and obtain an impact on the emitter in Laos with the CEP extending across the rugged NVN terrain into North Viet Nam. Later a photo mission confirmed the site as being in North Viet Nam at 1749N 10553E.

VQ-1's secondary tasking in Southeast Asia was to update the tactical and strategic Electronic Order of Battle (EOB) on a continuous basis. This tasking was met with such a sustained effort and attention to detail that the squadron improved its existing reputation as the authority in this field. Supplementing the EOB updating VQ-1 fully

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exploited and documented new and unusual signals in order to evaluate new equipment, techniques and operations. Intelligence gained from this evaluation was disseminated through timely post-flight operational reports to interested consumers. Intelligence of unusual nature was later evaluat in more depth or as part of overall trends and published in the form of technical reports.

Thousands of instances of North Vietnamese Electronic Order of Battle updates were accomplished. Examples of several of the most significant ones follow: In the Vinh area the operation of a Tachi One Fire Control radar was noted in early January. Although this type of radar was known to be used in the Hanoi region, this was the first indication of the radar's deployment in the Southern Panhandle of North Vietnam. Another Vinh development was the possible reactivation of the Vinh airfield as noted by the detection of a Bar Lock (GCI) and a Rock/ Stone Cake (Height Finder) radar in the area on 12 February. VQ-1's close following of this development and timely reporting was of extreme value to CTF 77 forces.

Later in the year (11 December) the closure of a gap in the NVN ground control intercept network (GCI) was detected with the activation of a Big Bar B (GCI) and a Side Net (Height Finder) radar operating in conjunction with the Bar Lock and Rock/Stone Cake radar at Vinh. This Big Bar B has a recent history of relocations. First this set was placed at 1852N 10523E then moved to 1848N 10518E and finally to its present location at 1817N 19558E. All changes were monitored and thoroughly documented by VQ-1.

Further north in the Thanh Hoa area a Flat Face (Early Warning/ Acquisition Radar) was intercepted with a seldom seen RF of 857MHZ. This frequency represents a departure from the normal Flat Face frequencies of 832 and 892 MHZ. Analysis suggests this to be a possible attempt to count U. S. jamming efforts against Flat Face radars.

Further north another example of VQ-1's continuing EOB updating was achieved in May. The intercept consisted of an old World War II Lend Leased radar, the BT-271, first designed as a shipborne radar, and later modified by the Russians as a land-based surface search radar and eventual given to the Vietnamese. This seldom seen radar was co-located with anoth surfare search radar (Cross Slot) at 2001N 10603E.

In the Nam Dinh area a Flat Face was noted with a new mode of operation for the North Vietnamese area. During the intercept several pulse repetition interval (PRI) stagger ratio's were noted. The use of this modulated PRI greatly increases the theoretical maximum unambigous range of the Flat Face radar, thereby increasing the Flat Face's target detection capabilities. This same radar, located at 2023N 10630E, displayed frequency agility shifting at a 2-3 MHZ per second rate within the RF range from 809 MHZ to 880 MHZ, probably an anti-jam feature.

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In late March in the Hanoi environs an increased capability was noted with the introduction of a One Eye precision Air Traffic Control Radar. Later in the month a second One Eye was located near Kien An Airfield, 2045N 10639E. These sites were quickly and accurately located utilizing BRIGAND techniques.

Further north in the Phuc Yen area and again serving in the airport surveillance role, a Two Spot Radar was detected. This precision approach radar was first detected in late August. In late December the Two Spot Radar was noted operating in conjuction with a One Eye Radar, completing the precision approach complex is the Phuc Yen area.

Throughout the year VQ-1 provided Task Force 77 units and aircraft, as well as other forces flying over North Vietnam, with tactical warnings and information which minimized their risk while flying missions over the highly defended area of North Vietnam.

B. PARPRO/SPECIAL OPERATIONS

[redacted] During the calendar year 1969 VQ-1 flew 347 missions in accordance with the Peacetime Aerial Reconnaissance Program (PARPRO) and in response to BONNIE BLUE tasking against specific intelligence collection requirements (SICRs). These flights were flown over the Sea of Japan, South Korea, the East China Sea, the South China Sea, and other parts of Southeast Asia to fulfill BONNIE BLUE tasking and to inform SEVENTH Fleet of the nature and degree of threats posed by the changing occurrences within the Sino-Soviet or other potentially hostile electronic environments in the SEVENTH Fleet area of operations. The year was marked by the loss of a squadron EC-121M aircraft with thirty-one crew members aboard to North Korean attack aircraft.

[redacted] At 1544, 15 April, tragedy struck VQ-1 when PR-21, an EC-121M aircraft BuNo 135749, was shot down in the Sea of Japan by North Korean fighters with the loss of all hands on board. Although detailed information about the shootdown of the EC-121M is not available for this report, the pertinent facts are as follows: The aircraft launched from NAS Atsugi to fly a routine PARPRO reconnaissance mission off the east coast of North Korea. The track flown had been used on a regular basis for at least two years and was not provocative in nature. When approximately half-way through its assigned mission the EC-121M was attacked by at least one North Korean aircraft and crashed into the Sea of Japan. An intensive SAR effort failed to find any survivors.

[redacted] The immediate reaction by National Command Authority was the movement of Task Force 71 into the Sea of Japan. VQ-1 was tasked to provide electronic early warning surveillance for CTF 71. In the period 21 April to 6 May the squadron flew 53 support missions; an additional 25 missions were flown from 7 May to 26 May. Throughout the remainder of the year there were additional CTF 71 operations scheduled one from 18 October to 24 October involving seven missions and one from 10 December to 11 December involving six missions.

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[redacted] Following the shootdown PARPRO tasking was suspended for a three week period. The squadron flew the first PARPRO after the shootdown on 5 May. Due to the EC-121M incident PARPRO tasking was reduced, but as the year progressed the tasking gradually increased; however, at the end of the year it was still considerably below the pre-shootdown level.

As a result of the EC-121M incident VQ-1 reconnaissance flights were limited in two ways. First, mission tasking was reduced for Soviet, Korean and Chinese areas, and second, mission tracks were altered to place the reconnaissance aircraft further from hostile areas. The result of these changes was a reduced mission product for subsequent months.

Even though handicapped by the PARPRO restrictions VQ-1 provided significant intelligence on Communist block countries throughout the year. 172 flights against the Soviet area produced the following significant intercepts. In January, both a Scan Three AI emitter and Cross-Up beacon replies on the same line-of-bearing indicated for the first time that the YAK-25 aircraft probably is Cross-Up equipped. In April, VQ-1 obtained the first intercept of a Long Track air surveillance radar in the Vladivostok area, possibly indicating a SA-4 Ganef missile site in the area. Another April mission detected the presence of a Soviet ASW operation in the Sea of Japan. ELINT intercepts indicated that a Bear (TU-95) aircraft was flying ASW search patterns south of Askold Island. Shipboard signals were also detected indicating the presence of Soviet combatant patrol boats and submarines.

Seventy-one missions were flown against North Korea during 1969. Prior to the April shootdown of the EC-121M forty-nine missions were flown. For the rest of the year twenty-two missions were flown, all with EA-3B aircraft. Squadron reconnaissance resulted in the following intelligence: North Korea has continued the radar build up that it began three years ago. Over the past year VQ-1 detected an increase in Bar Lock (GCI), Flat Face (Early Warning), Fan Song (Missile Control), Side Net (Height Finder) and Rock/Stone Cake (Height Finder) type radars. These additions have been well documented by VQ-1 crews. Other significant intercepts in the Korean area were made on Son 9A Fire Cans, used for Fire Control purposes and having advanced anti-jam features.

Missions against China, also severely reduced since April, totaled seventy-one for the year. Forty-seven of these were flown prior to the EC-121M incident and twenty-four were flown subsequently. Furthermore, missions were limited to EA-3B aircraft, as EC-121M and EP-3B aircraft were excluded from flights off the Chinese coast. This restriction resulted in shorter on-track times per mission, reducing exposure to the environment and severely limited intelligence obtained on China. The resumption of BIG LOOK/BRIGAND configured EC-121M/EP-3B flights in future tasking will appreciably enhance the intelligence effort along the CHICOM periphery.

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VQ-1 demonstrated its capability to meet short order tasking and t develop new tactics throughout the reporting period. Special mission tasking was accomplished in the Sea of Japan and Yellow Sea in support of Task Force 71 units. During the months of March, April, October and December the squadron supported three separate Task Force operations with tactical warnings on attempted overflights by Soviet aircraft. In additic Philippine Sea operations were conducted in September and October. During these operations squadron aircraft monitored Soviet electronic emissions from a Kashin class DLG with six accompanying ships and from a Zulu class submarine in a four ship task force.

[redacted] During May and June, VQ-1 initiated a series of research and development flights to test the feasibility of exploiting radar ducting phenomena in the Sea of Japan. Results were very encouraging as signals were detected far in excess of theoretical range estimations. However, VQ-1 was directed by higher authority to suspend this project, pending designation of "training" areas within the Sea of Japan.

[redacted] Two SNOOPEX exercises were flown on 6 April resulting in successful detection on all missions. The USS CORAL SEA took part in this exercise.

[redacted] The squadron's performance in carrying out these operations demonstrated the flexibility of squadron crews and aircraft to provide both tactical and strategic information of a timely and accurate nature.

Throughout 1969 attempts were made to arrange passage through the Hong Kong FIR that resulted in one test flight through the FIR being flown Permission was granted to transit the FIR on 29 December and VQ-1 is now cleared through the FIR on a regular basis in our collection efforts against Mainland China.

PR-24, BuNo 145936, the SEXTA crew, flew a series of 11 special missions from 2 October to 11 October in surveillance of Soviet shipping, the operations centered in the Okinawa, Mariannas Islands area. Other special missions for the EC-121M included a deployment to Shemya, Alaska involving 3 missions from 13 September to 15 September.

[redacted] Throughout the year the operations involving SEABRINE, and lat FLOORSPACE, were diverse. June saw the establishment of "DET A" detachmen at Shemya, Alaska. SEABRINE, relieved occasionally by FLOORSPACE, flew a series of special missions to the Indian Ocean from 12 August to 17 August SEABRINE and FLOORSPACE throughout the year maintained their usual excelle level of collection effort.

[redacted] PR-1, BuNo 144849, the prototype SEAWING modified EA-3B, conducted CTF 77 operational evaluation from 19 September to 20 December. This evaluation included operations in the Gulf of Tonkin and the Sea of Japan while embarked in USS CONSTELLATION (CVA-64) for three line periods. The overall evaluation of SEAWING was excellent with the aircraft measurin up to expectations.

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[redacted] PR-31, BuNo 149678, the first of the EP-3B's to arrive, has acquired 1607.5 hours in the first ten months in VQ-1, PR-32, BuNo 149669 has flown 896.2 hours since its arrival in June. The TA-3B that was acquired late in December 1968, has flown 1031.9 hours and has logged 61 arrested landings in 1969. These statistics illustrate the impressive amount of utilization of this year's aircraft acquisitions.

C. TRAINING

(U) The year 1969 was highlighted by a sharp increase in training, both ground and flight. In 1969 VQ-1 instituted a successful indoctrinati program for those individuals checking aboard. This program has proven invaluable in the indoctrination of newly arrived individuals in the concept and operations of electronic warfare.

(U) The squadron this year assumed the advance training responsibi ities for the EC-121M pilots. The arriving pilots will continue to attend Third Pilot School and RAG training at VW-1 in Guam but will undergo their Second Pilot and Aircraft Commander training at Atsugi.

(U) The first "Nugget" EA-3B pilot was mustered aboard this year; there are now orders on other first tour EA-3B pilots to report in 1970.

(U) VQ-1 sent their first pilots to VP-31, the P-3 training RAG. There were four pilots that attended in 1969 with an additional eight pilo scheduled to go in 1970. There is a continuing training/upgrading program in effect for EP-3B flight personnel.

(U) The entire pace of training in VQ-1 increased throughout the year and the training program made significant advances in preparing aviators and NFO's for their role in VQ-1 and the United States Navy.

IV. MAINTENANCE AND SUPPLY

A. MAINTENANCE

(U) The Maintenance Department of FAIRECONRON ONE functioned unde the helm of three officers who served as Department Head at various period during 1969. The rotation and subsequent reassignment of senior officers the squadron prompted these and other personnel changes within the Departm

[redacted] Aircraft reporting status was affected by a number of factors during the year. The squadron's first EP-3B airplanes were received in 19 the first arriving in March and the other in late June. FAIRECONRON ONE w at the close of the year, custodian of two EP-3B, four EC-121M, eleven EA- and one TA-3B aircraft.

(U) The following figures reflect the maintenance effort expended in the year 1969. (Times are monthly averages.)

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	Flight Hours	Man Hours Per Flight Hour	Operationally Ready Hours	% Operationally Ready Hours
TA-3B	73.5	20.6	467.5	66.2
EA-3B	622.6	30.2	3858.8	57.2
EC-121M	443.4	27.9	1749.0	52.5
* EP-3B	214.9	15.0	871.1	75.3

*average is for March - December

(U) The major maintenance problems were fuel leaks in both the EA- and EC-121Ms, brakes on the EA-3B aircraft, and fabric deterioration of th rudder control surfaces on the EC-121M aircraft. The EP-3B, being relativ new, incurred no persisting problems during 1969.

(U) After acceptance of the first SEAWING EA-3B in August, the squadron conducted extensive evaluation of this platform. Testing proved the system to be highly reliable and most satisfactory. The reliability a accessibility of most components eased the maintenance efforts considerabl

[redacted] With the arrival of two LTV vans in April, VQ-1 initiated a selective Intermediate Maintenance program for ECM and Navigation equipmen in squadron Big Look aircraft. In November two additional vans were incorporated to give the Maintenance Department IMA capabilities of repairing selected Radar and Communication systems for both Big Look and W Look aircraft. When the last van arrives in early 1970, VQ-1, aided by Atsugi AMD, will have the capabilities of providing full support for all squadron aircraft electronics systems. It should be noted that FAIRECONRO ONE is perhaps the only Navy squadron with its own specialized IMA functio The effectiveness of this program is proven by the 95.8% LTV ECM equipment that was returned ready for use during the year.

The Special Projects Division remained extremely active in 1969 in that approximately 3 Man Years were spent on Project HADES. The classification of this subject does not allow further discussion in this report. One-fourth of a Man Year was expended on Project SADS. The SADS Project (Soviet Air Defense System) was conceived, designed, produced, and flight tested in FAIRECONRON ONE. It is being used on a continuing basis within the squadron. Special Projects also developed the necessary equipment and procedures to allow the EA-3B to electronically simulate the SSN-3 surface-to-surface missile for use in fleet exercises. It is certainly noteworthy that $90,000 was allocated to support research projec within the squadron in 1969.

It is significant that the squadron deployed 15 maintenance personnel to Shemya AFB, Alaska for support of the SEABRINE Operations fro June to late August. This was in addition to Detachment Bravo at Danang, Vietnam.

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B. SUPPLY

(U) During the year 1969 the FAIRECONRON ONE Supply Department was able to grow and reach proportions equal to that of many smaller air stati When the squadron received its first EP-3B aircraft it also had to make provisions for the support of such non-standard aircraft. From procuremen originated by Headquarters, Naval Air Systems Command and Chief of Naval Material the squadron was tasked to store and issue 653 line items of mate ial from Lockheed Aircraft Corporation for the support of these non-standa systems. Due to these unique systems IMA level support for the aircraft also had to be established in order to maintain the EP-3B. This involved procurement of 316 pieces of special support equipment. In addition to th procurement of material for new systems, which were being added to the EP- the supply department took action to recoup, store and prepare for issue 2 residual assets which were removed from the original P-3A configuration.

(U) During the year the supply department also provisioned for the first SEAWING configured EA-3B in the Navy. A total of 186 line items wer provided, for which warehousing, receipt, and control had to be provided.

(U) The squadron supply department also maintained immediate contr over 2400 requisitions for 2.05 million dollars worth of expenditures from the squadron BPN-01 "BRAVO" allotment, of which more than 1.4 million dollars was spent on aircraft fuel.

(U) In the past 12 months FAIRECONRON ONE Material Control process total of six thousand NORS requisitions, all of which were expedited by th supply department in order to achieve a total availability exceeding 80%. The supply department also processed 11600 other 3M requisitions.

(U) A rotable pool of peculiar ECM systems parts was created, whic now has a total of 160 line items and in excess of 530 total components. The pool is composed of both Navy standard and non-standard items, which h been procured by the squadron. In the same area the supply department beg to form a pre-expended bin which carries 800 line items applicable to the EA-3B, EC-121, and EP-3B aircraft.

(U) The squadron's Danang Detachment in the Republic of Vietnam, completed the establishment of the mobile maintenance facility composed of 15 vans, within which the squadron performed all the IMA functions for the maintenance of standard equipment belonging to VQ-1, VAP-61, and VXN-8, in addition to transients that may have had a need for assistance. The Danan Detachment also performed intermediate (occasionally depot) level maintena on the peculiar electronic systems which it possessed within the van compl All of the above unique systems received "bit and piece" support from the parent command.

The deployment to Shemya Air Base in Alaska, required all support be provided over a distance of 2700 miles from NAS Whidbey Island. The principle means of support throughout the deployment was centered around a "pack-up" kit comprised of 150 line items. During the deployment a total

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77 requisitions were submitted to NAS Whidbey Island. Hard-to-get and unique items were monitored by the parent supply department, then procured shipped or carried by squadron aircraft to bolster the existing detachment The year came to a close with the supply department supporting SEAWING Carrier Detachments. Finding assigned CVA's not equipped to handle the modified EA-3B aircraft, the supply department was tasked to plan, procure and take aboard all required material.

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ANNEX B

SEA WING Project Description and Details

The SEA WING project involves the modification of standard EA-3B aircraft to include one additional operator position (previously the Plan Captain's seat), an entirely new antenna system, a new receiver system an the addition of Naval Security Group personnel to this carrier-based aircraft. The prototype SEA WING aircraft arrived at FAIRECONRON ONE on 22 August and, after minor modification and check-out, began a comprehensive test/evaluation period that lasted until 22 December and included forty-three direct tactical support missions.

During this period SEA WING completed four separate deployments: 19 September to 7 October at Det DaNang; 17 October to 24 October aboard USS CONSTELLATION in the Sea of Japan; 15 November to 23 November aboard USS CONSTELLATION in the Gulf of Tonkin; and 12 December to 22 December again aboard USS CONSTELLATION in the Gulf of Tonkin. The test/evaluation that was conducted during this period was tasked by COMSEVENTHFLT and conducted by CTF 77 and included an intensive study of SEA WING syste capabilities and limitations. Reaction to SEA WING to date has been favorable by all commands involved. SEA WING has proven a valuable addit to squadron and Navy assets.

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ANNEX D

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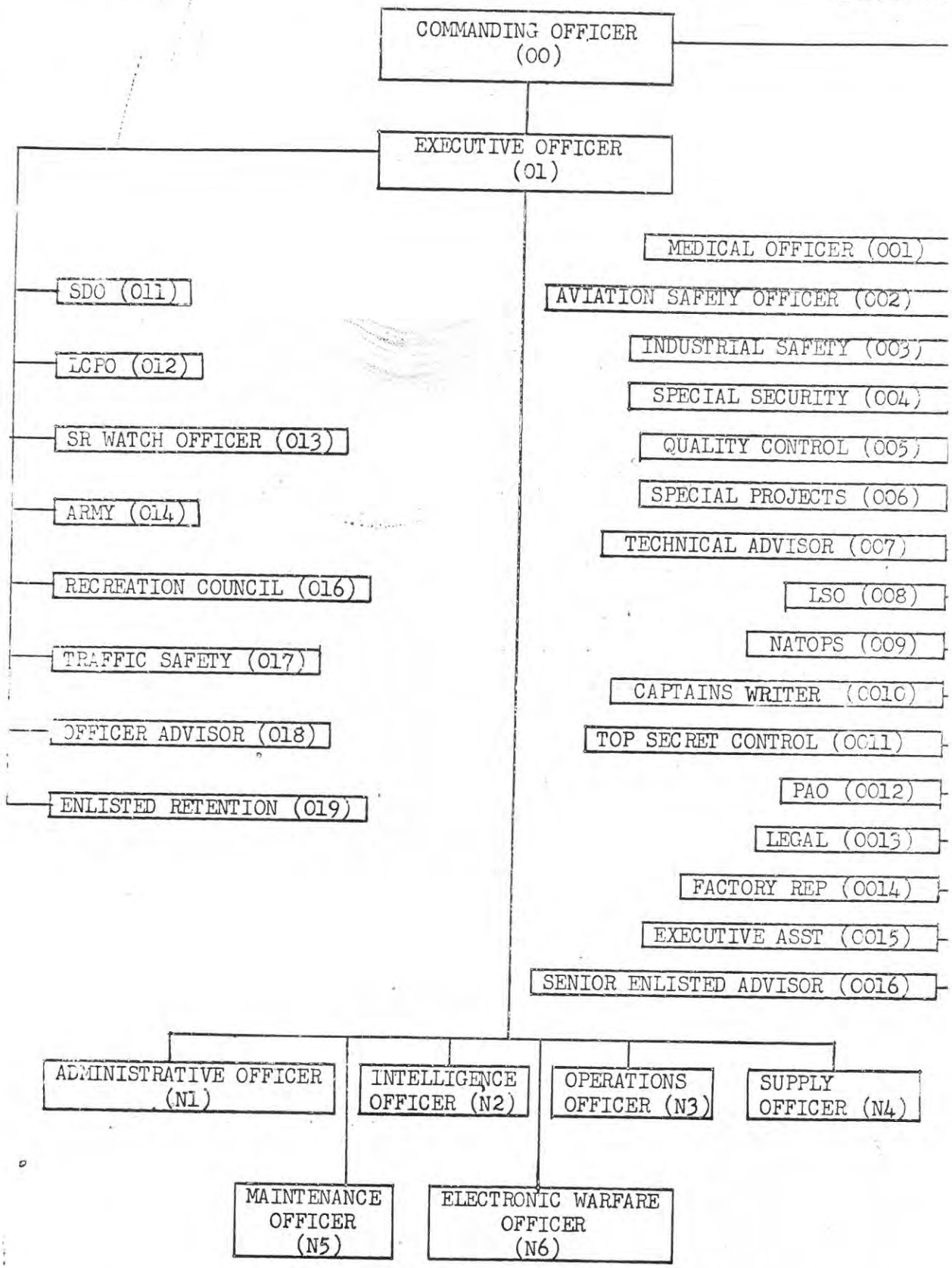

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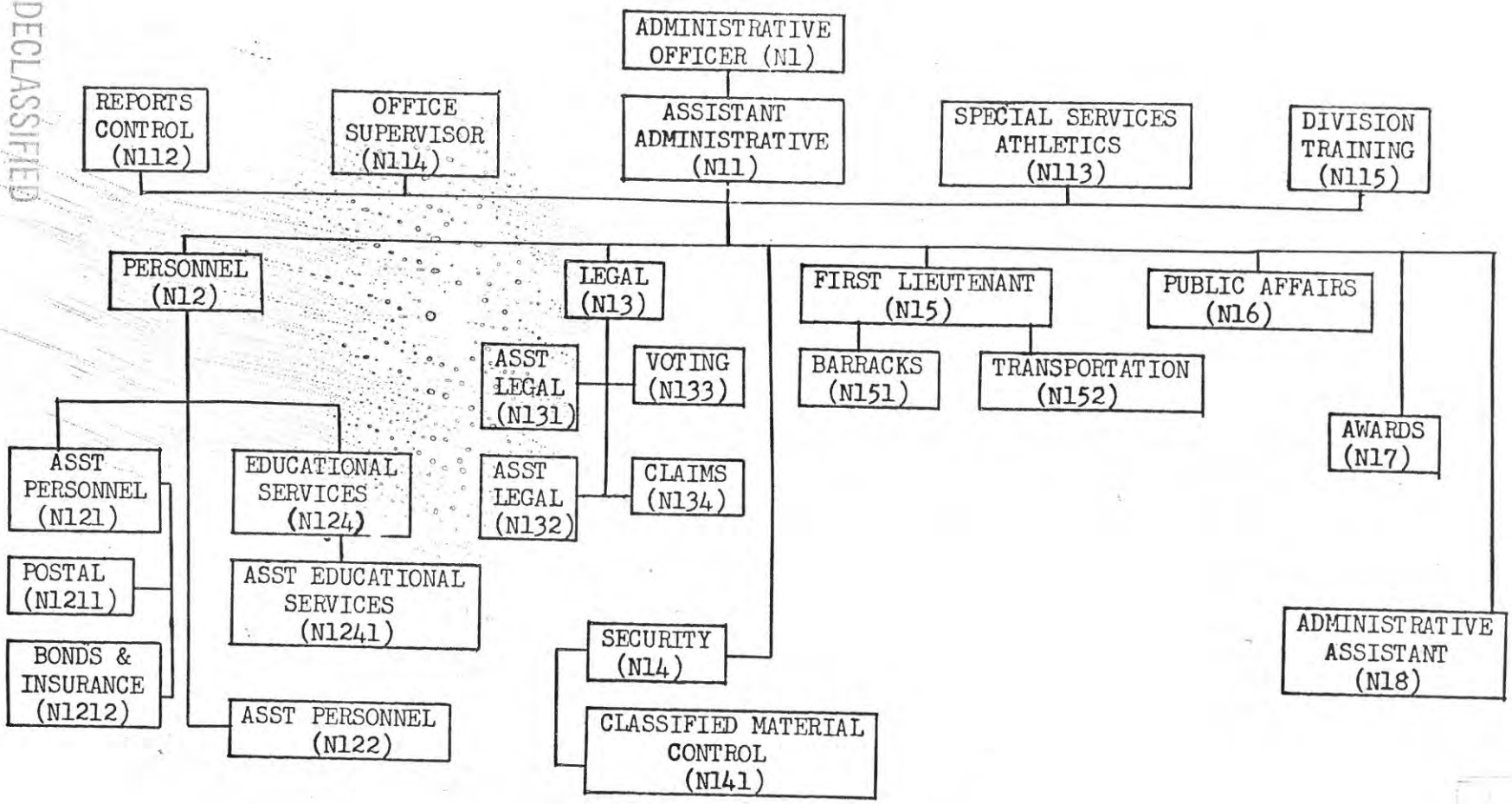

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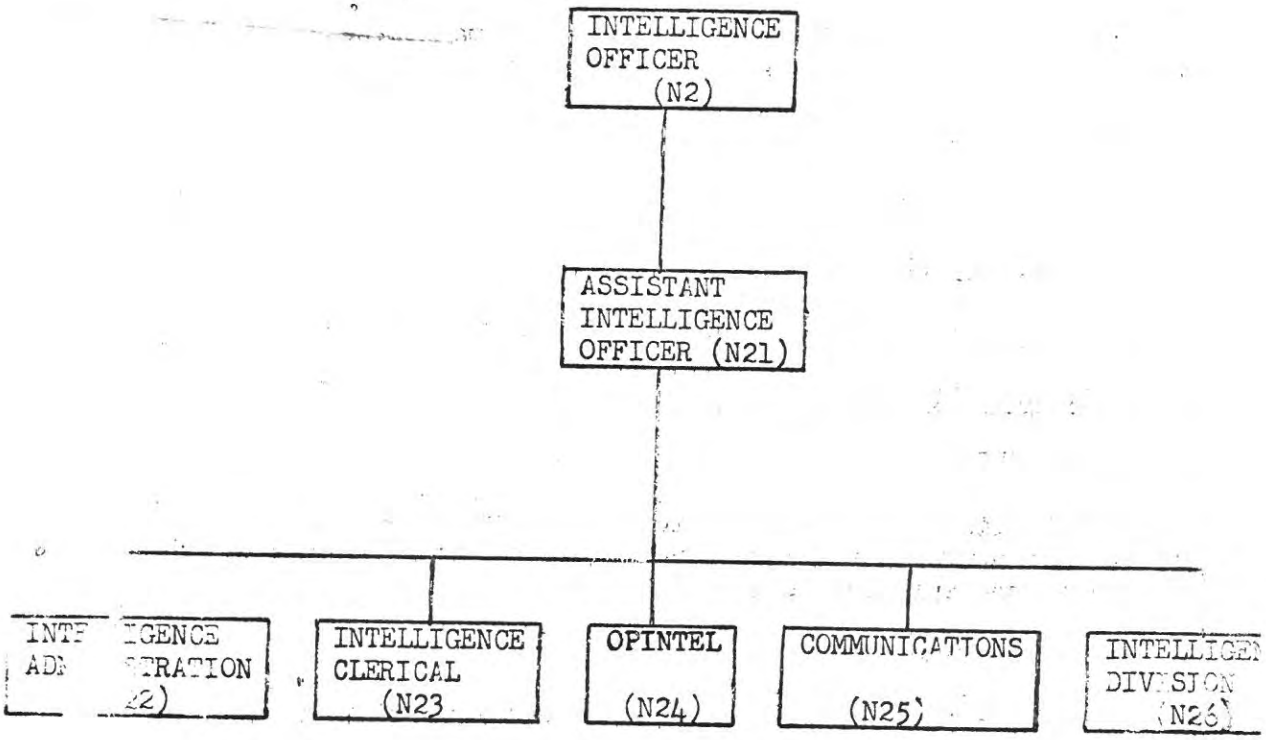

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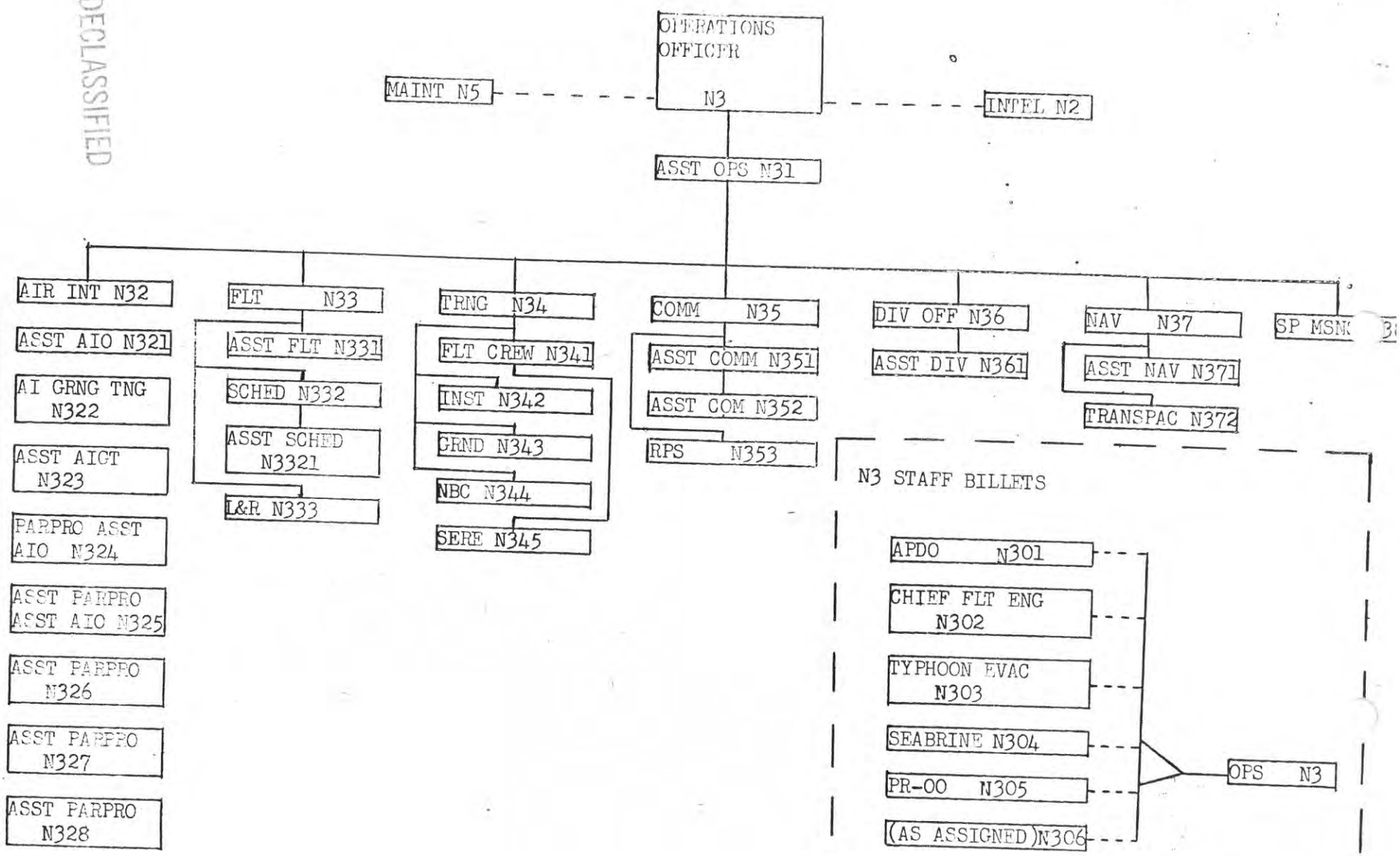

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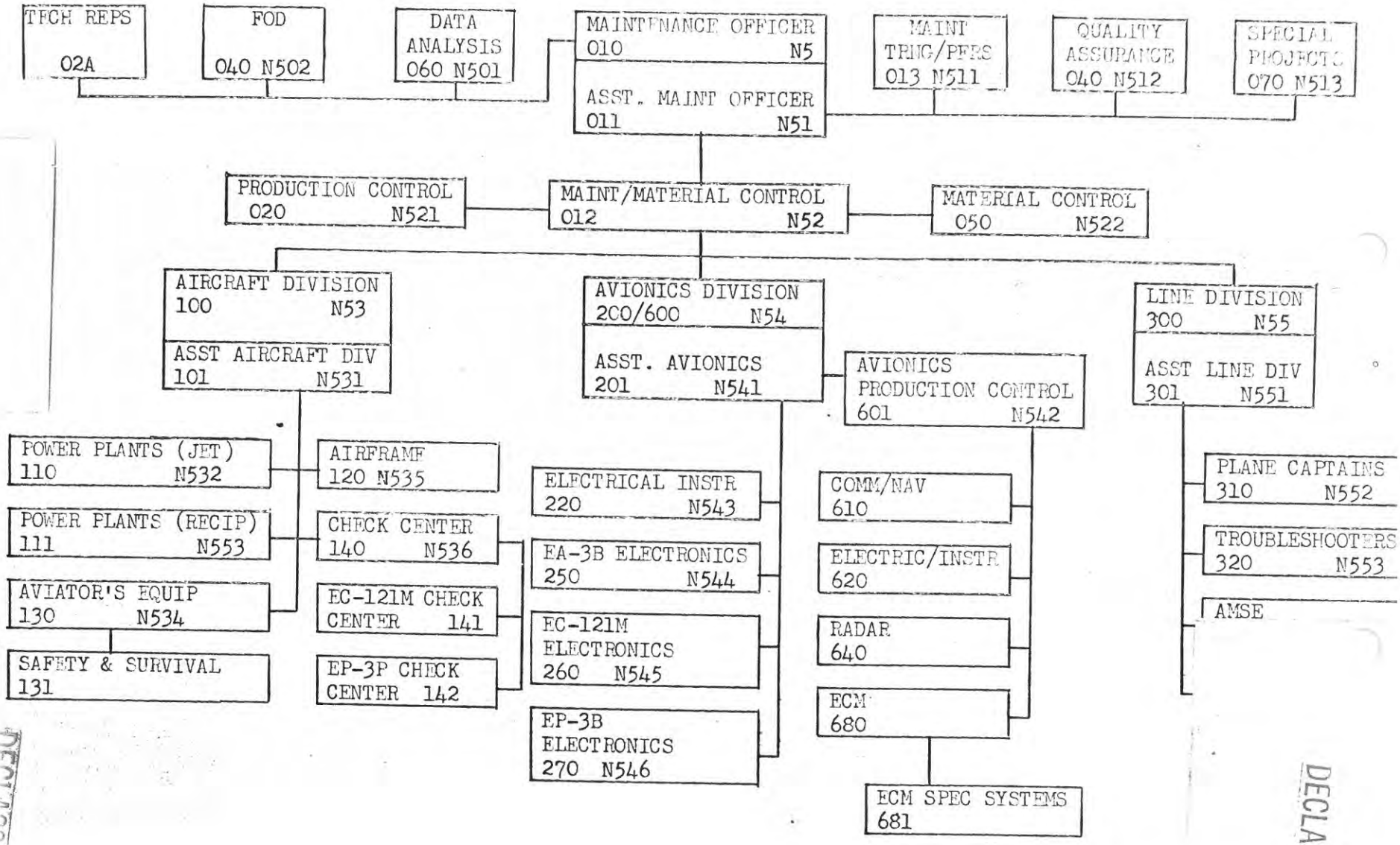
MAINTENANCE DEPARTMENT



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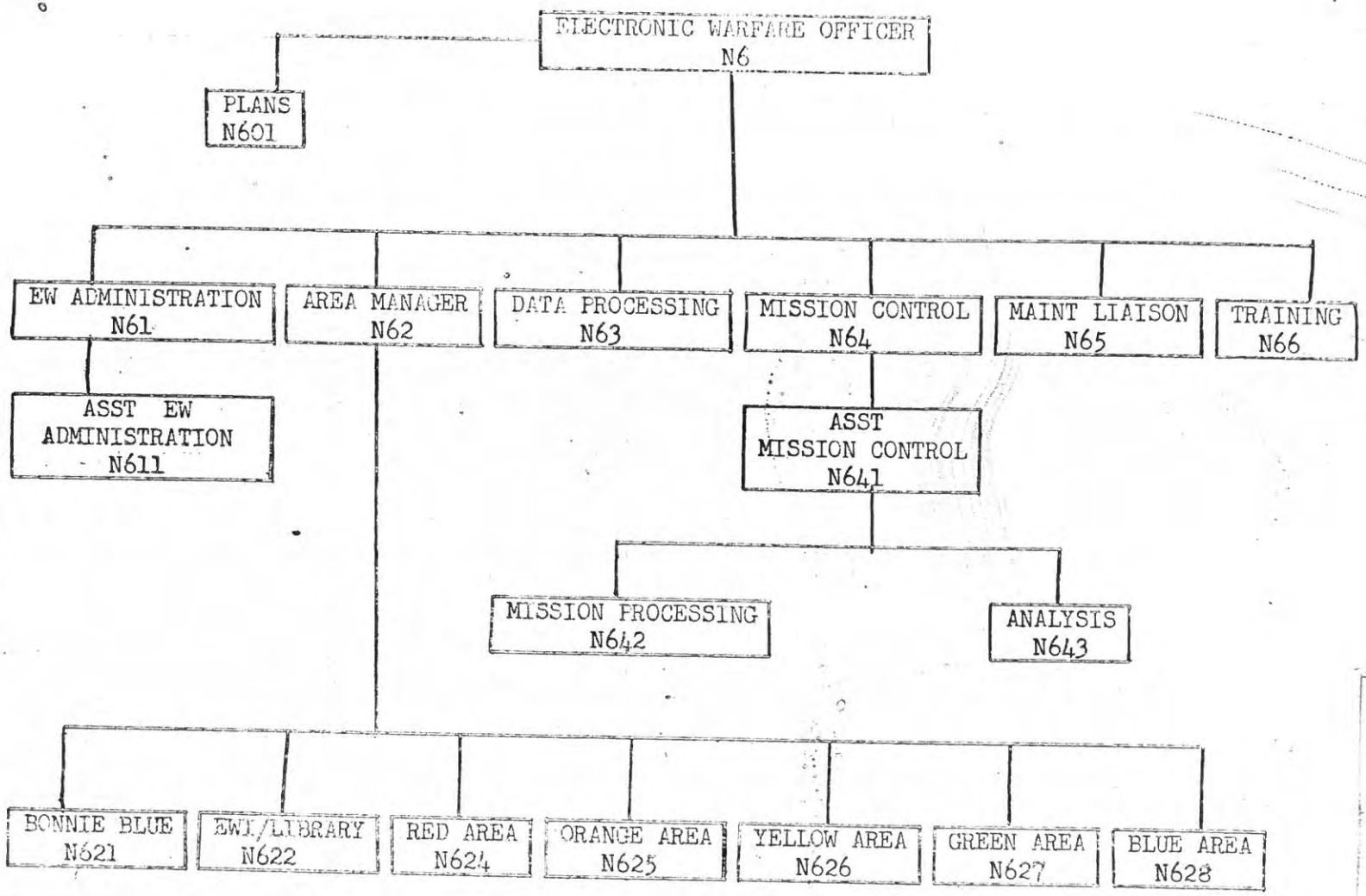

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NAME	RANK/ RATE	SERV. NO.	BR OF SER	UNIT
(b) (6) [redacted]	ADR2	(b) (6) [redacted]	USN	VQ-1
	AT1		USN	VQ-1
	AT1		USN	VQ-1
	ADR1		USN	VQ-1
	LT		USN	VQ-1
	LT		USNR	VQ-1
	ATN3		USN	VQ-1
	AEC		USN	VQ-1
	ATR2		USN	VQ-1
	ATN2		USN	VQ-1
	ADRC		USN	VQ-1
	LCDR		USNR	VQ-1
	LT		USNR	VQ-1
	AN		USN	VQ-1
	AT1		USN	VQ-1
	LT		USNR	VQ-1
	LTJG		USNR	VQ-1
	ATN3		USN	VQ-1
	LTJG		USNR	VQ-1
	CT3		USN	NSGA KAMISEYA
	SSGT		USMC	NSGA KAMISEYA
	CT3		USN	NSGA KAMISEYA
	CT1		USN	NSGA KAMISEYA
	CT2		USN	NSGA KAMISEYA
	LT		USN	NSGA KAMISEYA
	CT2		USN	NSGA KAMISEYA
	CTC		USN	NSGA HAKATA
	CT3		USN	NSGA HAKATA

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Captain de LORENZI is married to the former (b) (6) [redacted] of (b) (6) [redacted]. The de LORENZI's have four children, (b) (6) [redacted] 18, (b) (6) [redacted] 17, (b) (6) [redacted] 14, and (b) (6) [redacted] 9.

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ANNEX A

Captain Robert Martin de LORENZI, U. S. Navy

Captain Robert M. de LORENZI was born (b) (6) [redacted] in (b) (6) [redacted] (b) (6) [redacted] He progressed through the New Jersey and Maryland School systems and graduated from high school in 1943.

Captain de LORENZI entered the Naval Service in September 1943 as a Naval Aviation Cadet at Pensacola, Florida. He was commissioned an Ensign and designated a Naval Aviator on 11 September 1945.

After completing flight training Captain de LORENZI was assigned to his first aircraft carrier, the USS FRANKLIN D. ROOSEVELT, in March, 1946, as a member of VB-75. In June of 1948 he was ordered back to shore duty as a student Landing Signal Officer. After completing training, he served as LSO with Air Group FOUR and Anti-Submarine Squadron TWENTY-FOUR until December of 1951, at which time he returned to Pensacola, Florida, as a Flight and Instrument Instructor.

After spending another tour of operational aviation, from April 1953 to December 1956, flying the AJ Savage, Captain de LORENZI matriculated at the George Washington University as a mathematics major. In two years he completed a four year curriculum and was awarded a Bachelor of Arts degree with PHI BETA KAPPA honors.

In the ensuing years Captain de LORENZI saw duty in the USS INTREPID (CVA-11), Heavy Attack Squadron NINE, Heavy Attack Squadron ELEVEN and at the U. S. Naval War College at Newport, Rhode Island, as a student in the command and staff course. In 1963 and 1964 he earned his Master of Science degree in Navy Management at the Naval Post-Graduate School in Monterey, California.

Captain de LORENZI resumed flying the A3B Skywarrior in June of 1964 and, in March 1965, took command of Heavy Attack Squadron TWO aboard USS CORAL SEA (CVA-43) in WESTPAC. While Commanding Officer of Heavy Attack Squadron TWO, Captain de LORENZI led a flight of six A3B Skywarriors in a combat reprisal strike against the North Vietnamese forces on Bach Long Vi Island in the Gulf of Tonkin. This strike marked the first combat employment of A3B as a strike aircraft.

From April 1966 to November 1967, Captain de LORENZI served as Readiness Officer and Assistant Operations Officer on the Staff of Commander SEVENTH Fleet, embarked in USS OKLAHOMA CITY and USS PROVIDENCE.

In December of 1967 he assumed command of Fleet Air Reconnaissance Squadron ONE and has served in that capacity throughout 1969.

Captain de LORENZI holds the Bronze Star, seven Air Medals, and the Navy Commendation Medal.

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