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1970

DEPARTMENT OF THE NAVY
FLEET AIR RECONNAISSANCE SQUADRON ONE
FLEET POST OFFICE
SAN FRANCISCO 96601

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Ser 0017
25 FEB 1971

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From: Commanding Officer, Fleet Air Reconnaissance Squadron ONE
To: Chief of Naval Operations (OP-05D2)

Subj: Command History

Ref: (a) OPNAVINST 5750.12A

Encl: (1) Fleet Air Reconnaissance Squadron ONE Command History for 1970

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

Charles L. Chute
CHARLES L. CHUTE

Copy to:
Director of Naval History
CINCPACFLT

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FLEET AIR RECONNAISSANCE SQUADRON ONE

1970 SQUADRON HISTORY

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I. INTRODUCTION

A. MISSION

(U) Fleet Air Reconnaissance Squadron ONE (VQ-1) is based ashore at the Naval Air Station, Atsugi, Japan. VQ-1 has been commanded by Captain Charles L. CHUTE, who assumed command from Captain R. M. de LORENZI on 6 February 1970.

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 out of Midway, Seoul, Atsugi, Sangley Point, and Danang during 1970; locating and classifying a long list of hostile emitters. These operationshave 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 personnel employed tactically and operationally; and develops tactics, procedures, doctrine, and equipment used in these operations. FAIRECONRON ONE collects, processes, 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 carrier division staffs 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 the 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 Reconnaissance 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 at CTE 70.2.3.1 and is responsible to Commanding Officer, FAIRECONRON ONE 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.

III. ELECTRONIC WARFARE OPERATIONS AND AIR INTELLIGENCE

VQ-1 is under the operational control of COMSEVENTHFLT. Priority of tasking was to provide passive electronic warfare support for fleet operations, to accomplish national tasking on peripherial electronic warfare reconnaissance missions and operate the Seabrine Project.

A. SOUTHEAST ASIA OPERATIONS

Throughout 1970 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 to insure that all CTF 77 units maintained tactical readiness.

Air activity and GCI control developments during the year were highlighted by two engagements of NVN and U. S. aircraft, resulting in the loss of a Jolly Green Giant rescue helicopter on 29 January and the shoot down of a MIG-21 by U. S. Navy fighters on 28 March. Both occurrences were preceded by NVN GCI deployments into the areas of eventual action. The first NVN movement was the positioning of a Big Bar B radar in the Ha Tinh area on 16 December 1969, and a Bar Lock to Vinh airfield a week later. This activity coincided with the deployment of a MIG-21 aircraft initially to Bai Thoung and then Vinh airfields prior to the action on 29 January. Following the helicopter loss, a general movement of NVN forces out of the Vinh area and South region was noted. The MIG's apparently redeployed to the north and the GCI posture was diminished with their withdrawal from both Ha Tinh and Vinh airfields in mid February. By mid March the situation began to stiffen once again with a noticeable increase in the GCI activity in the Hai Phong region. A Bar Lock family emitter was noticed active near Kien An airfield on 20 March, restoring a GCI capability to this region which had been absent since December 1969. This was closely followed by activation of a second Bar Lock, Big Bar B radar located near Cat Bi airfield on 25 March. In addition to the development in Hai Phong, the Vinh area GCI posture was increased when the Vinh airfield site was reoccupied, joining the already active site located 20nm west of Vinh, thereby providing the area with a dual GCI capability. The situation reached a focal point when a MIG-21 was downed by U. S. Forces on 28 March.

Following the loss of the MIG-21, NVN moved their aircraft north with Ha Tinh and Vinh GCI sites being deactivated in March and June respectively. From late spring and throughout the summer monsoon season the NVN radar posture was relatively stable with primary deployment occurring above 1900 degrees north.

VQ-1's capability to fulfill COMSEVENTHFLT peripherial reconnaissance requirement was affected by the crash of an EC-121M at Danang on 16 March that resulted in the loss of 23 Navy personnel. This loss coupled with Southeast Asia requirements severly reduced peripherial reconnaissance operations.

VQ-1's Beggar King Program which was flown strictly for Bonnie Blue elint tasking was discontinued in February. Three Beggar King missions in January and four missions in February were flown. Of the last seven Beggar King flights, one was tasked against North Korea, five against Communist China, and one against Cambodia. The last Beggar King mission was flown on 25 February against Cambodia which recovered in Bangkok.

The squadron flew seven Beggar Shadow missions against North Korea in the vicinity of the Korean DMZ with the last flight flown in May. The bulk of VQ-1 tasking has been against Russia with 43 missions on the 5H8147 track and 60 missions on the 5H8142 track in the Vlad orbit area. In December approval was received to fly three missions on the new 5H8108 track with the EP-3B, EC-121M, and the EA-3B. This track is a northern extension of the 5H8147 track with orbit discretion up to the aircraft commander based on the area of interest and activity. The remaining Beggar Shadow track, 5H8111 which overflys the northern tip of Hokkaido, was flown 7 times during 1970.

VQ-1 has made a continuing effort to intercept the Soviet Bear D SS-N-3 Weapons System and its associated signals. Missions were flown to intercept this system on Wednesday and Saturdays, days on which training exercises in this system have historically been flown. Squadron collection efforts in this area were generally sucessful with a good deal of information collected for indepth analysis.

A346Z was intercepted during the months of February, June, July and December. EP-3B missions on 16 and 29 December obtained high quality recordings, which were utilized in the exploitation of the SS-N-3 system.

VQ-1 was involved in the observation of the Soviet "Operation Okean". From 21 April through 1 May squadron aircraft conducted surveillance flights against a Soviet ASW group and also a Command Group, both of which were involved in the exercise. The ASW group consisted of Kotlin DDG 403 Riga Class DE 810 and various auxiliaries. The probable Command Group consisted of a Sverdlov CLG (possibly the exercise ship), Kotlin DDG 418, and two Riga Class DE's. With two exceptions, no unusual radar was noted from either group. At times the ASW group seemed to be steaming in a high degree of EMCON.

On 30 July a part of the Soviet Pacific fleet left Vlad harbor on a special training exercise to be conducted off the Juril Island chain. VQ-1 flew a PARPRO mission on 30 July to collect against the ships as they came out of the harbor. An EA-3B and two EP-3B missions were flown outside the guidelines of PARPRO in the North Pacific and along the Kuril Islands. The EP-3B was in close proximity to the exercise on 5 August. Notable intercepts were two Head Nets and three Big Net radars, a Low Seivee surface search, an Owl Screech and Muff Cob fire control radars. Also, Peel Group signals were detected during the thirty minutes time period when all the mentioned radars were active.

Naval Supply system will have it, necessary contractor material and repair/overhaul cycles have been maintained through the efforts of NAVAIRSYSCOM.

The numerous other contractual agreements, with which VC-1 has dealt during 1970, have afforded a minimum of difficulties and have generally provided some outstanding service.

V. MAINTENANCE

The maintenance department of FAIRCONNON ONE progressed under the guidance and leadership of two senior officers during the year of 1970. Under their leadership, operationally ready time of squadron aircraft increased steadily, enabling the squadron to carry out it's highly technical and sophisticated mission.

Aircraft reporting status was affected by a number of factors during the year of 1970. The most significant being the tragic crash and loss of an EC-121M aircraft at Det BRAVO Danang, RVN. At the close of the year FAIRCONNON ONE was in custody of one (1) TA-3B, eleven (11) EA-3B, three (3) EC-121M and two (2) EP-3B aircraft.

The following monthly averages reflect the maintenance effort expended during the year 1970:

Type Acft	Flight Hours	MMH per F/H	Op Ready	% Op ready
TA-3B	74.3	16.3	482.1	66.1
EA-3B	489.5	29.4	3518.9	61.1
EC-121M	289.9	27.9	1142.9	54.5
EP-3B	293.1	12.5	1103.4	73.0

Although the maintenance department continued to feel the affect of the loss of the Southeast Asia Personnel augment through 1970, direct maintenance manhours per flight hour dropped appreciably for the TA-3B, EA-3B, EP-3B and remained the same for the EC-121M aircraft.

The squadron continued to maintain a permanent 70 man maintenance detachment at Danang, RVN in support of southeast Asia operations. In addition to this, three (3) separate 10 man Midway detachments were established in support of Seastrine operations during the periods of 23 July to 5 August, 13 August to 26 August and 25 October to 2 December 1970.

FAIRCONNON ONE'S PR-27 was the first EC-121M to be inducted into Lockheed's rework and maintenance center at Singapore and it is reported making satisfactory progress in rework.

Special projects remained extremely active during 1970 with increased emphasis placed on a signal associated with the Soviet SS-N-3 missile system. Project "HALLAS" is still much alive with continued effort

VI. TRAINING

A. ORGANIZATION

(U) In July 1970 the Training Division was separated from the Operations Department and a separate Training Department was established. This department was given the designation N-7 and consisted of fourteen (14) officers and nine (9) enlisted personnel. (Annex D-7)

B. PROGRAMS

Throughout the year intensive Training programs were carried out in order to train the large number of flight crews and maintenance personnel required to man and maintain the squadron's three types of highly diversified Electronic Countermeasures (ECM) aircraft. In addition to the standard NATOPS training for all flight crew personnel, extensive training programs were instituted in Electronic Warfare and ECM equipment maintenance in order to ensure maximum utilization of all the aircraft's unique capabilities. The department has been continually up dating the Electronic Warfare (EW) Evaluator and EW Operator Training programs, including a new EA-3B SPARING syllabus for this newly modified aircraft, in order to provide the most highly trained flight aircrewmen possible. Through its extensive training programs, the Training Department has continued to provide highly competent personnel to meet the Squadron's operational commitments. Throughout the course of the year over 815 hours of formal ground training and 3,000 hours of on the job training, have been conducted. A total of eight pilots obtained the qualifications of Aircraft Commander in the EC-121M or EP-3B aircraft during the past year.

After an average of three hundred and fifty (350) flight hours each, and extensive ground training, five (5) Senior Evaluators were qualified in the EC-121M aircraft and five (5) Senior Evaluators were qualified in the EP-3B aircraft. After an average of three hundred (300) total flight hours thirteen (13) Evaluators were qualified in the EA-3B aircraft. A total of 43 enlisted personnel including nine Army personnel qualified for and were awarded their aircrewman wings during the past year. In addition to the training conducted in this command, the following training was accomplished at other bases:

PERSONNEL	SCHOOL	LOCATION
SEVEN OFFICERS	P-3 PILOT TRAINING	MOFFETT FIELD
TWO ENLISTED	T-1E TYPE MAINTENANCE	YOKOSUKA, JAPAN
ONE ENLISTED	ASN-2 MOBILE AUTOMATIC TEST SET	SANGLEY POINT

PERSONNEL	SCHOOL	LOCATION
ONE ENLISTED	P-3 MINI COMPONENTS REPAIRS	MOFFETT REPLACEMENT AIR GROUP
TWO ENLISTED	P-3 FLIGHT ENGINEERS	MOFFETT REPLACEMENT AIR GROUP
FORTY-FOUR ENLISTED	SERE/DWEST	NORIS FAETUPAC

In September the Taining Department established a training course in Electronic Countermeasures to assist in training flight crew personnel from Airborne Early Warning Squadron ONE (VW-1). The department is presently initiating an ECM training program for newly deployed Task Force 72 Patrol units in the WESTPAC area.

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II. ADMINISTRATION

(U) FAIRECONRON ONE'S administrative responsibilities have not changed from the previous year. During 1970 the squadron was reduced in its allowance for both officers and enlisted which necessitated the transferring of many individuals and families out of the squadron. The end of the year brought with it the announcement of the move of the squadron to Guam and the assumption of VW-1 and VAP-61 assets and responsibilities. This put a heavy work load on admin, as it was its responsibility to work up new allowances and estimates for the move. The squadron's Danang detachment continued in operation, thereby requiring continuous rotation of personnel to and from the detachment-ment.

A. PHYSICAL PLANT

(U) During the latter part of 1970, VQ-1 determined that a personal services center was required by its personnel to facilitate the wide variety of personnel functions in a squadron the size of VQ-1. The addition of Quonset 205 greatly improved the area of personnel services by placing Personnel, Legal, Career Retention, Education and the mail room in one building. The area left vacant in building 181 by the move of the above offices was given to the newly formed Training Department. One room in bulding 181 was also transferred from the Air Navigation Office to the Intelligence department.

In hanger 183 a new CPO Lounge was constructed and a maintenance shop was converted into a flight crew ready room. Outside areas were improved by the paving of parking lots on both sides of the quonset huts and south of building 181. The enlisted barracks were relocated from a remote area of the base to buildings within the main part of the base. The new barracks are much more convenient and in better condition than those formerly occupied.

At the Danang detachment the BEQ's and BOQ's are being centrally air-conditioned. By the end of the year the enlisted flight crew barracks and one of the BOQ's had been centrally air-conditioned.

B. PERSONNEL FUNCTIONS

On 1 January 1970, the squadron's BuPers allowance for enlisted was 859. The EPLOPAC allowance was 950 and the on-board count was 900. The officer allowance was 141 and the on-board count was 154. In July 1970, the allowance was reduced to 633 enlisted by BuPers with EPDOPAC allowances dropping to 681. The officer allowance was cut to 104. The allowance did not change during the remainder of the year. The on-board count gradually decreased from 900 enlisted to 694 and from 154 officers to 127 by December 31, 1970.

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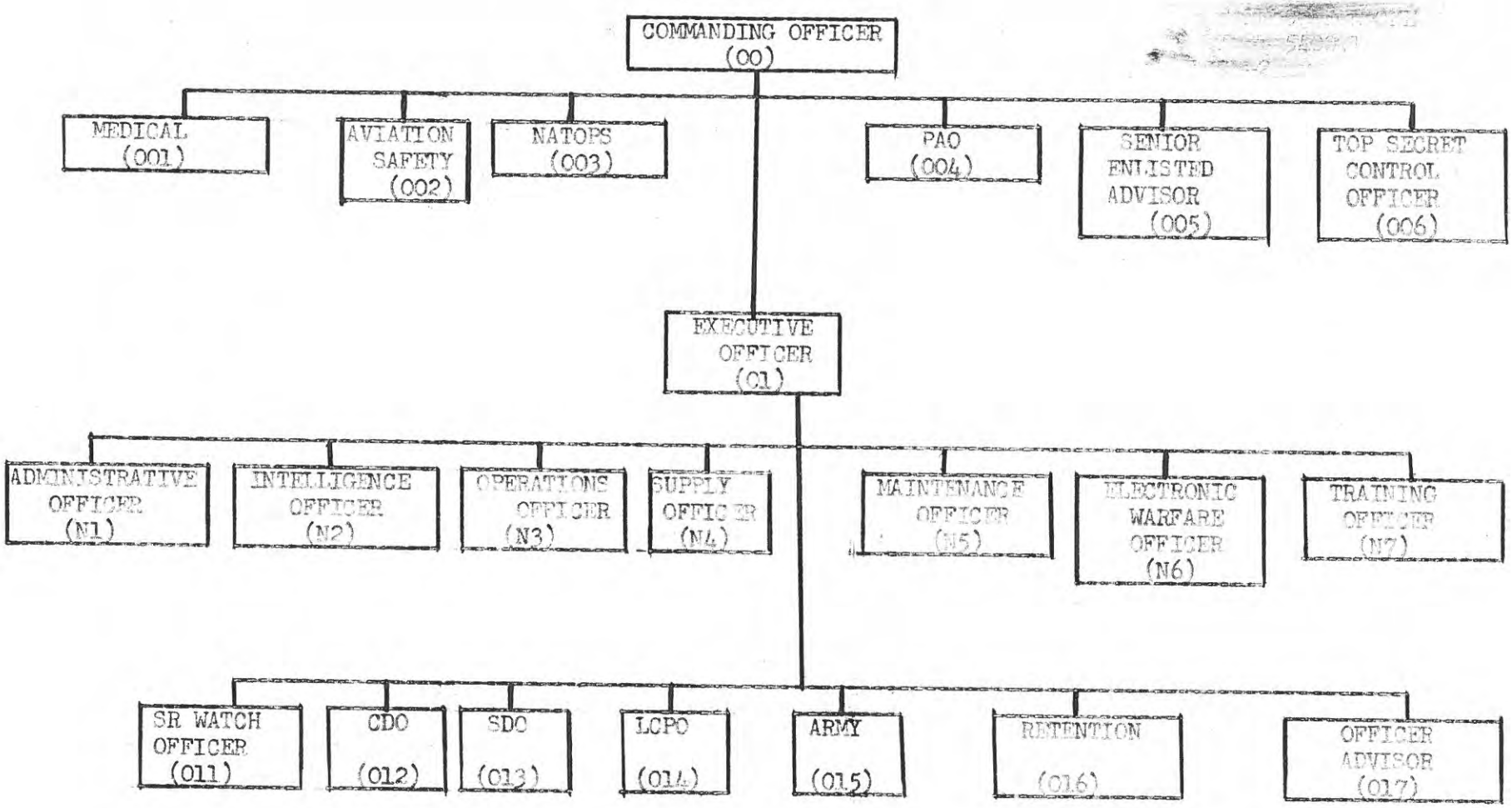
COMMANDING OFFICER (00)
MEDICAL (001)
AVIATION SAFETY (002)
NATOPS (003)
PAO (004)
SENIOR ENLISTED ADVISOR (005)
TOP SECRET CONTROL OFFICER (006)
EXECUTIVE OFFICER (01)
ADMINISTRATIVE OFFICER (N1)
INTELLIGENCE OFFICER (N2)
OPERATIONS OFFICER (N3)
SUPPLY OFFICER (N4)
MAINTENANCE OFFICER (N5)
ELECTRONIC WARFARE OFFICER (N6)
TRAINING OFFICER (N7)
SR WATCH OFFICER (011)
CDO (012)
SDO (013)
LCPO (014)
ARMY (015)
RETENTION (016)
OFFICER ADVISOR (017)

ANNEX C NAVY UNIT COMMENDATION

THE SECRETARY OF THE NAVY
WASHINGTON

The Secretary of the Navy takes pleasure in presenting the NAVY UNIT COMMENDATION to

FLEET AIR RECONNAISSANCE SQUADRON ONE

for service as set forth in the following

CITATION:

For exceptionally meritorious service from 1 December 1967 to 1 December 1969 while participating in combat operations against the enemy in Southeast Asia, and conducting Electronic Support Measures operations in direct support of SEVENTH Fleet, component, and theater commanders. During this period, Fleet Air Reconnaissance Squadron ONE was directly responsible for highly complex and invaluable Electronic Warfare Support Measures resulting in both the destruction of enemy aircraft and radar defenses and in the simultaneous preservation of the lives of U. S. airmen operating in the hostile environment over North Vietnam. In the course of these operations, Fleet Air Reconnaissance Squadron ONE also provided uniformly outstanding support to other SEVENTH Fleet forces, operating both land-based and carrier-based aircraft as an integral part of the Fleet's self-generated protective umbrella. These exceptional services were provided on a quick-reaction on-call basis over the entire breadth of the vast SEVENTH Fleet operating area from the Northern Pacific to the Indian Ocean. As a direct result of these wide-ranging applications of Electronic Support Measures and Reconnaissance Operations, Fleet Air Reconnaissance Squadron ONE has contributed uniquely to furthering the body of knowledge encompassing the fast growing and ever more complex field of Electronic Warfare, developing and expending many equipments and techniques which have been adopted Navy wide and by other services and agencies. By their exceptional professionalism and notable achievements, the officers and men of Fleet Air Reconnaissance Squadron ONE reflected great credit upon themselves and upheld the highest traditions of the United States Naval Service.

Secretary of the Navy
Acting

ANNEX D - BEGGAR SHADOW OPERATIONS

MONTH	MISSIONS SCHEDULED	MISSIONS FLOWN	PERCENTAGE OF COMPLETION
JANUARY	14	14	100%
FEBRUARY	20	14	70%
MARCH	20	9	45%
APRIL	16	2	12.5%
MAY	14	14	100%
JUNE	10	9	90%
JULY	10	10	100%
AUGUST	10	13	130%
SEPTEMBER	11	7	63%
OCTOBER	11	10	91%
NOVEMBER	10	8	80%
DECEMBER	12	12	100%

NOTE: The figures for missions scheduled are derived from the Headstrong/Bonnie Blue schedule that gives the number of missions VQ-1 intends to fly for a particular month. Of a total 158 Beggar Shadow missions scheduled, 120 were flown for a 76 percent completion rate.

ANNEX E SEABRINE OPERATION

While staging from Atsugi during CY 1970 and participating in the Command Link Intercept Program (C) a total of 172 missions were flown. The following is a list of operational results achieved during Cy 1970.

	Msns Flown	POS	NEG	CMND ACTVY NOTED	TOTAL CMND INTRCT	TM	
II	48	29	39	12* 2	044415* 001925	S302A S302C S311A S349B	044415* 001925(S325) 014546(TM) 000207(S326) 013959(BEACO)
III	64	44	53	16* 27	065722* 030824	S302A S311Z S311A S311B	065722* 030824 062830(TM) 015844(BEACO)
IV							
V	17	14	4	14	094308	S302A S311B S311C S311D S311E	094308 011427(BEACO) 002452(TM) 001017(VOICE)
VI	18	3	17	2*	002953*	S302A	002953* 000452(TM)
OSAN[1,2]	5		5				
MIDWAY[3]	22	7	15			S302Z	000033(TM) 010155(BEACO)
CHICOM	2	1	1			S302A	000213(TM)

BEACON: S338Z *TYPE V UNCOR

1. OPERATIONAL ACTIVITY FAILED TO MATERIALIZE DURING ONE MISSION
2. FOUR MISSIONS DEVOTED TO "RF" ENVIRONMENT STUDIES
3. OPERATIONAL ACTIVITY FAILED TO MATERIALIZE DURING NINE MISSIONS

ANNEX F PR-26 CREW MEMBERS - DECEASED

LCDR HARVEY C. K. AIAU

LCDR HARRY C. MARTIN

LT ROBIN A. PEARCE

LTJG JAMES M. MASTERS, JR.

LT GEORGE L. MORNINGSTAR

LTJG CHARLES E. PRESSLER

LTJG JEAN P. SOUZON

PO2 FLOYD E. ANDRUS, III

PO2 GREGORY J. ASBECK

PO3 JOHN M. BIRCH

PO2 WILLIAM P. BLETSCH

PO3 THURLE E. CASE

PO2 GUY T. DENTON

PO3 BEN A. HUGHES

PO1 LARRY O. MARCHBANK

PO3 RALPH S. PURDUM

POC WILLIAM J. RISSE

PO2 JOSEPH S. SAUKAITIS

PO2 JOHN S. SCHAEFER

PO2 STUART J. SCRUGGS

PO2 BARRY M. SEARBY

PO1 ARTHUR D. SIMMONS

PO1 DONALD W. WILSON

VQ-1 1970

DESCRIPTION OF SQUADRON

Fleet Air Reconnaissance Squadron One was originally commissioned as a special project in October of 1951 at NAS Sangley Point, R. P. After evolving through a series of growth stages the squadron presently has over 800 officers and enlisted men and is commanded by Captain Charles L. CHUTE, USN. From VQ-1's home base at NAS Atsugi, Japan, EC-121M, EP-3B, and EA-3B aircraft perform a variety of electronic reconnaissance missions in all areas of the Western Pacific. VQ-1 also operates "Black Bat Airlines" with one TA-3B which provides rapid air transport for Commander SEVENTH Fleet. The squadron's emblem is symbolic of its mission. The "Black Bat", which is the central figure in the insignia, symbolizes the squadron's all-weather and night capability. The lightning bolt and electrons superimposed on the WESTPAC geographic operating area, indicate the electronic warfare capability and diversity of VQ-1 operations.

Enclosure (1)

ANNEX A COMMANDING OFFICER'S BIOGRAPHY

Captain Charles L. CHUTE, U. S. Navy

Captain Charles L. CHUTE was born (b) (6) [redacted], the son of Mr. & Mrs. C. W. CHUTE of (b) (6) [redacted] He progressed through the Boston educational system and graduated from Boston English High in June 1943.

Captain CHUTE entered the Naval Service under the V-12 program and after attending Dartmouth College and Columbia University was commissioned an Ensign 23 August 1945.

After commissioning, Captain CHUTE served in USS L. K. SWANSON and USS CORAL SEA. He attended General Line School at Newport, Rhode Island in 1948 and later served in the weather ship USS PCE-895 and the minesweeper USS SPRIG.

Captain CHUTE reported for flight training at Pensacola, Florida in March of 1951 and was designated a Naval Aviator in April of 1952. He reported to Fighter Squadron ONE HUNDRED FIFTY-ONE and flew forty-five combat missions in the F9F Panther over Korea while deployed in USS BOXER. He deployed again with FITRON 151 aboard USS WASP and participated in the Tachens evacuation during 1954.

Captain CHUTE later completed a tour of shore duty as Flight Training Officer at NAS Los Alamitos with the Naval Air Reserve Command. Upon returning to sea duty he served with Heavy Attack Squadron FOUR and Fleet Air Reconnaissance Squadron ONE, where he served as Executive Officer. He attended the Armed Forces Staff College in 1963. Upon completion he was assigned to Heavy Photographic Squadron SIXTY-TWO as Executive Officer.

In September 1964 Captain CHUTE reported to Reconnaissance Attack Squadron THREE for training in the RA-5C. Upon completion of his training Captain CHUTE, on 1 July 1965, commissioned Reconnaissance Attack Squadron TWELVE and served as its first Commanding Officer.

Captain CHUTE joined COMCARDIV SEVEN in April 1966 and served with the staff in USS ENTERPRISE, USS ORISKANY and USS CORAL SEA as Air Officer and Assistant Operations Officer. He deployed again with COMCARDIV SEVEN in April of 1967 and served as Staff Operations Officer aboard the USS BON HOMME RICHARD and USS CORAL SEA.

Detaching in November of 1967, Captain CHUTE reported to OPNAV as head of the Unconventional Warfare Branch of the Air, Sea and Electronics Warfare Division, Deputy Chief of Naval Operations (Development).

Captain CHUTE holds the Legion of Merit, Bronze Star, four Air Medals, Navy Commendation Medal, and the Vietnamese Navy Distinguished Service Order (2nd Class).