



DEPARTMENT OF THE NAVY

FLEET COMPOSITE SQUADRON SIX

NAVAL AIR STATION

NORFOLK, VIRGINIA 23511-5594

1992 ✓

IN REPLY REFER TO:
5750

Ser 10/136

30 MAR 1993

From: Commanding Officer, Fleet Composite Squadron SIX
To: Director of Naval History (N-09BH), Washington Navy Yard,
901 M Street S.E., Washington, DC 20374-5060

Subj: COMMAND HISTORY FOR CALENDAR YEAR 92

Ref: (a) OPNAVINST 5750.12E

- Encl:
- (1) Fleet Composite Squadron SIX CY 1992 Command History
 - (2) Squadron Information Pamphlet
 - (3) CDR M. S. Rindler's Biography and Photograph
 - (4) Change of Command Brochure
 - (5) UNITAS XXXIII After Action Report
 - (6) OIC FLECOMPRON SIX Det Patuxent River ltr 3900 Ser VC-6 10/052 of 4 Jun 92 "Letter of Instruction for At Sea Ops 29 Jun to 24 Jul 92"
 - (7) OIC FLECOMPRON SIX UAV Det ONE ltr 3120 VC-6 Ser 10/073 of 29 Jul 92 "Exercise TANDEM THRUST After Action Report"
 - (8) FLECOMPRON SIX 291600Z Jul 92 "Readdressal of COMPHIBGRU THREE 241550Z JUL 92"
 - (9) USS NEW ORLEANS 272025Z JUL 92
 - (10) COMHELTACWING ONE NORFOLK VA 041300Z AUG 92
 - (11) Navy UAV's need a Sponsor, by CDR Edward C. Ferriter, U.S. Navy
 - (12) OIC FLECOMPRON SIX Det Patuxent River ltr 3900 Ser VC-6 10/080 of 6 Aug 92 "Letter of Instruction for Land Based Ops Korea 12 Aug to 7 Sep 92"
 - (13) Exercise Ulchi Focus Lens 92 After Action Report
 - (14) COMHELTACWING ONE NORFOLK VA 152003Z Sep 92
 - (15) JOTHT WASHINGTON DC 221610Z Sep 92
 - (16) RED REEF III After Action Report
 - (17) FLECOMPRON SIX ltr 3590 Ser 10/071 of 10 Feb 93 "Submission of 1992 Battle Efficiency Award Nomination for Fleet Composite Squadron SIX"
 - (18) UAV Photos (3)

1. Per reference (a), enclosures (1) through (18) are submitted.

M. S. RINDLER

Copy to:
COMNAVAIRLANT (Code 013)
COMHELTACWING ONE (N1)

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FLEET COMPOSITE SQUADRON SIX CY 92, COMMAND HISTORY

1. Command Composition and Organization

A. Mission: To provide the Fleet with vital, real-time surveillance and reconnaissance capabilities as well as realistic aerial and seaborne threat simulations. To provide organizational and partial intermediate and depot level maintenance support, and to train personnel to maintain and operate assigned equipment. Enclosure (2) is Squadron information pamphlet.

B. Organizational Structure:

- (1) ISIC: Commander, Helicopter Tactical Wing ONE
- (2) Squadron Composition:

<u>UIC</u>	<u>TITLE</u>
09806	- VC-6 Shore (NAS Norfolk, VA; NAB Little Creek, VA)
32019	- VC-6 Sea Det component (NAB Little Creek, VA; FCTC Dam Neck, VA)
30197	- VC-6 Shore Det Dam Neck (FCTC Dam Neck, VA)
55243	- VC-6 Sea Surveillance Det (NAS Patuxent River, MD)
46550	- VC-6 Shore Surveillance Det (NAS Patuxent River, MD)

C. Squadron Commander: Commander M. S. Rindler, USN

Biography and Photograph: (enclosure (3))
Change of Command Brochure: (enclosure (4))

D. Headquarters location: Naval Air Station, Norfolk, Virginia

E. Type and number of assets assigned:

- (1) UAV - 5
- (2) BQM 74 - 18
- (3) QST 35 - 8
- (4) QST 33 - 8
- (5) DLR-3 - 1

2. CHRONOLOGY

31 DEC 91-15 JAN 92	- BQM-74C Missilex (RED REEF III)
10-26 JAN	- BQM-74C MED Missilex, Souda Bay, Crete
13-18 JAN	- BQM-74C Hawkex, Camp Lejeune, NC supporting CG Second MAW
15 JAN	- BQM-74C Missilex aboard USS OLIVER PERRY (FFG-7)
16 JAN	- Retirement Ceremony for BMC(SW) Lane
24 JAN-08 FEB	- SEPTAR Detachment to Gitmo, Cuba supporting Fleet Training Group (FTG)
07 FEB	- Change of Charge at Detachment Dam Neck
21 FEB-08 MAR	- SEPTAR Detachment to Mayport, FL supporting COMDESRON EIGHT
25 FEB	- First UAV night flight for CY-92 in support of Joint Law Enforcement Drug Interdiction Effort
01-23 MAR	- SEPTAR Detachment to Gitmo, Cuba supporting FTG
01 MAR-30 APR	- UAV Drug Interdiction Ops for East Coast
02-27 MAR	- Industrial Hygiene Inspection (all sites less Det Pax River)
06 MAR	- VC-6 40th Birthday Celebration
10 MAR	- Major re-write of QST-33/QST-35 Standardization Manuals completed
23-29 MAR	- Pioneer Operation Maintenance Planning Training Team (POM PTT) Inspection (Det Pax River only)

11 MAR - Major re-write of BQM-74C Standardization Manual completed

09-15 APR - BQM-74C Missilex aboard USS FAHRION (FFG-22) supporting COMDESRON SIX

15 APR - NAVOSH Inspection (all sites less Det Pax River)

17-25 APR - SEPTAR Detachment to Palmetto Point, NC supporting MATWING ONE

18 APR - Children's Easter Party

25-26 APR - Static Display support for Norfolk's Azalea Festival Air Show

01 MAY - PRT

01-17 MAY - SEPTAR Detachment to Mayport, FL supporting COMDESRON EIGHT

02 MAY - VC-6 Sports Day

05 MAY - UAV visit to USS GUAM (LPH-9) for LPH flight deck familiarization

06 MAY - Safety Stand Down Norfolk site

07 MAY - Safety Stand Down at Dam Neck and Little Creek sites

08 MAY - VC-6 Det Pax River PRT

14-30 MAY - SEPTAR Detachment to Gitmo, Cuba supporting FTG

22 MAY - Personnel Inspection

24 MAY-08 JUN - SEPTAR Detachment to Lake George, FL supporting STRKFIGHTWING, ATLANTIC

25-29 MAY - SEPTAR Detachment to Wallops Island, VA supporting NAVSEA

27 MAY - CHTW-1, Commodore Lackey visit to VC-6 Headquarters

28-29 MAY - Captain's Call

21-22 MAY - CNAL PIT Team Visit (all sites less Dam Neck)

21 MAY - CHTW-1 Corrosion Inspection (all sites)

06-08 JUN - DLR-3 supports Harborfest, a city celebration in Norfolk, VA

13 JUN - VC-6 supports community in "Clean the Bay Day"

19 JUN - Family Day Picnic at Dam Neck Beach

25 JUN - Dam Neck BQM Det "C" departs for UNITAS XXXIII aboard USS SAN JACINTO (CG-65) to South America

29 JUN-24 JUL - Exercise TANDEM THRUST: UAV Detachment aboard USS NEW ORLEANS (LPH-11)

06-16 JUL - First UAV Carrier Controlled Approach (CCA)

09-24 JUL - SEPTAR Detachment to Mayport, FL supporting COMDESRON EIGHT

11-15 JUL - BQM-74C Missilex aboard USS STARK (FFG-31) supporting COMDESRON EIGHT

12 JUL-02 AUG - BQM-74C Missilex, Souda Bay, Crete supporting COMCRUDESGRU EIGHT

14-17 JUL - Industrial Hygiene Inspection (all sites less Det Pax River)

15 JUL - Standing TACNOTE "Tactical Employment of the Pioneer System Unmanned Air Vehicles (UAV)" published

25 JUL-01 AUG - SEPTAR Detachment to Gitmo, Cuba supporting FTG

29 JUL-05 AUG - First successful UAV launch and recovery on LPH Class ship (two flights)

03-04 AUG - BQM-74C Missilex aboard USS SCOTT (DDG-995) supporting COMDESRON TEN

04 AUG - All Operations stop for Standards of Behavior Stand Down

12 AUG-13 SEP - UAV Exercise Ulchi Focus Lens in the Republic of Korea

28 AUG - Retirement Ceremony for BM1(SW) Bovey

08-11 SEP - BQM-74C Missilex aboard the USS HALYBURTON (FFG-40) supporting COMSECONDFLT

11-18 SEP - DLR-3 exercise in support of FLEETEX 1-93, Moorehead City, NC

01 OCT	- Personnel/Zone Inspection for Dam Neck and Little Creek sites
02 OCT	- PRT
05 OCT	- Personnel/Zone Inspection for Norfolk site
05-09 OCT	- BQM-74C Missilex aboard the USS KIDD (DDG-993) supporting COMSECONDFLT
08 OCT	- Personnel/Zone Inspection for Patuxent River site
16 OCT	- Change of Command
02-05 NOV	- Command Retention Inspection (all sites)
02-05 NOV	- Security Inspection (all sites)
02-06 NOV	- ISIC Inspection (all sites)
02-06 NOV	- CHTW-1 Corrosion Inspection (all sites)
05-08 NOV	- DLR-3 supports Oysterfest, a city celebration in Urbanna, VA
09-12 NOV	- Captain's Call for all sites
15-24 NOV	- BQM-74 Missilex aboard USS FLATLEY (FFG-21) supporting COMNAVSURFGRU FOUR
16 NOV	- Pioneer UAV System Installation begins on USS DENVER (LPD-9)
17 Nov	- Dam Neck's BQM Det "C" returns from five month South American cruise (UNITAS)
29 NOV-11 DEC	- SEPTAR Detachment to Lake George, FL supporting COMLATWING ONE
04 DEC	- Squadron Christmas Party
10 DEC	- Det Pax River Christmas Party
12 DEC	- Children's Christmas Party
14 DEC	- Craftmaster Designation curriculum incorporating the DLR-3 as a training platform approved by CNO
02-03 DEC	- CNAL 3-M Inspection (Little Creek site only)
14-18 DEC	- Explosive Safety Inspection (Dam Neck site only)

3. Narrative:

Among VC-6's BQM "first ever" was its participation in exercise RED REEF III which took place in January 1992 in the North Arabian Gulf. VC-6 provided BQM-74C target support for elements of the USS EISENHOWER (CVN-65) CVBG. This was the first BQM-74C Target Detachment to provide services to combatants on station in the North Arabian Sea as detailed in the After Action Report, enclosure (16).

In March-April 1992, VC-6 demonstrated, for the first time, a live microwave re-broadcast of a UAV video signal. The live signal was transmitted to the entire Chesapeake Bay Test Center.

One of the most arduous and complex of BQM Detachments, UNITAS XXXIII, a five month cruise in support of U.S. and South American navies on board USS SAN JACINTO (CG-56), June through November 92. This eight-man detachment provided innovative and challenging tactical target presentations which honed combat readiness of U.S. and South American naval combatants. Enclosure (5).

VC-6 UAV Detachment Patuxent River, Maryland was involved in two major exercises in 1992. From June through July, UAV Det ONE deployed aboard USS NEW ORLEANS (LPH-11) in support of Exercise TANDEM THRUST '92, an amphibious exercise off the California coast. It was a highly successful evolution featuring 12 "first ever" LPH launches and recoveries. Enclosures (6) through (11) germane.

From 12 August - 12 September 1992, UAV Det TWO deployed in a land based configuration to the Republic of Korea for joint operations in support of Exercise Ulchi Focus Lens '92. During this exercise VC-6 supported joint U.S. and Korean forces in a land warfare scenario using tactics developed in Desert Storm. Enclosures (12) through (15) germane.

From Oct - Dec 1992 VC-6 personnel detached to Commander Fleet Activities, Okinawa, to provide training and assistance in standing up a WESTPAC BQM-74C support unit.

A new era for Navy UAV operations began on 16 November 1992, with the first stages of installation of the Pioneer UAV System on the USS DENVER (LPD-9). VC-6 UAV Detachments were originally established to provide UAV support to IOWA class battleships. New support missions and ship platforms became the subject of a major study when plans to decommission all battleships were announced in 1991. That study was completed in January 1993, one month after the final cruise of USS MISSOURI (BB-63) with UAV Det TWO embarked.

Other UAV highlights include the development and publication of a first-ever UAV Standard Instrument approach. This innovative procedure has been adapted for use by all DOD UAV users as a back-up recovery option. It will also enhance vehicle recovery should a tactical mission encounter less than optimal environmental conditions.

In addition to various BQM-74C detached operations, supporting both air and sea forces, numerous quality target profiles were provided from VC-6's Dam Neck location for locally based air wings and surface units. Target performance was tailored to conform with the latest in tactical weapons employment, ensuring maximum readiness practice for involved units.

Detachment Little Creek milestones included DLR-3's (100ft Drone Recovery Vessel) successful relay of control, of a BQM-74C drone from the Dam Neck launch site, to the USS HALYBURTON which was 150 NM out to sea. This tactic extended BQM-74C range capability twofold.

VC-6 Det Little Creek also developed new and creative fast boat tactics to evade aircraft in support of VA, VS and VP squadrons at Lake George, FL. Aircrew skills were sharpened against high-speed maneuvering surface targets. Throughout the year, the local development of tailor-made fast boat tactics allowed surface target detachments to provide innovative anti-terrorist training for surface combatants and aircraft, as well as additional fleet services, which included refining surface combatant gunnery capabilities.

At home, the Squadron continued its pursuit of excellence and emphasis on people with continued in rate training, GMTs, emphasis on physical readiness, community involvement and personal recognition of personnel as evident by VC-6's Senior and Junior Shore Sailors of the Year for 1992 being selected as COMHELTACWING ONE Sailors of the Year.

Concluding an outstanding year, Fleet Composite Squadron SIX received notification from Commander Naval Air Force, Atlantic that they were the winners of the 1992 Battle "E" Award in the Special Mission Category. The VC-6 Battle "E" input for 1992, enclosure (17), delineates detailed statistics on the Squadron's operational accomplishments throughout 1992.

FLEET COMPOSITE SQUADRON SIX

BQM-74C DRONE DETACHMENT

UNITAS XXXIII

1992

- Enclosure (1) Z-9-AA Profile
(2) USS San Jacinto Instruction 13145.1

OVERVIEW

Mission: UNITAS 33-92 a four and one half month deployment of U.S. naval assets for operational training with South American naval, airforce and marine units in and around South America.

U.S. assets included USS Whale SSN 638, USS Cushing DD-985, USS San Jacinto CG-56, accompanied by the support vessels USS Portland during phases zero, one and two and the USS Manitowoc during phases three through nine. Detachments deployed with these vessels included U.S. Marines on board the support vessels, two SH-60 helicopter detachments from HSL-45 and HSL-48 on board the USS Cushing and USS San Jacinto along with Fleet Composite Squadron Six BQM-74C drone detachment deployed on board the USS San Jacinto.

UNITAS 33-92 was divided into ten phases. Phases entailed joint operations with one or more South American countries with the exception of phase zero which was exclusively U.S. units.

The role of the Fleet Composite Squadron Six detachment was to provide aerial target services, (dronex's), to both the South American and U.S. vessels. The drone exercises were designated Z-9-AA missions. The Z-9-AA missions profiled in enclosure (1), were naval surface to air gun fire exercises where one or two BQM-74C drones would be provided to fly a modified Bravo profile. Each mission require a minimum of one tracking run and one firing run for each vessel involved.

UNITAS 33-92 was a extensive deployment which involved a great number of issues that needed to be resolved. The most significant of which were as follows:

1. Size of detachment
2. Required equipment
3. Designated ships space
 - a. Berthing
 - b. Target storage
 - c. Hanger and office
 - d. JATO and parachute storage
4. Standard Operating procedures
5. Logistic support
6. Integration with HSL-48 detachment

7. Integration with USS San Jacinto
8. Debarkation and turnover of spaces

The vast amount of corporate knowledge retained from previous UNITAS deployments provide a sound foundation for pre-deployment planning. The resolution of initial issues resulted in the following:

Detachment size was determined by the available berthing and the minimum operational requirements of VC-6. The following positions were assigned for the deployment:

One Officer (O-3/4)	Officer in Charge
One Chief Petty Officer (E-7/8)	Exercise Coordinator
One First class Petty Officer (E-6)	Maintenance Chief
One Ordinance Petty Officer (AO-2/3)	Remote Control Operator
Two Avionics Technician (AT-2/3)	Leading Petty Officer
Two Airframe/Engine Maintenance Men (AD-2/3)	Launch Pad Coordinator
	Ordinance Petty Officer
	VEGA Operators
	VEGA Technicians
	Airframe Maintenance
	Engine Maintenance

Required equipment included six BQM-74C drones, Two complete sets of VEGA equipment, twenty-five parachutes, twenty-five sets of MK-117 JATO and all associated maintenance/support equipment.

Designation of ships spaces: Berthing provided was exceptional. USS San Jacinto provided a two man stateroom to the detachment Officer in Charge, adequate chiefs berthing for the detachment chief and the remainder of the detachment occupied the chiefs overflow berthing compartment, thus maintaining isolated detachment integrity.

Target storage: inadequate storage space was available to store all six targets on board USS San Jacinto. Only four targets with one target box could be deployed on board. Two targets were stored on board the USS Manitowoc. The best method for targets box storage was vertical.

Hanger space was divided evenly between the VC-6 and HSL-48 detachments. Initial disbursement of equipment was cramped and awkward, however after ergonomic issues were considered and resolved the allotted space was very adequate. If RAST equipment is installed, it should be stowed aft near the hanger door increase readiness if it is required by the helicopter detachment.

Office space was divided evenly between the detachments. This provided one desk and ample storage space for publications and other maintenance materials.

Ordinance storage space was adequate. Parachutes were stored in the CIWS lockers and JATO was stored in the aft ammunition magazine.

For BQM-74C operations on an AEGIS cruiser, the standard operating procedures delineated in enclosure (2) should be incorporated.

Logistic support was controlled by USCOMSOLANT (CTF 138). Points of contact in Norfolk were designated prior to deployment and scheduled logistics runs were announced a minimum of two weeks in advance. To obtain parts a message to the parent command with info to USCOMSOLANT was all that was required. VC-6 supply would fill the order and contact the Norfolk logistics coordinator who would allocate space on the next available flight. Total turn around time was never more than two weeks, depending on port schedules and available airfields.

Integration of the VC-6 detachment was divided into two chains of command. Administratively VC-6 and HSL-48 were integrated into the Air department. The Officer in Charge of the HSL detachment was assigned the department head role by virtue of rank ie: Lieutenant Commander. The air department reported to the executive officer. Operationally VC-6 took direction from COMSOLANT air coordinator and informed the ships operations department and the air department.

Debarkation of VC-6 occurred in Puerto Rico. Detachment personnel returned to Norfolk via C-9 airlift. Equipment remained on board the USS San Jacinto for transportation to Norfolk, VA. Equipment off load occurred the monday following the return of the San Jacinto with space turnover the same day.

The USS San Jacinto CG-56 proved to be an ideal platform for BQM-74 operations.

OPERATIONAL ASPECTS
OF
UNITAS 33-92

Z-9-AA, (dronex), operations scheduled for UNITAS 33-92 provided for eighteen total launches during fifteen operations. Additional services were requested by the South American's and directed by USCOMSOLANT. The increase to seventeen operational dates enabled five additional launches for a total of twenty-three BQM-74C flights. Fleet Composite Squadron SIX det "C" met all scheduled and unscheduled operational commitments.

<u>DATE</u>	<u>OPERATION</u>	<u>SCHEDULED</u>	<u>PROVIDED</u>
08 July 92	Z-9-AA	One	Two
17 July 92	Z-9-AA	One	One
26 July 92	Z-9-AA	Two	Two
28 July 92	Z-9-AA	One	CNX by USCOMSOLANT

<u>DATE</u>	<u>OPERATION</u>	<u>SCHEDULED</u>	<u>PROVIDED</u>
06 August 92	Z-9-AA	One	One
10 August 92	Z-9-AA	One	One
19 August 92	Z-9-AA	One	One
24 August 92	Z-9-AA	None	One
29 August 92	Z-9-AA	Two	Two
10 September 92	Z-9-AA	Two	One
Note that all runs were provided by first drone. There was no requirement to launch the second scheduled drone.			
16 September 92	Z-9-AA	One	One
24 September 92	Z-9-AA	One	One
01 October 92	Z-9-AA	One	Two
04 October 92	Z-9-AA	One	Two
17 October 92	Z-9-AA	One	Two
01 November 92	Z-9-AA	One	Two
03 November 92	Z-9-AA	None	One
Totals		Eighteen	Twenty-Three

LONG RANGE SCHEDULE

Long range schedule provided for nine phases and two transit periods and one CNOPS period. The phases and associated countries were as follows.

26 June 92 - 01 July 92	Norfolk Transit to Puerto Rico
02 July - 21 July	UNITAS Phase Zero (Puerto Rico)
22 July - 09 August	UNITAS Phase One (Brazil)
10 August - 15 August	UNITAS Phase Two (Uruguay)
15 August - 26 August	UNITAS Phase Three (Argentina)
28 August - 25 September	UNITAS Phase Four (Chile)
26 September - 07 October	UNITAS Phase Seven (Ecuador)
07 October - 14 October	CNOPS

15 October - 31 October	UNITAS Phase Eight (Columbia)
01 November - 12 November	UNITAS Phase Nine (Venezuela)
12 November - 14 November	Transit to (Puerto Rico)
14 November - 16 November	Transit to (Norfolk, VA)

Scheduled port visit are listed below. The primary mission during each visit was the spreading of goodwill. The USS San Jacinto was anchored out during each port visit with the exception of Roosevelt Roads Puerto Rico, Ingenierio White Argentina and Rodman Panama.

02 July - 06 July	Roosevelt Roads, Puerto Rico
12 July - 16 July	Roosevelt Roads, Puerto Rico
22 July - 25 July	Recife, Brazil
01 August - 05 August	Rio De Janeiro, Brazil
15 August - 26 August	Ingeniero White, Argentina
28 August - 29 August	Punta Arenas, Chile
02 September - 03 September	Puerto Montt, Chile
05 September - 09 September	Talcahuano, Chile
11 September - 14 September	Valparaiso, Chile
16 September - 21 September	Coquimbo, Chile
28 September - 30 September	Manta, Ecuador
02 October - 03 October	Anchor at Salinas
05 October - 07 October	Manta, Ecuador
12 October - 14 October	Rodman, Panama
22 October - 24 October	Rodmam, Panama
27 October - 31 October	Cartegena, Columbia
11 November - 13 November	La Guaira, Venezuela
12 November - 14 November	Roosevelt Roads, Puerto Rico
16 November	Norfolk, Virginia USA

Fleet Composite Squadron Six Detachment "C" debarked the USS

San Jacinto (CG-56) in Roosevelt Roads, Puerto Rico for C-9 transit to Norfolk, Virginia on 13 November 1992. Upon arrival in Norfolk, Detachment "C" stood down while awaiting the arrival of the USS San Jacinto in Norfolk. Off load of the detachment equipment and turn over of air department spaces was completed on 20 November 1992.

Lessons Learned

1. Naval gun fire from launch platform should not interfere with drone control.
2. Do not schedule dual drone launches two days in a row. With limited deck space only three drones can be kept ready on maintenance stands.
3. Use a single primary drone until it is destroyed, then use a new one.
4. Ensure coordination between Helicopter detachment and drone detachment for flight deck scheduling.
5. Ensure that end of cruise awards are not issued on a department basis. The drone detachment should be a separate entity.
6. The procedures delineated in enclosure (1) ie: USS San Jacinto Instruction 13145.1 are sound and should be incorporated when ever and were ever possible.

Summary

UNITAS 33-92 was a highly successful deployment. With record setting service and the successful return of all personnel without incident or harm. The loss of five BQM-74C drone during the deployment was the only detractor during this deployment. Four drones were lost due to defective parachutes which failed to blossom after deploying. The single operational loss was due to accurate naval gun fire which destroyed the target.

Respectfully Submitted



Charles S. Brackney
LT USNR