

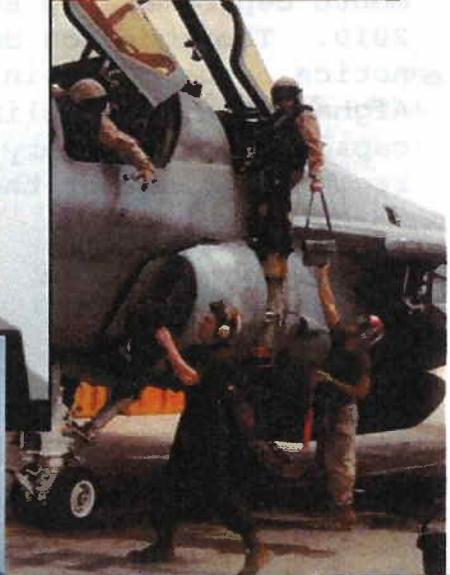
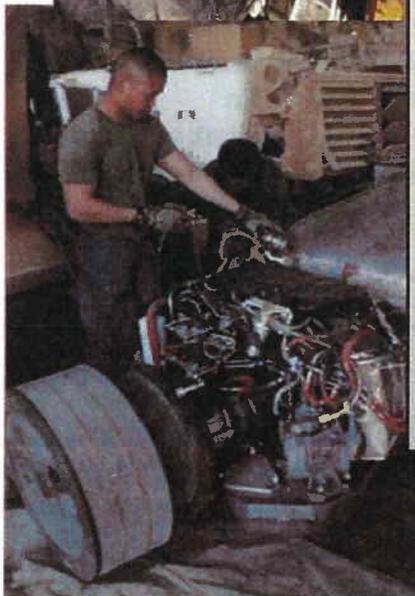
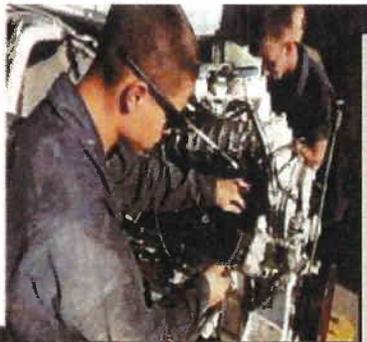


UNITED STATES MARINE CORPS

2011

DoD Secretary of Defense Maintenance Awards

FIELD LEVEL NOMINATIONS





UNITED STATES MARINE CORPS
MARINE AIRCRAFT GROUP 14
2D MARINE AIRCRAFT WING
POSTAL SERVICE CENTER BOX 8051
CHERRY POINT, NC 28533-0051

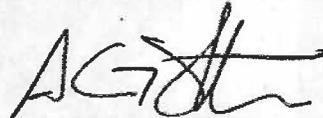
1650
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FIRST ENDORSEMENT on CO, VMAQ-1 ltr 1650 CO dtd 7 February 2011

From: Commanding Officer, Marine Aircraft Group 14
To: Commandant of the Marine Corps (LPC-1), 300 Marine Corps
Pentagon, Room 2E211, Washington, DC 20350-3000
Via: (1) Commanding General, 2d Marine Aircraft Wing
(2) Commanding General, II Marine Expeditionary Force
Subj: NOMINATION OF MARINE TACTICAL ELECTRONIC WARFARE
SQUADRON 1 FOR THE 2011 SECRETARY OF DEFENSE MAINTAINENCE
AWARD PROGRAM (PHOENIX AWARD FOR FISCAL YEAR 2010)

1. Forwarded, with utmost enthusiasm.

2. Marine Tactical Electronic Warfare Squadron 1 is enthusiastically recommended for the 2010 SECDEF Maintenance Award in the Field-Level Unit Maintenance Small Category. VMAQ-1 surged its combat power every day during a six and a half month deployment to Bagram, Afghanistan, from October 2009 - May 2010. The squadron deployed to Bagram with only five weeks notice. They flew in support of every coalition unit in Afghanistan, assembling their own intermediate level maintenance capability under very harsh conditions. They have my highest recommendation for the 2010 SECDEF Maintenance Award.


A. G. SHORTER

Copy to:
Files



UNITED STATES MARINE CORPS
MARINE TACTICAL ELECTRONIC WARFARE SQUADRON 1
MARINE AIRCRAFT GROUP 14
POSTAL SERVICE CENTER BOX 8058
CHERRY POINT, NC 28533-0058

1650
CO
7 Feb 11

From: Commanding Officer, Marine Tactical Electronic Warfare Squadron 1
To: Commandant of the Marine Corps (LPC-1), 3000 Marine Corps Pentagon, Room 2E211, Washington, DC 20350-3000
Via: (1) Commanding Officer, Marine Aircraft Group 14
(2) Commanding General, 2d Marine Aircraft Wing
(3) Commanding General, II Marine Expeditionary Force
Subj: NOMINATION OF MARINE TACTICAL ELECTRONIC WARFARE SQUADRON 1 (VMAQ-1) FOR THE 2011 SECRETARY OF DEFENSE (SECDEF) MAINTENANCE AWARD PROGRAM (PHOENIX AWARD FOR FISCAL YEAR 2010)

Ref: (a) DoDI 1348.30
(b) MarAdmin 049/11

Encl: (1) VMAQ-1 Nomination Package

1. Per the references, this package is submitted to enthusiastically nominate Marine Tactical Electronic Warfare Squadron 1 (VMAQ-1) for the 2011 Secretary of Defense (SecDef) Maintenance Award (Phoenix Award for Fiscal Year 2010). The enclosure encompasses the entirety of the award nomination.

2. Point of Contact at this commanding is Major Brandon C. Brooks at Commercial: 252-466-6145, DSN: 582-6145, or e-mail: Brandon.c.brooks@usmc.mil.

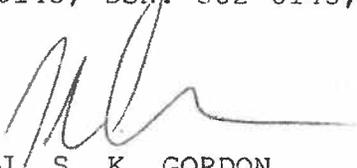

J. S. K. GORDON
Acting

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Section I - Basic Unit Information

- (1) Service Branch: United States Marine Corps
- (2) Specific Unit Designation: Marine Tactical Electronic Warfare Squadron 1 (VMAQ-1)
- (3) Category/Unit Size: Small/ 200 Personnel
- (4) Commander's Name and Mailing Address:

LtCol Chandler P. Seagraves
Commanding Officer
Marine Tactical Electronic Warfare Squadron 1
Postal Service Center Box 8058
MCAS Cherry Point, North Carolina 28533-0058

- (5) Primary and Alternate Points of Contact:

Primary:
Maj Brandon C. Brooks
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Cell (252) 671-6234
kenneth.eaton@usmc.mil

- (6) Military Service POC:

Commandant of the Marine Corps
Headquarters, U.S. Marine Corps
3000 Marine Corps Pentagon
Attn: ORD LPC-1 Rm 2E211
Washington, DC 20350-3000

- (7) Background Information:

Marine Tactical Electronic Warfare Squadron 1 (VMAQ-1) was formed on 1 July 1992 from the X-Ray Detachment from VMAQ-2. The previous detachment structure consisted of 3 "dets" (X, Y, and Z) each assigned personnel and aircraft from a larger pool under the umbrella of the larger squadron. The VMAQ-1 logo is the Banshee, an Irish mythological figure and an omen of impending death. Its motto is "Tairn greacht Bas," Gaelic for "Death Foretold."

Following Operation DESERT STORM, the criticality and shortage of electronic attack assets was finally recognized. The decision was made to reorganize back to the original three electronic warfare squadrons from VMAQ-2 detachments X-ray, Yankee, and Zulu. In addition, a fourth squadron was gained by activating the reserve Marine Tactical Electronic Warfare Squadron 4 (VMAQ-4). While deployed to MCAS Iwakuni,

Japan, VMAQ-2 detachment X-ray was re-commissioned as Marine Tactical Electronic Warfare Squadron 1 on 1 July 1992 with the mission to conduct electronic warfare in support of Marine Forces and Joint/Combined operations.

Since its activation in 1992, VMAQ-1 has maintained the highest levels of combat efficiency. The squadron has provided tactical electronic warfare support for Marines, our sister services, and allies on deployments to the Western Pacific, numerous contingency and training exercises around the globe, and combat operations over the Former Republic of Yugoslavia, Iraq, and Afghanistan.

(8) Unit Size: 32 Officers; 168 Enlisted

(9) Unit Location: MCAS Cherry Point, North Carolina

(10) Unit Mission Statement:

Conduct airborne electronic warfare in support of Fleet Marine Force operations or other units as the Joint Force Commander directs.

(11) Operational Chronology (1 October 2009 – 30 September 2010):

15 Oct: Advance Party departs Cherry Point for Afghanistan

24 Oct: Main Body departs MCAS Cherry Point

26 Oct: Aircraft and Trail Maintenance depart MCAS Cherry Point

31 Oct: Trail Maintenance arrives at Bagram AB Afghanistan

3 Nov: Aircraft arrive at Bagram AB Afghanistan from Al Asad Air Base Iraq

4 Nov: VMAQ-1 assumes missions and begins flying operations in support of NATO-ISAF Coalition partners and US Ground Forces for Operation ENDURING FREEDOM

5 Nov: Main Body Arrives

Nov '09 –May '10: Combat Operations ISO USFOR-A, NATO-ISAF in Afghanistan

1 May: VMAQ-1 transfers authority to VMAQ-2 and departs for MCAS Cherry Point

1 Jun: VMAQ-1 begins acceptance of ICAP III aircraft and transfer or strike of ICAP II aircraft to sister squadrons, sister services, and Fleet Readiness Center Depot for Modifications

9 Aug: MALS-14 QA Audit

Section II - Summary of Actions

1. Mission Accomplishment

The operational commitments facing the EA-6B Prowler community were elevated to a new level during fiscal year 2010. The Navy's transition to the EA-18G removed three EA-6B squadrons from deployment, placing an even heavier pressure on the remaining Navy and Marine Corps Prowler squadrons and clouding the deployment schedule for VMAQ-1. Adeptly supporting each operational commitment with tenacity and resolve the Marines of VMAQ-1 carried on as the quiet professionals. This was no easy task for a maintenance department charged with maintaining a fleet of 5 aircraft with an average age of 25 years and over 8000 accumulated hours on the airframe, adhering to tightly scheduled special inspections, completing two required external audits, and accepting a new version of the venerable EA-6B. While this was occurring, the daily tasking of the flight schedule and training nearly 200 Marines both professionally and personally never ceased. Living up to its past history of excellence, the Marines of VMAQ-1 were up to the challenge and would prevail.

Preparing for the deployment to Afghanistan was a new challenge for VMAQ-1. The squadron was weeks away from deploying back to Iraq and the known quantity of Operation IRAQI FREEDOM. Bagram Air Base was a largely unknown quantity for the Marine Corps Prowler Community. The Expeditionary Navy Prowler Squadrons had deployed there almost continuously since 2003.



The only previous Marine Corps Prowler Deployment came in 2005. Planning would be from the ground up. The usual support would not be present in Bagram, and VMAQ-1 would need to deploy as a self-supporting, self-sustaining, and self-sufficient. Aside

from the limited base infrastructure and the runway, the Banshees would have to lay the ground work for every follow on USMC Prowler deployment. From Aircraft Armament Equipment to HAZMAT and spare Weapons Replaceable Assemblies, if it wasn't in the pack up, mission accomplishment could be compromised. As the Banshees were landing in Bagram, the Navy was returning to CONUS and taking its entire intermediate level maintenance support activity. To further complicate matters, the distant Marine Corps intermediate level maintenance activity (MALS) supporting MAG-40 in southern Afghanistan was not available to support the Banshees; VMAQ-1 would be wholly self-sufficient for I-level tasks, and be one of only two self-reporting squadrons in the Marine Corps. The Banshees would be further limited, by higher headquarters, to a personnel footprint of 200 Marines including aircrew, S-shops and 26 I-level augments to accomplish the mission.

All five EA-6Bs left Cherry Point in the pre-dawn hours of 26 October 2009 and headed east. After an uneventful start up and launch, one of the Banshee aircraft could not conduct air-to-air refueling on the first basket check and was forced to return to Cherry Point. The airborne spare, from VMAQ-2 would be going to Afghanistan, and would require an acceptance inspection upon arrival. The leg to NAS Sigonella proved to be more challenging for one aircraft. After passing the Straits of Gibraltar aircraft 03 popped two circuit breakers, the FFR 1 and FFR 1A. The two breakers controlled the pressurization and movement of fuel from the wing tanks to the main fuselage tank, which feeds the engines, as well as the Main Tank relief valve. The popped circuit breakers essentially tricked the aircraft into sensing that the fuselage fuel cell was full, thereby stopping the flow from the tanker completely. In reality the cell was roughly 75% full with 6,500 pounds of fuel and the ~6,000 pounds of wing fuel was unusable. No procedure existed for this condition and none of the aircrew had ever experienced this failure before. Using the tanker aircraft as a relay the crew in Aircraft 03 established communications with the trail maintenance Marines and the two invaluable NATEC civilians several hundred miles in trail to devise a plan to transfer fuel from the tanker in 1,500 pound increments by bypassing the pressure relief system and burning down to the bare minimum required to safely make a divert base if the fuel transfer failed completely. The plan worked and all five Prowlers landed in Sigonella without further

incident. Once the trail maintenance landed, three hours later, they immediately set to work replacing the internally failed component. The aircraft was up within hours.

The squadron's five EA-6Bs arrived in Afghanistan in early November and started flying combat missions 12 hours after landing. The maintenance support for the first days consisted of the trail maintenance Marines and a small supply pack-up provided to make the Trans-Atlantic movement.

The main body and the cargo with the bulk of the 245 short tons of equipment did not arrive until many days later, with two of the cargo aircraft



arriving more than a month later. Nevertheless, the Banshees hit the ground running and never looked back, building an I-Level Activity consisting of 40 unique qualifications spread across 26 Marines, setting up the only Navy Oil Analysis and Filter Debris Analysis Laboratory in either Iraq or Afghanistan, and maintaining a pool of 80 support equipment assets.

After successfully meeting the operational schedule hours after landing in Bagram, the Banshees turned to building an attached MALS support base and building a support equipment pool. In CONUS a normal supporting MALS consists of more than 700 Marines. VMAQ-1 was allowed a contingent of only 26 Marines in support of the Maintenance Department. These 26 Marines and the "O" Level Marines in the Department performed the duties normally reserved for a 700 Marine strong command, all the while performing the normal day to day operations of the Squadron's Maintenance Department. The Maintenance Marines of VMAQ-1 built a van-pad to support intermediate level activities, which days before had been only a concrete and rock covered desert. Receiving support equipment from MALS activities at MCAS New

River, MCAS Cherry Point, Al Asad Airbase, and Norway, the Maintenance Department set itself and all future VMAQ squadrons up for success in the AOR. With this attached intermediate level of maintenance and support, VMAQ-1 became the only self-supporting and self-reporting squadron in Afghanistan. Relying on previous planning and flawless execution, VMAQ-1 and the 159 Marines of the Maintenance Department performed many miracles, building logistical supply chains back to CONUS and incorporating Navy & Marine Corps Operations Software onto an extremely unreliable expeditionary Army Network.

During the course of the six month deployment the squadron flew 590 total sorties for 2293.4 hours. The squadron averaged 107.8 combat sorties per month for an average of 375.4 combat flight hours, posting an amazing Average Sortie Completion rate of 99.8 percent. The monthly average of 378.8 flight hours for the deployment is a



340% increase in flight hours per month over the operations tempo of the unit while training in garrison. In the face of this massive increase in flying, the maintenance department posted a Mission Capable rate of 84.9 percent and Fully Mission Capable rate of 73.6 percent which far exceeded all Marine and Naval Aviation readiness goals of 73% and 54% respectively. Aircraft utilization averaged 76.7 hours per jet per month, almost four times the average home station utilization rate while Dedicated Maintenance Man Hours (DMMH) per flight hour was an average of 5.2 hours during the deployment. The increased flight hours naturally increased the Maintenance workload but the Banshees never missed a beat. Inspections that normally took 10 work days at home were getting knocked out in less than 24 hours. There were other significant maintenance actions performed during the conflict as well. Combat operations resulted in necessarily high sortie rates and flight hours. These harsh flying conditions

eventually took a toll on the squadron's airframes. Despite the blistering tempo the squadron accomplished its mission time and time again. Over the course of the deployment the maintenance department completed eight phase inspections, two 364 day special inspections, four phase inspections, seven engine changes, 10 FCFs, and one acceptance while completing 99.8% of the missions assigned.

That standard of performance continued as the Banshees returned to CONUS. Following a two week stand down in late May for some much needed rest and recuperation, the Banshees picked up right where they left off. The Marines of VMAQ-1 didn't just focus on keeping their aircraft flying. It is customary to lend a hand to sister squadrons as needed. In that role, they assisted with manpower and material to help VMAQ-3 on its way to a PTP Level IV certification exercise in July. VMAQ-3 had to send its manpower ahead due to scheduling conflicts with external support agencies. The Banshees volunteered to be the launch crew for a 6 plane launch. During the startup one of the alert Plane Captains noticed a hydraulic leak in the vicinity of the right main landing gear. The jet was down. The squadron could not afford to leave the jet behind and time was ticking for the other five aircraft to meet with an airborne tanker. The failed part, a hydraulic flow regulator, was last replaced in the MAG roughly three years prior, thus supply had none on the shelf and a replacement would take weeks to resource. The Banshees, always ready to lend a hand, downed its own aircraft to cannibalize the part for VMAQ-3 to get them on their way. After a day of repair, validation and a new daily and turnaround, the fixed VMAQ-3 aircraft was on its way.

Returning to CONUS brings a welcome return to family and loved ones, and workload reduction, but it also brings the rigors of the required I-Level and Wing Level QA inspections of the maintenance department's Naval Aviation Maintenance Program Standard Operating Procedures (NAMPSOP) Programs. Upon the completion of the two inspections, the Banshee Maintenance Department set to correcting the deficiencies noted, utilized suggested training and techniques from the WING ALD and continued forward. The next order of business was accepting three ICAP III Prowlers, and the transfer of four ICAP II Prowlers. This aircraft shuffle saw the squadron swelling as many as eight aircraft, 60% over what it is staffed to maintain, all the while losing

Marines during the summer for reassignment, ending enlistments, B-Billets, and cross deck transfers to sister squadrons.

In the five months post deployment, the Banshee Maintenance team met the flight schedule, performed five Reset Inspections, three Depot Level Planned Maintenance Interval Events, two 364 Day Inspections, one Phase inspection, transferred four ICAP-II Aircraft and accepted four ICAP-III aircraft. In addition, as the fiscal year closed out, VMAQ-1 met its Flight Hour Goal, and was the only squadron on the flight line to meet or exceed FMC and MC readiness goals every month of 2010.

2. Effective Use of Maintenance Resources

During the squadron's execution of 590 sorties and 2293.4 flight hours in support of Operation ENDURING FREEDOM, the Banshee maintenance effort was directly responsible for the mission completion rate of 99.8%. This level of accomplishment would have been impossible without the superior management of the squadron's limited maintenance resources or the ingenuity and dedication of the maintenance personnel. During the high-tempo operations of Operation ENDURING FREEDOM, VMAQ-1 made constant, direct liaison with numerous higher and adjacent commands to ensure the coordination of maintenance support to the squadron, including: US Marine Corps Forces Command and Marine Corps Forces Pacific; 2d Marine Aircraft Wing and Marine Aviation Logistics Squadron 14 at Marine Corps Air Station Cherry Point; Marine Aviation Logistics Squadron 40 at Kandahar, Afghanistan; Marine Aviation Logistics Squadron 12 at Marine Corps Air Station Iwakuni Japan, 455th Aerospace Expeditionary Wing at Bagram Air Field; and Marine Forces Central Command.



Especially at the lower echelons, the coordination of organizational and intermediate-level maintenance between and among commands who had never previously worked together has proven to be one of the highlights of VMAQ-1's success. Working from the remote location of Bagram, supported by a complicated

supply chain reliant on commercial carriers and contracted flights and the virtually non-existent external intermediate-level maintenance support, VMAQ-1's maintenance department made constant liaison with the geographically separated external agencies to source whatever parts they could.

Additionally, the 26 integrated Marine Aviation Logistics Squadron 14 (MALS-14) Marines were critical to maintaining the responsiveness to the demands of high-tempo operations. An aggressive engagement of the supply system not only enabled the attainment of a near flawless Mission Completion rate, but also maintained five EA-6B aircraft at an impressive average of 83.9% Mission Capable (MC) and 74.6% Full Mission Capable (FMC) for Operation ENDURING FREEDOM a record which still stands.

These high readiness rates would not have been attainable without meticulous attention to detail and forethought. Beyond the efforts already described, VMAQ-1 ensured maximum readiness by identifying many potential shortfalls in the Fly-in Support Pack-up (FISP) by meticulously inventorying the pack-up list prior to departure. These efforts proved to be instrumental to the squadron's success. Due to the deployment to a remote site, VMAQ-1 was extremely reliant on a robust FISP support to maintain high-tempo combat operations. VMAQ-1's initiative and foresight ensured that an adequate level of spare parts were available to support the deployment and assured smooth interaction with the reach back intermediate-level support in CONUS.

During combat operations, the Prowler's ALQ-99 and USQ-113 jamming systems are vital to combat effectiveness. The VMAQ-1 avionics division worked tirelessly and efficiently with the Naval and Marine Corps supply systems to ensure the aircraft systems were effective and fully functional at all times. The avionics division maintained constant liaison with MALS-14 elements in regards to the shipping, tracking, and receiving of these mission-critical ALQ-99 assets. This correspondence reduced the turnaround time of Ready For Issue (RFI) assets from the five weeks experienced during previous deployments down to an average of two weeks. They also coordinated repair of Non-RFI avionics assets with MALS-14 in CONUS and facilitated aircraft test and checks to ensure these assets were RFI and safe for flight, thus enhancing aircraft

readiness. During the deployment, the Electronic Counter-Measures (ECM) division adeptly maintained 180 total assets, including 67 ALQ-99 Jamming Pod Transmitters to a 93.1% mission capable readiness status.

The most important asset in terms of resource management remains the individual Marine and his ability to impact his environment. VMAQ-1 has a proactive personnel program in place to ensure the right Marine is available and selected for every job. To this end, the squadron fostered an exceptional relationship with sister squadrons, MALS-14, and MAG-14. This was of vital importance during the preparations for the first Marine Corps Prowler deployment to Afghanistan since 2005. It was crucial to the squadron's success to have the proper individuals in place to be able to determine the optimum level of equipment and personnel support to be transported with them into theater. The proper maintenance support make-up would be necessary to ensure that sustainable operations in a remote base, with no intermediate-level type/model/series support available, could be safely executed.

Despite being deployed, flying four times more than planned, and running at a break neck tempo for six months of the fiscal year VMAQ-1 had only \$5.8 million expended for a total of 2108 requisitions for the whole of FY10. That averaged to \$2,731 per item. Comparing another similarly deployed EA-6B squadron, the Banshees had a 48% reduction in costs. The Banshees were doing more with less and succeeding.

3. Innovative Management Accomplishments

The previously mention transition to the ICAP III had its own challenges for the Marines. The ICAP III is a leap forward for the weapon system avionics of the aircraft but hydro-mechanically it is the same. This meant the largest work center in the department would need to carve out time to learn the new system while still supporting the flight schedule. Creative scheduling and a massive push to begin cross training the Comm/NAV/Radar Technicians and the Electronic Counter Measures Technicians was underway. Training had to be continuous. Aircraft were undergoing Reset Inspections, Phase Inspections, Transfer Inspections and Acceptance Inspections. The solution to this challenge was to use the technical expertise and previous experiences inherent in

the division's Staff NCOs to create a single super shift of Avionics to support the flight schedule while the shop supervisors, shift supervisors, and workers rotated through the grueling three week schedule. By accepting longer hours for one division the squadron was still able to keep two shifts working in the rest of Maintenance. Had the Banshees knocked down to a single shift, the down time for inspections would have doubled. This shift in hours over the three-week course allowed over 40 Avionics personnel to be well versed in the new avionics upgrades and to facilitate in the quick transition of three ICAP III upgraded aircraft in less than three months while completing the transfer of four aircraft in the same time period.

While Avionics was learning to fix the new aircraft, and the aircrew were figuring out creative ways to employ the new technology and at times break the new aircraft,



Maintenance Control was facing a daunting task. The mentioned crunch of summer movers and B-Billets hit Maintenance Control hard. The control desk lost five of its six Safe For Flight Qualified Maintenance Controllers to unforeseen transfer orders and B-billets. There were Marines in the pipeline for training but control was in a crunch. Over the course of five months post deployment the Maintenance Control team finished certifying three Banshees to fill the gap and was working on a fourth. Throughout these trying months, the Maintenance Controllers stood the MALS and ALMAT inspections and were found On Track for both. The Banshee Maintenance team created its own luck with initiative, work ethic, and "can do" attitude.

Taking shortcuts to get the job done can be tempting but as the Marines of VMAQ-1 know, the only way to do things are the right way. Safety doesn't just happen. Safety is a top to bottom process that is ingrained in all that the Banshees do. Over a period of a few short months, they completed five Reset Post Deployment Inspections, which are the longest of the EA-6B inspections, received four Prowlers for acceptance into the squadron, and completed four transfers of aircraft. In addition to working on the jets, the Banshee Maintenance Department aggressively trained the Marines. Banshee

maintenance qualified 21 Collateral Duty Inspectors, six Collateral Duty Quality Assurance Representatives, two Quality Assurance Representative, five cross-trained Quality Assurance Representatives, five Low Power Turn qualified maintainers, four Maintenance Controller Safe-For-Flights, and five Plane Captains. The thorough incorporation of Operational Risk Management (ORM) within the Maintenance Department allowed the Banshees to achieve an outstanding record of zero man-hours lost due to work related injuries. These best practices put into action by the squadron's highly professional Maintenance personnel culminated in the squadron's outstanding mission capable status while deployed to Afghanistan and at home alike.

From the United States to OEF, the safety record of VMAQ-1 has remained top notch and was critical to the success of a robust training and operational tempo. VMAQ-1 had zero mishaps and zero flight rule violations for this period, continuing an on-going professional trend of safety awareness. Overall, high levels of attention to detail by air and ground crews have led to a safe operationally focused culture.

4. Personnel Quality of Life Programs



Morale and Welfare of the Marines is recognized as being the lynch pin to a successful squadron. A stable family is a force multiplier while deployed in combat, The Banshee Family is well taken care of. The Commanding Officer and the Squadron Family Readiness Officer (FRO) sent a routine newsletter, "The Screaming Banshee" to keep the families abreast of occurrences and the families connected with regard to births, birthdays, promotions, and professional achievements while deployed. When the Squadron was back stateside, the Screaming Banshee continued, with a renewed focus in connecting spouses and dependents. The focus of the VMAQ-1 FRO is creating a nurturing support structure for the Marines and all of their Families.

VMAQ-1 also established a Corporal's Leadership Course at Bagram, Afghanistan. This provided the largest morale boost of any measure enacted during the deployment. The unit's efforts culminated in the graduation of over 26 Corporals from VMAQ-1. In addition, three US Army Corporals were included among the roll for graduates. A resounding success, the Corporal's Leadership Course was passed along as the model to VMAQ-2 to continue molding future NCO leaders. Furthermore, during the deployment, 32 promotions and 86 awards were earned by the squadron's hard charging Marines and Sailors.

Also during fiscal year 2010, VMAQ-1 nominated a SNCO MCAA Avionics Marine of the Year Award and one NCO for the MCAA Maintenance Marine of the Year Award. At the time of this write up, the SNCO's package is at the wing competing for an endorsement. Great care is given to maintaining high standards for the nomination and

receipt of awards--when a Banshee Marine receives a decoration, it is well deserved and that Marine's peers know that.

The high morale and dedication of VMAQ-1's Marines are demonstrated in nearly every task. Whether in the demonstration of soldierly virtues—such as rifle and pistol marksmanship, swim qualification, Nuclear Biological Chemical (NBC) training, and combat skills training—or maintaining aircraft, the Banshee's consistently set the highest standards. However, possibly the best indicator of high morale and quality of life is VMAQ-1's extremely high first-term reenlistment rate. With a retention rate of 100%, the Banshee's are at the top of the Group's first-term reenlistment rates.



This last year has been a momentous and proud chapter in the history of the Banshees - a flying, fighting squadron that has inculcated safety and efficiency to accomplish the mission at home and abroad. The Banshees have continued to honor the revered tradition that is the hallmark of all Marine Corps units - accomplishing the mission and taking care of each other.

MARINE TACTICAL ELECTRONIC WARFARE SQUADRON 1

FOR SERVICE AS SET FORTH IN THE FOLLOWING CITATION:

THE 2011 SECRETARY OF DEFENSE PHOENIX MAINTENANCE AWARD IS PRESENTED TO MARINE TACTICAL ELECTRONIC WARFARE SQUADRON 1. DURING FISCAL YEAR 2010, MARINE TACTICAL ELECTRONIC WARFARE SQUADRON 1'S MAINTENANCE DEPARTMENT SUPPORTED 590 COMBAT SORTIES TOTALING 2293 COMBAT FLIGHT HOURS, REALIZING A 99.8% SORTIE COMPLETION RATE WHILE EXECUTING A 340% RISE IN FLIGHT HOURS. BATTLING A SHORT NOTICE DEPLOYMENT TIMELINE AND BATTLEFIELD VENUE CHANGE, SCARCITY OF EQUIPMENT, MANPOWER AND RESOURCES, THE MAINTENANCE DEPARTMENT MAINTAINED AN 84.9% MISSION CAPABILITY RATE FOR SQUADRON AIRCRAFT, EXCEEDING ALL PREVIOUS DEPLOYMENT RECORDS. THE ADDITIONAL CAPACITY BUILT ON SITE BY THE MAINTENANCE DEPARTMENT ALLOWED FOR THE INTEGRATION OF AN INTERMEDIATE LEVEL OF SUPPORT TO EXPEDITIOUSLY REPAIR MISSION CRITICAL COMPONENTS, FACILITATING HIGHER READINESS FOR MARINE TACTICAL ELECTRONIC WARFARE SQUADRON 1 AND ALL FUTURE SQUADRONS. USING AIRSPEED AND INNOVATIVE MAINTENANCE PRACTICES, MARINE TACTICAL ELECTRONIC WARFARE SQUADRON 1 HALVED THE NORMAL YEARLY COST IN ORDERED COMPONENTS FROM 11 MILLION DOLLARS TO 5.8 MILLION DOLLARS. THROUGH DILIGENCE AND DEVOTION, THE MARINES OF MARINE TACTICAL ELECTRONIC WARFARE SQUADRON 1 REFLECTED GREAT CREDIT UPON THEMSELVES AND UPHELD THE HIGHEST TRADITIONS OF THE UNITED STATES MARINE CORPS.