

## 1867 FACILITY CHECKING SQUADRON



### MISSION

The mission of the 1867 facility checking squadron is to provide flight inspection and service evaluation of air navigational aids and air traffic control facilities and services in the Pacific area primarily in South-East Asia.

### LINEAGE

1867 Facility Checking Flight (Service Evaluation) designated and organized, 1 Jun 1963  
Redesignated 1867 Facility Checking Squadron, 1 Jan 1966

### STATIONS

Clark AB, Philippines, 1 Jun 1963  
Yokota AB, Japan, 8 Sep 1975  
Scott AFB, IL, 1 Oct 1987

### ASSIGNMENTS

Pacific Communications Area (later Pacific Communications Division; Pacific Information Systems Division; Pacific Communications Division), 1 Jun 1963

### WEAPON SYSTEMS

### COMMANDERS

Lt Col James L. Smith, 12 Mar 1985

### HONORS

**Service Streamers**

## **Campaign Streamers**

### **Armed Forces Expeditionary Streamers**

#### **Decorations**

Air Force Outstanding Unit with Combat V device

1 Mar 1969-28 Feb 1970

1 Mar 1970-28 Feb 1971

Air Force Outstanding Unit Award

1 Jul 1963-28 Feb 1965

1 Mar 1966-28 Feb 1967

1 Mar 1967-29 Feb 1968

1 Mar 1968-28 Feb 1969

1 Mar 1972-28 Feb 1973

1 Dec 1975-30 Nov 1977

1 Jan-31 Dec 1982

Meritorious Unit Commendation (US Army)

1 Mar 1971-29 Feb 1972

Philippine Republic Presidential Unit Citation

21 Jul-15 Aug 1972

Republic of Vietnam Gallantry Cross with Palm

1 Apr 1966-28 Jan 1973

#### **EMBLEM**

Approved, 22 Nov 1982

#### **MOTTO**

#### **NICKNAME**

#### **OPERATIONS**

The 1867 Facility Checking Squadron close look policy has been extremely effective in providing almost daily checks on navigation aids throughout Southeast Asia. Under this close look policy flight inspection aircrews continually check all navigation aids along their route when traveling from one area to another. When a discrepancy is noted the pilot immediately radios the pertinent information to ground maintenance personnel who service the facility for corrections. This enroute surveillance detects minor variances which normally would not be found until an aircraft reported difficulty or during a periodic flight inspection. The effectiveness of this program is difficult to measure since correction of noted deficiencies avoided the other alternative of an

inoperative navigation aids. Over a period of sometime there has been a sharp decrease in facility discrepancies and further there have been less wasted flying hours on normal periodic flight inspections because optimum facility performance is maintained. More importantly combat and combat support users are assured of obtaining continuous reliable navigational aid performance. More than 1000 close look functional checks are accomplished each month by the 1867 Facility Checking Squadron.

In 1965, at the direction of MACV, the United States Air Force and in particular the 1867 Facility Checking Squadron assumed responsibility for the flight inspection of all US military navigational facilities in the Republic of Vietnam regardless of ownership. The squadron is set up to respond rapidly to flight inspection requirements in a changing tactical environment, the actual response of the 1867 Facility Checking Squadron to U.S. Army special flight inspection request has been exceptional; aircraft already deployed to forward operating locations in Southeast Asia and the use of single sideband radio to relay information on special request, high-priority missions requested by Army units have been completed within a few hours of request and many times in all a matter of minutes.

The assumption of flight checking responsibilities for some Army navigational aids by the 1867th Facility Checking Flight also increased Air Force Communications Service activity in Vietnam. Flight checking in Southeast Asia could be very dangerous. Navigation equipment often had to be set up outside the base security perimeter and low-flying, incoming planes were inviting targets for Vietcong sitting off the end of the runway. An increase in Vietcong activities in the area of Tan Son Nhut AB made ground fire a serious hazard to aircraft, prompting controllers to develop new procedures, calling for a higher altitude final approach. Despite such efforts, Air Force Communications Service flight checking aircraft were hit by hostile fire 25 times by mid-1969.

By the summer of 1965, navigational aid installations in Southeast Asia had expanded to the point that the two C-140A assigned to the 1867th Facility Checking Flight at Clark AB, Philippines, could not keep pace with flight check requirements. As a result, AFCS transferred the two C-140s assigned to the 1868th Facility Checking Flight, at Wiesbaden AB, Germany, to the Pacific.

Five Officers, seven NCOs and one civilian make up the smallest flying squadron in the Air Force; the 1867th Facility Checking Squadron at Yokota AB, Japan. With only one airplane, a camouflaged T-39 crammed with navigational aids equipment and two crews, squadron members keep busy on flight inspections, establishing standard methods of approach and departure for each airfield, and evaluating air traffic services provided to pilots by bases in the Pacific.

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USAF Unit Histories  
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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.  
Major Command history. A Salute to Air Force Communications Command Leaders and Lineage. Office of Air  
Force Communications Command History. Scott AFB, IL. 1 Oct 1990.