

1991



DEPARTMENT OF THE NAVY
FLEET LOGISTICS SUPPORT SQUADRON THREE ZERO
NAVAL AIR STATION NORTH ISLAND
SAN DIEGO, CALIFORNIA 92135-5196

5750

Ser 104293
MAR 16 1992

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From: Commanding Officer, Fleet Logistics Support Squadron 30
To: Naval Aviation History Office (OP-09BH), Washington Navy Yard

Subj: COMMAND HISTORY REPORT

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command History for Calendar Year 1991

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


W. A. GOULDING

Loggen

MAR 30 1992

FLEET LOGISTICS SUPPORT SQUADRON THREE ZERO

COMMAND HISTORY 1991

1. COMMAND COMPOSITION AND ORGANIZATION

Commander John F. Ford, USN

Commanding Officer 01 January - 10 July 1991

Commander William A. Goulding, USN

Commanding Officer 10 July - 31 December 1991

Aircraft: C-2A(R) - 06 assigned, UC-12B - 02, UC-12F - 01, CT-39E - 01

Officer Basic Allowance: 48 Count on Board: 36

Enlisted Basic Allowance: 275 Count on Board: 265

Tail Code: Romeo Whisky (RW) Call Sign: Password

Immediate Senior Command: Commander Anti-Submarine Warfare Wing, U.S. Pacific Fleet, Rear Admiral Donald W. Baird, Commanding.

Fleet Logistics Support Squadron THREE ZERO (VRC-30) is based at Naval Air Station North Island, San Diego, California, under the operational control of Commander, Naval Air Force, United States Pacific Fleet. The command's primary mission is to provide rapid response airlift of personnel and material in support of Pacific Fleet carriers and respond to Naval Air Logistics Office (NALO) tasking. Additionally, VRC-30 is the Fleet Replacement Squadron (FRS) for the UC-12B/F aircraft and serves as the COMNAVAIRPAC NATOPS Model Manager for the CT-39E/G, and the UC-12B/F aircraft.

2. CHRONOLOGY

a. 16 January - 04 April: VRC-30 provided a C-2(A) and detachment to the Arabian Gulf in support of **Operation Desert Storm**.

b. 12 - 20 January: VRC-30 Detachment 72 provides logistic support during carrier operations for the USS Abraham Lincoln (CVN-72).

c. 05 February: VRC-30 provided logistic support from NAS Miramar to Roswell AFB aiding the "Roving Sands" exercise.

d. 19 February - 01 March: VRC-30 Detachment 72 provides logistic support during carrier operations onboard the USS Abraham Lincoln.

e. 25 February - 01 March: VRC-30 hosts the UC-12B NATOPS conference and submits 295 NATOPS change recommendations.

- f. 16 - 29 April: VRC-30 Detachment provides a C-2(A) to support the U.S. Navy Parachute Demonstration Team, Leapfrogs.
- g. 28 May - 04 June: VRC-30 Detachment 62 provides logistic support and participates in carrier operations with the USS Independence (CV-62).
- h. 17 - 28 June: VRC-30 provides logistic support for Airwing 30's annual training at NAS Fallon, Nevada.
- i. 10 July: Lieutenant Junior Grade Hiscock and Chief Warrant Officer Williams coordinate a "rescue" Detachment to Nellis AFB for squadrons VAQ 139 and VAW 110.
- j. 10 July: Commander William A. Goulding relieves Commander John F. Ford as Commanding Officer of VRC-30.
- k. 12 - 24 July: VRC-30 Detachment 61 provides support of carrier operations onboard the USS Ranger (CV-61).
- l. 15 July: VRC-30 provides a C-2(A) for CQ evolutions onboard the USS Ranger.
- m. 05 August - 14 September: VRC-30 Detachment Alpha supports the homeport change for the USS Midway (CV-41) and USS Independence (CV-62) with a two aircraft detachment operating onboard both aircraft carriers, Hawaii and the U.S. mainland.
- n. 29 August: C-2(A) Bureau number 162141 transferred to VAW 110.
- o. 13 September: VRC-30 provides aircraft for the visiting NATO Chiefs of Defense (CHODS). The squadron transported 35 Four Star Flag Officers, including the Chairman of the Joint Chiefs of Staff, from NAS North Island to the USS Midway and back.
- p. 13 October - 11 December: VRC-30 Detachment 63 provides support of fleet operations during the USS KITTY HAWK's (CV-63) "Around the Horn" transit from NAS Norfolk to NAS North Island.
- q. 18 - 24 November: Carrier Qualifications onboard the USS Ranger off the coast of Southern California. Public relations with local civic organizations and SECNAV VIP's are also supported.
- r. 02 - 13 December: VRC-30 provides logistic support to the USS Ranger during a REFTRA. 320 passengers and 9400 pounds of cargo/mail are transported in 26 flights.
- s. 10 December: AMH1 Halstead named Sailor of the Year.

t. 19 December: VRC-30 surpasses 16 years and 104,202.8 hours of mishap free flying.

3. NARRATIVE

Aircraft assigned to the squadron include six C-2A(R) "GREYHOUNDS", one CT-39E "SABRELINER", two UC-12B's and one UC-12F "SUPER KING AIR". VRC-30's operations for 1991 include 5,674 flight hours; 14,722 embarked passengers, including 550 of flag rank or VIP status; 2,022.27 tons of cargo; 224.25 tons of mail; 381 anti-submarine warfare targets; and 47 "rescue" missions. In addition, VRC-30 accumulated 506 carrier landings with a boarding rate of 94% and average landing grades of 3.14. The C-12 FRS trained 145 pilots, 61 Naval aircrewmembers and 26 flight instructors.

DESERT STORM, 01 Jan - 04 Apr: On a four day notice, the squadron provided an aircraft and detachment to the Arabian Gulf in support of Operation Desert Storm. The detachment flew 181 flights, 414 hours, making 104 arrested landings transporting 390 passengers and 818,000 pounds of cargo. Although we provided only one of six aircraft, VRC-30 flew 35 percent of the missions.

NATOPS Conference, 25 Feb - 01 Mar: VRC-30 submitted and processed two hundred ninety five (295) NATOPS change recommendations of which one hundred and fifty (150) were approved. Major features of the NATOPS changes submitted by VRC-30 were complete revisions of Chapters Nine, Eleven and Twenty-Nine.

USS MIDWAY/USS INDEPENDENCE Homeport Change 05 Aug - 15 Sep: The Squadron supported the homeport change for the USS MIDWAY and USS INDEPENDENCE with a two aircraft detachment operating aboard both aircraft carriers, Hawaii and the U.S. mainland. The detachment moved 83,000 pounds of cargo; 41,000 pounds of mail and 848 passengers, including 208 DV's.

NATO CHOD Visit, 13 Sep: VRC-30 was tasked to provide four aircraft for the visiting NATO Chiefs of Defense (CHODS). The squadron transported 35 Four Star Flag Level Officers, including the Chairman of the Joint Chiefs of Staff and General Colin Powell from NAS North Island to the USS MIDWAY and back. This event, which received high media interest, was executed with the timing and precision of a "Blue Angel" airshow and received laudatory comments from our entire chain of command up to and including JCS.

USS KITTY HAWK Around the Horn Transit, 13 Oct - 11 Dec: VRC-30 provided a 32 personnel, two aircraft detachment for the USS KITTY HAWK's "Around the Horn" transit. The detachment operated from thirteen countries transporting 1,357 passengers, including 268 DV's; 52,000 pounds of cargo and 22,100 pounds of mail. The detachment received "BZ's" from CAG-15, Commanding Officer USS KITTY HAWK and COMCARGRU ONE for its superior performance.

4. SUPPORTING DOCUMENTS

- a. Biography and Photograph of Commanding Officer
- b. Flight Information Booklet

- c. Copy of Battle Efficiency "E" Award submission
- d. Copy of CNO Safety Award submission
- e. Copy of SECDEF Maintenance Award submission
- f. Copy of Golden Anchor Award submission
- g. Photographs of squadron aircraft



DEPARTMENT OF THE NAVY
FLEET LOGISTICS SUPPORT SQUADRON THREE ZERO
NAVAL AIR STATION NORTH ISLAND
SAN DIEGO, CALIFORNIA 92135-5196

3500
Ser 20/071
15 JAN 1992

From: Commanding Officer, Fleet Logistics Support Squadron 30
To: Commander, Anti-Submarine Warfare Wing, U.S. Pacific Fleet

Subj: BATTLE EFFICIENCY "E" AWARD SUBMISSION

Ref: (a) COMNAVAIRPACINST C3500.60

Encl: (1) 1991 VRC-30 Battle Efficiency Award Report

1. Per reference (a), enclosure (1) is submitted for consideration in Category X (Support) competition.


W. A. GOULDING

1991 VRC-30 BATTLE "E" EFFICIENCY AWARD REPORT

1. OPERATIONAL ACHIEVEMENTS

a. Flight Hours	<u>C-2A</u>	<u>CT-39</u>	<u>UC-12</u>	<u>TOTAL</u>
(1) Total Hours Flown				
(a) Day	3148.2	853.9	1672.2	5674.3
(b) Night	373.7	88.4	150.9	613
(c) Flight Hour Grant	3482	1000	1236.1	
(d) Percent of Grant Flown	101%	99%	105%	
(2) Total Embarked Hours				
(a) Day	815.8			
(b) Night	52.3			
(3) Total Embarked Days 193				
b. Shipboard Landings				
(1) Total Carrier Landings (Day) 506				
(2) Carrier Landing Grades 3.14				
(3) Boarding Rate 94%				
c. Logistics Data				
	<u>C-2A</u>	<u>CT-39</u>	<u>TOTAL</u>	
(1) Cargo Moved (Tons)	2010.07	12.2	2022.27	
(2) Mail Moved (Tons)	224.25	0	224.25	
(3) PAX Moved	13,390	782	14,172	
(4) FLAG/DV Moved	79/340	96/35	175/375	
(5) ASW TGTS Moved	381	N/A	381	
(6) "Rescue" Missions	47	N/A	47	

2. TRAINING AND READINESS

a. FRS DATA (UC-12B/F)

(1) FRS Graduates

Flight (Pilot)	69	
Ground (Pilot)	145	(includes flight graduates)
Flight (Aircrew)	34	
Ground (Aircrew)	61	(includes flight graduates)
IUT (Pilot)	26	

3. WEAPONS SYSTEMS READINESS

a. Aircraft Availability

(1) Full Mission Capable (FMC) Rate

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
C-2A	15.4	27.5	35.7	42.3	25.8	17.2	37.8	46.3	60.1	39.5	40.5	61.6
CT-39 Contract Maintenance												
UC-12 Contract Maintenance												

(2) Mission Capable (MC) Rate

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
C-2A	58.7	57.5	45.6	64.2	64.9	71.6	84.5	90.1	85.4	71.8	86.3	78.4
CT-39 Contract Maintenance												
UC-12 Contract Maintenance												

b. Cannibalization Rate per 100 flight hours

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
C-2A	30.4	4.7	16.0	7.8	16.1	7.8	6.2	9.3	8.9	10.2	7.9	10.1

c. A799 Rate

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
C-2A	3.3	3.7	1.9	2.5	1.2	2.2	2.1	1.6	2.1	1.3	1.9	2.0

4. PERSONNEL READINESS

a. Retention Rate

- (1) 1st Term 46%
- (2) 2nd Term 71%
- (3) Career 78%
- (4) Officer 96%

b. Advancement

	Paygrade	Eligible	Participated	Passed/Advanced
<u>January 1991 Exam</u>				
	E7	25	24	22/2
<u>March 1991 E8/E9 BOARDS</u>				
	E8	11	11	1
	E9	4	4	1
<u>MARCH 1991 EXAM</u>				
	E4	45	45	34/11
	E5	54	54	47/07
	E6	34	34	30/4
<u>SEPTEMBER 1991 EXAM</u>				
	E4	62	61	44/17
	E5	50	47	38/8
	E6	26	26	23/3

5. COMBAT READINESS INSPECTIONS AND EXERCISES

a. Inspections results:

- (1) Command Inspection, 13 Jan - "Satisfactory"
- (2) Corrosion Inspection, 13 Feb - "Above Average"
- (3) NATOPS Evaluation, 23-24 Jul - "Outstanding"

b. Major Exercises/Special Operations

(1) Desert Storm, 16 Jan - 04 Apr: On a four day notice, the squadron provided an aircraft and detachment to the Arabian Gulf in support of Operation Desert Storm. The detachment flew 181 flights, 414 hours, making 104 arrested landings transporting 390 passengers and 818,000 pounds of cargo. Although we provided only one of six aircraft, VRC-30 flew 35 percent of the missions.

(2) USS MIDWAY(CV-41)/USS INDEPENDENCE(CV-62) Homeport Swap, 05 Aug - 15 Sep: The Squadron supported the homeport change for the USS MIDWAY and USS INDEPENDENCE with a two aircraft detachment operating aboard both carriers and Hawaii. The Det moved 83,000 pounds of cargo; 41,000 pounds of mail and 848 passengers, including 208 DV's.

(3) NATO CHOD Visit 13 Sep: VRC-30 was tasked to provide four aircraft for the visiting NATO Chiefs of Defense (CHODS). The squadron transported 35 four star flag level officers, including the Chairman of the Joint Chiefs of Staff, from NAS North Island to the USS MIDWAY and back. This event, which received high media interest, was executed with the timing and precision of a "Blue Angel" airshow and received laudatory comments from our entire chain of command up to and including JCS.

(4) KITTY HAWK Around the Horn Transit, 15 Oct - 11 Dec: VRC-30 provided a 32 personnel, two aircraft detachment for the USS KITTY HAWK's "Around the Horn" transit. The Det operated from thirteen countries transporting 1,357 passengers, including 268 DV's; 52,000 pounds of cargo and 22,100 pounds of mail. The Det received "BZ's" from CAG-15, the USS KITTY HAWK and COMCARGRU ONE for its superior performance.

(5) FRS CQ Dets: VRC-30 deployed detachments for five Fleet Replacement Squadron carrier qualifications.

6. ACHIEVEMENTS IN AVIATION SAFETY

- a. ALPHA Flight/Flight Related Mishaps-Zero
- b. BRAVO Flight/Flight Related Mishaps-Zero
- c. ALPHA Ground Mishaps-Zero
- d. Safety Reports Submitted

- (1) Hazard Reports - 8
- (2) HMR - 10
- (3) EI - 3
- (4) QDR - 2
- (5) TPDR - 80
- (6) EMR - 1

- e. NATOPS Changes Submitted

- (1) C-2A - 25
- (2) UC-12 - 295
- (3) CT-39 - 10

- f. Total Major Mishap Free Hours/Years:

104,000/16 years

g. Awarded the CNO Safety Award for 1990

7. FOREIGN OBJECT DAMAGE

a. Total number of FOD occurrences - Zero

- (1) Shorebase - Zero
- (2) Embarked - Zero

b. VRC-30's zero FOD's for 1991 was not attained by chance, but was the result of an all hands effort to eliminate FOD from the squadron's line and work areas. VRC-30 utilizes early education for new personnel as well as daily FOD walkdowns, and a weekly "all hands" FOD walkdown to minimize the FOD risk.

8. CONTRIBUTIONS TO WEAPONS SYSTEM DEVELOPMENT

VRC-30 has been the leader in the development of the paradrop mission for the C-2A. The squadron has conducted numerous personnel drops, both static line and freefall, and is continuing flight tests with the Naval Air Test Center, Naval Air Systems Command and Naval Sea Systems Command in developing the air delivery of the Combat Rubber Raiding Craft (CRRC) and air drops of cargo. This work will allow the C-2 aircraft to perform carrier based air drop missions of cargo and personnel.

9. CONTRIBUTIONS TO TACTICS DEVELOPMENT N/A

10. CONTRIBUTIONS TO INDIVIDUAL COMMUNITY

a. C-2A

(1) VRC-30 developed a Training and Readiness matrix for fleet-wide implementation which establishes specific training objectives and provides for flight hour allocation and use. It was flexible in design due to the varied environment in which the VRC squadrons operate. The matrix provides the chain of command with a standardized method for evaluating the status of their squadrons, and the squadron a management tool to monitor the qualifications and proficiency of its pilots and aircrew.

(2) The squadron conducted test flights with NATC to determine the feasibility of open cargo ramp flight for paradrop evolutions with only an adjustment to the cargo door timer ramp timer check valve. The success of these flights demonstrated that airdrops may be performed without the installation of a priority valve, resulting in a large savings of dollars and man-hours. VRC-30 has submitted changes to the C2-A NATOPS flight manual to reflect the ability to conduct paradrop operations, including description of the mission flight envelope, and normal and emergency procedures. Training syllabi for pilots and aircrew were developed to enable other squadrons to train their personnel as this capability comes on line. The squadron continues to work on this upcoming and promising mission.

(3) VRC-30 was instrumental in the first C2 Operational Advisory Group (OAG). In 1991 the squadron completed staffing on two C-2 RAMECs, cargo ramp evaluations with NATC and the VHF antenna modification evals in support of OAG initiatives. These efforts, plus authoring the minutes and Executive Staffing Committee report establishes VRC-30 as the community leader for instituting the OAG's agenda.

(4) The squadron continued an aggressive program to revise maintenance publications. With over 77 approved Technical Publication Deficiency Reports (TPDRs) and subsequent funding for incorporation, the squadron's efforts have significantly contributed to efficient and effective maintenance performance in the C-2 community.

(5) The Providers worked closely with Naval Aviation Depot (NADEP) and Program Manager Aviation (PMA) to resolve ASN-116 gyro and Electronic Control Amplifier (ECA) maintenance, support and supply shortfalls. These flight tests have significantly increased data on system performance and will greatly reduce the failure rate with the RAMEC implementation.

(6) The squadron conceived and implemented support for Carrier Air Wings during their training exercises at NAS Fallon, NV. CVW 11 and 14 reported 10% increase in readiness levels enhancing their opportunities for training.

(7) Maintenance personnel actively participated in the C-2 ILSMT held in May 1991 resolving several long-standing action items affecting parts support.

(8) An ambitious prop balancing program was instituted based on the Vibration Analysis Test Set (VATS), this produced noticeably smoother flying aircraft and fewer vibration related maintenance difficulties.

(9) VRC-30 provides routine flights for the Defense Courier Service, enabling them to deliver COMSEC material quickly and securely. In the transition from Desert Shield to Desert Storm the squadron provided the unscheduled initial airlifts for the critical COMSEC to reach MAC terminals for transport to the Persian Gulf.

(10) The Providers furnished a C-2 aircraft as a jump platform for ABC's filming of "The Extreme Edge" which aired on National television.

(11) While the Gulf War raged and the Navy's C-9's were forward deployed, VRC-30 responded to a 40% tasking increase in support of the Naval Air Logistics Organization (NALO) and their mission.

b. C-12

(1) As Model Manager for the UC-12B/F, VRC-30 provides NATOPS evaluations for TYCOM evaluators in COMNAVAIRLANT, COMNAVAIRSYSCOM, CNATRA, COMCABSEAST, COMCABWEST, FMFPAC, 4TH MAW and COMNAVRESFOR. This required 22 unit evaluations and assist visits including sites as far away as NAF Misawa, Japan and NAS Cubi Pt. Philippines.

(2) In preparation for hosting the UC-12B NATOPS conference 25 Feb-1 Mar 91, VRC-30 submitted and processed two hundred ninety five (295) NATOPS change recommendations. One hundred and fifty (150) were approved. Major features of the NATOPS changes submitted by VRC-30 were complete revisions of Chapters nine, eleven and twenty nine. Chapter nine, Overwater Fuel Planning, was revised to incorporate current OPNAV 3710 and FAR requirements as well as clarify ambiguous sections. Chapter twenty-nine, Crew Coordination, was extensively revised incorporating explicit cockpit procedures and detailed coordination requirements. As host for the five day conference, the squadron coordinated hosting requirements for over one hundred (100) attendees.

(3) The VRC-30 FRS implemented the newly CNO approved NATOPS instructor course, training twenty six new NATOPS instructors and evaluators to the exacting standards required by the C-12 fleet.

c. CT-39

(1) As COMNAVAIRPAC Model Manager, VRC-30 provided unit evaluations for COMNAVRESFOR, New Orleans; HHS Futenma and SOMS El Toro.

(2) The Squadron initiated and released an Urgent NATOPS change in response to a class ALPHA accident in the CT-39 community.

11. ADDITIONAL SQUADRON REMARKS:

This past year has seen VRC-30 provide logistics support on a global scale. From the squadron's detachment to the Gulf region in support of Desert Storm, the support for the homeport change of the USS Midway and USS INDEPENDENCE, the NATO Chiefs of Defense summer tour flight to USS MIDWAY, and the Providers' two aircraft detachment to the USS KITTY HAWK for its "Around the Horn" transit, the crews have been thoroughly dispersed.

While much of VRC-30's support is routine, many flights are dedicated to VIPs and DVs. An example of these highly visible missions was the transportation for the NATO Chiefs of Defense tour. These flights not only enable the squadron to demonstrate its performance capabilities, but also allow others an opportunity to view U.S. Naval Operations at sea. The pride and dedication of every squadron member is evident by the "Bravo Zulus" we received from JCS, COMNAVAIRPAC, COMASWINGPAC and virtually every command we support.

While the Providers take pride in our mission accomplishment, we are especially proud of our safety record. Whether transporting four star flag officers, foreign dignitaries or a seaman, the squadron's first priority is safety. Our 16 years and 104,000 hours of major mishap free operations validate VRC-30's commitment to safety. While every crew is instilled with an aggressive "can-do" attitude, they are also molded with a "safety first" mind set. Detaching crews around the globe and having them perform safely is what we do best.

1991 was a year that presented many challenges for VRC-30. The squadron met every one with consistent superior performance and a positive attitude. Our leadership in fleet support, leadership in community development, and leadership in superior readiness through safety make us most deserving of the "Battle E" in the support category for 1991.