



DEPARTMENT OF THE NAVY
FLEET LOGISTICS SUPPORT SQUADRON FORTY
NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

5750
Ser VRC40-15/165
04 APR 1985

From: Commanding Officer, Fleet Logistics Support Squadron FORTY
To: Chief of Naval Operations (OP-5D2)

Subj: 1984 COMMAND HISTORY FOR FLEET LOGISTICS SUPPORT SQUADRON FORTY

Ref: (a) OPNAVINST 5750.12C

Encl: (1) 1984 Command History

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


T. E. LUTTES
Acting

Copy to:
DIR, NAVAL HISTORY (OP-09B9)
COMNAVAIRLANT
COMTACSUPWING ONE

1984 COMMAND HISTORY FOR VRC-40

1. Command Organization and Mission:

a. Fleet Logistics Support Squadron FORTY (VRC-40), based at NAS, Norfolk, Virginia, is assigned to Fleet Tactical Support Wing ONE with the mission of Carrier Onboard Delivery (COD) and Air Logistics Transport service to the Navy's Atlantic Fleet. VRC-40 provides around-the-clock and all-weather fleet support of carriers wherever needed; from the Eastern seaboard, and Gulf Coast of the U.S., to Central and South America and the Carribean.

The CT-39 "Sabreliner" provides Executive Airlift and support of Navy aircraft ferry operations throughout the United States, Canada and the Carribean. The CT-39 also provides around-the-clock rapid response.

b. Homebase: Bldg. SP-2, Naval Air Station, Norfolk, VA

c. Commanding Officer:

1 January 1984 to 31 December 1984, Commander Dante R. Marzetta, USN

d. Composition of Command as of 31 December 1984:

(1) Staff Officers - 37

(a) C-1A Pilots - 23

(b) CT-39 Pilots - 7

(c) Non-aviators - 5

(2) Enlisted - 199

(a) Shore - 180

(b) Sea - 19

(3) Squadron Aircraft:

(a) C-1A - 10

(b) CT-39 - 2

2. Narrative:

JANUARY

Fleet Logistics Support Squadron FORTY began the new year by re-emphasizing in a Safety Review (Standdown) the need to continue its

impressive performance and safety record. During the following week, operations, both at home and abroad, picked up to near-full tempo as experienced before the holidays. Two CODs and support personnel detached to Jacksonville, Florida while another COD and support personnel detached to Key West, Florida, both returning by the end of the month. Two more CODs departed with support personnel for Roosevelt Roads, Puerto Rico for a six week detachment. The T-39's started out the year flying 168 hours in eighty-three flights carrying over 3015 pounds of cargo and sixty-five passengers.

FEBRUARY

Detachment schedule continued with the two CODs in Puerto Rico returning by the end of the month. Two more CODs and supporting crews detached, one to Key West and the other to Jacksonville. Key West Det returned by the end of the month. At home it was a slow month for flying. Most of the squadron's energy was devoted towards preparation for the command's Administrative Material Condition Inspection (ADMAT) in which an overall grade of "outstanding" was achieved.

MARCH

In early March, the Jacksonville detachment returned. By mid-month, the Puerto Rico CODs returned from a highly successful detachment. VRC-40 accomplished its much needed training of its C-1A Trader and T-39 Sabreliner pilots. Most of the C-1A trader training was geared toward their Carrier Qualification Training that was to take place in Pensacola with the USS Lexington, in late March or early April. In all, six initial qualifications were to be completed. By the end of the month, four CODs and twelve pilots left for the Pensacola detachment for both fleet support and initial carrier qualification. One other six day detachment went to Key West at the end of the month.

APRIL

Of major significance was the completion of all six initial carrier

qualifications. This is a major feat even for a Replacement Air Group Training Squadron (RAG), but for a Fleet Support Squadron, whose primary responsibility is to support the fleet, this accomplishment is even more impressive. The middle of the month saw VRC-40 conducting carrier refresher training with the USS Eisenhower. By the end of the month VRC-40 CODs were on the road again. This time following the USS America around for its Ocean Venture 84 cruises through the Gulf of Mexico, Caribbean and South America. Three CODs and supporting crews were assigned to this detachment working out of McDill AFB Florida, Key West, Florida, Venezuela, and Roosevelt Roads, Puerto Rico.

MAY

By mid May, the three COD crews returned home from a very successful mission - Ocean Venture 84. VACAPES operations continued with the USS Eisenhower and USS John F. Kennedy. Towards the end of the month, VRC-40 was on detachment with two CODs and supporting personnel in support of the Eisenhower working out of Guantanamo Bay, Cuba. From there, the CODs and their personnel accompanied the USS Eisenhower to Europe in honor of the celebration of the fortieth anniversary of D-Day. While enroute, the CODs made logistics runs to the island of Bermuda. Once in Europe, the CODs flew multiple missions, carrying many passengers and VIPs in and out of Portugal, England and France. It was a busy month for the T-39 Sabreliners as well. They flew approximately 139 hours in seventy-four flights carrying 106 passengers. Quarterly Safety Standdown/Review was held 30 May.

JUNE

The CODs embarked aboard the USS Eisenhower returned home at the end of June after a five week detachment. The CODs at home remained down for a fire warning problem for a total of three weeks. By the middle of the month, the CODs were flying again with one COD detaching to Pensacola in support of the Lexington,

while VRC-40 at home supported the USS John F. Kennedy in VACAPES. It was one of the busiest months for the T-39's, flying 170 hours in ninety-five flights carrying 3306 pounds of cargo and 197 passengers. The end of the month saw VRC-40 again with the USS Eisenhower, this time in VACAPES working out of home base in Norfolk.

JULY

The busiest month of the year for the CODs. They flew 328 hours in 278 flights, logging eighty-six carrier landings. They carried a total of 9,495 pounds of cargo, another 21,054 pounds of mail and 629 passengers. All this was in support of the USS Eisenhower, USS John F. Kennedy and the USS Independence in VACAPES areas, the USS Eisenhower off the Jacksonville Coast, the USS John F. Kennedy off of Key West and Central America and the USS Lexington out of Penscola and Corpus Christi, Texas. At one time during the month, VRC-40 had two CODs and supporting personnel in Jacksonville with the Eisenhower, in Key West with the Kennedy, one COD and crew in Penscola/Corpus Christi with the Lexington, as well as supporting the Independence with heavy VACAPES operations off the coast of Virginia. Quarterly Safety Standdown/Review completed.

AUGUST

The month began with heavy summer VACAPES operations with the USS Independence. The middle of the month saw five CODs and supporting personnel departing on detachment. Two CODs were sent to Corpus Christi, Texas and Pensacola, Florida in support of the USS Lexington carrier qualifications for a one week detachment, and three CODs were sent to Roosevelt Roads, Puerto Rico for a four week detachment in support of the USS Eisenhower and USS Independence. In all, they flew 325 hours in 148 flights with seventy carrier landings. They moved 21,816 pounds of cargo, 20,675 pounds of mail and 751 passengers.

SEPTEMBER

Three CODs returned from Puerto Rico early in the month. By the middle of the month, another two departed on a one week detachment, to Corpus Christi, Texas and Pensacola, Florida for USS Lexington carrier qualifications. All month long, VRC-40 conducted VACAPES operations with the USS John F. Kennedy, USS Nimitz and USS Eisenhower. The CODs flew 259 hours in 209 flights making seventy-seven carrier landings, while carrying 22,177 pounds of cargo, 7,849 pounds of mail and 668 passengers. Equally impressive statistics by the Sabreliners were their 174 hours in ninety-two flights, carrying 1,824 pounds of cargo and 107 passengers.

OCTOBER

The first half of the month saw very heavy VACAPES operations with the USS Nimitz and USS Eisenhower. In the second week of the month, VRC-40 sent two CODs and supporting personnel to Guantanamo Bay, Cuba and then to Key West, Florida for support of the USS Nimitz. The month was the busiest of the year and one of the most hectic ever for the T-39's. They flew 194 hours in 104 flights carrying an impressive 2,098 pounds of cargo and 191 passengers. Also in October, VRC-40 sent two C-1A "Traders" and fifteen of its aviators to Summerside, Prince Edward Island for four days. There they visited with the Royal Canadian S-2 "Tracker" 880 Maritime Reconnaissance Squadron. In addition to cordiality, VRC-40 aviators participated as co-pilots aboard Canadian Trackers during a competitive rocket firing and reconnaissance mission.

NOVEMBER

The month started with the two C-1A's returning from Guantanamo Bay and Key West. On 7 November, the squadron pooled its total assets -people, planes, parts and planning (Ops, Training and Maintenance) -to launch all ten CODs and

its two Sabre's in a morale-building culmination of intense formation syllabus to qualify all COD aircrews. Planning involved meshing scheduled maintenance with detachment schedules and NALO flights, and the need for good winter weather. Execution involved interface with base operations, the FAA, the Atlantic Audio-Visual Command and FACSFAC VACAPES. Two major discrepancies were fixed in record time: a cylinder change and a massive hydraulic leak. The result was the largest number of active C-1A aircrafts in the U. S. Navy, airborne at one time and 100% of the squadrons assets fully operational. By the end of November, two CODs were on their way back to Guantanamo Bay, Cuba for two weeks in support of the USS Nimitz. Also in November, VRC-40 CODs flew Low Slow Flyer (LSF) threat profiles for airwing training units assigned to the USS Nimitz. Quarterly Safety Standdown/Review completed.

DECEMBER

Early in the month, the Guantanamo Bay CODs moved to Roosevelt Roads, Puerto Rico to continue work with the Nimitz. Also, two more CODs were sent to Key West, Florida for two weeks to support carrier qualifications conducted on the USS America. By the middle of the month, all four CODs were home and a long hard year of operational commitments had ended. Fleet Logistics Support Squadron FORTY takes great pride in a highly successful performance of its unique mission during this past year.

3. Specific Achievements for FY/CY 1984:

a. <u>Flight Hours</u>	<u>C-1A</u>	<u>CT-39E</u>
(1) Total Hours:	3043	1847
(2) Total Hours (Hours/Percent):	2876/95%	1517/82%
(3) Total Night Hours (Hours/Percent):	167/5%	330/18%
(4) Primary Mission Hours	1453	1496
b. <u>Shipboard Landings</u>		
(1) Total Carrier Arrested Landings:	950/100% day (by instruction)	
(2) Carrier Landing Boarding Rate:	99%	
c. <u>Detachment Days</u>		
(1) Total Number of Days Embarked:	75 Days	
(2) Total Number of Days Deployed (Non-Embarked):	252 Days	
d. <u>Total Logistics</u>	<u>C-1A</u>	<u>CT-39E</u>
(1) Passengers:	4635	1678
(2) VIP's:	458	293
(3) Cargo (pounds):	149,085	28,600
(4) Mail (pounds):	147,784	0
e. <u>Primary Mission Completion Rate:</u>	96%	
	<u>C-1A</u>	<u>CT-39E</u>
(1) Mission Scheduled:	1281	804
(2) Mission Completed:	1217	783
f. <u>Flight Hours Program Management</u>		
(1) <u>Flight Hour Grant</u>		
Original Grant	3510	1842
Adjusted Grant	3359	1773
(2) <u>Flight Hours Expended</u>	3043	1874

(3) <u>Dollar Grant</u>	<u>C-1A</u>	<u>CT-39E</u>
Original Grant	\$573,644.00	\$597,577.00
Adjusted Grant	\$548,429.00	\$585,992.00
(4) <u>Dollar Expended</u>	\$540,340.00	\$581,062.00
(5) <u>Average Cost Per Hour</u>		
Grant	\$ 163.25	\$ 330.50
Actual	\$ 178.75	\$ 310.75
(6) <u>Average Gallons Per Hour</u>	\$ 117.00	\$ 272.75

g. Safety Achievements

- (1) Alpha Mishaps: 0
- (2) Bravo Mishaps: 0
- (3) Alpha Ground Mishaps: 0
- (4) Hazardous Reports Submitted: 4
- (5) NATOPS Changes Submitted: 8