

1966

FLEET TACTICAL SUPPORT SQUADRON THIRTY  
U.S. NAVAL AIR STATION  
ALAMEDA, CALIFORNIA 94501

FF12/VR30/5750

15:WMR:be

Ser

162

MAR 13 1967

From: Commanding Officer, Fleet Tactical Support Squadron THIRTY  
U. S. Naval Air Station, Alameda, California 94501  
To: Chief of Naval Operations (OP-05A5G) Navy Department,  
Washington, D.C. 20350

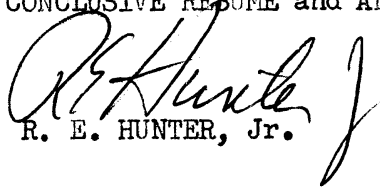
Subj: 1966 Command History, (OPNAV REPORT 5750-1); submission of

Ref: (a) OPNAVINST 5750.12

Encl: (1) Command History

1. The Command History for Fleet Tactical Support Squadron THIRTY (VR-30) from date of commissioning through 31 December 1966 is herewith submitted in accordance with the provisions of reference (a).

2. The history is divided into four parts numbered I through IV entitled CHRONOLOGY, BASIC NARRATIVE, CONCLUSIVE RESUME and ANNEXES.

  
R. E. HUNTER, Jr.

Copy to:  
OPNAV OP 09B9  
CINCPACFLT

3

## CHRONOLOGY OF OUTSTANDING 1966 EVENTS

### Part I

- 1 Oct - Squadron commissioned at NAS Alameda.
- 4 Oct - The Grumman C2A Greyhound was introduced to fleet service in ceremonies at NAS Alameda.
- 5 Oct - VR-30 was awarded the NAS Alameda Fire Prevention Award.
- 9 Oct - C2A NATOPS Conference held at VR-30.
- 3 Nov - First fleet pilot carrier qualifications in a C2A.
- 9 Nov - First C2A COD flight.
- 19 Nov - First C2As departed CONUS on USS ENTERPRISE for NAS Cubi Point, Subic Bay, Philippines.
- 12 Dec - VR-30 received combined Federal Crusade Citation for an outstanding contribution.

## BASIC NARRATIVE

### Part II

#### SQUADRON COMMISSIONING:

Pursuant to CNO message 221818Z of September 1966 directing the redesignation of VR-21 Detachment, Fleet Tactical Support Squadron THIRTY (VR-30) was commissioned as an aviation squadron of the U.S. Navy on 1 October 1966, in ceremonies held in Hangar 40 at NAS Alameda, California.

Commander Robert E. Hunter Jr. USN was the first Commanding Officer with Commander Donald H. Crawford USN serving as his Executive Officer.

Rear Admiral John McN. Taylor, Commander Western Sea Frontier, and Captain Edgar E. Stebbins USN, Commander Fleet Air Alameda, were the principal guests present at the commissioning.

Martial music for the affair, uniquely enough, was furnished by the U. S. Army's Twenty Second Army Band.

#### BACKGROUND HISTORY:

Prior to commissioning as VR-30, the basic aviation logistics support unit had functioned in its present location as a detachment of Fleet Tactical Support Squadron 21, NAS Barber's Point, Oahu, Hawaii since 1 August 1960.

Prior to that time from 15 July 1957 it had been a VR-21 Detachment at NAS North Island, San Diego, California. Before then and from inception in the summer of 1955 the unit was known as VR-5 Detachment, San Diego.

Since 15 July 1957 the organization has been the only regular unit on the West Coast with the mission of supplying airlift incident to support of fleet units as directed by Commander in Chief Pacific Fleet.

COMMAND RELATIONSHIPS:

VR-30 is under the Operational Control of Commander Western Sea Frontier who exercises that control through the Naval Air Logistics Control Officer Pacific and his assistant, NALCOPACREP Alameda. The squadron is assigned to Commander Fleet Air Alameda for Administrative Control.

MISSION AND TASKS:

The assigned mission of VR-30 is to provide emergency and priority airlifts as directed by Commander in Chief U.S. Pacific Fleet.

Among the squadron's tasks is to provide Carrier Onboard Delivery (COD) services to aircraft carriers operating in the Eastern Pacific and to furnish air transportation to all Naval shore bases along the West Coast and elsewhere as assigned.

Additionally, VR-30 trains pilots and crews for itself and VRC-50, provides training and NATOPS Standardization as requested for other Pacific Fleet units operating CIA and C2A type aircraft and deploys COD crews to Hawaii for Fleet support when required.

Inherent in the mission is the prime responsibility for the emergency and priority airlift of special weapons, personnel and equipment enroute to and from deploying fleet vessels.

AIRCRAFT ASSIGNED:

Upon commissioning VR-30 was assigned the following aircraft:

CONVAIR C-131 Samaritans # 141000, 141004, 141007, 141010 and 141012.

Grumman CIA Traders # 136766, 136722, 136777, 146031, 146041, and 146056.

On 4 October 1966, Grumman C2A Greyhound # 152786 was received followed closely by 152787 and 152788.

All three of these were put aboard USS ENTERPRISE on 9 November 1966 for transportation to NAS Cubi Point, Subic Bay, Philippine Islands and transfer to VRC-50.

C2A number 152789 was received on 12 December 1966.

PERSONNEL COMPOSITION:

Fleet Tactical Support Squadron THIRTY had at commissioning an on board count of 42 officers and 289 enlisted men.

At years end, there were 41 officers and 267 men on board.

Of the 42 officers 40 were pilots. Twenty of the pilots had qualifications in the C-131 aircraft with 15 Aircraft Commanders and 5 Second Pilots.

Twenty of the pilots were COD pilots with 9 CIA Aircraft Commanders, 4 CIA Second Pilots and 7 CIA Third Pilots.

Three of the COD pilots were qualified as Aircraft Commanders in the new C2A Greyhound and were temporarily assigned to VRC-50 when the first three C2A's were transferred to that command on 19 November.

The Commanding Officer was an AC in the CIA, 2P in the C-131 and was training in the C2A. The Executive Officer, a C-131 Aircraft Commander,

was training in CIA with the goal of carrier qualification and designation as a Second Pilot.

Fifty-two of the enlisted men on board were designated aircrewmembers with 15 trainees. Sixty-four men were in a flight status for pay purposes.

OPERATIONS GENERAL:

Aside from the normal intense activity associated with air transport, VR-30 at commissioning was feverishly engaged in training crews for the C2A Greyhound for immediate transfer to VRC-50 to help that unit meet its commitments to our fleet in the Viet Nam theatre of operations.

The unit had been made Model Manager for the C2A in September of 1965 and since that time has been directly involved in the formulation of policies and the development of techniques, NATOPS Manuals and standard operating procedures.

Only two months and one day were required after conclusion of the Board of Inspection Trials on 5 October until the first aircraft were ready to deliver men, mail and material to the carriers at Yankee Station off Viet Nam. This is surely a record never before equaled for the deployment of a new Navy Aircraft.

The first fleet pilot to make a landing aboard ship in the C2A was LCDR [REDACTED]. The first pilots to qualify aboard ship besides LCDR [REDACTED] were LCDR [REDACTED], [REDACTED], LT. [REDACTED], LTJG [REDACTED] and LTJG [REDACTED].

The first COD mission in the C2A was flown from NAS Miramar on 9 Nov. to USS BON HOMME RICHARD CVA-31. At the controls was LCDR [REDACTED] with LCDR [REDACTED] as his co-pilot. Among the 24 passengers was the

squadron Commanding Officer, CDR Robert E. Hunter Jr.

The aircrewmembers for this "first" flight were ADR24C [REDACTED] [REDACTED] and ATN3 [REDACTED] [REDACTED].

OPERATIONAL STATISTICS:

The five venerable C-131's assigned during the 3 month reporting period flew a total of 9,473 passengers while making 628 departures. A total of 571,955 lbs of priority cargo and equipment were also carried while flying a combined total of 240,055 air nautical miles in 1457 air transport hours. Adding ferry, test and training hours to the air transport hours gives a total of 1630.9 hours for an average of 108.6 hours compared to the programmed flight average per plane of 80 hours per month.

Assigned COD aircraft, 6 CIA's for the entire period and 4 C2A's for portions of the period, flew 89,622 miles, carried 1408 passengers, 72,504 lbs of U. S. Mail and 20,034 lbs of cargo. 185 CIA carrier landings were made while flying 621 transport hours and 1077.1 hours including test and training.

The 592.9 C-131 hours in the month of October set a new record for the unit. These aircraft were originally assigned in the fall of 1955 to the old VR-5 detachment. Combined with the month's total of 459 COD hours, the new squadron, VR-30, eclipsed all previous monthly flying totals of the basic organization in its 10+ year history.

MAINTENANCE:

The most significant maintenance matters during and just prior to the reporting period related to the fleet introduction of the C2A and especially assisting in the design, development and construction of the C2A Mobile

Maintenance Support Vans for transfer to NAS Cubi Pt.

Personnel principally involved in this project were as follows:

1. Mr. Cal Holloway - Mobile Maintenance Support Staff Advisor of COMFAIRALAMEDA Staff.
2. LT [REDACTED], [REDACTED] USN - C2A Model Manager's Support Liason Officer of VR-30.
3. Kathryn Viglianni (inventory management specialist), SUCM-30 NAS Alameda Supply.
4. William Borruso - Support Program Manager C2A Grumman Aircraft Engineering Corp., Bethpage, N.Y.
5. Aviation Electrician 2nd [REDACTED], [REDACTED] now with VRC-50.

In less than two months from the delivery of the empty shells, the C2A mobile maintenance support vans were outfitted and delivered to VRC-50 ready to provide both intermediate and organizational support on this highly sophisticated and complex aircraft. With a boot-strap operation, all stops were pulled to expedite construction and delivery.

It is believed that no other weapons system has met with greater success in such a short period.

From the conclusion of the BIS trials on 5 Oct 1966, the aircraft and maintenance vans were in the hands of VRC-50's unit at Cubi Pt. fully operational on 10 Dec 1966. The impetus was provided by LT [REDACTED], and through the direction of Cal Holloway who was ably assisted by Kathryn Viglianni and [REDACTED], [REDACTED], all concerned worked long and feverishly to meet a rather unexpected but urgent delivery date.

The basis for material requirements was provided by Grumman's Bill Barruso and Hugh Grinsel.



SUPPLY AND LOGISTICS:

Operating the newest and two of the oldest aircraft in the Navy's inventory presented a wide variety of problems in supply support.

AOCP items were rarely received within the time frames set up by the Standard Navy Maintenance Material Management System (SNMMS). A five day delay or more in receiving these items was common.

It was only through open purchase and "cannibalization" that it was possible to keep sufficient aircraft in an "up" status to meet operational commitments.

PERSONNEL:

Personnel statistics have been previously enumerated. The total manning level has been adequate but the low manning level in certain ratings created problems.

Particularly hard felt was the shortage of rated men in the AT, AE, and AZ rates.

PUBLIC AFFAIRS:

Noteworthy in this area was the publicity gained from the squadron's commissioning, the introduction of the C2A, the winning of the NAS Alameda Fire Safety Award and the receiving of a Special Citation from the combined Federal Crusade for outstanding support of their fund drive.

In the case of our commissioning, stories were printed in 3 local dailies, The Carrier, (NAS Alameda station paper), and Navy times. (See Annex 3).

The introduction of the C2A brought stories in the same papers plus

a TV short concerning COD operations in general which was filmed by Murry Westgate and Fraser Beauchamp and aired on Time - Life TV stations in San Diego and Bakersfield, California.

The Fire Safety Award was presented on 5 October for best effort and results in fire prevention practices and care of fire fighting equipment during the previous quarter.

The squadron's contribution, which won a Citation in the Combined Federal Charity Fund Campaign, was termed "remarkable" and "enviable" by Captain Frank H. O'Brien, Chief Staff Officer, COMFAIR Alameda. The average of more than \$17 per man was by far the highest per capita contribution made by any squadron, unit or ship in the area.

## CONCLUSIVE RESUME

### PART III

Fleet Tactical Support Squadron has no significant organizational or equipment problems and appears properly balanced and capable of continued operations to provide emergency and priority non-scheduled airlift support to certain Pacific Fleet units and their supporting bases.

The introduction of the new C2A Greyhound affords a vast increase in the sizes and amounts of cargo which can be airlifted to aircraft carriers. Large groups of personnel (up to 26) such as Fleet Training or inspection teams may now be taken to ships by one C2A aircraft where four CIA's would previously have been required.

It is estimated by this squadron that each C2A is at least 4 times as productive as the older CIA and it is recommended that sufficient C2A Greyhounds be purchased by the Navy to provide all COD requirements throughout the world.

The five C-131's assigned flew 135% of programmed utilization hours to accomplish all operational commitments.

The squadron has requested an extension of time per C-131 service tour from 2000 to 2500 hours and on 30 Dec 1966 requested the assignment of one additional C-131 at the earliest possible date.

Aside from the need of an additional C-131 to meet existing requirements, it is recommended that steps be taken to equip this squadron with larger, more modern aircraft to insure its continued capability to meet expanding fleet airlift requests.

ANNEXES

Part IV

ANNEX 1. Statistics: Operations and Maintenance.

ANNEX 2. Rosters: VR-30 Officers and men with portrait and biography  
of Commanding Officer.

ANNEX 3. \*Public Affairs: CNO Message 221818 Aug 1966

News release dated 29 Sept 1966.

News release dated 7 Oct 1966.

5 Photographs with captions.

4 News clips.

\* Only a sampling of releases, photographs and clips is included.

OPERATIONS STATISTICS:

<u>* COD (C1A &amp; C2A)</u>	<u>OCT</u>	<u>NOV</u>	<u>DEC</u>
MILES	33,570	18,613	37,449
PASSENGERS	525	402	481
LBS. CARGO	5,263	4,429	10,342
LBS. MAIL	30,588	11,395	30,526
TRANSPORT FLT. HOURS	255.3	147.5	218.2
CARRIER LANDINGS	50	85	50
* TOTAL FLT. HOURS	459.0	309.8	308.3
C-131 DEPARTURES	244	200	184
MILES	94,200	75,710	80,145
PASSENGERS	3,798	3,140	2,535
LBS. CARGO	260,062	106,365	205,528
TRANSPORT FLT. HOURS	542.9	450.3	463.9
* TOTAL FLT. HOURS	592.9	486.3	551.7

\* The total flight hours includes ferry, test and training flights.

\* COD Crews were deployed 33 days in Oct., 26 days in Nov., and 42 days in Dec. All other COD flights were flown from NAS Alameda.

MAINTENANCE STATISTICS

OCTOBER

<u>MODEL A/C (NUMBER)</u>	<u>C2A (2)</u>	<u>C1A (6)</u>	<u>C131 (5)</u>
HRS. OPERATIONALLY READY PERCENTAGE	1198.4 80.5	2036.4 53.0	1319.1 42.6
NOT OPERATIONALLY READY SUPPLY (NORS) PERCENTAGE	117.5 11.8	1425.1 37.1	1152.7 37.2
NOT OPERATIONALLY READY MAINTENANCE (NORM) PER.	114.1 7.7	378.5 9.9	624.2 20.2
TOTAL PROCESSED HOURS	1488	3840	3096

NOVEMBER

<u>MODEL A/C (NUMBER)</u>	<u>C2A O/R (3)</u>	<u>C1A O/R (6)</u>	<u>C131 O/R (5)</u>
HRS. OPERATIONALLY READY PERCENTAGE	1119.2 81.7	1613.6 50.9	1924.8 53.5
NOT OPERATIONALLY READY SUPPLY (NORS) PERCENTAGE	NORS 136.7 10.0	NORS 821.9 25.0	NORS 983.2 27.3
NOT OPERATIONALLY READY MAINTENANCE (NORM) PER.	NORM 113.1 8.3	NORM 792.5 24.1	NORM 692.0 19.2
TOTAL PROCESSED HOURS	1368	3288	3600

DECEMBER

<u>MODEL A/C (NUMBER)</u>	<u>C2A O/R (1)</u>	<u>C1A O/R (6)</u>	<u>C131 O/R (5)</u>
HRS. OPERATIONALLY READY PERCENTAGE	350.3 58.4	2355.2 63.3	2468.9 74.0
NOT OPERATIONALLY READY SUPPLY (NORS) PERCENTAGE	NORS 127.5 21.3	NORS 862.5 23.2	NORS 300.5 9.0
NOT OPERATIONALLY READY MAINTENANCE (NORM) PER.	NORM 122.2 20.4	NORM 502.3 13.5	NORM 566.6 17.0
TOTAL PROCESSED HOURS	600	3720	3336