

1969

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

VR30/06:mi  
5750  
Ser 886

16 SEP 1970

**From:** Commanding Officer, Fleet Tactical Support Squadron THIRTY  
**To:** Chief of Naval Operations (ATTN: OP-0502)

**Subj:** Squadron Command History

**Ref:** (a) OPNAVINST 5750.12A

**Encl:** (1) VR-30 Command History for calendar year 1969

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

*E J Rivard*  
E. J. RIVARD

Copy to:  
Director of Naval History

VR-30 COMMAND HISTORY: CALENDAR YEAR 1969 -- CHRONOLOGY OF HIGHLIGHTS

1. April 21, 1969. CDR E. J. RIVARD, USN, became the squadron's Executive Officer, replacing CDR W. P. CALHOUN, USN.
2. May 29, 1969. CDR L. A. SCHOELEN, USN, relieved CDR T. M. BOGART, USN, as squadron Commanding Officer.
3. CDR [REDACTED] USNR, remained squadron Operations Officer throughout the year.
4. June 27, to August 1, 1969, the squadron sent a detachment of two C-1A aircraft onboard the USS HORNET (CVS-12) to assist in the Apollo Eleven recovery.
5. August 20, 1969, the squadron was called upon, and responded to a request to provide an airlift relief to victims of Hurricane "Camille."
6. October 27 to December 3, 1969, the squadron sent three C-1A aircraft as a detachment onboard the USS HORNET (CVS-12) to assist in the Apollo Twelve recovery.
7. October 11 to December 24, 1969, C-1A aircraft and pilots were sent to Danang, Republic of Viet Nam, to supplement the "COD" aircraft shortage due to the grounding of the C-2A aircraft.

## BASIC NARRATIVE

VR-30 remained permanently stationed at Naval Air Station, Alameda, California, with the squadron under the operational control and administrative command of COMNAVAIRPAC. More specifically, the squadron's operations are directed and conducted through NALCOESTPAC, who is responsible for the scheduling and co-ordinating of tactical support flights in the Eastern Pacific.

Commanding Officers for the year were CDR T. M. BOGART, USN, who was relieved by CDR L. A. SCHOELEN, USN, at change of command ceremonies on 29 May 1969. Biographies of both CDR BOGART and CDR SCHOELEN are included in the documentary annexes. CDR SCHOELEN remained the Commanding Officer for the rest of the year.

CDR E. J. RIVARD, USN, relieved CDR W.P. CALHOUN, USN, as squadron Executive Officer on 21 April 1969 and he remained Executive Officer for the duration of the year. Operations were under the direction of CDR [REDACTED] [REDACTED] USNR, throughout the year.

The mission of the squadron remained unchanged, that is: to provide aerial logistic support for Fleet Units and squadrons throughout the continental United States, and to fly priority personnel, mail, and material from shore bases to the aircraft carriers of the Pacific Fleet. The squadron used two models of aircraft to carry out its mission: the Convair C-131 "Samaritan", and the Grumman C-1A "Trader."

The C-1A is used for Carrier Onboard Delivery (COD) missions, having been the standard Navy "Cod" aircraft for more than ten years. The C-1A carries a load of 3,500 pounds of cargo, or up to eight passengers, with a crew of three. Special assignments and deployments for VR-30's C-1A's and their crews in 1969 included the following:

1. 27 June 1969 to 1 August 1969 -- a two plane detachment was assigned onboard the USS HORNET (CVS-12) for the Apollo Eleven recovery. The detachment consisted of four aviators and six enlisted mechanics/crewmen. The mission of the Apollo Eleven detachment was to transport moon samples and astronaut biological samples from the HORNET to Johnstone Island and Hawaii after the recovery. A secondary mission was to transport VIP White House personnel and ADM John S. McCain, CINCPAC, who were present for the recovery.

2. 27 October to 3 December 1969 -- a three plane detachment was again sent onboard the HORNET for the Apollo Twelve recovery. The Apollo Twelve detachment's mission was essentially the same as that of the Apollo Eleven detachment, i.e. transportation of moon samples and astronaut biological samples from the HORNET to Samoa after the recovery, plus VIP transportation of ADM John S. McCain, CINCPAC. The Apollo Twelve detachment consisted of six aviators and seven enlisted support-personnel.

3. 11 October to 24 December 1969, VR-30 was called upon to send two of its C-1A aircraft and a cumulative total of six pilots to Danang, Republic of Viet Nam, to provide the aircraft carriers on "Yankee Station" with "COD" service due to the grounding of the C-2A. The first three pilots involved in this requirement were given very short notice prior to their departure for Danang.

The second group of three VR-30 pilots relieved the initial group approximately six weeks after the Danang "COD" detachment (under VC-5) was initiated. The second group then aided in the training of VRC-50 pilots in the C-1A aircraft, with VRC-50 assuming control of the detachment shortly after the beginning of 1970. The pilots involved in the Danang detachment

were: LCDR [REDACTED] /1310  
LCDR [REDACTED] /1310  
LCDR [REDACTED] /1315  
LT [REDACTED] /1310  
LT [REDACTED] /1315  
LTJG [REDACTED] /1310

The C-131 has the capacity to carry forty-four passengers with baggage, or up to 9,000 pounds cargo. Special assignments for the C-131 in 1969 have included numerous medical evacuation flights to both civilian and military fields. The C-131 was also instrumental in the rapid response transportation of relief supplies for the victims of hurricane "Camille" along the Gulf Coast on August 20th and 21st, 1969. The squadron also operated two "VIP" configured C-131's throughout the year for executive and VIP transportation.

Operational statistics for number of hours flown, cargo and baggage carried are included in the documentary annexes. The operation of both models of squadron aircraft was carried out satisfactorily despite obsolescence and maintenance-supply drawbacks. The aircraft parts supply work force was not large enough to perform all assigned tasks expeditiously, plus they were hampered by supply's limited funds and inability to stock all necessary parts. Also, because of the age of VR-30's aircraft, the failure rate of parts was relatively high, adding to the already existant supply shortcomings.

In the area of community relations, the squadron Public Affairs Office conducted twenty-nine tours of the squadron area and aircraft for outside groups. The Public Affairs Office also sent out more than sixty-five news

releases concerning the squadron, its personnel, and major events.

Retention and re-enlistment rates for 1969 were as follows: First term enlistees: of seventeen eligible one re-enlistment for a 6% average. For eligible career personnel the rate was 67%, eight out of twelve eligible re-enlisted.

Special training conducted by the squadron included a training program in the C-1A aircraft for officers on TAD from Pacific Fleet carriers and other units. This program was initiated (with reference to COMNAVAIRPACINST 3740.11 series of 31 July 1969) as a familiarization and standardization program in the C-1A to cut down on Pacific Fleet accidents for pilots assigned to fly ship and staff C-1A's in the Pacific. During 1969 a total of eleven pilots were trained in the VR-30 "TAD" C-1A training program.

On the Naval Air Station the squadron was active in both charitable and athletic functions. In athletics, the squadron continued its policy of maximum participation in all intramural sports. As a result of its athletic program the squadron ranked second in the station's Captain's Cup competition for the year and first in basketball and swimming. VR-30 stood second in golf, bowling, and handball, and third in football. In community affairs, the squadron contributed \$2112.60 to the Combined Federal Campaign, which represents a participation by 70% of squadron personnel. Families of personnel attached to VR-30 distinguished themselves by winning over ~~one~~ third of the awards presented for the stations "Home of the Month."

The Legal developments in 1969 were many and varied. A legal assistance program was initiated with one full-time enlisted man in charge of the program. The legal assistance program covered such topics as: voting, will, leases, contracts, taxes, insurance, auto registration, family-budgeting etc. The squadron had one General Court-Martial, one Special Court-Martial and twenty cases of Non-Judicial Punishment.

## DOCUMENTARY ANNEXES

### 1. Biography of Commander T. M. BOGART:

Upon assuming command of VR-30 on 2 April 1968, CDR BOGART became the squadron's Commanding Officer.

CDR BOGART began his military career in July 1944 by enlisting in the U. S. Army Air Corps, serving as a flight engineer until November 1945. With the close of World War II, CDR BOGART left the service to attend San Jose State College, graduating with a B.A. degree in 1948.

CDR BOGART entered the Aviation Training Program at Pensacola, Florida, as an officer student. After graduation and designation as a Naval Aviator, he joined VS-23 in 1950. He subsequently served a tour of duty as an ASW instructor at FAETUPAC and as a flight instructor at Pensacola, Florida. In 1956 CDR BOGART reported to VRF-32 followed by a series of squadron assignments in light attack, and CRAW instructor duty in VA-146 and VA-126 at NAS Miramar.

CDR BOGART served on the staffs of COMUTWINGPAC and COMNAVAIRPAC as the Air Targets Officer commencing in 1963 until reporting aboard the USS VALLEY FORGE (LPH-8) as the Weapons Officer from November 1965 to January 1967. In January 1967, CDR BOGART reported to VRF-32 as the Executive Officer. After his tour as Commanding Officer of VR-30, CDR BOGART was assigned to the office of the Chief of Naval Operations.

### 2. Biography of Commander L. A. SCHOELEN:

CDR SCHOELEN enlisted in the U. S. Navy as an airman recruit under the Holloway Aviation Midshipman Program in May 1946, and attended Saint Mary's College until entering flight training in 1948 as an Aviation Midshipman. After graduation and designation as a Naval Aviator, he reported to VS-23



in 1950 where he served until 1953. After completing a tour as a flight instructor at Kingsville, Texas, CDR SCHOELEN attended the University of California, Los Angeles, graduating with a B.S. degree in 1957.

CDR SCHOELEN then attended the Naval Air Intelligence School and subsequently served as Air Intelligence Officer aboard the USS RANDOLPH (CVA-15), followed by duty with VS-30, VS-27, and VS-24.

CDR SCHOELEN was assigned duty with the Naval Air Development Center, Johnsville, Pennsylvania from 1962 to 1964, and attended the Armed Forces Staff College, Norfolk, Virginia, graduating in January 1965. He then served as Officer-in-Charge of the Naval Air Logistic Control Office, Europe Representative, in Naples, Italy, from 1965 to 1966. From 1966 to 1967, CDR SCHOELEN established a Naval Air Logistic Control Office at Rota, Spain, followed by duty as Aircraft Maintenance Officer, VR-24, also in Rota, Spain, CDR SCHOELEN assumed the command of VR-30 on 29 May, 1969.

3. VR-30's Mission and Objective, (Ref. CINCPACFLTINST 4630.2F)

- (a) Emergency delivery of special weapons and associated personnel and material to the fleet.
- (b) Emergency delivery of critical personnel and material to maintain fleet readiness.
- (c) Airlift incident to deployment or movement of fleet units and support of fleet units, as necessary, until lines of supply are established.
- (d) Airlift incident to the internal administration of the Navy.
- (e) Development of carrier-on-board delivery concepts within the capability of aircraft assigned.
- (f) Training of Reserve Fleet Tactical Support Squadron units on active duty training.

4. NALCOEASTPAC's relation to VR-30 (Ref CINCPACFLTINST 4630.2F) A Naval Air Logistic Control Office (NALCO) organization, utilizing Fleet Tactical Support Squadron assets and coordinating requests for MAC airlift, will serve the following:

- (a) Provide a uniform system and organization for interface between DOD transportation system and Navy Organic Airlift.
- (b) Provide for a single point of contact for the control of movement of Navy air traffic within geographical areas.
- (c) Ensure conformity with defense transportation policy and Navy transportation needs.
- (d) Determine most effective method of filling Navy special airlift transportation demands.

NALCOEASTPAC is assigned to COMNAVAIRPAC and is established for the purpose of receiving and processing Fleet Tactical, Direct Support, and MAC airlift requirements in order to derive centralized control and maximum utilization of logistic transport aircraft assigned. NALCOEASTPAC receives and processes airlift requests in response to consumer requirements, based upon tactical urgency, availability of aircraft, and other pertinent factors.

5. Apollo Eleven crew list and commendations

CREW:	LT	[REDACTED]	[REDACTED]
	LT	[REDACTED]	[REDACTED]
	LTJG	[REDACTED]	[REDACTED]
	LTJG	[REDACTED]	[REDACTED]
	ADR2	[REDACTED]	[REDACTED]
	ADR2	[REDACTED]	[REDACTED]
	AMH2	[REDACTED]	[REDACTED]
	AE2	[REDACTED]	[REDACTED]
	ADRAN	[REDACTED]	[REDACTED]
	AN	[REDACTED]	[REDACTED]

COMMENDATIONS WERE RECEIVED FROM THE FOLLOWING:

- Letter of Appreciation from the President of the United States
- Letter of Appreciation from the Secretary of Defense
- Letter of Appreciation from the Secretary of the Navy
- Letter of Commendation from Commander in Chief Pacific
- Letter of Appreciation from Commanding Officer USS HORNET (CVS-12)

6. Apollo Twelve crew list and letters of appreciation.

CREW: LCDR ██████████ ADRC ██████████  
LT ██████████ AMS2 ██████████  
LTJG ██████████ AMS2 ██████████  
LTJG ██████████ ADR3 ██████████  
LTJG ██████████ ADR3 ██████████  
LTJG ██████████ ATN3 ██████████  
ASEAN ██████████

Commendations were received from the following:

- Letter of Appreciation from the President of the United States
- Letter of Appreciation from the Secretary of Defense
- Letter of Appreciation from the Secretary of the Navy
- Letter of Appreciation from the Chief of Naval Operations
- Letter of Commendation from Commander in Chief Pacific
- Letter of Commendation from Commander Naval Air Force Pacific

7. Maintenance and Flight Data for 1969:

(a) C-131 statistics:

C131F MAINTENANCE AND FLIGHT DATA JANUARY THROUGH DECEMBER 1969

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
AVERAGE NO. A/C	3.2	5.9	5.7	4.7	4.9	4.7	5.1	6.0	6.0	4.5	5.0	5.0
TOTAL FLIGHT HRS	490	563	428	421	518	327	338	486	405	466	417	281
A/C UTILIZATION	153	96	75	90	106	70	66	80	68	104	83	56
DMH PER FLT HR	10.2	8.6	11.8	10.4	10.4	14.8	12.4	10.2	11.3	13.4	12.3	14.8

(1) Passengers flown: 37,942

(2) Baggage flown: 1,097,782 pds.



