

VR-30  
1974



**DEPARTMENT OF THE NAVY**  
**FLEET TACTICAL SUPPORT SQUADRON THIRTY**  
NAVAL AIR STATION  
ALAMEDA, CALIFORNIA 94501

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Ser  
05 MAR 1975

From: Commanding Officer, Fleet Tactical Support Squadron  
THIRTY  
To: Chief of Naval Operations, Department of the Navy,  
Washington, D.C. 20350  
Subj: Squadron Command History  
Ref: {a} OPNAVINST 5750.12B  
Encl: {1} VR-30 Command History for Calendar year 1974  
{2} VR-30 Fact sheet for Fiscal year 1974

1. In accordance with reference {a}, enclosures {1} and  
{2} are forwarded.

  
W. D. RAY

Copy to:  
Director of Naval History  
Washington Navy Yard  
Washington, D. C. 20390

# FLEET TAC CAL SUPPORT SQUADRON THIR

## HISTORY AND FACT SHEET

Fleet Tactical Support Squadron THIRTY was commissioned on 1 October 1966 at NAS Alameda, California and presently exists as the Navy's only permanently based transport squadron on the West Coast. The squadron utilizes four different types of aircraft in order to carry out its assigned mission. The C-9B "Skytrain II" and the Convair C-131F "Samaritan" are tasked with the primary mission of providing logistic airlift in support of fleet units and squadrons throughout the continental United States. The Grumman C-1 "Trader" provides ship to shore carrier-onboard-delivery (COD) service of airlifted priority personnel, mail and material to the aircraft carriers of the Pacific Fleet. The North American CT-39's "Sabreliner" are utilized for the "rapid response" transportation of urgently needed personnel and materials. In addition, the squadron has the responsibility of training and standardizing all C-1A pilots and aircrewmembers for Pacific Fleet units.

The squadron's newest and largest aircraft is the Douglas C-9B Skytrain II. The first of these modern jet transports arrived on 8 May 1973, with three others following at monthly intervals. Operating at altitudes up to 35,000 feet and speeds up to 550 mph, the C-9B has introduced a degree of comfort and speed heretofore unavailable in Navy transport aircraft, capable of carrying up to 32,000 pounds of cargo or 90 passengers in addition to a crew of five, the C-9B can easily span the country both ways in a single day. The four C-9B's assigned have more than quadrupled VR-30's airlift capability. In 1974 these C-9B's transported more than 94,500 passengers and five million pounds of cargo over 1,700,000 miles, while logging over 5,000 flight hours. Introduction of these aircraft into the Navy's logistic system has vastly increased VR-30's capability for rapid, reliable response to the needs of the fleet with a tremendous improvement in passenger comfort.

Five C-1A aircraft capable of carrying up to 3,500 pounds of cargo or eight passengers in addition to a crew of three give the squadron a carrier capability and are used primarily for carrier onboard delivery missions. Special assignments for VR-30's C-1As and crews have included the following:

1. December 1968 - January 1969: A detachment of two aircraft boarded the USS Yorktown (CVS-12) for astronaut and VIP transportation during and after the Apollo Eight recovery.
2. June 1969 - August 1969: A two-plane detachment aboard the USS HORNET (CVS-12) for the Apollo Eleven recovery. After the recovery this detachment was assigned the important mission of transporting moon samples from the HORNET to Johnston Atoll

Enclosure {1}

and Hawaii. VR-30 COD's also aided in the VIP transportation of White House personnel and ADM John S. McCain, CINCPAC, who were present during the recovery.

3. October 1969 - December 1969: A three-plane detachment went aboard the USS HORNET (CVS-12) for the Apollo Twelve recovery. The detachment's mission in this recovery was similar to that of Apollo Eleven, transporting moon samples and VIPS from HORNET to Samoa.

4. October 1969 - December 1969: VR-30 was called upon to send C-1A aircraft and pilots to DaNang, Republic of Vietnam, to supplement the "Yankee Station" based carriers with "COD" service, due to the grounding of the C-2A aircraft.

5. March 1972 - May 1972: A three-plane detachment embarked aboard the USS TICONDEROGA for the Apollo Sixteen recovery, with the same mission as previous Apollo cruises. In addition, the detachment ferried astronauts Young, Duke, and Mattingly to Hawaii from the recovery ship.

6. November 1972 - January 1973: Another three-plane detachment embarked aboard the USS TICONDEROGA for the Apollo Seventeen recovery.

7. During 1974 the C-1A's flew over 2,000 hours, carrying 120,500 pounds of cargo and 3,400 passengers over 159,000 miles.

Two CT-39E jet executive transports, which carry seven passengers and a crew of three, are utilized primarily for rapid response of ferry pilot airlift. The secondary function, is to provide high speed VIP executive transport.

Since the C-9B became operational and highly effective and efficient the assigned fleet of seven (7) C-131's was gradually reduced to one 131F Convair which is capable of carrying up to 42 passengers, or 9,000 pounds of cargo in addition to a crew of four. The C-131 normally provides logistic services between West Coast military bases. Special assignments have included instant response in transporting relief supplies to the victims of Hurricane Camille along the Gulf Coast in 1969 and to South Dakota flood victims in 1972. Additionally, one of the squadron's two C-131's is configured for transportation of senior naval officers and executives throughout the country.

The Meritorious Unit Commendation Award was presented to VR-30 for meritorious service from 1 January through 30 November 1967, in providing tactical airlift support essential to fleet mobility. During this period, the squadron carried

2.5 million lbs. cargo and 52,000 passengers. Every request for Carrier Onboard Delivery Service was satisfactorily fulfilled, and all tactical requirements were met within time frames dictated by operational considerations. Having the responsibility of training and standardizing all C-1A pilots and aircrewmembers for Pacific Fleet Units, VR-30 has trained approximately 90 pilots and 250 aircrewmembers in the C-1A training program to date, which brought about a significant decrease in Pacific Fleet accidents in the aircraft since the program's initiation.

VR-30 presently operates a total of twelve aircraft, composed of one C-131, five C-1A's, two CT-39's and four C-9B's. There are 65 officers and 321 enlisted men and women assigned to the squadron. VR-30 was proud to have the honor of welcoming aboard LTJG Barbara A. Allen, the Navy's first aviatress who reported for duty on 12 March 1974.

The following are the officers who commanded VR-30:

CDR R.E. HUNTER, USN . . . . .	1 OCTOBER - 8 JUNE 1967
CDR D.H. CRAWFORD, USN . . . . .	8 JUNE 1967 - 2 APRIL 1968
CDR T.M. BOGART, USN . . . . .	2 APRIL 1968 - 29 MAY 1969
CDR L.A. SCHOWLEN, USN . . . . .	29 MAY 1969 - 18 MARCH 1970
CDR E.J. RIVARD, USN . . . . .	18 MARCH 1970 - 31 MARCH 1971
CDR J.R. WHEELER, USN . . . . .	31 MARCH 1971 - 15 MARCH 1972
CDR H.O. FLÖM, USN . . . . .	15 MARCH 1972 - 28 MARCH 1973
CDR T.G. CAMPBELL, USN . . . . .	28 MARCH 1973 - 28 MARCH 1974
CDR W.D. RAY, USN . . . . .	28 MARCH 1974 - PRESENT

VR-30 FACT SHEET FOR FISCAL YEAR 1974

1. Model Aircraft - C-9B	
a. Transport Hours	4,657.6
b. Transport Miles	1,432,707.0
c. Passengers	94,436
d. Baggage and Cargo	4,553,610
e. Training Hours	569.6
2. Model Aircraft - C-131	
a. Transport Hours	1,427.5
b. Transport Miles	236,172
c. Passengers	5,528
d. Baggage and Cargo	649,752
e. Training Hours	417.8
3. Model Aircraft - T-39E	
a. Transport Hours	1,669.2
b. Transport Miles	452,098
c. Passengers	1,929
d. Baggage and Cargo	182,318
e. Training Hours	433.9
4. Model Aircraft - C-1A	
a. Transport Hours	1,822.4
b. Transport Miles	158,700
c. Passengers	3,368
d. Baggage and Cargo	120,330
e. Training Hours	1,363.5
f. COD Mail	54,284

Enclosure (2)

5. Total for VR-30

a. Total Transport Hours	9,576.1
b. Total Transport Miles	2,479,677
c. Total Passengers	105,261.
d. Total Baggage and Cargo	5,606,010
e. Total Training Hours	2,784.8