



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

1989

5750
Ser 10/092
1 Mar 1990

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 1989

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

M. T. Beresky
M. T. BERESKY

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FLEET LOGISTICS SUPPORT SQUADRON THREE ZERO

COMMAND HISTORY - 1989

1. COMMAND COMPOSITION AND ORGANIZATION

Commander Fort A. Zachery, Jr., USN

Commanding Officer 1 January - 26 January 1989

Commander Michael T. Beresky, USN

Commanding Officer 26 January - 31 December 1989

Officer Basic Allowance: 49 Count on Board: 42

Enlisted Basic Allowance: 322 Count on Board: 295

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 COMNAVAIRPAC 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. 26 January: CDR Michael T. Beresky relieved CDR Fort A. Zackary, Jr.

b. 23 - 26 February: C-2A Detachment to NAS Alameda.

c. 4 March: VRC-30 received CT-39 aircraft number 157353.

d. 10 - 16 April: Carrier Qualification aboard the USS INDEPENDENCE operating off the coast of southern California.

e. 15 May: CT-39 maintenance transitioned from Navy personnel to civilian contractor maintenance.

f. 17 May: VRC-30 CT-39 aircraft number 157353 is involved in a Class Bravo mishap with no personnel injuries.

g. 23 - 26 May: C-2A detachment to NAS Alameda.

h. 18 May: VRC-30 received C-2A aircraft number 162163.

i. 1 - 6 June: Carrier Qualification aboard the USS INDEPENDENCE operating off the coast of southern California.

j. 16 June - 8 July: Participated in exercise Kernel Potlatch.

k. 16 June - 10 July: C-2A detachment aboard USS NIMITZ for North Pacific (NORPAC) 1989.

l. 13 - 20 July: Carrier Qualification aboard the USS INDEPENDENCE operating off coast of southern California.

m. 18 July: COMASWINGPAC Command Inspection.

n. 16 July - 1 August: C-2A Detachment aboard USS INDEPENDENCE.

o. 15 - 16 August: COMNAVAIRPAC Aviation Maintenance Evaluation.

p. 23 - 31 August: Carrier Qualification aboard the USS INDEPENDENCE operating off coast of southern California.

q. 31 August: VRC-30 receives C-2A aircraft number 162167.

r. August: VRC-30 received final approval from COMASWINGPAC and Naval Undersea Warfare Engineering Station (NUWES) to utilize new MK-27 target transport system.

s. 16 September - 7 October: Land based C-2A detachment to Alaska in support of Pacific Exercise (PACEX) 1989.

t. 18 September - 16 October: C-2A detachment aboard USS CONSTELLATION in support of Pacific Exercise (PACEX) 1989.

u. 12 - 20 October: Carrier Qualification aboard USS INDEPENDENCE operating off coast of southern California.

v. 19 October: VRC-30 received C-2A aircraft number 162177.

w. 14 November: VRC-30 transfers C-2A aircraft number 162167.

x. 1 - 6 December: Carrier Qualification aboard USS INDEPENDENCE operating off coast of southern California.

y. 22 December: VRC-30 completed 14 years of major mishap free flying achieving over 91,000 flight hours.

z. 23 December: AD1 [REDACTED] was named VRC-30 Sailor of the Year for 1989.

aa. December: VRC-30 helped support the San Diego Child Protection Services Christmas Program by donating gifts for 84 needy children.

3. NARRATIVE

Aircraft assigned to the squadron include seven C-2A(R) "GREYHOUNDS", three CT-39E "SABRELINERS", and a UC-12B and UC-12F "Super King Air". The GRUMMAN C-2A "GREYHOUND" is a Carrier-Onboard-Delivery (COD) aircraft used to transport

Encl (1)

personnel, mail and material to aircraft carriers operating in the Eastern Pacific. The North American Rockwell CT-39E "Sabreliner" is used for rapid response transportation of urgently needed personnel and materials, with a secondary mission of VIP transport. The Beechcraft UC-12B/F "Super King Air" is utilized for training pilots and aircrew assigned to COMNAVAIRPAC commands which fly those aircraft. Additionally, the squadron UC-12's are used to respond to NALO tasking. VRC-30 operations for 1989 include 5,614 flight hours; 9,151 embarked passengers; 1,588,600 pounds of cargo; 312,000 pounds of mail. In addition, VRC-30 accumulated 610 carrier arrested landings and supported several airshows. The C-12 FRS trained 93 pilots and 25 aircrew. VRC-30 squadron records established during Pacific Exercise 1989:

- . The longest transit to a carrier in our squadron history (+1100nm)
- . Most Cargo carried in one aircraft (4 tons)
- . Most mail carried in one aircraft in one day (8 tons/3 sorties)

. UC-12 Fleet Replacement Squadron personnel of VRC-30 organized and chaired the first UC-12 NATOPS review conference in four years. This conference hosted over 100 attendees and produced over 500 NATOPS change submissions.

. VRC-30 also supported the Hollywood movie industry by providing personnel and cargo transport to cast and crew members of the movies "Hunt for Red October" and "Flight of the Intruder".

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

Encl (1)



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

1650
Ser 40/022
16 JAN 90

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

Subj: CY 89 CNO AVIATION SAFETY AWARD NOMINATION

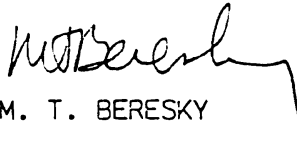
Ref: (a) COMASWWINGPACINST 1650.6
(b) COMNAVAIRPACINST C3500.60
(c) OPNAVINST 5102.1C
(d) COMASWWINGPAC San Diego CA 291415Z Nov 89

Encl: (1) CNO Aviation Safety Award Data
(2) COMNAVAIRPAC San Diego CA 211506Z Dec 89
(3) Weekly Summary - May 89; "CLOSE CALL" by LT Terry Tuggle
(4) "PROP FAILURE" by LT John McLaughlin

1. In accordance with references (a) through (d), enclosures (1) through (4) are submitted with supporting justification.

2. In Fleet Logistics Support Squadron THREE ZERO (VRC-30), we know that safety produces readiness; the squadron's accomplishments prove this commitment. As the year ended, VRC-30 flew over 91,000 flight hours and fourteen years without a single major mishap. Our FOD rate remains "ZERO". There have been no serious job related personal injuries and only one major "off-duty" injury has been recorded. There were no personnel-caused TFOA incidents documented. Mission accomplishment, sortie completion and aircraft readiness rates sustained unsurpassed performance - all because of our all-hands commitment to safety.

3. The men and women of VRC-30 take special pride in demonstrating their "safety first" attitude. By outstanding performance of diverse and unique missions, they have come to set every standard of safety excellence in Fleet Logistics Support.


M. T. BERESKY



CNO AVIATION SAFETY AWARD DATA (IAW COMASWINGPACINST 1650.6)

A. Flight Hours:	DAY	NIGHT	TOTAL
Excluding Embarked	4383	528	4911
Embarked	806	12	818
Total			5729

B. Landing:			
Field	11858	1235	13093
Shipboard	313	N/A	613

C. Hazard Reports:			
Aviation Hazard Reports	4		
Near Midair Reports	1		
Bird Strike Reports	1		
Physical Episode Reports	0		
Embarked Hazard Reports	0		
Total	6		

D. Articles Submitted for Publication: 2

Submitted	"Close Call" and "Prop Failure"
Published	"Close Call" published in Weekly Summary 21 MAY 89. "Prop Failure" - "APPROACH" publication pending.

E. Aircraft Mishaps:	FM	FRM	AGM
Class "A"	0	0	0
Class "B"	1	0	0
Class "C"	1	0	0

F. Fatalities:			
Aircraft Mishap Related			0
Occupational (Not Aircraft Mishap Related)			0
Recreational/Off Duty			0
Total			0

G. Lost Workdays:			
Aircraft Mishap Related			0
Occupational (Not Aircraft Mishap Related)			2
Recreational (Off Duty, Not Traffic Related)			7
Traffic			53
Total			62

H. Motor Vehicle:	Mishaps	Alcohol Related	Fatalities
Motor Vehicles (Note 1) (Not Motorcycles)	0	0	0
Motorcycles	1	0	0
Total	1	0	0

Note 1. Of the total vehicle mishaps, there was one incident involving a government vehicle which did require MPD reporting:

Mishaps Alcohol Related Fatalities

Government Vehicles: 1 0 0

I. Exposures to Hazardous Materials:

Personnel Exposures (without lost work days) 2
 Personnel Exposures (with lost work days) 0
 Total Number of Lost Workdays 0

J. NATGPS Unit Evaluation Exams:

Officer Aircrew Average 3.87
 Enlisted Aircrew Average 3.84

K. Miscellaneous:

Average Number of Aircraft During Year C-2 6
 (Average Number A/B status) T-39 2
 C-12 2
 Date of Last Safety Survey 7 AUG 89
 Organization Conducting Last Survey VS-41
 Number of TFOA Incidents for the CY 4
 Number of FODS for the CY 0
 Number of Personnel Awarded CNAP Pro of the Week 0
 Dates of Squadron Safety Standdowns 02 JAN 89
 20 APR 89
 17 AUG 89
 02 NOV 89
 21 DEC 89

L. Logistics Data:

Passengers Carried (includes Flag/DV) C-2 8217
 T-39 860
 C-12 74
 Total 9151

Flag/DV Movement 691

Cargo Carried (excludes mail) C-2 1,566,000
 T-39 22,600
 C-12 0
 Total 1,588,600

Mail Carried C-2 312,000
 T-39 0
 C-12 0
 Total 312,000

M. Additional Information

1. Mishap Frequency and Severity Rates per reference (c)	MF = 625 SR = 6458
2. Average Number of Personnel On Board for CY-89	315
3. Number of Back Injuries	2
4. Number of Four Wheel Motor Vehicle Mishaps	1
5. Number of Motorcycle Mishaps	1
6. FOC Rate per 1000 hours	0
7. Number of significant NATOPS Changes Submitted	203
8. NAMDRP Reports	No Submitted
HMR/EI	44
CAT 1 QDR	8
CAT 1 TPDR	15

N. VRC-30 Safety Program Narrative

1. Introduction. The safety atmosphere at VRC-30 is viable, progressive and personal. Enthusiastic involvement by all squadron members has produced a zero mishap rate for the fourteenth consecutive year while amassing over 91,000 flying hours in three different type aircraft. A safe and totally professional approach to the carrier-on-board delivery (COD) mission, Naval Air Logistics Office (NALO) tasking and the UC-12B/F Fleet Replacement Training mission has been achieved through all-hands participation in the squadron safety program.

2. Command Safety Program. The focus and major goal of the VRC-30 Safety Program is to include all hands in the safety effort. Total involvement and cooperation throughout the command has produced an awareness and commitment to safety that gains momentum every day. The command's aim is to educate personnel to identify hazards and react properly to them. Our command Safety Petty Officer is a fully qualified Safety Specialist (NEC 8301). His training and performance has established VRC-30 as the leader in NAVOSH training within COMASWINGPAC. VRC-30's all-encompassing safety program imparts safety awareness from the grass roots up. Our dedication in this regard is clearly evidenced by:

a. NATOPS Programs

(1) Operating three different type aircraft requires an aggressive, multi-faceted approach to training. Aircraft systems are taught and reviewed from the most basic level through attainment of Transport Aircraft Commander qualification. All CT-39 and UC-12 training is accomplished within the squadron since no other FRS is available to teach these airframe systems. C-2A pilot training is continued after pilot receipt from the FRS. Maximum aircrew participation in the program is seen in the 203 meaningful NATOPS changes submitted during the year's three NATOPS conferences.

(2) Weekly training is held to reinforce pilot's and aircrews knowledge of the complex systems of their aircraft. As a result, in-depth familiarity with NATOPS is achieved. Residents experts brief the various nuances of each week's target system and test for understanding. This program provides immediate feedback to correct deficiencies and reinforces topic retention. Pilots are encouraged to share recent experiences. These include emergencies, unusual procedures at civilian fields, practical use of aircraft performance tables to maximize efficiency and things they have done (right and wrong) in the cockpit. The bottom line is pilot/aircrew training aimed at the safest possible transport of our valuable passengers and cargo.

b. Standardization. All VRC-30 pilots participate in a comprehensive, upgrade training program while advancing toward Transport Aircraft Commander qualification. We ensure our instructor pilots are highly experienced, qualified and standardized. Our pilots are taught uniform techniques for proper responses to emergency situations. All prospective aircraft commanders are required to appear before an aircraft commander board and receive a check ride with the Commanding Officer in order to verify qualification and standardization. There is never a question as to the significance of their responsibilities as Aircraft Commanders.

c. Aviation Training

(1) An active, well-organized Aviation Safety Program aimed at aircrew professionalism and crew coordination has been 100% effective in ensuring safe aircraft evolutions. Quarterly safety standdowns are targeted to the needs of the aircrew. Recent training has stressed aircrew cockpit coordination and aircraft mishap analysis through video tapes and lectures from our graduates of the Naval Training Systems Center crew coordination course. Survival situations have been highlighted by respective aircraft NATOPS officers leading aircrews through simulated scenarios, detailed procedures briefs and actual survival equipment employment.

(2) Recognizing that aviation safety begins with the sailor working on the aircraft, we take special effort in targeting their needs during safety standdowns. Additionally, exhaustive follow-on training is conducted every Thursday to brief systems components and proper maintenance practices. In VRC-30, maintenance training billets are fully manned and the Maintenance Training Improvement Program (MTIP) is in high gear. The technician's mastery of aircraft systems provides the safest and most reliable product for the pilot, his crew and passengers.

3. Special Projects.

a. Each month an officer is assigned as the Command Safety Duty Officer. For a two week period the Safety Duty Officer observes squadron shop and line procedures, reviews safety-related instructions and submits a report of findings. This report is read and commented upon by the chain of command and action is taken to improve the overall safety posture of the squadron. While completing this assignment the officer is exposed to safety fundamentals, hazard recognition, mishap prevention and his/her individual responsibility in the safety program.

b. With final COMASWINGPAC and Naval Undersea Warfare Engineering Station (NUWES) approval in August 1989, VRC-30 adopted and now actively utilizes the new MK-27 Target Transport System. This has several benefits and is far superior to the previous trailer system. By reducing personnel labor efforts during handling of the 2000 pound targets, the new system reduces the probability of personnel injury. Additionally, the system is more cost effective to the government and increases target transport efficiency by a dramatic 50 percent. With the outstanding efforts of our C-2A loadmasters and NUWES engineers, this new design permits VRC-30 to continue its tradition of superior service to the Pacific Fleet.

c. VRC-30 discovered four discrepancies in Flip publications during the past year. To correct the problems, we have submitted letters and Defense Mapping Agency Feedback Cards to Naval Flight Information Group, NAF Andrews AFB.

d. 1989 was an especially active year for VRC-30 in its role as CNO's T-39 NATOPS Model Manager/COMNAVAIRPAC's Evaluation Unit. We organized and hosted a comprehensive T-39 NATOPS conference. Agenda items included review and submission of over 250 NATOPS changes for the community's new NATOPS Manual. We also conducted unit evaluations for VRC-40 and COMNAVAIRLANT.

e. As the West Coast's UC-12 FRS, VRC-30's cadre of highly experienced instructor pilots and aircrewmembers have performed flawlessly, without incident, while conducting fixed-wing training flights with predominantly rotary wing students. The training throughput totaled 65 pilots and 25 aircrewmembers in the flight phase plus an additional 47 ground phase students.

f. 1989 was the busiest year ever for VRC-30 as CNO's UC-12 NATOPS Model Manager and COMNAVAIRPAC Evaluation Unit. Notable accomplishments included:

(1) Administering NATOPS Unit Evaluations to 15 COMNAVAIRPAC units and three assist visits to units of the United States Marine Corps. NATOPS Evaluator Checks were given to crews from CNATRA, COMNAVAIRRESFOR, COMNAVAIRSYSCOM, COMNAVAIRLANT, COMCABSEAST, COMCABSWEST, 4TH MAW and FMFPAC.

(2) Organized and chaired the first NATOPS Review Conference in four years. The five day conference was held at NAS North Island and was attended by more than 100 people. Over 500 NATOPS change recommendations were voted on at the conference.

(3) Publishing and distributing a quarterly C-12 Newsgram to keep all operators updated on events in the C-12 program and to strengthen flight crews understanding of NATOPS procedures.

(4) Submitted several recommendations to the annual Command Aircraft Crew Training (CACT) Model Managers Conference held at the Naval Training Systems Center in Orlando, FL. All changes were designed to make the distribution of quotas for simulator training more equitable and to ensure that all pilots are provided an opportunity to attend.

g. LT Terry Tuggle's article "CLOSE CALL" was published in the 21-26 MAY 89 issue of Weekly Summary (enclosure (3)). Additionally, LT John McLaughlin submitted to Approach Magazine his article "PROP FAILURE" (enclosure (4)). Publication is pending.

4. Special Recognition

a. VRC-30 vigorously accepts the challenge to improve its outstanding flight record. Enclosure (2) announces our fourteenth year and over 91,000 flight hours of major mishap free operations.

b. During 1989, six VRC-30 personnel were nominated for "COMNAVAIRPAC Pros of the Week". All six took decisive action and professionally reacted to dangerous situations to avert disaster.

c. VRC-30 operated superbly and safely during PACEX 89. Operations brought us to the far reaches of the Pacific and Alaska's Aleutian Island chain. A 100% sortie completion rate while supporting three aircraft carriers from remote locations highlighted our achievements on this major joint exercise.

5. Summary. We are justifiably proud of our safety record and recognize that our critically important multi-support role is solely dependent upon our ability to challenge ourselves to do better and to maintain the strongest safety program possible.



40110

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

4790
Ser 50/625
20 DEC 89

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

Subj: NOMINATION FOR FY-89 SECRETARY OF DEFENSE MAINTENANCE AWARD: FLEET
LOGISTICS SUPPORT SQUADRON 30

Ref: (a) SECNAVINST 4790.3

Encl: (1) Basic Information
(2) Operational Detachments
(3) Aircraft Operational Data
(4) Statistical Measure
(5) C-2A Operational Status
(6) CT-39E Operational Status
(7) UC-12B/F Operational Status
(8) Total Support Data
(9) Personnel Awards
(10) Proposed Citation

1. In accordance with reference (a), enclosure (1) is submitted. Enclosure (2) through (9) provides amplifying information, and enclosure (10) is submitted for consideration.

2. The aircraft compliment and mission of VRC-30 is unique in the Navy. Comprised of three distinctly different types of aircraft, this squadron continues to be the leader in operational readiness and fleet logistics support. Availability of the C-2A, the UC-12B/F and the aging CT-39E aircraft for support of the Pacific Fleet has never been higher. This squadron regularly receives plaudits from all echelons of the command for outstanding response to VIP and critical transport requirements.

3. During FY-89 the Providers of VRC-30 operated the C-2A, Carrier-Onboard-Delivery (COD), aircraft from California to the far Aleutians. Our primary mission is to carry high priority cargo, personnel and mail in support of the fleet. In addition to our frequent multi-carrier taskings out of North Island, we provided the fleet with seven separate detachments, of which three were carrier based. Our largest detachment was established in support of PACEX 89, with three C-2A's shore based and one carrier based over a one month period. The three shore based detachments moved with the exercise, from McChord AFB, Washington, to Kodiak, Cold Bay and Amchitka, Alaska, attaining a superb 99.7 percent mission completion rate. Approximately 80 highly trained maintenance personnel accompanied the aircraft as the detachment moved northward, providing top quality maintenance support in the extreme cold weather environment. Over 95,400 pounds of cargo and 211 passengers were moved to and from the three aircraft carriers off the coast. The USS CONSTELLATION based C-2A detachment attained a 99 percent mission completion rate while simultaneously conducting an extensive phase maintenance inspection during heavy operational tasking. The extraordinary efforts of the skeleton maintenance crew resulted in this detachment moving a remarkable 122,000 pounds of cargo and almost 300 passengers. Every detachment this fiscal year was an unequivocal success,

Subj: NOMINATION FOR FY-89 SECRETARY OF DEFENSE MAINTENANCE AWARD: FLEET
LOGISTICS SUPPORT SQUADRON 30

and a direct result of our dedicated maintenance department. Our overall mission completion rate for the year was 99 percent and our annual average of mission capable aircraft rate of 58 percent exceeded the CNO's operational readiness goal.

4. VRC-30 also operates the CT-39E Sabreliner and the UC-12B/F aircraft. The Sabreliner is the Navy's West Coast mode of executive transportation, moving over 800 passengers and 21,000 pounds of cargo coast to coast, frequently on short notice. The CT-39E transferred to contract maintenance on 15 May 1989. Squadron dominance in the maintenance of this aging jet was impressive with an average mission capable aircraft availability of 82 percent, resulting in an overall mission completion rate of 92.5 percent. The squadron also is the Navy's only UC-12B/F Fleet Readiness Training Squadron, with contract maintenance provided by BASI.

5. Flawless maintenance of aircraft operating on the edge of the logistical tether was accomplished through strong leadership, adherence to sound management principles and hard work. This was found to be evident during two inspections this year. In January, a Material Condition Inspection was conducted on Aircraft, Support Equipment and Aviation Life Support Systems with an overall grade of "outstanding". In August, the Aircraft Maintenance Evaluation of 36 different maintenance programs revealed no discrepancies in 17 programs, with 15 programs being judged outstanding. Numerous individuals were personally commended for their efficient and effective program management. Within the command's awards program, the majority of awards are given in recognition of our top maintenance personnel.

6. An innovative maintenance work schedule has reaped huge benefits in terms of individual productivity, aircraft availability and high morale. The concept of the three-shift week (days, nights, and weekends) with a ten hours/day, four day work week, has also eliminated problems in meeting the seven days a week fleet support taskings. Additionally, squadron personnel now have the time to further their education, take care of personal business, and spend more time with their families, thus eliminating some of the major factors affecting retention in the Navy today. Management efficiency has been enhanced by assigning two Chief Petty Officers to the production control workcenter to each shift. On alternating days, one Chief will concentrate his efforts on meeting the flight schedule while the other manages production. The result has been a tremendous decrease in Awaiting Maintenance Discrepancies to an average of 10 per aircraft, and increased continuity when one Chief is required to be absent.

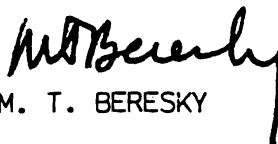
7. VRC-30's dedication to top quality training is a key factor to maintaining high standards of operational readiness. Taking the lead in Maintenance Training Improvement Program (MTPI) development and implementation, lesson guides were developed by squadron personnel and assigned CETS representatives. All MTIP lessons have been implemented at the work center level; 100 percent of all squadron personnel have been tested and refresher training in on line. VRC-30 has also developed an in-depth training syllabus to qualify Chief Petty Officers and senior First Class Petty Officers for maintenance control assignments. This training includes comprehensive OJT under the close supervision of an experienced maintenance controller. The trainee must

Subj: NOMINATION FOR FY-89 SECRETARY OF DEFENSE MAINTENANCE AWARD: FLEET
LOGISTICS SUPPORT SQUADRON 30

complete a series of required readings and attend a local maintenance control school. Formal training of all Maintenance personnel is accomplished weekly in a strict training environment.

8. The Naval Aviation Maintenance Discrepancy Reporting Program (NAMDRP) is actively supported by VRC-30. Overall, 64 reports were generated, of which only 7 incidents which generated reports were discovered in flight. Forty-two were combination of alert maintenance discoveries and/or reaction to fleet HMR/EI inspection recommendations. The remaining reports were Technical Publications Deficiencies found during in-house reviews of C-2A (R) publications.

9. VRC-30 is clearly the best. Innovative and "total quality" management has enabled us to meet new levels of achievement and productivity. Integral to our success is a well trained cadre of aviation maintenance and safety professionals who, with genuine enthusiasm, have dedicated themselves to maintaining the highest standards of operational readiness.


M. T. BERESKY

BASIC INFORMATION

- 1) DOD Component: Commander
Naval Air Force, U.S. Pacific Fleet
Naval Air Station, North Island
San Diego, CA 92135-6155
- 2) Mailing Address: Commanding Officer
Fleet Logistic Support Squadron 30
Naval Air Station, North Island
San Diego, CA 92135-5196
- 3) Telephone Number: AUTOVON - 735-6590 (Maintenance Officer)
COMM - (619) 545-6591
- 4) Points of Contact: LCDR [REDACTED], Maintenance Officer
LT [REDACTED], Assistant Maintenance Officer
LT [REDACTED], Maintenance/Material Control Officer
- 5) Competitive Category: 300 to 999 authorized personnel.
(IAW latest ADMIN Figure of 340)

**OPERATIONAL DETACHMENTS
C-2A (R)**

12-14 DEC 89	NAS ALAMEDA DET	FLT HRS: 11.4 SORTIES: 6 CARGO: 19,634 lbs PAX: 17
23-26 FEB 89	NAS ALAMEDA DET	FLT HRS: 5.7 SORTIES: 2 CARGO: 1,650 lbs PAX: 32
23-26 MAY 89	NAS ALAMEDA DET	FLT HRS: 18.3 SORTIES: 8 CARGO: 12,078 lbs PAX: 75
16 JUN - 08 JUL 89	COLONEL POTLATCH	FLT HRS: 51.3 SORTIES: 47 CARGO: 35,055 lbs PAX: 514
16 JUL - 01 AUG 89	USS INDEPENDENCE (CV-62)	FLT HRS: 15.6 SORTIES: 13 CARGO: 4,086 lbs PAX: 111
18 SEP - 16 OCT 89	PACEX USS CONSTELLATION (CV-64)	FLT HRS: 113.9 SORTIES: 51 CARGO: 122,219 lbs PAX: 293
16 SEP - 07 OCT 89	PACEX LAND - BASED DET	FLT HRS: 286 SORTIES: 100 CARGO: 95,400 lbs PAX: 211

AIRCRAFT OPERATIONAL DATA

	<u>C-2A</u>	<u>CT-39E</u>	<u>UC-12B/F</u>
DAY FLIGHT HRS ASHORE	1727	1220	1436
NIGHT FLIGHT HRS ASHORE	237.9	154	137
DAY FLIGHT HRS EMBARKED	806	N/A	N/A
NIGHT FLIGHT HRS EMBARKED	11.9	N/A	N/A
DAY LANDINGS	2747	1801	4921
NIGHT LANDINGS	335	216	557
FIELD CARRIER LANDING PRACTICES	2389	N/A	N/A
CARRIER LANDINGS	613	N/A	N/A
PASSENGERS	10,244	802	65
CARGO (POUND)	1,736,000	21,150	700

STATISTICAL MEASURES

1. Full Mission Capable (FMC) Rate -- capable of performing all assigned missions/all aircraft systems operational.
2. Mission Capable (MC) Rate -- capable of performing some assigned missions/essential aircraft systems operational.
3. Subsystem Capability Impact Report (SCIR) -- a method to account for an aircraft system's readiness 24 hours a day.
4. Cannibalization Rate (Man-hours per flight hour) -- the number of man-hours expend per flight hour removing a part from one aircraft and installing it in another.
5. A-799% Rate -- a measure of the percentage of components turned in to the next higher maintenance activity which showed no defect.
6. Sorties -- number of flights flown.

**AIRCRAFT OPERATIONAL STATUS
C-2A**

MONTH	AVG # CFT	FMC%	MC %	# CANN	CANN MH/ FLT HRS	A.799%	FLT HRS	SORTIES
OCT	4	39.1	61.5	28	0.8	2.5	148	104
NOV	4.4	33.5	53.7	23	1.2	2.9	143.8	109
DEC	3.4	68.8	72.2	23	0.8	2.7	148.7	80
JAN	4.5	57.1	60.0	38	2.1	2.9	142	107
FEB	6	47.2	54.9	17	0.4	4.4	196	115
MAR	6	47.0	54.0	34	0.9	3.5	233.2	111
APR	6	51.1	60.4	30	0.7	4.9	184.7	139
MAY	6	46.3	55.9	40	0.8	4.9	253.5	144
JUN	6	89.5	90.7	7	0.1	7.0	324.7	191
JUL	5.5	66.2	77.6	11	0.5	3.6	210.5	128
AUG	4.7	64.7	67.9	23	0.6	2.0	212.4	142
SEP	7	61.0	68.2	38	0.6	3.0	375.5	196

FY-89 OVERALL MONTHLY AVERAGE

5.3	56.0	64.8	26.9	0.8	3.7	214.4	123
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**AIRCRAFT OPERATIONAL STATUS
T-39E**

MONTH	AVG # ACFT	FMC%	MC %	# CANN	CANN MH/ FLT HRS	FLT HRS	SORTIES
OCT	1.0	44.6	84.7	0	0.0	79.0	87
NOV	1.0	0.0	89.0	0	0.0	90.4	42
DEC	1.0	70.9	85.6	0	0.0	87.9	41
JAN	1.0	96.5	96.9	0	0.0	75.0	40
FEB	1.0	51.5	79.9	0	0.0	50	26
MAR	2.0	89.0	59.0	2	0.1	131.4	70
APR	2.0	64.0	66.4	0	0.0	155.1	76
MAY	2.0	83.9	91.6	0	0.0	108.8	53

***BASI ASSUMED CONTRACT MAINTENANCE**

JUN	1		93.0			139.9	75
JUL	1		95.0			95.5	54
AUG	1		86.0			84.9	57
SEP	1		92.2			114.7	67

FY-89 OVERALL MONTHLY AVERAGE

	1.3	69.1	84.9	0	0.0	101.1	57
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* Contract partnership between Sabreliner and BASI to provide full maintenance and parts support for all Navy/Marine Corp Sabreliner assets.

**AIRCRAFT OPERATIONAL STATUS
UC-12B/F**

MONTH	AVG # ACFT	MC %	FLT HRS	SORTIES
OCT	2	91.5	123.6	57
NOV	2	95.0	111.8	50
DEC	2	94.5	150.5	67
JAN	2	90.0	80.3	34
FEB	2	81.0	102.7	50
MAR	2	86.0	109.3	44
APR	2	96.0	84.1	34
MAY	2	91.0	160.5	75
JUN	2	91.5	126.9	56
JUL	2	93.5	131.8	59
AUG	2	88.0	115.7	58
SEP	2	83.0	129.4	47

FY-89 OVERALL MONTHLY AVERAGE

2	90.1	118.9	52.6
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TOTAL SUPPORT DATA
C-2A (R)

TOTAL OVERHEADS* TASKED.....340 COMPLETION % 99.0

TOTAL OVERHEADS COMPLETED.....339

* OVERHEADS = Carrier Onboard Delivery (COD) Missions

TOTAL NALO TASKINGS.....119 COMPLETION % 99.0

TOTAL NALO TASKINGS COMPLETED. ..118

TOTAL CARGO CARRIED (OVERHEADS AND NALO).....1,736,000

TOTAL NUMBER OF PASSENGERS CARRIED.....10,244

CT-39E

TOTAL NALO TASKINGS.....134 COMPLETION % 92.5

TOTAL NALO TASKINGS COMPLETED....124

TOTAL CARGO CARRIED.....21,150

TOTAL NUMBER OF PASSENGERS CARRIED.....802

UC-12B/F

FRS PILOTS COMPLETING FLIGHT TRAINING.....73

FRS PILOTS COMPLETING GROUND TRAINING.....99

FRS AIRCREW COMPLETING INFLIGHT TRAINING.....42

TOTAL NALO TASKINGS.....8 COMPLETION % 100

TOTAL NALO TASKINGS COMPLETED.....8

TOTAL CARGO CARRIED.....700

TOTAL NUMBER OF PASSENGERS CARRIED.....65

PERSONNEL AWARDS

VRC-30 takes full advantage of performance awards in recognizing the outstanding job accomplishments of our dedicated maintenance and support personnel. Established programs include:

Sailor of the Month	Plane Captain of the Month
Sailor of the Quarter	Supervisor of the Quarter
Sailor of the Year	

Numerous individual awards are presented during regularly held all hands quarters. During FY-89 the following awards were presented:

- a. Seven Navy Commendation Medals
- b. Twenty-two Navy Achievement Medals
- c. Forty-three Letters of Commendation
- d. Ninety-four Letters of Appreciation

VRC-30 fully encourages participation in all of the Navy's programs for advancement and enhanced upward mobility. The September 89 exam cycle produced a 100 percent pass rate for E4, E5 and a 98 percent pass rate for E6 Petty Officers. Additionally, eight individuals have been actively pursuing a commission utilizing the various commissioning programs available.

The Secretary of the Navy takes pleasure
in presenting the SECRETARY OF DEFENSE MAINTENANCE AWARD to
FLEET LOGISTICS SUPPORT SQUADRON THREE ZERO
for excellence in maintenance as set forth in the following

PROPOSED CITATION:

"For outstanding achievement in Aviation Maintenance from 1 October 1988 to 30 September 1989. Fleet Logistics Support Squadron THIRTY's use of "total quality" management techniques and dedication to excellence has vastly improved efficiency and reduced waste in the maintenance of their C-2A, CT-39E and UC-12B/F aircraft. The squadron's accomplishments stand out within the Naval Aviator Community as the finest examples of professionalism and accountability. The men and women of VRC-30 have upheld the highest traditions of aviation maintenance and Naval Aviation."



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

3500
Ser 20/006
5 JAN 90

Method

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
(b) COMASWINGPAC San Diego CA 052121Z Dec 89

Encl: (1) 1989 VRC-30 Battle Efficiency Award Report

1. In accordance with references (a) and (b), enclosure (1) is submitted for consideration in Category X (Support) competition.

M. T. Beresky
M. T. BERESKY

1989 VRC-30 BATTLE 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	2651.2	1161.7	1250.4	5063.3
(b) Night	297.7	141.5	111.2	550.4
(2) Total Embarked Hours				
(a) Day	836.2			
(b) Night	12.0			

B. Shipboard Landings

(1) Total Carrier Landings	610
(2) Carrier Landing Grades	3.38
(3) Boarding Rate	98.8%

C. Logistics Data

	<u>C-2A</u>	<u>CT-39</u>	<u>UC-12</u>	<u>TOTAL</u>
(1) Cargo Moved (Tons)	783	11.3	N/A	794.3
(2) Mail Moved (Tons)	156	N/A	N/A	156
(3) PAX Moved	8217	860	74	9151
(4) FLAG/DV Movement	482	199	10	691

2. TRAINING READINESS

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

(1) FRS Graduates

Flight (Pilot)	65
Ground (Pilot)	93 (Includes Flight Graduates)
Flight (AIRCREW)	25

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	57.1	47.2	47.0	51.1	46.3	89.5	66.2	64.7	61.0	62.4	67.0	68.8
CT-39	96.5	51.5	59.0	64.0	85.3	90.5	95.0	86.0	87.8	99.6	81.7	70.9
UC-12	N/A											

Enclosure (1)

(2) Mission Capable (MC) Rate

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
C-2A	60.0	54.9	54.0	60.4	55.9	90.7	77.6	67.9	68.2	69.2	73.9	77.7
CT-39	96.9	79.9	59.0	66.4	85.3	93.0	95.0	86.0	92.2	99.6	89.2	84.3
UC-12	88.67	81.4	85.8	97.6	92.3	91.4	93.5	87.6	72.0	82.6	87.1	93.3

(3) Cannibalization Rate/100 Flight Hour

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
C-2A	2.1	0.4	0.9	0.7	0.8	0.1	0.5	0.6	0.6	0.8	1.0	0.9
CT-39	0.0	0.0	0.1	0.0								
UC-12	N/A											

(4) A799 Rate

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
C-2A	2.9	4.4	3.5	4.9	4.9	7.0	3.6	2.0	3.0	4.3	4.2	4.1
CT-39	2.3	2.6	2.7	3.3								
UC-12	N/A											

4. PERSONNEL READINESS

A. Retention Rate

(1) 1ST TERM	35.7%
(2) 2ND TERM	41.1%
(3) Career	65%
(4) Officer	94%

B. Advancement

Paygrade	Eligible	Participated	Passed/Advanced
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January 1989 Exam

	19	19	11/1
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March 1989 E-8/E-9 Boards

E-8	5	5	0
E-9	5	3	1

March 1989

E-4	48	45	45/21
E-5	52	49	99/11
E-6	31	29	29/6

September 1989

E-4	45	44	44/10
E-5	55	55	55/11
E-6	30	30	28/1

5. COMBAT READINESS INSPECTION AND EXERCISES

A. Inspection Results

(1) Command Inspection

(A) COMASWINGPAC: July 1989 - Satisfactory

(2) NATOPS Evaluations

(A) CT-39 - January 1989 (Satisfactory)

(B) UC-12 - January 1989 (Satisfactory)

(C) C-2A - January 1989 (Satisfactory)

6. ACHIEVEMENTS IN AVIATION SAFETY

A. ALPHA Flight/Flight Related Mishaps - Zero

B. BRAVO Flight/Flight Related Mishaps - One

C. ALPHA Ground/Mishaps - None

D. Safety Reports Submitted

(1) Hazard Reports - 5

(2) HMR - 35

(3) EI - 9

(4) QDR - 8

(5) TPDR - 15

E. NATOPS Changes Submitted

(1) C-2A - 12

(2) UC-12 - 184

(3) CT-39 - 7

7. FOREIGN OBJECT DAMAGE VRC-30 maintains All Hands commitment to FOD awareness and prevention resulting in yet another year of ZERO FOD'S.

8. CONTRIBUTIONS TO WEAPONS SYSTEM DEVELOPMENT

A. UC-12B/F

(1) Initiated action to promote the installation of the 3-M stormscope in C-12 aircraft for increased thunderstorm avoidance protection.

(2) At NADOC request, exploring available commercial alternatives to the existing oxygen masks installed in the UC-12's.

(3) Submitted several agenda items for the annual model manager's conference for command aircraft crew training (CACT). These topics were designed to improve the availability of simulator training to all pilots flying the C-12.

B. C-2A

(1) Implemented the Naval Undersea Warfare Engineering Station (NUWES) Loading System Design Change for the MK-27 targets increasing load capacity by 33% thus optimizing resources.

(2) The Naval Aviation Maintenance Discrepancy Reporting Program (NAMDRP) is actively supported by VRC-30. Overall, 66 reports were generated, (often recommending the solution as well as identifying the problem). Only seven incidents which generated reports were discovered in flight. Forty-two were a combination of alert maintenance discoveries and/or reaction to Fleet HMR/EI inspection recommendations. The remaining reports were Technical Publications Deficiencies found during in-house reviews.

(3) Submitted proposed RAMEC for rework of propeller control puller to prevent personnel injuries and component damage.

(4) RAMEC for positive lock-out starter control switch.

(5) Four local MRC's, including flap load limiter special inspection (contributing to the significant improvement in aircraft availability), hydraulic filter change requirement, hydraulic post phase samples and DELTA "P" Inspection.

(6) Researched and submitted proposed RAMEC to eliminate "TFOA" incidents involving lower bailout hatch.

c. CT-39E

(1) Reviewed and submitted over 250 NATOPS changes from a VRC-30 hosted NATOPS Conference for a revised NATOPS Manual.

10. CONTRIBUTION TO INDIVIDUAL COMMUNITY

a. UC-12

(1) As Model Manager for the UC-12B/F, VRC-30 provides NATOPS evaluations for TYCOM evaluators in COMNAVAILANT, COMNAVAIRSYSCOM, CNATRA, COMCABSEAST, COMCABSWEST, FMFPAC, 4th MAW and COMNAVAIRESFOR.

(2) Initiated action to convene a C-12 NATOPS Conference for UC-12B, F, M and RC-12 aircraft. Submitted over one hundred and eighty NATOPS change recommendations. Hosted the five day conference. Compiled and published the results of the conference.

(3) Publish a quarterly C-12 newsgram to provide information on the C-12 program and also provide amplification on NATOPS procedures

and limitations. This newsgram has been well received by flight crews and has increased their knowledge of the aircraft.

b. C-2A

(1) Provided technical and maintenance expertise to ILSMT Conferences and Structural Repair Manual Development Meetings.

11. ADDITIONAL SQUADRON REMARKS

a. Operations. VRC-30's mission diversity is truly unique within the Navy. Providing critical logistics support throughout the Third Fleet; UC-12 PERS responsibilities; CNO NATOPS Model Manager for two diverse aircraft; and COMNAVAIRPAC NATOPS evaluators for the C-2A, CT-39 and UC-12 airframes. We continue to be the specialist for Pacific Theatre logistics providing service from the Aleutian's to "The Horn". VRC-30 ended the decade of the 80'S in grand style accumulating over 91,000 total flight hours and 14 years of major mishap-free operations.

b. Whether responding to programmed fleet requirements or the emergent, short-fused tasking message; we continue to display the flexibility and operational acumen to complete our missions safely, professionally, while always earning accolades from the customer. Specifically:

(1) We provided the fleet with seven separate detachments, of which three were carrier based. Our largest detachment was established in support of PACEX-89, with three C-2A's shore based and one carrier based over a one month period. The three shore based detachments moved with the exercise, from McChord AFB in Washington to Kodiak, Cold Bay and Amchitka in Alaska, attaining a superb 99.7 percent mission completion rate. Approximately 80 highly trained maintenance personnel accompanied the aircraft as the detachment moved northward, providing top quality maintenance support in the extreme cold weather environment. Over 95,400 pounds of cargo and 211 passengers were moved to and from the three aircraft carriers in the Gulf of Alaska and Bering Sea. The USS Constellation based C-2A Detachment attained a 99 percent mission completion rate while simultaneously conducting an extensive Phase Maintenance Inspection during heavy operational tasking. The extraordinary efforts of the skeleton maintenance crew resulted in this detachment moving a remarkable 122,000 pounds of cargo and almost 300 passengers. Every detachment this calendar year was an unequivocal success. Overall, mission completion rate for the year was 99 percent and our annual average of mission capable aircraft rate of 68 percent exceeded the CNO's operational readiness goal.

(2) Numerous VRC-30 records were set during PACEX-89: longest transit to a CV in our history (+1100 nm), most cargo carried in one aircraft (4 tons), most mail carried in one aircraft in one day (3 tons in 3 sorties).

(3) VRC-30 personnel were at the inner core of CTF-33's developmental logistic support plan for PACEX. In the months preceeding this

major joint exercise, our planners proposed many of the evolutions that became milestones for the COMTHIRDFLEET logistic master plan for the Aleutian theater.

(4) The "Providers" have been at the helm in supporting COMNAVAIRPAC's distinguished visitor programs. Foreign dignitaries, senior ranking officers of sister/foreign services politicians, media/entertainment industry representatives and a host of other civilian VIP's get their first taste of carrier naval aviation from the "COD" flight to the ship. That "first impression" is always the "right impression" - we have guaranteed it!

(5) 100% COD completion rate in support of Southern California (SOCAL) carrier operations.

(6) 98% T-39 completion rate in support of the Naval Air Logistics Office (NALO).

(7) Support for the Southern California ASW range this year involved 249 flights transporting more than 411 tons of material.

(8) Supported USS Nimitz during NORPAC-89 with an embarked COD attaining a 100 percent mission completion rate as we delivered over 524 passengers and 23 tons of cargo and mail. C-2 pilot landing grades during this exercise were at the top of the AIRWING with 3 of the 4 pilots assigned being in the top 10 category (one of our pilots was ranked "number two" amongst all pilots embarked).

MAINTENANCE:

Justifiably proud of our accomplishments, VRC-30's mission completion and aircraft availability rates speak for themselves and attest to an enthusiastic, "safety first" attitude. Innovative maintenance management and effective training conducted by dedicated professionals with an obvious commitment to quality have resulted in unprecedented mission capable (MC) and full mission capable (FMC) rates. In addition:

(1) Harsh remote detachment conditions during PACEX-89 did not deter the professionalism of our expert maintenance team. 80 shore detachment personnel and 20 assigned to the ship supporting an additional 30 aircrewman maintained assets at the highest attainable levels.

(2) Seventeen of the thirty-six programs inspected during the 1989 COMNAVAIRPAC Aircraft Maintenance Evaluation were judged "outstanding" as a result of exceptional management with no noteworthy discrepancies identified.

(3) The C-2A Maintenance Training Improvement Program (MTIP) is fully implemented in VRC-30. Bulk testing was completed last year with new accessions tested as soon as they are assigned to a work center. All individual shortcomings are identified through the test results and a comprehensive training program is on line to produce fully qualified technicians.

SAFETY:

The operational diversity of VRC-30 requires an aggressive multi-faceted approach to safety. By incorporating all hands in this effort and training and improving safety awareness, we have achieved yet another milestone: 91,000 hours and 14 years of major mishap free operations.

TRAINING:

UC-12 student throughput is consistently on time. In-house pilot and aircrew training is dynamic, responsive and syllabus driven. In addition to the UC-12 FRS, VRC-30 flew nearly 1700 dedicated training hours, completing 413 training flights and upgraded 55 pilots. Weekly training lectures provide the necessary awareness of safety procedures, systems knowledge, and operation professionalism. Additionally, crew coordination is conducted on a formal basis.

GENERAL:

VRC-30 is clearly the best. Innovative "top quality" management has enabled us to meet new levels of achievement and productivity. In addition to the arduous demands of increased operational taskings, VRC-30 continues to be active within the local community. Non-operational involvement spreads the spirit of the "Providers" beyond the confines of military gates. Specifically:

(1) The squadron has initiated the CNO proposed personnel excellence program.

(2) Contributions for Navy Relief and Combined Federal Campaign totaled \$18,755.00. This represented 103% of the squadron's goal with 96% participation.

(3) Squadron support of the San Diego Child Protective Services Christmas Program provided gifts to 84 needy children. (VRC-30 was the only COMASWINGPAC activity which participated in this "personal excellence program".)

(4) Active participant in NCOA food drives and programs.

(5) Off-duty education for over 50 personnel.

CONCLUSION:

VRC-30's achievements in 1989 were singularly outstanding. With little available to establish a comparison, the statistics must speak for themselves. They speak of a unique squadron of dedicated professionals who, through total commitment to the fleet support mission, have met every test of personal and professional excellence.