



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

1990 ✓

5750  
Ser 10/180  
18 FEB 1991

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 1990

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

  
J. F. FORD

*Lassen*

# FLEET LOGISTICS SUPPORT SQUADRON THREE ZERO

## COMMAND HISTORY - 1990

### 1. COMMAND COMPOSITION AND ORGANIZATION

Commander Michael T. Beresky, USN

Commanding Officer 1 January - 19 April 1990

Commander John F. Ford, USN

Commanding Officer 19 April - 31 December 1990

Aircraft: C-2A(R) - 7 assigned, UC-12B - 1, UC-12F - 1, CT-39E - 3/2

Officer Basic Allowance: 49 Count on Board: 47

Enlisted Basic Allowance: 272 Count on Board: 281

Tail Code: Romeo Whiskey (RW) Call Sign: Password

Immediate Senior Command: Commander Anti-Submarine Warfare Wing, U.S. Pacific Fleet, Rear Admiral Luther F. Schriefer, Commanding

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 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. 6 - 12 February: Carrier Qualifications onboard USS INDEPENDENCE off the coast of southern California.

b. 9 February: Squadron female personnel interviewed by news media for stories regarding women's roles in today's Navy.

c. 13 February - 9 April: VRC-30 Detachment 64 onboard the USS CONSTELLATION providing logistics support during ship's transit from West to East Coast of United States.

d. 19 - 23 March: Carrier Qualifications onboard USS RANGER off the coast of southern California.

e. 19 April: Commander John F. Ford relieves Commander Michael T. Beresky as Commanding Officer Fleet Logistics Support Squadron THREE ZERO.

f. 27 April - 20 May: VRC-30 provides logistic support from Barbers Point Hawaii to USS INDEPENDENCE during RIM of the Pacific (RIMPAC) exercise 1990.

g. 8 - 16 May: Carrier Qualifications onboard USS RANGER off the coast of southern California.

h. 13 - 17 May: VRC-30 detachment shore based NAS Whidbey Island in support of USS NIMITZ.

i. 26 - 30 June: Carrier Qualifications onboard USS RANGER off the coast of southern California.

j. 30 June - 3 July: VRC-30 detachment shore based NAS Whidbey Island in support of USS NIMITZ.

k. 18 July: Aircraft Bureau number 162177 delivered to Naval Air Test Center Patuxent River, MD for Cargo/Personnel airdrop modification.

l. 25 July: Aircraft Bureau number 162177 conducts first free fall parachute tests from C-2A(R) aircraft at Naval Weapons Center, China Lake, CA.

m. 26 July: Aircraft Bureau number 162177 conducts first static line parachute tests from C-2A(R) aircraft at Naval Weapons Center, China Lake CA.

n. 27 July: C-2A(R) Aircraft Bureau number 162177 conducts first Combat Rubber Raiding Craft (CRRC) airdrop test with six parachutists, for Commander, Naval Special Warfare Group One, Naval Amphibious Base, Coronado, CA.

o. 2 August: CT-39E Aircraft Bureau number 157354 received by VRC-30, returned from loan to U. S. Marine Corps.

p. 20 - 26 Aug: Carrier Qualifications onboard USS NIMITZ off the coast of southern California.

q. 31 Aug: VRC-30 achieves 100% Mission Capable (MC) rate for C-2A(R) aircraft. Seven plane C-2A(R) formation flyby conducted.

r. 25 Sep - 18 Nov: VRC-30 detachment onboard USS ABRAHAM LINCOLN provides logistics support during ships transit from East to West Coast of United States.

s. 14 Nov: CT-39 Aircraft Bureau number 157353 is placed in long term storage at Davis Monthan Air Force Base, Tucson, AZ.

t. 17 Nov: VRC-30's Operations Officer, LCDR [REDACTED], lands his C-2A(R) onboard the USS LINCOLN becoming the first Naval Aviator to land aboard every active U. S. aircraft carrier.

u. 8 Dec: VRC-30 detachment deploys onboard USS RANGER in support of operation Desert Shield.

v. 12 Dec: AZ1 [REDACTED] named VRC-30's Sailor of the Year.

w. 22 Dec: VRC-30 surpasses 15 years and 98,000 hours of mishap free flying.

### 3. NARRATIVE

Aircraft assigned to the squadron include seven C-2A(R) "GREYHOUNDS", two

CT-39E "SABRELINERS", and a UC-12B and UC-12F "SUPER KING AIR". VRC-30's operations for 1990 include 6,035 flight hours; 9,762 embarked passengers, including 661 of flag rank or VIP status, 1,136,000 pounds of cargo; 174,000 pounds of mail, and 382 anti-submarine warfare targets moved. In addition, VRC-30 accumulated 672 carrier landings with a boarding rate of 99% and landing grades of 3.14 on average. The C-12 FRS trained 140 pilots, 96 Naval aircrewmembers and 10 flight instructors.

VRC-30 made a substantial contribution to the community mission. The squadron actively sought and successfully obtained fleet installation, testing, and evaluation of a prototype cargo ramp priority valve. This installation enabled the squadron to conduct air drops of personnel and cargo, potentially allowing the C-2A(R) to develop into a Naval Special Warfare delivery platform. Additionally, VRC-30 is currently employed by the Navy Parachute Demonstration Team (Leapfrogs), Naval Special Warfare Group One SEAL Teams, and the Naval Special Warfare Basic Freefall Parachutists School as the preferred aircraft for parachute training.

In February, VRC-30 deployed with the USS CONSTELLATION, to provide logistics support during the ship's transit from San Diego, CA around Cape Horn to Philadelphia, PA where the carrier entered the shipyard for an extensive overhaul. Throughout the transit, the C-2A(R) flew in and out of various South American bases, carrying foreign dignitaries and military personnel to and from the USS CONSTELLATION.

During RIM of the Pacific exercise 1990, VRC-30 provided support to participating ships, while temporarily based at Barbers Point, HI.

The month of August closed with VRC-30's maintenance personnel achieving a 100 percent Mission Capable (MC) rate; this event was celebrated with an historic formation flyby of all seven C-2A(R) aircraft over NAS North Island.

September saw the "Providers" furnish a detachment to the USS ABRAHAM LINCOLN to support the ship's transit from Norfolk, VA to San Diego, CA. Two aircraft and thirty-six personnel were sent to fly logistics missions and show the flag in locations including Puerto Rico, Uruguay, Argentina, Chili, Peru and Ecuador.

In December VRC-30 deployed aboard USS RANGER to the Persian Gulf in support of Operation Desert Shield. Although VRC-30 is a shore-based squadron, the "Providers" were equal to the task, standing-up a twenty-one man detachment in four days for a projected six month deployment.

#### 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



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

3500

Ser: 20/ 0 3 0

15 JAN 1991

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

Encl: (1) 1990 VRC-30 Battle Efficiency Award Report

1. Per reference (a), enclosure (1) is submitted for consideration in Category X (Support) competition.

  
J. F. FORD

1990 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	2864.9	1064.9	1509.7	5439.5
(b) Night	302.2	126.8	167.1	595.9
(c) Flight Hour Grant	2992.0	1314.0	1498.0	5804.0
(d) Percent of Grant Flown	105%	90%	110%	103%
(2) Total Embarked Hours				
(a) Day	441.7	N/A	N/A	
(b) Night	12.4	N/A	N/A	
(3) Total Embarked Days	144			

b. Shipboard Landings

(1) Total Carrier Landings(Day)	672
(2) Carrier Landing Grades	3.14
(3) Boarding Rate	98.7%

c. Logistics Data

	<u>C-2A</u>	<u>CT-39</u>	<u>UC-12</u>	<u>TOTAL</u>
(1) Cargo Moved (Tons)	558	10	N/A	568
(2) Mail Moved (Tons)	87	N/A	N/A	87
(3) PAX Moved	8374	727	39	9101
(4) FLAG/DV Movement	461	136	4	661
(5) ASW TGTS Moved	382	N/A	N/A	382

2. TRAINING READINESS

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

(1) FRS Graduates (Produced with 2 aircraft by 7 pilots and 5 enlisted instructors.)

Flight (Pilot)	73
Ground (Pilot)	140 (Includes Flight Graduates)
Flight (Aircrew)	32
IUT (Pilot)	10
Ground (Aircrew)	64

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	70.5	67.8	53.0	52.4	49.2	46.0	45.0	47.6	53.6	52.7	41.3	20.9
CT-39	N/A	Contract Maintenance										
UC-12	N/A	Contract Maintenance										

(2) Mission Capable (MC) Rate

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
C-2A	78.3	74.3	60.0	57.3	62.4	48.8	52.6	70.6	72.0	63.9	61.4	50.6
CT-39	N/A											
UC-12	N/A											

(3) Cannibalization Rate/100 Flight Hours

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
C-2A	13	33	23	40	9	22	26	13	5	12	10	16
CT-39	N/A											
UC-12	N/A											

(4) A799 Rate

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
C-2A	2.4	4.8	3.8	3.5	3.5	5.4	3.9	4.4	2.2	2.8	2.6	1.7
CT-39	N/A											
UC-12	N/A											

4. PERSONNEL READINESS

a. Retention Rate

- (1) 1ST TERM 44%
- (2) 2ND TERM 81%
- (3) Career 71%
- (4) Officer 98%

b. Advancement

Paygrade	Eligible	Participated	Passed/Advanced
<u>January 1990 Exam</u>			
E-7	24	23	21/1
<u>March 1990 E-8/E-9 Boards</u>			
E-8	11	11	0
E-9	4	4	0

March 1990 Exam

E-4	47	47	32/14
E-5	65	65	50/13
E-6	32	32	31/1

September 1990 Exam

E-4	36	36	31/4
E-5	55	55	48/7
E-6	38	38	32/3

5. COMBAT READINESS INSPECTION AND EXERCISES

N/A

6. ACHIEVEMENTS IN AVIATION SAFETY

- a. ALPHA Flight/Flight Related Mishaps - Zero
- b. BRAVO Flight/Flight Related Mishaps - Zero
- c. ALPHA Ground/Mishaps - Zero
- d. Safety Reports Submitted

- (1) Hazard Reports - 12
- (2) HMR - 19
- (3) EI - 5
- (4) QDR - 8
- (5) TPDR - 3

- e. NATOPS Changes Submitted

- (1) C-2A - 300
- (2) UC-12 - 251
- (3) CT-39 - 8

- f. Total Accident Free Hours (CY90) / Years / Hours  
CY90 6035.4 / 15 years / 98,000

7. FOREIGN OBJECT DAMAGE

- a. Total number of FOD occurrences - 2

- (1) Discovered - "0" Level, Shorebased

- b. VRC-30 maintains an All Hands commitment to FOD awareness and prevention. The two FOD incidents were the result of a bird strike and a turbine stress fracture.

8. CONTRIBUTIONS TO WEAPONS SYSTEM DEVELOPMENT

- a. C-2A

- (1) VRC-30 actively sought and obtained the fleet installation, testing and evaluation of a prototype cargo ramp priority valve. This installation enabled the squadron to conduct air drops of personnel and cargo.

b. UC-12B/F

N/A

c. CT-39E

N/A

9. CONTRIBUTION TO TACTICS DEVELOPMENT

a. VRC-30 pioneered the development of air drops from the C-2A(R). The squadron took the initiative in bringing this mission from concept to testing to fleet implementation. With no prior community experience, VRC-30 literally "wrote the book" and has been air dropping special forces personnel and their equipment.

10. CONTRIBUTION TO INDIVIDUAL COMMUNITY

a. C-2A

(1) A leader in C-2 operations and safety, VRC-30 submitted over 300 NATOPS changes for the C-2A(R) NATOPS conference. This represented over 75 percent of the conference's approved changes.

(2) VRC-30's RAMEC to modify C-2 engine exhaust covers resulted in an \$11,000.00 savings per aircraft. In addition to the cost savings these covers are more durable.

(3) A RAMEC to modify the weather radar receiver/transmitter mount led to a significant reduction in system failures.

(4) The squadron also submitted a RAMEC which modified the bailout hatch release mechanism. Prior to this modification loss of the hatches were a significant problem.

(5) Fourteen recommendations submitted to the Integrated Logistics Support Management Team conference were adopted.

b. UC-12B/F

(1) As Model Manager for the UC-12B/F, VRC-30 provides NATOPS evaluations for TYCOM evaluators in COMNAVIAIRLANT, COMNAVIAIRSYSCOM, CNATRA, COMCABSEAST, COMCABSWEST, FMFPAC, 4th MAW and COMNAVIAIRESFOR. These required 17 unit evaluations and assit visits including sites as far away as NAF Misawa and NAS Cubi Point, Philippines.

(2) In preparation for upcoming RC-12F and UC-12 NATOPS Conference VRC-30 has submitted over two hundred and fifty one, and processed four hundred and thirty seven NATOPS change recommendations. As host for the five day conference, the squadron coordinated reservations for over 100 attendees.

(3) The FRS has incorporated Aircrew Coordination Training into the CND approved ground school syllabus. The course focuses on C-12 unique coordination procedures and cockpit philosophy enhancing safety through standardization.

(4) Wrote, submitted and received CNO approval for a NATOPS instructor course. The syllabus takes current aircraft commanders through a one week ground school and five flights which teaches instructional theory, practice and technique to train unit, NATOPS instructors to FRS instructor standards.

c. CT-39

(1) As the Navy's only conus based, active duty squadron, providing high speed rapid response airlift, VRC-30 was called upon to transport COMNAVAIRLANT to Panama in support of the Panamanian Invasion and Drug interdiction operations.

(2) As COMNAVAIRPAC Model Manager provided "Unit evaluator" evaluations for VR-24, COMNAVAIRESFOR, New Orleans, HHS Futenma and SOMS El Toro.

(3) Reviewed all revised NATOPS publications for the CT-39 E/G for publication.

(4) Instituted and published community wide newsletter.

11. ADDITIONAL SQUADRON REMARKS

a. Throughout the years VRC-30 has been the leader in the logistics community. Our support global. A safety record unmatched. Realizing that without our support the fleet would not be able to maintain its war fighting capability, every member of the command has one goal, "safe delivery".

b. Significant accomplishments:

(1) Operations:

a. Provided four detachments. One aboard the USS INDEPENDENCE for RIMPAC; one each aboard the USS ABRAHAM LINCOLN and USS CONSTELLATION for their transit around Cape Horn in South America. These two detachments not only provided logistics support to the ships but also transport high level foreign dignitaries from eight different countries. With only four days notice the squadron deployed aboard the USS RANGER in support of Operation Desert Shield. This detachment is currently in-theater supporting our CV's.

b. The squadron has maintained a ninety nine percent mission completion rate in the C-2A and CT-39E.

(2) Maintenance:

a. VRC-30 achieved a 100 percent mission capable rate in August for three days. The highlight of this 100 percent MC rate was an historic seven plane C-2A formation flight.

b. Faced with a reduction in maintenance funds our maintainers reduced fourth quarter expenditures by 45 percent (over \$343,000) through astute and innovative management on every level.

c. One particularly outstanding aspect of our Maintenance Department that has received widespread attention is our Hazardous Material Control Program. In FY-90 our minimization efforts saved over \$100,000 due to the implementation of stringent and thorough standards. Our extensive training program has made us the leader at NAS North Island in knowledge and program management. In FY-90, the squadron exceeded the FY-94 CNO goal of a 50 percent decrease in hazardous waste generation. Our success is directly attributed to an all hands effort to reduce usage of hazardous material and recycle hazardous waste whenever feasible.

(3) Safety:

a. 1990 marked VRC-30's fifteenth year of mishap free operations, encompassing over 98,000 flight hours, while operating three types of aircraft. The achievement of this noteworthy record is attributable to the creative and aggressive support of a command climate dedicated to all facets of safety. This has been especially difficult task due to the variety of squadron missions and aircraft, (i.e. UC-12 student training, CT-39 VIP transport and C-2A carrier onboard delivery).

(4) Training:

a. The UC12B/F FRS has continued to be the Navy's leader in the UC-12 community. With its accent on quality training and standardization, the FRS has trained 115 percent of ROC/POE required Fleet Replacement Pilots.

b. Working with only materials obtained from salvage, the FRS refurbished a 3500 sq. ft. space which now serves as their offices and classroom.

(5) General:

a. Across the extremely diverse spectrum of squadron operations VRC-30 provides the very best. Whether flying DV's to and from the boat, providing rapid transport in the CT-39 or training UC-12 pilots for service around the world, the squadron maintains the absolute highest standards of safety and service. We truly believe that every mission is important and everything we do is worth doing well. The command enjoys the support of every member and in turn the command lends its full support to its people. There would be no finer reward for the officers, men and women of VRC-30 than to be awarded the "Battle E".