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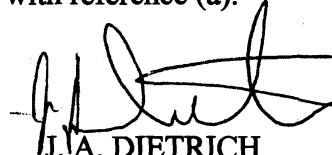
From: Commanding Officer, Fleet Logistics Support Squadron 30
To: Director of Naval History (ND9P0H), Washington Navy Yard

Subj: COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) VRC-30 Squadron History

1. Enclosure (1) is submitted in accordance with reference (a).



J.A. DIETRICH
By direction

VRC-30 SQUADRON HISTORY

Fleet Logistics Support Squadron THREE ZERO (VRC-30), traces its ancestry to Air Transport Squadron FIVE (VR-5) which was commissioned 24 June 1943 at Naval Air Station Seattle. The squadron was tasked with flying the R-4D, R-5D, DNB-2D, and UC-64 aircraft in regular service to Seattle, Oakland, San Francisco, the Aleutian Islands, Fairbanks, and Point Barrow on the Alaskan mainland.

In 1948, the Naval Air Transportation Service and Air Transport Command merged and became Military Air Transport Service. VR-5 was placed under the command of Fleet Logistics Support Wing, U.S. Pacific Fleet.

In 1950, VR-5 moved its base of operations from NAS Seattle to NAS Moffett Field, CA, leaving a detachment at Seattle and establishing a second detachment at NAS North Island, CA. VR-5 was decommissioned 15 July 1957 and became VR-21, with detachments at NAS Atsugi, Japan and NAS North Island.

On 26 June 1958, VR-21, NAS North Island Detachment, made the first Carrier Onboard Delivery (COD) with the Grumman C-1A Trader aircraft to the USS YORKTOWN (CV-10). The detachment relocated to NAS Alameda in 1960.

On 1 October 1966, VR-21, NAS North Island was decommissioned. The NAS Atsugi Detachment became VRC-F50, and the NAS Alameda Detachment was commissioned as Fleet Tactical Support Squadron THREE ZERO (VR-30). Equipped with Convair C-131 Samaritans and C-1A Grumman Trader aircraft, VR-30's mission included logistic support for Commander in Chief U.S. Pacific Fleet units. On 9 November, 1966, VR-30 made the first COD arrested landing in the C-1A on USS BON HOMME RICHARD (CVA-31). From 1968 to 1973, VR-30 COD detachments operated aboard various carriers in support of recovery operations for Apollo VII, XI, XII and XVI, and the Lunar Missions. The squadron was awarded the Meritorious Unit Commendation for exemplary service from 1 January to 30 November 1967. In 1969, squadron C-1A's and crews operated from Danang Republic of Vietnam in support of CTF-77. In 1971, VR-30 joined the Jet Age with two North American CT-39 Saberliners for high speed executive airlift. In May 1973, the squadron received the first of four C-9B Skytrain II's to further improve its logistic support capability. On 12 March 1974, the Navy's first female aviator, Lieutenant (Junior Grade) Barbara A. Allen, reported for duty.

After relocating to NAS North Island, VR-30 was disestablished on 1 October 1978 and VRC-30 was commissioned. VRC-30 transitioned to the C-2A Greyhound in late 1981 with the acceptance of deliveries of reprocurd C-2A aircraft, the aircraft the squadron operates today. In February 1980, VRC-30 received its first UC-12B and in October 1980 VRC-30 established the UC-12B/F Fleet Replacement Squadron, providing ground and flight instruction for all Pacific Fleet Navy and Marine Corps pilots and aircrew in the UC-12 Beechcraft Super King Air. VRC-30's C-12 FRS acts as the U.S. Navy C-12B/F Fleet Model Manager and Commander, Naval Air Force, U.S. Pacific Fleet NATOPS Evaluator in addition to its primary job of flight instruction.

1994 marked one of the most dynamic periods in VRC-30's history. When VRC-50 was disestablished in September 1994, VRC-30 became the sole C-2 squadron in the Pacific, assuming the responsibility of providing COD support to all Pacific Fleet carriers. In order to support the expansion of VRC-30's area of responsibility, the command underwent transition from shore-based operations to sea-based major deployment operations. The transition involved tremendous changes in manning, missions and aircraft. In August 1994, VRC-30 Det FIVE was established in Atsugi, Japan, supporting Carrier Air Wing Five and USS INDEPENDENCE (CV-62). In addition to the Atsugi Detachment, the squadron

maintains four sea going detachments home based at North Island. These detachments support all Pacific Fleet carriers during their WESTPAC cruise and all CONUS at sea periods.

VRC-30 currently operates 12 C-2A Greyhounds and 3 UC-12 Super King Airlifts. Today the squadron has two primary missions consisting of C-2A Carrier Onboard Delivery logistics support and UC-12 FRS training of pilots and aircrews. Under the operational and administrative control of Commander Airborne Early Warning Wing, U.S. Pacific Fleet, VRC-30 consists of 40 Officers and 342 enlisted personnel. As of February 1998, the squadron has achieved 22 years and over 138,000 hours of accident-free flight. VRC-30 was awarded the Chief of Naval Operations Safety Award for the years 1979, 1983-1985, 1990 and 1991 and has been nominated for the 1998 award. The squadron was awarded the Meritorious Unit Commendation for exemplary service from October 1993 to September 1994. In 1996, VRC-30 was awarded the prestigious Battle "E", an award given annually to the squadron in each category that displays excellence in operations. In April 1997, VRC-30 Det Three was the first C-2A detachment to deploy with day and night carrier based logistics/Naval Special Warfare operational capabilities. The detachment was based exclusively from the USS CONSTELLATION throughout deployment due to its unique ability to continue logistics runs during hours of darkness. By delivering parts and equipment that were crucial for aircraft repairs, Det Three made it possible for CVW-2 to perform round-the-clock maintenance on its aircraft, thereby ensuring the utmost readiness in the Persian Gulf. With an increased Iraqi threat in the Gulf, subsequent VRC-30 detachments will continue night operations and remain integral parts of their respective airwings.

On 12 January 1984, the VRC-30 Providers officially adopted their present insignia. The mythological legend of PEGASUS illustrates the missions the squadron-airborne delivery of personnel and material to units of the Pacific Fleet. The "Providers" have always lived up to the motto "We Deliver", and now validate their claim on a daily and nightly basis to destinations which span more than half the globe.