

1987



DEPARTMENT OF THE NAVY  
FLEET LOGISTICS SUPPORT SQUADRON FORTY  
NAVAL AIR STATION  
NORFOLK, VIRGINIA 23511

5750  
Ser VRC40-14/081  
01 MAR 1988

From: Commanding Officer, Fleet Logistics Support Squadron FORTY  
To: Chief of Naval Operations (OP-05D2)

Subj: 1987 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12C

Encl: (1) 1987 Command History

1. I am forwarding enclosure (1) in accordance with reference (a).

*C. E. Ingram*  
C. E. INGRAM

Copy to:  
DIR, Naval History (OP-09B9)

*Logged*

1987 COMMAND HISTORY

VRC-40

1. Command Organization and Mission:

a. Fleet Logistics Support Squadron FORTY (VRC-40) is assigned the joint tasks of Carrier On Board Delivery (COD) and air logistics transport services to the Navy's Atlantic Fleet. VRC-40 is homeported at Naval Air Station, Norfolk, Virginia and operates the C-2A "Greyhound" and the T-39E "Sabreliner".

The Grumman C-2A carries the largest cargo payload of any carrier based COD aircraft and is the main-stay of the carrier battle group logistics support effort. The aircraft's maximum payload is 10,000 pounds. It can also be configured to a seating capacity of 26 passengers with a reduced bulk cargo capacity. The "Greyhound" is powered by two T-56-A-425 turbo-prop engines and has a cruise speed of 260 knots.

The Rockwell built CT-39E Sabreliner carries six passengers in comfort and 1300 pounds of cargo or a combination of both. The sabreliner cruise speed is 430 knots and has a range of approximately 1500 miles. The primary mission of the CT-39E is providing around-the-clock support to VQ-4 maintenance contingencies along with executive airlift and priority-one cargo transport.

b. Homebase: Building SP-2, Naval Air Station, Norfolk, Virginia 23511-5294.

c. Commanding Officer: 1 January 1987 to 25 September 1987, T. E. Lutes, CDR, USN 25 September 1987 to 31 December 1987, C. E. Ingram, CDR, USN

d. Composition of Command as of 31 December 1987:

(1) Officers:

- (a) C-2A Pilots: 20
- (b) CT-39E Pilots: 9
- (c) Non-Aviators: 2

(2) Enlisted:

- (a) Shore: 243
- (b) Sea: 46
- (c) TAR: 17

(3) Aircraft:

- (a) C-2A: 4
- (b) CT-39E: 2

2. Operational Summary:

1987 CT-39E Summary

Total Hours: 1356.7  
Operational Hours: 1042.8  
Total Passengers: 918  
Total Cargo: 15,957#

1987 C-2A Summary

Total Hours: 2354.4  
Operational Hours: 1394.6  
Detached Hours: 969.1  
Total Carrier Landings: 602  
Squadron Boarding Rate: 97.5%  
Total Passengers Carried: 10680  
Total Cargo Carried: 820,710#

1987 C-2A Detachment Summary

January:

USS Nimitz	Bermuda	02-28 January
USS Roosevelt	VACAPES	7 January
USS Roosevelt	Jacksonville/Gitmo	8-16 January
USS Saratoga	Jacksonville	19-30 January
USS Roosevelt	Jacksonville/Gitmo	20-28 January
USS Lexington	Key West	21-28 January
USS Coral Sea	VACAPES	31 January

February:

USS Coral Sea	VACAPES	1-4 February
USS Roosevelt	Jacksonville	1-18 February
USS Coral Sea	Jacksonville	4-12 February
USS Saratoga	Jacksonville	10-12 February
USS Saratoga	Puerto Rico	14-28 February
USS Roosevelt/ USS Kennedy	VACAPES/Bermuda	18-28 February

March:

USS Kennedy	Bermuda	1-2 March
USS Roosevelt/ USS Coral Sea	VACAPES	3, 11-12, 23-27 March
USS Roosevelt	Jacksonville	3-9 March
USS Saratoga	Jacksonville	19-23 March
USS Coral Sea	Jacksonville	29-30 March

April:

USS Coral Sea/ USS Kennedy	VACAPES	5, 22-26 April
USS Coral Sea	Jacksonville	1-4 April
USS Lexington	Corpus Christi/ Pensacola	1-8 April

May:

USS Saratoga	VACAPES	1-10 May
USS Coral Sea	VACAPES	9-20 May
USS Forrestal	Jacksonville	20-31 May

June:

USS Forrestal	Jacksonville	1-5 June
CV-61	North Island	1-10 June
USS Saratoga	VACAPES	5-7 June
USS Forrestal/	Jacksonville	15-25,
USS Kennedy		19-21 June
USS Coral Sea/	VACAPES	16-18,
USS Eisenhower		27-30 June
USS Kennedy	Gitmo	23-30 June

July:

USS Coral Sea/	VACAPES	1-3, 15,
USS Eisenhower		21-22 July
USS Eisenhower	Jacksonville/ Gitmo	1-21 July
USS Coral Sea	Jacksonville	5-14 July
USS Forrestal	Jacksonville	8-20, 31 July

August:

USS Forrestal	Jacksonville	1-16, 28-30 August
USS Roosevelt	VACAPES	5-13 August
USS Coral Sea	VACAPES	13-30 August
USS Kennedy	VACAPES	16-17, 21-22, 28-30 August

September:

USS Eisenhower	Jacksonville	2-4, 29-30 September
USS Forrestal	Halifax, Canada	1-5 September
USS Kennedy/	VACAPES	2, 30 September
USS Coral Sea		
USS Lexington	Corpus Christi/ Pensacola	23-30 September

October:

USS Eisenhower	VACAPES	1-2 October
USS Coral Sea	VACAPES	7-11, 13 October
USS Forrestal	VACAPES	20-24 October
USS Roosevelt	VACAPES	26-29 October
USS Coral Sea/	Bermuda	2, 6-7 October
USS Roosevelt		
USS Lexington	Corpus Christi	30-31 October

November:

USS Lexington	Corpus Christi/ Pensacola	1-7 November
USS Eisenhower	Puerto Rico	1-24 November
USS Forrestal	Jacksonville	9-19 November
USS Saratoga	Bermuda	14-16 November
USS Kennedy	VACAPES	16-25 November

December:

USS Forrestal	Mayport	2-18 December
USS Eisenhower	Puerto Rico	2-4 December
USS Kennedy	VACAPES	4-16 December
USS Lexington	Key West	5-13 December
USS Eisenhower	VACAPES	8-18 December

Safety Achievements

Alpha Mishaps:	0				
Bravo:	0				
Alpha Ground Mishaps:	0				
NATOPS Changes Submitted:	0	CT-39E	3	C-2A	86 C-2A(R)

Aircraft Readiness

	<u>CT-39E</u>	<u>C-2A</u>
MAR 87	82.1%	39.2%
JUN 87	69.4%	53.3%
SEP 87	68.6%	46.5%
DEC 87	81.5%	72.0%

OPTAR Management

	<u>CT-39E</u>	<u>C-2A</u>
Original Flight Hours Grant:	1,236	2,915
Adjusted Grant: (Increase)	106.3	Decrease 270)
Hours Flown:	1,356.7	2,354.4
Original Money Grant:		1,043,900.00
Adjusted Money Grant:		906,600.00
Dollars Expended:	316,669.99	712,572.0
Cost Per Hour:	233.41	302.66

VRC-40 MILESTONES

MAR: Received first reprocured C-2A(R) on 12 March 1987.

JUN: Retired the last of the SLEP C-2A's on 12 June 1987.

Received CT-39E 156382 from 11 month SDLM rework on 25 June 1987.

SEP: 25 September 1987, a change of command ceremony was held at which Commander Thomas E. Lutes, USN, was relieved by Commander Carl E. Ingram, USN.

NOV: Inducted CT-39 156383 into mid-cycle SDLM rework 30 November 1987 - 23 February 1988.

DEC: Received fourth C-2A(R) on 2 December 1987.



ODS

DEPARTMENT OF THE NAVY  
FLEET LOGISTICS SUPPORT SQUADRON FORTY  
NAVAL AIR STATION  
NORFOLK, VIRGINIA 23511

1989

5750  
Ser VRC40-14/277

25 JUL 1988

From: Commanding Officer, Fleet Logistics Support Squadron FORTY  
To: Director of Naval History (Op-09BH), Washington Navy Yard,  
Washington, DC 20374-0571

Subj: 1987 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12D

Encl: (1) 1987 Command History

1. Enclosure (1) is an expanded 1987 Command History to replace the previously submitted document.

*C. E. Ingram*  
C. E. INGRAM

*Loggen*

(1) 4 C-2A:

- (a) 152186 (OCT 86-FEB 87)
- (b) 152797 (JUN 86-APR 87)
- (c) 152789 (SEP 86-APR 87)
- (d) 152792 (JAN 87-APR 87)
- (e) 155121 (APR 86-JUN 87)
- (f) 162157 (MAR 87- present)
- (g) 162160 (JUN 87- present)
- (h) 162152 (JUL 87- present)
- (i) 162151 (DEC 87- present)

(2) 2 CT-39E:

- (a) 158382
- (b) 158383

2. Chronology

a. Exercises

- (1) 1-10 June. Detached to NAS North Island to provide C-2A(R) transition training for VRC-30 pilots and aircrew. Qualified six pilots and four aircrew in seven day training period. Additionally, supported PACFLT carriers logistic requirements.
- (2) 1-5 September. Supported Ocean Safari '87.
- (3) 9-19 November. Repositioned to NAF Mayport and later embarked JFK for the TV movie "Super Carrier".

b. Operations:

(1) 1987 CT-39E Summary

Total Hours: 1356.7  
Operational Hours: 1042.8

(2) 1987 C-2A Summary

Total Hours: 2354.4  
Operational Hours/Detached Hours: 1394.6/969.1  
Total Carrier Landings: 602  
Squadron Boarding Rate: 97.5%

(3) Aircraft Readiness

<u>Date</u>	<u>CT-39E</u>	<u>C-2A</u>
Mar 87	82.1%	39.2%
Jun 87	69.4%	53.3%
Sep 87	68.6%	46.5%
Dec 87	81.5%	72.0%

c. Change of Command: A change of command ceremony was

held on 25 September 1987 at which Commander Thomas E. Lutes, USN, was relieved by Commander Carl E. Ingram, USN.

d. Logistics Support:

January:

USS Nimitz	Bermuda	02-28 January
USS Roosevelt	VACAPES	7 January
USS Roosevelt	Jacksonville/Gitmo	8-16 January
USS Saratoga	Jacksonville	19-30 January
USS Roosevelt	Jacksonville/Gitmo	20-28 January
USS Lexington	Key West	21-28 January
USS Coral Sea	VACAPES	31 January

February:

USS Coral Sea	VACAPES	1-4 February
USS Roosevelt	Jacksonville	1-18 February
USS Coral Sea	Jacksonville	4-12 February
USS Saratoga	Jacksonville	10-12 February
USS Saratoga	Puerto Rico	14-28 February
USS Roosevelt/	VACAPES/Bermuda	18-28 February
USS Kennedy		

March:

USS Kennedy	Bermuda	1-2 March
USS Roosevelt/	VACAPES	3, 11-12,
USS Coral Sea		23-27 March
USS Roosevelt	Jacksonville	3-9 March
USS Saratoga	Jacksonville	19-23 March
USS Coral Sea	Jacksonville	29-30 March

April:

USS Coral Sea/	VACAPES	5, 22-26 April
USS Kennedy		
USS Coral Sea	Jacksonville	1-4 April
USS Lexington	Corpus Christi/	1-8 April

May:

USS Saratoga	VACAPES	1-10 May
USS Coral Sea	VACAPES	9-20 May
USS Forrestal	Jacksonville	20-31 May

June:

USS Forrestal	Jacksonville	1-5 June
USS Ranger	North Island	1-10 June
USS Saratoga	VACAPES	5-7 June

USS Forrestal/	Jacksonville	15-25,
USS Kennedy		19-21 June
USS Coral Sea	VACAPES	16-18,
USS Eisenhower		27-30 June
USS Kennedy	Gitmo	23-30 June

July:

USS Coral Sea/	VACAPES	1-3, 15,
USS Eisenhower		21-22 July
USS Eisenhower	Jacksonville/	1-21 July
	Gitmo	
USS Coral Sea	Jacksonville	5-14 July
USS Forrestal	Jacksonville	8-20, 31 July

August:

USS Forrestal	Jacksonville	1-16,
		28-30 August
USS Roosevelt	VACAPES	5-13 August
USS Coral Sea	VACAPES	13-30 August
USS Kennedy	VACAPES	16-17, 21-22,
		28-30 August

September:

USS Eisenhower	Jacksonville	2-4, 29-
		30 September
USS Forrestal	Halifax, Canada	1-5
		September
USS Kennedy/	VACAPES	2, 30
USS Coral Sea		September
USS Lexington	Corpus Christi/	23-30
	Pensacola	September

October:

USS Eisenhower	VACAPES	1-2 October
USS Coral Sea	VACAPES	7-11,
		13 October
USS Forrestal	VACAPES	20-24 October
USS Roosevelt	VACAPES	26-29 October
USS Coral Sea/	Bermuda	2, 6-7 October
USS Roosevelt		
USS Lexington	Corpus Christi	30-31 October

November:

USS Lexington	Corpus Christi/	1-7 November
	Pensacola	
USS Eisenhower	Puerto Rico	1-24 November
USS Forrestal	Jacksonville	9-19 November
USS Saratoga	Bermuda	14-16
		November
USS Kennedy	VACAPES	16-25
		November

December:

USS Forrestal	Mayport	2-18 December
USS Eisenhower	Puerto Rico	2-4 December
USS Kennedy	VACAPES	4-16 December
USS Lexington	Key West	5-13 December
USS Eisenhower	VACAPES	8-18 December

e. Milestones:

MAR: Received first reproced C-2A(R) on 12 March 1987.

JUN: Retired the last of the SLEP C-2A's on 12 June 1987.

Received CT-39E 158382 from 11 month SDLM rework on 25 June 1987.

NOV: Inducted CT-39 158383 into mid-cycle SDLM rework 30 November 1987-23 February 1988.

DEC: Received fourth C-2A(R) on 2 December 1987.

f. Major Conferences:

- (1) 1987 Navy Service Problem Conference
- (2) 1987 C-2A ILSMT
- (3) 1987 C-2A NATOPS Conference

3. Narrative

VRC-40's capability to complete the job even under adverse conditions has well been put to the test during 1987. Commencing early in the year with the extended delay of JK382's return from SDLM to the unprogrammed retirement of four assigned C-2A(SLEP) aircraft, the squadron has continued to provide superb carrier and rapid response logistic support to LANTFLT commands.

During 1987, the command initiated a complete in-house C-2A(R) differences training program. A total of 7648 maintenance training hours were received by VRC-40 personnel from a joint VRC-40/Grumman sponsored ground training syllabus. All but three currently assigned C-2 pilots received in house differences training. A similar maintenance training initiative with the local Sabreliner technical representative produced 922 maintenance training hours in support of unique Sabreliner maintenance problems. The efforts to obtain available local training expertise has aided in the command's no-standdown transition to the C-2 aircraft and continued superior support of the CT-39 with

no formal navy schooling available. As a result, the Maintenance Department has been able to decrease the maintenance manhour per flight hour by 41.7% for the CT-39E and 22.9% for the C-2A. VRC-40 has been able to maintain an overall mission capable rate of 75.4% for the CT-39, 52% for the C-2A (which included both C-2A(S) and C-2A(R)). For the last four months of CY87, the C-2A(R) mission capable rate has averaged 67.5%.

The command has sent representatives to, and has been the emphasis behind several major conferences and projects which assist the Navy in obtaining the most reliable product from the civilian contractor at the best possible price. Specifically:

-Attended the 1987 Navy Service Problem Conference at Hamilton Standard. VRC-40 was responsible for 13 of the 19 agenda items brought to the floor by fleet units. All 13 items were accepted for action.

-Attended the 1987 C-2A ILSMT. Provided 6 pre-conference agenda items and was a main contributor to the establishment of an engineering subcommittee to address design problems associated with the C-2A(R). No previous method existed to voice such concerns for this aircraft. Numerous local action chits were submitted at the conference by VRC-40 attendees in this area. VRC-40 was assigned action by the engineering subcommittee to research four prototype designs.

-A main player in the C-2A NATOPS program, VRC-40 had 75 of 90 submitted NATOPS changes accepted by the C-2A NATOPS conference. As a result of the command's interest in the NATOPS program, VRC-40 was requested to provide representation to the C-2A NATOPS manual Blue Line Review.

VRC-40's intense concern in the quality control and timely delivery of the CT-39E SDLM product generated Navy wide interest. As a result, NADOC is currently re-evaluating the CT-39 rework contract. Additionally, this command demonstrated the capability, during this period, to consistently produce a far superior interior rework at the organizational level than that being provided by the Depot. The squadron level work saved the Navy an estimated \$55,000 per aircraft.

The squadron makes its commitments. It has continued to support a 24 hour VQ-4 alert posture for a majority of the year with only one CT-39E aircraft. It has supported four ships from three locations with its three assigned C-2 assets (17 Aug-6 Sep). Besides typical detachments to routine Eastern Seaboard and Caribbean bases during this period, the command has detached to Caracas, Venezuela, Shearwater, Nova Scotia, Bermuda and Jamaica. The squadron operates on the road. Seventy percent of the operational flight time has been obtained from aircraft on detachment. Squadron pilots have ferried seven C-2 aircraft, four in CONUS and three transatlantic. The command has recorded the following passenger and cargo statistics for the 12 month period:

a. Passengers (non-DV)

(1) C-2: 10,119  
(2) CT-39: 246  
(3) Total: 10,365

b. Distinguished Visitors:

(1) C-2: 567  
(2) CT-39: 672  
(3) Total: 1,239

c. Cargo/Mail:

(1) C-2: 820,710  
(2) CT-39: 15,957  
(3) Total: 836,667

These figures equate to a 35% increase in total passengers and a 26% increase in cargo over the previous reporting period.

In summary, VRC-40 has superbly managed extremely limited assets to the maximum extent possible to provide the Atlantic Fleet with the best logistic support in the Navy. The Rawhides of VRC-40 take the initiative in all areas. It is a command that cares, does it all and does it right.

4. Supporting documents:

- a. CT-39E Welcome Aboard Pamphlet
- b. C-2A(R) Picture
- c. Soundings Newspaper article dated 25 June 1987
- d. Commander Patrol Wings, Atlantic ltr of 29 October 1987
- e. AIRANTISUBRON THREE ONE 052106Z Nov 87
- f. USS Lexington 091925Z Nov 87
- g. NAVAIRLOGOFF New Orleans 121554Z Nov 87
- h. USS Dwight D. Eisenhower 251611Z Nov 87
- i. Commanding Officer, Fleet Logistics Support Squadron FORTY  
ltr 1650 Ser VRC40-01/014 of 15 January 1988



DEPARTMENT OF THE NAVY  
FLEET LOGISTICS SUPPORT SQUADRON FORTY  
NAVAL AIR STATION  
NORFOLK, VIRGINIA 23511

1650

Ser VRC40-01/ 014

15 JAN 1988

From: Commanding Officer, Fleet Logistics Support Squadron FORTY  
To: Commander, Fleet Tactical Support Wing ONE

Subj: AVIATION SQUADRON ACHIEVEMENT SUBMISSION (E AND S AWARD)

Ref: (a) COMNAVAIRLANTINST 1650.3C  
(b) COMTACSUPWINGONEINST 3590.1B  
(c) COMTACSUPWING ONE 161401Z Dec 87

1. In accordance with references (a) through (c) the following information is submitted to augment COMTACSUPWING ONE data base.

A. FLIGHT HOURS

(1)		<u>C-2A</u>	<u>CT-39E</u>	<u>TOTAL</u>
	TOTAL HOURS FLOWN ASHORE:	2334.1	1343.8	3677.9
	(NOTE 1)			
	(A) DAY:	2132.5	1062.0	3194.5
	(B) NIGHT:	220.6	281.8	502.4
(2)		<u>C-2A</u>	<u>CT-39E</u>	<u>TOTAL</u>
	TOTAL SORTIES ASHORE:	1681	718	2399
	(NOTE 1)			
	(A) DAY:	1544	663	2207
	(B) NIGHT:	137	55	192

NOTE 1: Operational and training flights that commenced and terminated ashore.

(3)		<u>C-2A</u>	<u>CT-39E</u>	<u>TOTAL</u>
	TOTAL HOURS DETACHED	969.1	0	969.1
	(NOTE 2)			
	(A) DAY:	880.3	0	880.3
	(B) NIGHT:	88.8	0	88.8
(4)		<u>C-2A</u>	<u>CT-39E</u>	<u>TOTAL</u>
	TOTAL SORTIES DETACHED	787	0	787
	(NOTE 2)			
	(A) DAY:	722	0	722
	(B) NIGHT:	65	0	65

NOTE 2: Operational and training flights that commenced and terminated at a detachment site. These hours and sorties are a subset of subparagraph A (1) and A (2) above.

(5)		<u>C-2A</u>	<u>CT-39E</u>	<u>TOTAL</u>
	TOTAL HOURS EMBARKED:	19.0	0	19.0
	(A) DAY:	19.0	0	19.0
	(B) NIGHT:	0	0	0

Subj: AVIATION SQUADRON ACHIEVEMENT SUBMISSION (E AND S AWARD)

(6)		<u>C-2A</u>	<u>CT-39E</u>	<u>TOTAL</u>
	TOTAL SORTIES EMBARKED:	10	0	10
	(NOTE 3)			
	(A) DAY:	10	0	10
	(B) NIGHT:	0	0	0

NOTE 3: Operational flights that commenced or terminated aboard ship.

(7) AVERAGE MONTHLY FLIGHT TIME PER PILOT.  
C-2A - 22.3      CT-39E - 21.0

B. SHIPBOARD LANDINGS:

(1) Total carrier arrested landings: 602

(A) DAY: 602  
(B) NIGHT: 0

(2) Carrier landing grades: 3.2  
(COMNAVAIRLANTINST 1520.3 refers)

(3) Squadron boarding rate: 97.5%

C. TRAINING READINESS

(1) Aircrew designations

(A) Total number of designated personnel

	<u>C-2A</u>		<u>CT-39E</u>
CTPC	8	TAC	6
2P	3	2P	0
3P	8	3P	3
PC	10	PC	4
LM	7		

(B) Number of personnel designated during competitive cycle

	<u>C-2A</u>		<u>CT-39E</u>
CTPC	6	TAC	6
2P	4	2P	3
3P	4	3P	3
PC	5	PC	3
LM	5		

D. A799 RATE: C-2A: 0.9%, a decrease of 0.2% from 1986 figures  
CT-39E: N/A, contract parts support

E. Number NATOPS changes submitted: 90 Approved: 75

F. Number Aviation Safety Articles submitted: 4  
Two major articles, two Pro's-of-the-Week.

Subj: AVIATION SQUADRON ACHIEVEMENT SUBMISSION (E AND S AWARD)

G. SPECIAL/UNIQUE TASKING

- November 1987 repositioned to NAF Mayport and later embarked JFK for the TV movie "Super Carrier". Flew 5.2 hours in support of filming.
- June 1987 detached to NAS North Island to provide C2A(R) transition training for VRC-30 pilots and aircrew. Qualified six pilots and four aircrew in seven day training period. Additionally, supported PACFLT Carriers logistic requirements.

H. CONTRIBUTIONS TO WEAPONS SYSTEM DEVELOPMENT: N/A

I. CONTRIBUTIONS TO TACTICAL DEVELOPMENT: N/A

J. CONTRIBUTIONS TO COMMUNITY/NARRATIVE:

VRC-40's capability to complete the job even under adverse conditions has well been put to the test during 1987. Commencing early in the year with the extended delay of JK382's return from SDLM to the unannounced retirement of four assigned C-2A(SLEP) aircraft, the squadron has continued to provide superb carrier and rapid response logistic support to LANTFLT commands.

During 1987, the command perform 13 total transfer/acceptance inspections (2 CT-39E, 5 C-2A(S), 6 C-2A(R)) while completing C-2(S) pilot and maintenance transition training and initiating a complete in-house C-2(R) difference training program. A total of 7648 maintenance training hours were obtained by VRC-40 personnel from a joint VRC-40/Grumman sponsored ground training syllabus. All but three currently assigned C-2 pilots received in house difference training. A similar maintenance training initiative with the local Sabreliner TECHREP produced 922 maintenance training hours in support of unique Sabre maintenance problems. The efforts to obtain available local training expertise has aided in the command's no-standdown transition to the C-2 aircraft and continued superior support of the CT-39 with no formal navy schooling available. As a result, the Maintenance Department has been able to decrease the maintenance manhour per flight hour by 41.7% for the CT-39E and 22.9% for the C-2A. VRC-40 has been able to maintain an overall mission capable rate of 75.4% for the CT-39, 52% for the C-2A (which included both C-2A(S) and C-2A(R)). For the last four months of CY87, the C-2A(R) mission capable rate has averaged 67.5%.

The command is totally dedicated to the betterment of the CT-39 and C-2A community as evidenced in their submission 12 QDR's, 11 HMR's, 22 EI's and 13 CAT II TPDR's during this period. Additionally, the command has sent representatives to, and has been the emphasis behind several major conferences and projects which assist the Navy in obtaining the most reliable product from the civilian contractor at the best possible price. Specifically:

Subj: AVIATION SQUADRON ACHIEVEMENT SUBMISSION (E AND S AWARD)

- Attended the 1987 Navy Service Problem Conference at Hamilton Standard. VRC-40 was responsible for 13 of the 19 agenda items brought to the floor by fleet units. All 13 items were accepted for action.
- Attended the 1987 C-2A ILSMT. Provided 6 pre-conference agenda items and was a main contributor to the establishment of an engineering subcommittee to address design problems associated with the C-2A(R). No previous method existed for this aircraft to voice such concerns. Numerous local action chits were submitted at the conference by VRC-40 attendees in this area. VRC-40 was assigned action by the engineering subcommittee to research four prototype designs.
- A main player in the C-2A NATOPS program, VRC-40 had 75 of 90 submitted NATOPS changes accepted by the C-2A NATOPS conference. As a result of the command's interest in the NATOPS program, VRC-40 was requested to provide representation to the C-2A NATOPS manual Blue Line Review.
- VRC-40's intense concern in the quality control and timely delivery of the CT-39 SDLM product generated Navy wide interest. As a result, NADOC is currently re-evaluating the CT-39 rework contract. Additionally, this command demonstrated the capability, during this period, to consistently produce a far superior interior rework at the organizational level than that being provided by the Depot. The squadron level work saved the Navy an estimated \$55,000 per aircraft.
- VRC-40 personnel were requested to provide input to the prototype installation of the Omega Navigation System to the CT-39 aircraft. Squadron personnel were on site at both Stambaugh Air Service Facility in Harrisburg, PA, and King Radio Corp. in Kansas City to assist.
- This command was contacted directly by Naval Aviation Depot Operations Center (NADOC) and asked to review a "CT-39 E/G Aircraft Alternatives" draft which included proposals for the Navy to obtain contract O/I/D level maintenance and to acquire six FAA model-80 Sabreliner aircraft to replace the existing aged CT-39E. Later this year, the command provided inputs to COMTACSUPWING ONE on the final maintenance contract proposal for compatibility with the command mission.

VRC-40's community concern starts with sound programs at home. The command has had zero FOD's this competitive cycle, recorded outstanding adjective grades on two semi-annual corrosion audits and been praised by Naval Air Station, Norfolk, for its design, construction and management of a model hazardous material disposal area. The command has decreased the cost per flight hour by 11% for the CT-39 and 10% for the C-2A aircraft over 1986 expenditures. Even with limited assets, VRC-40 flew to within 6% of the annual 7B funding grant. The command's strong safety program not only is active in NATOPS related matters but has documented five

Subj: AVIATION SQUADRON ACHIEVEMENT SUBMISSION (E AND S AWARD)

bird strike reports and four other hazard reports. Squadron pilots have been credited with preventing major mishaps on three separate occasions during full stop landings by superior aviation skills.

The squadron makes its commitments. It has continued to support a 24 hour VQ-4 alert posture for a majority of the year with only one CT-39 aircraft. It has supported four ships from three locations with its three assigned C-2 assets (17 Aug-6 Sep). Besides typical detachments to routine Eastern Seaboard and Caribbean bases during this period, the command has detached to Caracas, Venezuela, Shearwater, Nova Scotia, Bermuda and Jamaica. The squadron operates on the road. 72% of the operational flight time has been obtained from aircraft on detachment. Squadron pilots have ferried seven C-2 aircraft, four in CONUS and three TRANS-LANT. The command has recorded the following passenger and cargo statistics for the 12 month period:

PAX (non-DV)		DV's		CARGO/MAIL	
C-2	CT-39	C-2	CT-39	C-2	CT-39
10,119	246	567	672	820,710	15,957
TOTAL: 10,365		1,239		836,667	

These figures equate to a 35% increase in total passengers and a 26% increase in cargo over the previous reporting period.

VRC-40 has fully integrated with and supports all requirements for her sister support squadron VRC-4086.

The squadron has not forgotten the people who keep VRC-40 running. The people programs are just as important as the operational and maintenance requirements. Command personnel have received four Navy Achievement Medals, five Letters of Commendation and 32 Letters of Appreciation from other commands. Additionally, numerous Letters of Recognition to squadron personnel were generated from within the command. VRC-40 has itself received 17 "At-A-Boys", "Bravo Zulu" and "Thank You" letters from various commands and commanders.

Ninety two percent of the command has passed the semi-annual Physical Readiness Program (PRT), a 10% increase over the previous year. Overall retention has increased by 35% over 1986 to 59% first term, 88% second term, and 100% career. The command is active on the Naval Air Station and in the logistic community. VRC-40 was the driving force behind the First Annual East Coast Greyhound/Sabre Ball.

In summary, VRC-40 has superbly managed extremely limited assets to the maximum extent possible to provide LANT FLEET with the best logistic support in the Navy. The Rawhides of VRC-40 take the initiative in all areas. It is a command that cares, does it all and does it right.

  
J. D. MAGNINO  
Acting