



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

1977

FF12/VR30/10/mn

5750

Ser 193

22 MAY 1978

From: Commanding Officer, Fleet Logistics Support Squadron
THIRTY
To: Chief of Naval Operations, Department of the Navy,
Washington, D. C. 20350
Subj: Squadron Command History
Ref: (a) OPNAVINST 5750.12B
Encl: (1) VR-30 Command History for Calendar Year 1977
(2) VR-30 Detachment Command History for Calendar
Year 1977

1. In accordance with reference (a), enclosures (1) and
(2) are forwarded.

HENDON "O" WRIGHT
Acting

Copy to:
Director of Naval History
Washington Navy Yard
Washington, D. C. 20390
VR-30 DET

COMMAND HISTORY

1 JANUARY - 31 DECEMBER 1977

FLEET LOGISTICS SUPPORT SQUADRON THIRTY

NAVAL AIR STATION

ALAMEDA, CALIFORNIA 94501

J. V. CUDDY, USN

COMMANDING OFFICER

ENCLOSURE (1)

VR-30 COMMAND HISTORY - 1977

1. Command Organization

Commanding Officers of VR-30

CDR R. E. HUNTER, USN	01 OCT 66 - 08 JUN 67
CDR D. H. CRAWFORD, USN	08 JUN 67 - 02 APR 68
CDR T. M. BOGART, USN	02 APR 68 - 29 MAY 69
CDR L. A. SCHOWLEN, USN	29 MAY 69 - 18 MAR 70
CDR E. J. RIVARD, USN	18 MAR 70 - 31 MAR 71
CDR J. R. WHEELER, USN	31 MAR 71 - 15 MAR 72
CDR H. O. FLOM, USN	15 MAR 72 - 28 MAR 73
CDR T. G. CAMPBELL, USN	28 MAR 73 - 28 MAR 74
CDR W. D. RAY, USN	28 MAR 74 - 25 MAR 75
CDR R. B. PICKETT, USN	25 MAR 75 - 17 MAR 76
CDR H. B. BARTELS, USN	17 MAR 76 - 09 MAR 77
CDR J. V. CUDDY, USN	09 MAR 77 - PRESENT

2. Fleet Logistics Support Squadron THIRTY is based at Naval Air Station, Alameda, California with a major detachment stationed at Naval Air Station, North Island, California. The squadron, commanded by CDR J. V. CUDDY, USN, operates 3 C-9B Skytrain II's, 3 CT-39's and 6 C-1A Trader aircraft and is manned by 51 officers and 210 enlisted personnel. The primary mission of VR-30 is to provide unscheduled worldwide airlift operations, directly responsive to the requirements of CINCPACFLT. In carrying out this mission VR-30 participates in such diversified tasks as: emergency delivery of critical personnel or material required to maintain fleet readiness; airlift incident to deployment of fleet units and support of fleet units, as necessary, until lines of supply are established; airlift incident to aircraft ferry movement; delivery of personnel to aircraft carriers via Carrier Onboard Delivery (COD) aircraft, and emergency delivery of special weapons personnel and material. VR-30 also maintains a high degree of involvement in a squadron developed adjunct to their primary mission - the logistic/communication/navigation support of entire tactical squadron movements across the Pacific.

3. The responsiveness of VR-30 to rapidly developing requirements and the flexibility to adjust to known requirements which are unpredictable as to timing have enhanced readiness and cost savings throughout CONUS and the CINCPACFLT operating area. In addition to supporting all aircraft carrier onloads and off loads from the Eastern Pacific, the squadron has routinely assisted the same function for COMNAVAIRLANT aircraft carriers. The ability to rapidly move personnel and equipment between carrier and airwing homeports was highly instrumental in the successful transition of Carrier Air Wing FIVE squadrons supported by three VR30 C-9 deployments to the Philippines. Diversity and rapid response has been the watchword of operations that have brought Marines to winter training in Alaska,

supported VP operations in Adak; delivered weapons overseas and transported Beluga whales involved in scientific efforts. During 1977 VR-30 developed and implemented the Pathfinder mission - refined to a degree previously unattainable by other naval aircraft. Escorting entire tactical squadrons at once the VR-30 C-9B has evolved into an airborne command post for coordination efforts that have involved hundreds of personnel and force compositions of over eighty aircraft. The C-9 has moved over one hundred tactical aircraft in 1977 with a precision that permits tanker rendezvous timing accuracy within seconds and distance accuracy within fractions of miles. By providing continuous positive control of airborne tactical aircraft safety has attained an unparalleled degree and precision control has contributed to the safe arrival of at least three tactical aircraft on emergency divers. The inherent logistics support of the C-9 and multiple crew ability has ensured minimum down time for tactical aircraft and guaranteed the ability to deploy replacement and supplement tactical force in time of crisis.

4. The CT-39 ferry squadron support and executive airlift missions has provided an immediate dollar savings by relocating ferry pilots. The pipeline costs of tactical aircraft deployed after rework or prior to induction can be measured in additional assets required. The CT-39 operation minimizes numbers of ferry pilots required and optimizes delivery rates to enhance fleet aircraft readiness - particularly in times of budget constrained asset levels. The executive lift mission although secondary to the ferry mission, none-the-less provides a working environment with appropriate security to maximize the productivity of executives forced to travel for official business.

5. The CIA permanent detachment provides the daily resupply of high priority parts and personnel and mail to enhance ship and airwing readiness during Eastern Pacific training and workup periods. The ability to make priority delivery at sea directly impacts the successful completion of at sea periods. During carrier inport periods, the CIA detachment provides logistics support to airwing weapon training detachments, executive lift and diverse taskings such as jump platform for parachutists from the National Parachute Test Center, El Centro (see enclosure (2)).

6. The following summary depicts squadron activity during 1977:

	<u>C-9B</u>	<u>CT-39</u>	<u>C-1A</u>
Passengers	45,819	1,474	5,775
Cargo (pounds)	2,302,601	16, 677	162,768
Miles	1,138,954	318,570	178,344
FLT Hours	3,506	1,437	2,099
Mail (lbs)	----	----	17,933

* includes 1330 parachutists

ENCLOSURE (1)

7. VR-30's leadership role in logistics support is unsurpassed at sea or shore. The eminent position of this squadron in Defense Logistics is reflected in their additional designation as the Model Manager for Operation and Standardization (NATOPS) for all Navy/Marine C-9B and CT-39E/G aircraft. The squadron additionally provides training and NATOPS evaluations as COMNAVAIRPAC's agent for all CINCPACFLT C1A assets.

COMMAND HISTORY

1 JANUARY - 31 DECEMBER 1977

FLEET LOGISTICS SUPPORT SQUADRON THIRTY DETACHMENT

NAVAL AIR STATION NORTH ISLAND

SAN DIEGO, CALIFORNIA 92135

LCDR GERALD JON REHRIG, USN, [REDACTED]

OFFICER IN CHARGE

ENCLOSURE (2)

COMMAND HISTORY

1977

The year 1977 was an extremely significant one for the Carrier Onboard Delivery Detachment component of VR-30. The detachment, under the command of LCDR G. J. REHRIG, USN, [REDACTED] /1310, designated as the Officer in Charge, is comprised of 15 officers and 82 enlisted for five GRUMMAN C-1A Trader aircraft.

The primary mission of VR-30 Detachment is to provide logistics support to the West Coast Fleet Carriers and carrier air wings, as well as occasional support to the Navy's training carrier, USS LEXINGTON, when it operates in the Gulf of Mexico. Under the direct control of NALCOEASTPAC, VR-30 DET additionally provides passenger and cargo support throughout Southern California and numerous western states. The Detachment also provides a platform for the west coast contingent of the Navy's Parachute Team, the SEAL Team and Marine Forces at Camp Pendleton. In addition, the Detachment acts as the Pacific Fleet C-1A NATOPS Evaluator for pilots and aircrew.

During the past year the Detachment showed a marked improvement in the areas of reliability, safety, and operational performance. In carrier support of CVN-65, CV-64, CV-43, CV-63 and CVT-16, the Detachment flew 219 sorties, compiling 534 hours, transporting 3450 passengers, and 180,500 pounds of cargo and mail. Under NALCOEASTPAC direction 264 flights were provided totalling 839 hours, of which 165 sorties were flown as a paradrops platform for 1300 parachutists.

Within the Detachment itself 14 NATOPS evaluations and 14 instrument evaluations were completed. Four pilots were upgraded to Carrier Transport Plane Commander and four pilots upgraded to Carrier Transport Second pilot. One newly reported officer was able to upgrade to Transport Plane Commander due to previous model experience. There were a total of 168 training flights, totalling 445.0 hours. The Detachment LSO conducted 64 FCLP periods totalling 107.4 hours (see Addendum #1).

In association with the C-1A NATOPS responsibilities LT [REDACTED] and AE1 [REDACTED] conducted unit evaluations on West Coast Air Stations and carriers as well as EASTPAC units maintaining the C-1A. To supplement the NATOPS program VR-30 DET has conducted several C-1A Ground School Presentations. (see addendum #2)

As a result of COMNAVAIRPAC respread evaluations the detachment manning was changed on 1 July 1977 from 15 officers/43 enlisted to 15 officers/82 enlisted. This manpower increase had a significant effect on the DET's operational tempo. There were 12 Captain's Mast conducted within the year. Also there were five reenlistments and six separations effected and one extension put into effect.

Under the guidance and direction of the Maintenance Officer, LCDR [REDACTED] and AFCM [REDACTED], the Maintenance Control Chief, the Maintenance Department obtained a tremendous increase in aircraft availability and operational readiness. The C-1A operational readiness status from JAN 77 - DEC 77 showed a remarkable rise from 25% to 73.6%. Through hard work and cooperation, the

ENCLOSURE (2).

Maintenance Department was able to reduce the C-1A NORM time from 74.3% to 38.6%. Additionally through the very able efforts of the Maintenance Material Control personnel our parts availability has increased significantly, reducing the NORS time from a high of 77.0% to 19.7%.

One other significant happening in VR-30 DET Maintenance is that in DEC 77, a positive Tool Control Program was established. This program consisted of a centralized tool room and fast inventory tool boxes. A very definite contribution to efficient and safe maintenance (see Addendum #3).

To briefly summarize, the Detachment accomplished 92% of it's assigned line flights, 93% Carrier Onboard Deliveries with attotal aircraft reliability for all assigned tasks of 92.5%,,, flying a total of 178,000 airmiles.


G. J. REHRIG

VR-30 DETACHMENT
CALENDAR YEAR 1977 FLIGHT SUMMARY

ENCLOSURE #21

CARRIER OPERATIONS		PARADROPS		MISC NALCO LINE FLTS		TRAINING		FCLP		FUNCTIONAL TEST FLTS		TOTAL		
FLTS	HRS	FLTS	HRS	FLTS	HRS	FLTS	HRS	FLTS	HRS	FLTS	HRS	FLTS	HRS	
21	41.1	0	0.0	3	11.1	14	23.3	6	15.1	6	5.1	60	95.7	JANUARY 77
9	27.4	8	22.1	0	0.0	16	45.8	1	3.1	9	8.9	43	107.3	FEBRUARY 77
2	6.8	5	10.2	0	0.0	28	83.3	27	41.7	4	5.3	66	147.3	MARCH 77
16	36.0	0	0.0	23	98.5	24	83.1	6	7.4	4	3.6	73	153.8	APRIL 77
35	59.3	7	12.7	16	48.6	16	41.8	2	3.8	4	4.2	64	170.4	MAY 77
9	20.3	6	9.1	40	107.5	3	7.8	4	5.7	10	10.6	72	161.0	JUNE 77
21	38.4	3	5.5	46	141.4	8	17.4	8	12.7	11	7.9	97	223.0	JULY 77
16	40.1	3	6.5	52	157.1	13	33.1	2	4.1	1	0.3	87	241.2	AUGUST 77
27	54.8	0	0.0	12	38.7	16	44.1	2	3.4	6	3.3	65	144.3	SEPTEMBER 77
38	61.1	3	5.8	46	156.2	7	14.3	1	1.6	7	7.1	102	246.1	OCTOBER 77
21	48.3	8	16.1	18	55.0	14	30.2	5	8.8	6	5.8	72	164.2	NOVEMBER 77
48	100.0	6	14.1	8	25.0	9	20.8	0	0.0	4	3.6	75	163.5	DECEMBER 77
219	533.6	49	102.1	264	839.1	168	445.0	64	107.4	72	65.7	864	2017.8	TOTALS

Addendum #1

Unit NATOPS Evaluations

CONSTELLATION CV-564	4 April
KITTY HAWK CV 63	6 June
NAS Miramar	11 August
PLAF Barking Sands Hawaii	23 September 19
NAS Whidbey Island	11 September
VX-5 China Lake	29 November
VX-4 Point Mugu	22 December

VR-30 DET C1-A Systems FAM Ground School

<u>Location</u>	<u>Date</u>	<u>Unit</u>	<u>#Officers</u>	<u>#Enlisted</u>
VR-30 DET	8-19 AUG	CV-61	3	4
		CV-63	0	2
		NAS Miramar	0	2
VR-30 DET	7-11 NOV	CV-43	1	0
		VX-5	2	1
		NAS Miramar	1	0
		VR-30 DET	2	1
		NAS Whidbey	0	2
		CV-41	0	1
		CV-64	0	1
		NAS Fallon	0	1

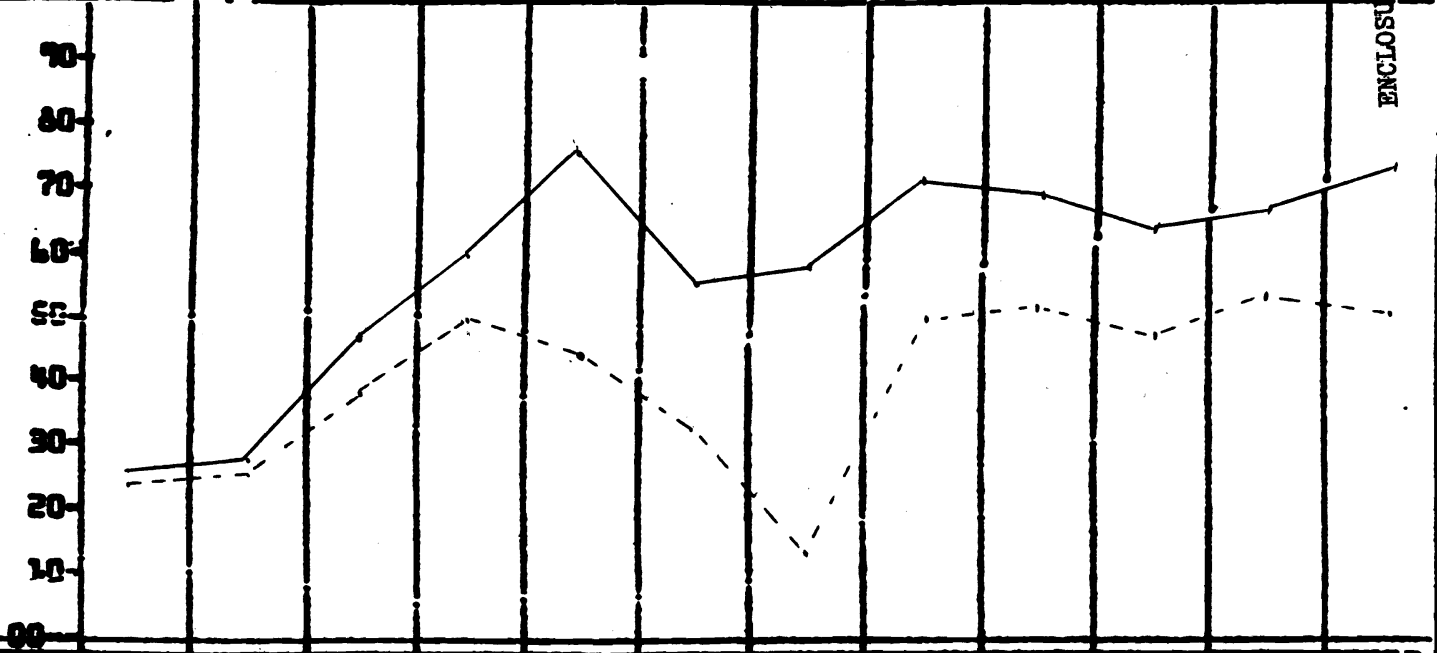
Addendum #2

ENCLOSURE 42

AIRCRAFT READINESS HISTORY
11ND/CNAP GEN FORM 4770/5

ENCLOSURE #2

Legend:
OP READY _____
FSC - - - - -

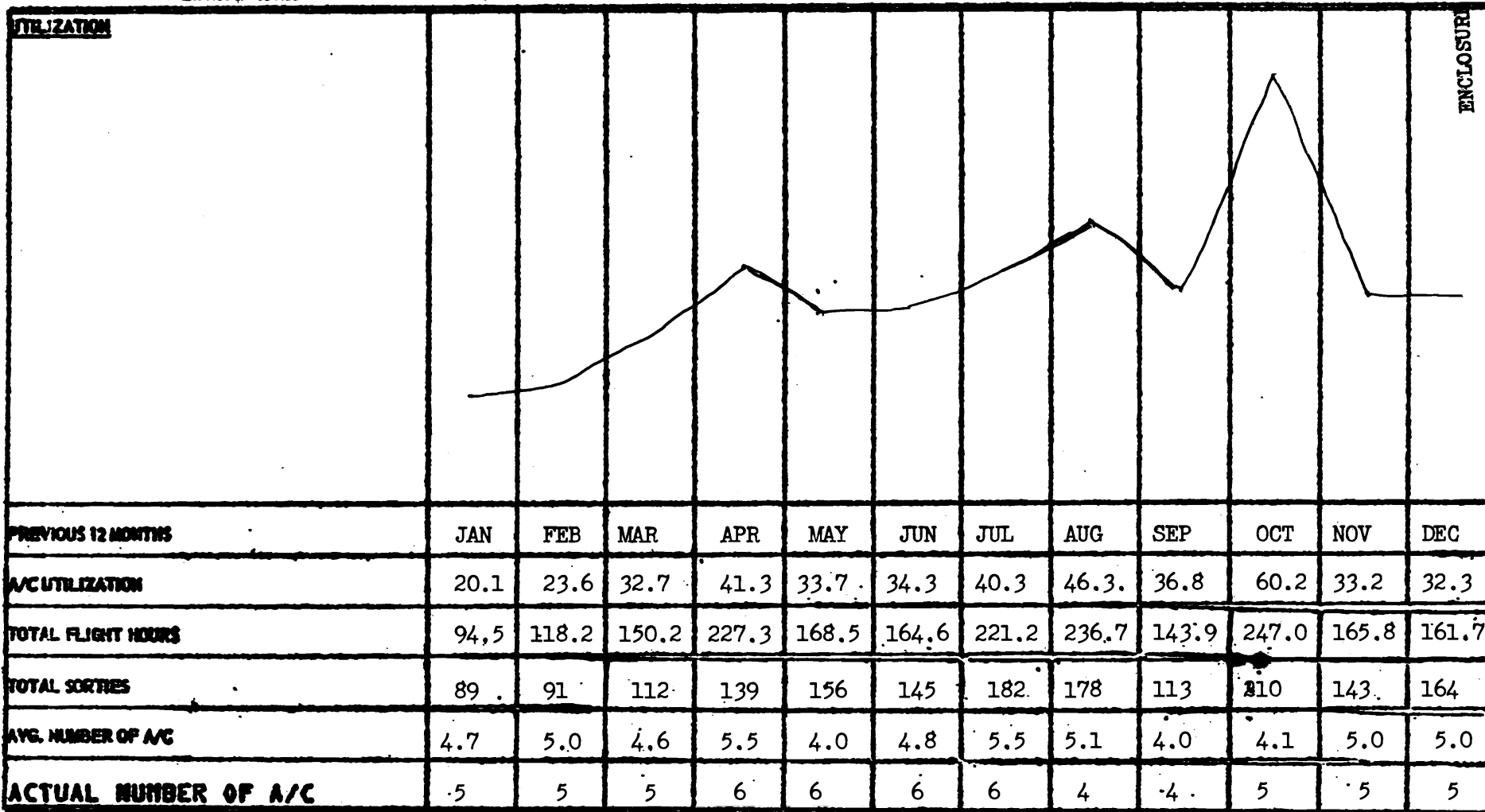


PAST 12 MONTHS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1. AVG NUMBER OF ACFT	5	5	4.6	5.6	5.0	4.8	5.5	5.1	4.0	4.1	5.0	5.0
2. % OPERATIONALLY RDY	25.0	25.8	46.8	61.8	72.6	53.6	55.5	70.9	69.0	65.0	67.0	73.6
3. % FULL SYS CAP (FSC)	25.0	25.8	36.4	46.4	39.4	31.2	14.7	53.4	56.3	50.1	59.9	59.3
4. % NOR SUPPLY	41.2	48.8	77.0	19.3	22.8	31.2	21.0	20.9	26.6	24.7	22.0	19.7
5. % SCHEDULED MAINT	9.3	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	1.8	0.6
6. % UNSCHEDULED MAINT	24.5	23.6	16.2	18.9	4.6	15.3	23.5	9.2	4.4	7.8	9.2	6.1
7. % NORM ANN MAINT	74.3	75.4	68.3	78.5	64.1	65.0	68.7	71.2	53.2	51.8	55.7	38.6
8. % NOT FULLY EQUIPED	9.0	0.0	4.4	14.5	33.2	22.4	40.8	11.8	17.9	16.9	6.7	14.9
9. % RMC MAINTENANCE	0.0	0.0	0.9	0.9	0.0	0.0	0.0	5.7	0.1	0.1	0.5	1.4
10. % RMCH ANN MAINT	0.0	0.0	61.3	80.7	0.0	0.0	0.0	95.4	100.0	0.0	1.0	98.7

Source: ASD-3-4

AIRCRAFT UTILIZATION TREND CHART
 CRAP GEN-070/7 (3-77) (M) 0100-47-100-0100

12A



ENCLOSURE

COMMENTS:

Addendum #3

VR-30 DET C-1A
ACTIVITY TYPE A/C MONTH-YEAR