



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

1986  
LOOKY

5750  
Ser 12/ 087  
04 MAR 1987

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 5750.12D  
Encl: (1) Command History for Calendar Year 1986

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

*D. D. Eller*  
D. D. ELLER

**FLEET LOGISTICS SUPPORT SQUADRON THREE ZERO  
COMMAND HISTORY - 1986**

1. Command Organization:

Commander Theodore A. Mitchell, USN

Commanding Officer                      1 January - 18 July 1986

Commander Douglas D. Eller, USN

Commanding Officer                      18 July - 31 December 1986

2. 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 function is to provide rapid response airlift of personnel and material in support of Pacific Fleet Carriers and in response to tasking established by Naval Air Logistics Office. An additional primary mission includes operation of a pilot and aircrew UC-12B/F FRS syllabus for COMNAVAIRPAC commands. VRC-30 is also the COMNAVAIRPAC NATOPS Model Manager for the CT-39E/G, UC-12B/F, and the C-2A (SLEP)/(R) aircraft.

3. To accomplish these missions, VRC-30 has two hundred and sixty enlisted personnel and thirty seven officers assigned. The aircraft allowance this year has consisted of six C-2A "GREYHOUNDS", five C-1A "TRADERS", two CT-39E "SABRELINERS" and one UC-12B, and one UC-12F "Super King Air". The GRUMMAN built C-1A "TRADER" and C-2A "GREYHOUND" are primarily used to provide Carrier-Onboard-Delivery (COD) service for personnel, mail, material, and medical evacuation to Pacific Fleet aircraft carriers operating in the eastern Pacific Fleet. The C-1A was also utilized by the Navy Parachute Demonstration Team as a jump platform for training and airshows. This year marks the last one that the ageless Trader C-1A will be in operation at VRC-30. 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 and UC-12F "Super King Air" is utilized for training pilots and aircrew for COMNAVAIRPAC commands and for logistic flights.

4. VRC-30 operations for 1985 include four thousand nine hundred thirty-five (4,935) flight hours, nine thousand four hundred seventy (9,470) embarked passengers, nine hundred forty-nine thousand, four hundred two (949,402) pounds of cargo, and four hundred twenty-five thousand (425,000) air miles. In addition, VRC-30 accumulated eight hundred four (804) carrier arrested landings and supported three (3) airshows.

SIGNIFICANT EVENTS DURING 1986:

a. Commander Theodore A. Mitchell, USN was relieved by Commander Douglas D. Eller, USN on 18 July 1986.

Encl (1)

b. VRC-30 was awarded the Chief of Naval Operations Aviation Safety Award for calendar year 1985; its third consecutive award.

c. May 3 - June 28; C-2 detachment to Barbers Point Hawaii in support of RIMPAC exercise.

d. In June 1986, the last C-1A "Trader" was flown to Davis-Monthan for decommissioning after twenty-eight years of faithful service.

e. Sep 7 - Oct 18; C-2 detachment to Elmendorf, Alaska in support of NORPAC exercise.

f. On 23 September; VRC-30 surpassed 75,000 accident-free hours of flying.

g. VRC-30 received the new UC-12F model of the Super King Air built by Beechcraft.

h. On 21 December; VRC-30 completed eleven years of accident-free flying with over 76,299 flight hours.

i. AZ1 [REDACTED] was named Sailor of the Year for 1986.

#### Supporting Documents Attached

1. CY86 CNO Safety Award Nomination.
2. Biography and photograph of Commanding Officer (included change-of-command brochure).
3. Photograph of the C-2/A "Greyhound" aircraft.

3590  
Ser 40/020  
15 Jan 87

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

Subject: CY86 CNO SAFETY AWARD NOMINATION

Ref: (a) COMASWINGPAC SAN DIEGO CA 171903Z NOV 86

- Encl: (1) VRC-30 Safety Program Narrative  
(2) Squadron Safety Worksheet  
(3) MILCAP Award for Beneficial Suggestion No. 1-86  
(4) HP-41CV Program for Computing C-2A (SLEP) Weight and Balance  
(5) Change to DOD Flight Information Publication; Low Altitude No. 2  
(6) COMNAVAIRPAC SAN DIEGO CA 011901Z Aug 86  
(7) NAVAIREWORKFAC NORTH ISLAND CA 031654Z APR 86  
(8) COMNAVAIRPAC SAN DIEGO CA 202000Z MAR 86  
(9) COMNAVAIRPAC NAVGRAM Ser 105 of 7 Jan 87

1. In accordance with reference (a), enclosures (1) through (9) are submitted with supporting justification.

2. The number one goal of Fleet Logistics Support Squadron THREE ZERO (VRC-30) during 1986 was and continues to be mission accomplishment with zero aviation mishaps. By the end of CY86, VRC-30 had flown over 76,309 flight hours in eleven years without a single aviation mishap, while maintaining a "Zero" FOD rate. These achievements are a tribute to all hands' totally effective dedication to safety.

3. A significant event worthy of consideration during this award cycle was the squadron's highly successful transition from the C-1A Trader to the C-2A Greyhound. This complex transition, completed safely and ahead of schedule, involved not only pilots and aircrew, but a total re-education of approximately 300 maintenance personnel.

4. The men and women of VRC-30 have woven a genuine sense of safety awareness into their everyday routine. From the Commanding Officer to the junior airman, the attitude of "safety comes first" pervades every facet of squadron operations. The officers, men and women of VRC-30 truly embody the spirit of the CNO Safety Award and are most deserving of its receipt.

D. D. ELLER

Writer: LCDR [redacted], 40, 29 Dec 86  
Typist: YN1 [redacted], 10C, X6316, Safety Working Disc

Annex (1)

*XX*  
*GO*  
*YNI*

## VRC-30 SAFETY PROGRAM NARRATIVE

### INTRODUCTION:

As of 31 December 1986, Fleet Logistics Support Squadron THREE ZERO (VRC-30) has flown another 4935.8 mishap-free flight hours. This accomplishment is due to the combined professional efforts of all squadron personnel. The efficient, safe and professional execution of the carrier-onboard delivery mission, Naval Air Logistics Office (NALO) tasking and UC-12B/F Fleet Replacement Squadron (FRS) training is obtainable only by creating an awareness level of safety that allows and promotes a free exchange of information within the command. This environment has been effectively obtained in VRC-30. This command effectively communicates aviation safety.

### II. COMMAND SAFETY PROGRAM.

The VRC-30 Safety Program continues to be the standard of Anti-Submarine Warfare Wing, U.S. Pacific Fleet. The command safety program's central concept is based upon educating personnel in both identifying potential work related hazards and fostering an appreciation for personal responsibility. Education of all hands regarding their contributions to the safety effort is an ongoing program which includes the following:

**NATOPS Program.** VRC-30 employs an aggressive NATOPS program chartered with maintaining the most proficient and knowledgeable C-2 carrier pilots, CT-38 transport pilots and UC-12B/F instructor pilots possible. Instilled in each aircrewman is an abiding appreciation of the benefits derived from the NATOPS Program and its overall significance to Naval Aviation. The VRC-30 NATOPS Program was rated "outstanding" by the COMASWINGPAC Safety Officer for its effectiveness, and received zero discrepancies during the last several Command Inspections.

(1) Aircraft System Lectures. Of paramount importance is the need to continually review, train and test all instructors, pilots and aircrew on the contents of the NATOPS manuals and standard operating procedures (SOP). The Safety/NATOPS office maintains separate files on all systems to be used for lectures. Additionally, at weekly all Pilots Meetings (APMs), aircrews are briefed/rebriefed on areas of concern, problems noted by message traffic and any changes that have been recommended or disseminated.

(2) Open and Closed Book Exams. Written examinations are an integral part of measuring aircraft systems knowledge and emergency readiness. Closed book tests are designed to highlight immediate action items and emergencies. Open book examinations require extensive use of the NATOPS manuals in order to refamiliarize and teach aircraft systems and procedures. Immediate feedback is provided in both examination situations to reinforce the subject areas covered. These exams are administered weekly/monthly as well as annually.

(3) Oral Discussions. The most frequently used method of testing and imparting personal experience is through group discussions. A NATOPS "Question of the Day" and "Emergency of the Day" appear on the daily flight schedule and are required discussion items during all briefs. From the Commanding Officer on down, system lectures are the norm during the flight briefing.

**STANDARDIZATION PROGRAM.** The current standardization program is comprehensive and comprehensive. Every pilot and aircrewman actively pursues compliance with applicable directives. Monitoring of regularly scheduled instructional flights ensures prompt correction of any noted deficiencies of pilots/aircrew, producing quality flight standards. The Standardization Board meets on a quarterly basis to review policy (on high priority items). Minutes are distributed and all revised policy is immediately incorporated into the squadron's SOP. The Commanding Officer gives all Carrier Tactical Plane Commander (CTPC), and Aircraft Commander (AC) checkrides ensuring a high level of standardization.

**6. AVIATION TRAINING.** A well organized and up-to-date system of recording aircrew qualifications is in effect. All completed upgrade/training flights are recorded and kept on file in an individual's training jacket.

(1) Periodic command briefs by the Safety Officer concerning mishap reporting requirements of OPNAVINST's 3750.6, 5100.23, OPREP-3, SITREPs and the Command Safety Duty Officer Program are given on a rotating basis.

#### **4. SPECIAL PROJECTS.**

(1) Assignment of pilots as monthly Command Safety Duty Officers has proven highly beneficial in averting potentially hazardous situations. Tasked with inspecting the safety of the squadron working spaces, hangar areas and flight line, this program is designed to enhance command safety while at the same time exposing the junior officers to the fundamentals of hazard recognition, mishap prevention and individual responsibility in matters of safety.

(2) Active support of COMASWINGPAC's Safety Program through participation in aviation safety surveys by the Aviation Safety Officer Course, Monterey, CA.

(3) Assisted COMASWINGPAC by having VRC-30's Safety Officer act as Wing Safety Officer while the wing incumbent was on leave. The VRC-30 Safety Officer took the initiative on several pending safety/maintenance issues and completed action in a rapid fashion.

(4) The Commanding Officer attended the CNO Aircrew Coordination Conference held in Washington, D.C. during November 1986. As model manager for C-2, C-12, CT-39 aircraft this command helped develop a program to expand NATOPS discussions on aircrew coordination for multi-position naval aircraft. Extensive C-2, CT-39E, and C-12 NATOPS changes will be promulgated as a result of this meeting.

(5) The C-2A/C-1A aircraft transition took place on schedule, without a single mishap or safety incident. This highly complex effort truly shows the dedication and involvement of all personnel, especially the maintenance men and women. During the transition, the command training program, in which safety played an integral part, took on the tremendous task of training maintenance personnel, pilots, and aircrew while meeting every operational tasking and carrier evolution. Squadron aircrews were involved with the transatlantic flight of these aircraft providing invaluable extended range experience.

As UC-12B and UC-12F Model Manager, VRC-30 was totally involved in all major projects associated with the Navy's King Air program as follows:

- chaired a UC-12B NATOPS conference and submitted over 180 major NATOPS changes (Jan 86)
- wrote the UC-12F NATOPS Manual (Sep 86)
- initiated 2 UC-12 RAMEC's; gear warning system (Oct 86) and ground proximity warning system (Nov 86)
- assisted with the Navy's technical input for the 3M Storm Scope radar system for use on transport aircraft (Sep 86)
- evaluated for the Navy Beechcraft's C-12F Factory Ground and Flight Training Program (Oct 85)
- completed six (6) Navy acceptance flights for the UC-12F transpac ferry tank system

These accomplishments complimented the training of ninety-four (94) pilots and twenty-nine (29) aircrewman (totalling 290 flights) while supporting Navy Logistics missions, all with only one (1) aircraft assigned.

(7) Beneficial Suggestion. This command presented a \$300.00 monetary award to a maintenance petty officer for her suggestion (enclosure (3)) to utilize current Navy life rafts in the supply system for the CT-39E aircraft vice the utilization of civilian procured and maintained rafts. Her initiative reduced life raft maintenance inspection turn-around time from six weeks to three days and saved the Navy approximately \$3500.00 per life raft per year.

(8) Enclosure (4), HP-41CV program for computing C-2A (SLEP) weight and balance, was developed by the Quality Assurance Officer to provide Navy C-2 pilots and aircrewman with a rapid, effective means of accurately computing critical weight and balance information. The previous method of weight and balance computation allowed for human error and "guesstimates" not conducive for applications in the carrier environment. This program will be a great benefit to the entire C-2A community.

(9) A change to a DOD Low Altitude approach plate (enclosure (5)), was submitted after it was discovered by a squadron pilot that the initial approach fix had an approximate five mile position error between the stated TACAN fix and the published longitude/latitude fix. This pilot displayed exceptional professionalism and initiative in that he not only recognized this error but also utilized the complete capabilities of his aircraft's omega navigation system to verify the actual position.

(10) In July 1986, two maintenance petty officers discovered a potentially serious material failure of a C-2A wing hinge fitting during an aircraft inspection. Further inspection of other squadron aircraft revealed two had similar hinge failures. For their outstanding professionalism and attention to detail, both men were awarded the AIRPAC Pro of the Week for the





**SAFETY WORKSHEET**

SQUADRON: YRC-30

PERIOD COVERED: 1986

**EXPOSURE AND READINESS**

**A. FLIGHT HOURS:**

HRS FLOWN: 4935.8 HRS PROGRAMMED: 4958

A1. Divide HRS FLOWN by HRS PROG = 99% ACCOMPLISHMENT X 4 = 396 PTS

A2. Divide HRS FLOWN by AVERAGE NO. AIRCRAFT ASSIGNED =  
85. UTILIZATION = 494 PTS

**B. NIGHT FLIGHT HOURS:**

NIGHT HOURS FLOWN: 459

B1. Divide NIGHT HRS FLOWN by TOTAL HRS FLOWN = 9.3 X 4 = 37 PTS

**C. DISEMBARKED/EMBARKED FLIGHT HOURS/LANDINGS:**

C1. DISEMBARKED DAY HOURS: 3641 X 0.1 = 364 PTS

C2. DISEMBARKED NIGHT HOURS: 416 X 0.2 = 83 PTS

C3. DISEMBARKED DAY LANDINGS: 8810 X 0.1 = 881 PTS

C4. DISEMBARKED NIGHT LANDINGS: 859 X 0.2 = 174 PTS

C5. EMBARKED DAY HOURS: 871 X 0.4 = 349 PTS

C6. EMBARKED NIGHT HOURS: 42.9 X 0.7 = 30 PTS

C7. EMBARKED DAY LANDINGS: 804 X 0.4 = 322 PTS

C8. EMBARKED NIGHT LANDINGS: N/A X 0.7 = 0 PTS

C9. TOTAL SECTIONS A THROUGH C: 3130 PTS

**SAFETY PROGRAM AND ADDITIONAL FACTORS**

**D. SAFETY/OPERATIONS INITIATIVES:**

D1. NATOPS CHANGES SUBMITTED (Copies available) 183 X 5 = 915 PTS  
(NOT GRAMMATICAL CHANGES)

D2. ANY SAFETY RELATED PUB CHANGES (Attach Copies) 2 X 5 = 10 PTS  
Enclosure (4)  
Enclosure (5)

D3. SAFETY ARTICLES (Attach Copies):

Number submitted \_\_\_\_\_ X 25 = 0 PTS

Bonus if Published \_\_\_\_\_ X 25 = 0 PTS

**D4. SAFETY REPORTS/HAZARD REPORTS:**

Number submitted 4 X 2.0 = 8 PTS

Bonus if identifying new problem (Enclosure (7)) 1 X 5 = 5 PTS

**D5. SAFETY ORIENTED SPECIAL PROJECTS:** \_\_\_\_\_ X 50 = PTS  
(Attach Narrative - PTS assigned by COMASWINGPAC)

**D6. BENEFICIAL SUGGESTIONS (Enclosure (3)) 1 X 25 = 25 PTS**

**E. ADDITIONAL FACTORS:**

**E1. SAFETY CITATIONS (Enclosure (6)) 3 X 25 = 75 PTS**  
Enclosure (8)  
Enclosure (9)

**E2. FLIGHT VIOLATIONS 0 X (-) 250 = (-) 0 PTS**

**E3. SUPERIOR PERFORMANCE IN NWAI/NTPI/CTPI (Assigned by COMASWINGPAC) PTS**

**E4. ORDNANCE SAFETY VIOLATIONS 0 X (-) 25 = (-) 0 PTS**

**E5. CLASS B MISHAPS 0 X (-) 50 = 0 (-) 0 PTS**

**E6. MAINTENANCE PROGRAMS (Assigned by COMASWINGPAC) PTS**

**F. COMMANDER'S ESTIMATE (Assigned by COMASWINGPAC) PTS**  
TOTAL SECTIONS D THROUGH F \_\_\_\_\_ PTS

**G. SUMMARY:**

**G1. TOTAL SECTIONS A THROUGH C: 3130 PTS X 0.6 = 1878 PTS**

**G2. TOTAL SECTIONS D THROUGH F: \_\_\_\_\_ PTS X 0.4 = \_\_\_\_\_ PTS**

**G3. WEIGHTED TOTAL: G1 + G2 = \_\_\_\_\_ PTS**

**H. ADDITIONAL INFORMATION**

**H1. AVERAGE NUMBER OF AIRCRAFT ABOARD 10**

**H2. PASSENGERS CARRIED**

C-2	6,706
C-12	111
T-39	1,497
C-1	1,154
Total:	9,470

**INTERNAL CARGO**

C-2	836,616
C-12	750
T-39	23,966
C-1	<u>17,870</u>
<b>Total:</b>	<b>379,202</b>

From: **M4. YERTREP TONS**

N/A

Subj: **M5. TONS MAIL CARRIED**

(C-2)	32.3
(C-12)	0
(T-39)	0
(C-1)	<u>2.9</u>
<b>Total:</b>	<b>35.2</b>

1. It is a pleasure  
entitled, "Benefits of  
the CT-39E Aircraft"

2. Your recommendation  
worthy of an award of  
\$300.00 by the

3. Well done

4. Admin