



VRC-30

1987

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

5750

Ser 10/ 151

8 APR 1988

From: Commanding Officer, Fleet Logistics Support Squadron 30  
To: Naval Aviation History Office (OP-09EH), Washington Navy Yard  
Subj: COMMAND HISTORY REPORT  
Ref: (a) OPNAVINST 5750.12D  
Encl: (1) Command History for Calendar Year 1987

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

*M. T. Beresky*  
M. T. BERESKY  
Acting

*Logsdal*

**FLEET LOGISTICS SUPPORT SQUADRON THREE ZERO  
COMMAND HISTORY - 1987**

1. COMMAND COMPOSITION AND ORGANIZATION

Commander Douglas D. Eller, USN

Commanding Officer                      1 January - 23 October 1987

Commander Fort A. Zackary, Jr., USN

Commanding Officer                      23 October - 31 December 1987

Officer Basic Allowance: 51              Count on Board: 38

Enlisted Basic Allowance: 313          Count on Board: 265

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 COMNAVAIRPAC Fleet Replacement Squadron (FRS) for the UC-12B/F aircraft and serves as the COMNAVAIRPAC NATOPS Model Manager for the CT-39E/G, UC-12B/F, and the C-2A(R) aircraft.

2. CHRONOLOGY

a. 2 - 5 February: C-2A detachment to NAS Alameda in support of USS Carl Vinson.

b. February: Assumed responsibilities as C-2A(R) Model Manager.

c. 3 - 9 March: C-2A detachment to NAS Alameda in support of USS Carl Vinson.

d. March - Developed the C-2A Passenger Briefing Guide now in use by all west coast CV's. The guide was recently approved for incorporation into the C-2A NATOPS Manual.

e. March and July: Organized and chaired NATOPS conferences for both SLEP and REPROCURED C-2A aircraft, resulting in over 400 NATOPS changes and significantly improved procedural standardization.

f. May: CT-39E WESTPAC evaluation completed.

g. May: All SLEP C-2A's were permanently grounded with no prior notice. A training plan was immediately developed and implemented to transition to the new REPROCURED C-2A. All C-2A aircrew (16 pilots, 8 loadmasters, and 11 airborne plane captains) were trained and NATOPS qualified within six weeks, resulting in no delay in fleet COD service.

h. June: VRC-30 developed the C-12 portion of U.S. Navy Aircraft Emergency Rescue Manual (NAVAIR 00-80R-14-1) was published.

Encl (1)

i. 24 - 29 July: C-2A detachment to NAS Alameda in support of USS Carl Vinson.

j. 3 - 6 August: C-2A detachment to NAS Alameda in support of USS Enterprise.

k. August - September: C-12 WESTPAC evaluation completed for 10 commands.

l. 23 October: Commander Douglas D. Eller, USN was relieved by Commander Fort A. Zackary, Jr., USN.

m. 1 - 13 November: C-2A detachment to Elmendorf AFB, Alaska in support of COMTHIRDFLT operations.

n. 21 December: VRC-30 completed twelve years of accident-free flying with over 81,000 flight hours.

o. December: AD1 [REDACTED] was named Sailor of the Year for 1987.

### 3. NARRATIVE

Aircraft assigned to the squadron include four C-2A(R) "GREYHOUNDS", two CT-39E "SABRELINERS", and a UC-12B and UC-12F "Super King Air". An additional two C-2A(R)'s will arrive in FY88. The GRUMMAN C-2A "GREYHOUND" is a Carrier-Onboard-Delivery (COD) aircraft used to transport personnel, mail and material to aircraft carriers operating in the eastern Pacific. 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/F "Super King Air" is utilized for training pilots and aircrew assigned to COMNAVAIRPAC commands which fly those aircraft. Additionally, the squadron UC-12's are used to respond to NALO tasking. VRC-30 operations for 1987 include 5,239 flight hours, 10,035 embarked passengers, 1,920,712 pounds of cargo, 93 tons of mail and 436,000 air miles traveled. In addition, VRC-30 accumulated 486 carrier arrested landings and supported 3 airshows. The C-12 FRS trained 121 pilots, 21 aircrew and 8 NFO observers.

### 4. SUPPORTING DOCUMENTS

1. Biography and photograph of Commanding Officer (included change-of-command brochure).

2. Photographs of squadron aircraft.

3. Copy of CNAP NAVGRAM recognizing VRC-30 attainment of 81,000 accident free flight hours.

4. Copy of Battle "E" Award submission.

5. Copy of CNO Safety Award submission.

6. Copy of SECDEF Maintenance Award submission.



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3500  
Ser 20/011  
08 Jan 88

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) Battle Efficiency Award Report for VRC-30

1. In accordance with Appendix B to reference (a), enclosure (1) is submitted for consideration in Category X (Support) competition.

  
F. A. ZACKARY, JR.

VRC-30 BATTLE EFFICIENCY AWARD REPORT

1. OPERATIONAL ACHIEVEMENT

a. FLIGHT HOURS

	<u>C-2A</u>	<u>CT-39</u>	<u>UC-12</u>	<u>TOTAL</u>
(1) TOTAL HOURS FLOWN	3409.0	2519.0	1780.3	7708.3
(a) DAY	3054.6	2202.4	1562.5	6819.5
(b) NIGHT	354.4	316.6	217.8	888.8
 (2) TOTAL EMBARKED HOURS				
(a) DAY	1078.3			
(b) NIGHT	73.3			

b. SHIPBOARD LANDINGS

(1) TOTAL CARRIER LANDINGS	755
(2) CARRIER LANDING GRADES	3.05
(3) BOARDING RATE	.986

c. LOGISTICS DATA

	<u>C-2A</u>	<u>CT-39</u>	<u>UC-12</u>	<u>TOTAL</u>
(1) CARGO MOVED	2,287,996	56,576	720	2,345,292
(2) PAX MOVED	11,127	2539	139	13,805
(3) FLAG/DV MOVEMENT	320	205	34	559

2. TRAINING READINESS

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

(1) FRS GRADUATES	
FLIGHT (PILOT)	93
GROUND (PILOT)	166 (INCLUDES FLIGHT GRADUATES)
FLIGHT (AIRCREW)	53

3. WEAPONS SYSTEM READINESS

(1) AIRCRAFT AVAILABILITY

(a) FULL MISSION CAPABLE (FMC) RATE

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
C-2A	23.9	29.8	33.2	8.6	21.6	27.8	44.6	42.0	14.1
CT-39	84.6	71.6	79.3	32.4	91.8	97.0	80.0	84.6	80.5
	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
C-2A	28.9	51.8	35.0	38.8	59.8	47.8	56.6	40.7	44.9
CT-39	86.9	83.1	96.3	86.9	86.7	89.8	86.0	61.9	84.7

(b) MISSION CAPABLE (MC) RATE

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
C-2A	71.4	61.4	61.4	55.0	59.9	67.3	58.8	51.7	52.2
CT-39	85.6	71.6	79.6	85.4	91.8	97.0	81.0	85.3	83.1

  

	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
C-2A	60.3	68.4	69.5	89.0	78.7	73.0	67.0	62.5	71.1
CT-39	86.9	83.1	96.5	86.9	86.8	89.8	86.0	84.1	85.3

(c) CANNIBALIZATION RATE/100 FLIGHT HOUR

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
C-2A	9.1	7.9	4.0	9.4	6.3	2.1	13.4	9.0	14.1
CT-39	0.8	2.6	0.7	0.0	0.0	0.0	0.7	0.0	1.3

  

	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
C-2A	15.6	12.3	7.1	5.6	6.7	17.0	22.1	18.0	13.1
CT-39	0.0	0.0	0.0	0.7	1.2	0.0	0.7	0.0	0.3

(d) A799 RATE

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
C-2A	5.6	3.8	4.6	5.2	4.5	4.6	3.4	5.9	6.3
CT-39	10.6	7.3	18.5	4.6	3.4	5.9	4.7	0.0	1.7

  

	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
C-2A	3.9	4.4	9.3	6.9	7.6	3.9	5.3	5.1	5.8
CT-39	9.2	3.4	5.8	5.7	0.0	0.0	1.0	2.2	3.4

4. PERSONNEL READINESS

a. RETENTION RATE

(1) 1ST TERM	47.5%
(2) 2ND TERM	55.0%
(3) CAREER	63.6%

b. ADVANCEMENT

(1) ELIGIBLE	283
(2) ADVANCED	79
(3) PNA	198

5. COMBAT READINESS INSPECTION AND EXERCISES

a. INSPECTION RESULTS

- (1) COMMAND INSPECTION
  - (a) COMASWINGPAC: JUNE 1986 - SATISFACTORY

(2) NATOPS EVALUATIONS

(a) CT-39 - DECEMBER 1987 (SATISFACTORY)

(b) UC-12 - JULY 1987 (SATISFACTORY)

(c) C-2A - NO C-2 UNIT EVAL DUE TO TRANSITION TO SLEP C-2  
FOLLOWED IMMEDIATELY BY REPROCURED C-2

6. ACHIEVEMENTS IN AVIATION SAFETY

a. ALPHA FLIGHT/FLIGHT RELATED MISHAPS - NONE

b. BRAVO FLIGHT/FLIGHT RELATED MISHAPS - NONE

c. ALPHA GROUND MISHAPS - NONE

d. SAFETY REPORTS SUBMITTED

(1) HAZARD REPORTS-7

(2) HMR-15

(3) EI-13

(4) QDR-6

(5) ADR-3

(6) TPDR-3

e. NATOPS CHANGES SUBMITTED

(1) C-2A - 234

(2) UC-12 - DRAFTED MAJOR CHANGES/REVISIONS TO SECTIONS/  
MANUALS FOR UC-12 B/F/M

(3) CT-39 - 25

7. FOREIGN OBJECT DAMAGE

a. TOTAL NUMBER OF FOD OCCURRENCES - ZERO

b. EVALUATION OF FOD PROGRAMS, INITIATIVES AND DIRECTIVES

(1) VRC-30 IS PARTICULARLY PROUD OF ITS FOD PREVENTION PROGRAM.  
HARD WORK AND ATTENTION TO DETAIL BY ALL HANDS RESULTED IN  
AN ENVIABLE ZERO FOD RATE.

8. CONTRIBUTIONS TO WEAPONS SYSTEM DEVELOPMENT

a. UC-12B/F

(1) CHIEF ARCHITECT OF THE UC-12F NATOPS MANUAL INCLUDING  
NORMAL AND EMERGENCY CHECKLISTS, PASSENGER BRIEF CARDS,  
AND FUNCTIONAL CHECKFLIGHT PROCEDURES

(2) FLIGHT TESTED FERRY TANK INSTALLATION FOR ALL (9)  
TRANSPAC UC-12F AIRCRAFT. RECOMMENDATION FOR SYSTEM  
IMPROVEMENT ADOPTED FOR FOLLOW ON UC-12M.

(3) FLIGHT TESTED FERRY TANK INSTALLATION IN RC-12F PRIOR TO  
DELIVERY TO PMRF BARKING SANDS.

(4) AT NADOC REQUEST, SQUADRON PERSONNEL REVIEWED, VERIFIED AND  
ACCEPTED TECHNICAL DATA FOR THE GROUND PROXIMITY WARNING  
SYSTEM AND ASSISTED IN DEVELOPMENT OF THE FLIGHT TEST  
PROFILE.

(5) PROVIDED INPUTS TO ESTABLISH THE C-12 PORTION OF U.S. NAVY  
EMERGENCY RESCUE MANUAL.

(6) COORDINATED WITH HONEYWELL/SPERRY IN DEVELOPMENT OF

CHECKLISTS FOR A DATA/NAVIGATION DISPLAY.

- (7) VERIFIED RAMEC NALC 01-86 INVOLVING OXYGEN MASK MICROPHONE WIRING CHANGE.
- (8) WROTE STATEMENT OF WORK FOR NEW SIMULATOR CONTRACT PROVIDING TRAINING FOR ALL NAVY/MARINE C-12 CREWS.

b. C-2A

- (1) RESEARCHED AND SUBMITTED SUGGESTION TO ADAPT HELICOPTER EMERGENCY EGRESS DEVICE (HEED) FOR INCORPORATION INTO C-2 AIRCREW SURVIVAL VESTS.
- (2) RAMEC SUBMITTED TO ALLOW UTILIZATION OF 25 CUBIC FEET MORE CARGO SPACE WITHIN THE C-2 CARGO CAGE AND TO RETAIN FULL DESIGN STRENGTH OF CAGE SIDEMEMBERS.
- (3) DEVELOPED C-2 PASSENGER BRIEFING GUIDE NOW IN USE BY ALL WEST COAST CV'S. THE GUIDE WAS RECENTLY APPROVED FOR INCORPORATION INTO THE C-2A NATOPS MANUAL.
- (4) ORGANIZED AND CHAIRED NATOPS CONFERENCES FOR BOTH SLEP AND REPROCURED C-2A AIRCRAFT, RESULTING IN OVER 400 NATOPS CHANGES AND SIGNIFICANTLY IMPROVED PROCEDURAL STANDARDIZATION.
- (5) DISCOVERED CRACKS IN AVIONICS MAIN SUPPORT CHANNELS IN THE C-2A. REPORT AND INVESTIGATION RESULTED IN NARF AIRFRAMES BULLETIN.
- (6) BENEFICIAL SUGGESTION SUBMITTED ON PRICE CHALLENGE OF AIRCREW FLIGHT HELMET NAPE STRAP SUBASSEMBLIES. \$100.00 CASH AWARD RECEIVED BY ORIGINATING MEMBER.

c. CT-39

- (1) WROTE STATEMENT OF WORK FOR NEW SIMULATOR CONTRACT PROVIDING TRAINING FOR ALL NAVY/MARINE CT-39 CREWS.
- (2) DEVELOPED CONCEPT AND DRAFTED NATOPS SECTION ON CREW COORDINATION.

10. CONTRIBUTION TO INDIVIDUAL COMMUNITY

- a. AFTER TRANSITION TO THE SLEP C-2A, VRC-30 CONTINUED TO PROVIDE THE BEST AND THE SAFEST CARRIER-ON-BOARD DELIVERY AVAILABLE. ALL SLEP C-2A'S WERE PERMANENTLY GROUNDED IN MAY 1987 WITH NO PRIOR NOTICE. A TRAINING PLAN WAS IMMEDIATELY DEVELOPED AND IMPLEMENTED TO TRANSITION TO THE NEW REPROCURED C-2A. ALL C-2A AIRCREW (16 PILOTS, 8 LOADMASTERS AND 11 AIRBORNE PLANE CAPTAINS) WERE TRAINED AND NATOPS QUALIFIED WITHIN 6 WEEKS, RESULTING IN NO DELAY IN FLEET COD SERVICE.
- b. AS MODEL MANAGER FOR C-2A, CT-39 AND UC-12, VRC-30 ENSURES CURRENCY THROUGH ANNUAL NATOPS EVALUATIONS OF COMNAVAIRPAC, COMNAVAIRLANT AND CNAVRES UNITS.

(1) UNIT NATOPS EVALS CONDUCTED BY TYPE AIRCRAFT:

C-2A - VRC-50

CT-39- VRC-50, CNAVRES

C-12 - CNAVRES, NAS: ALAMEDA, WHIDBEY, LEMOORE, FALLON,  
NORTH ISLAND, NEW ORLEANS, AGANA, CUBI; NAF: MISAWA, ATSUGI; MCAS:



FUTENMA, IWAKUNI

11. ADDITIONAL SQUADRON REMARKS

a. VRC-30'S TASKING IS UNIQUE IN THE NAVY. LOGISTICS SUPPORT IS THE PRIMARY MISSION, ALONG WITH FLEET REPLACEMENT RESPONSIBILITIES FOR THE UC-12B AND F. ADDITIONALLY, VRC-30 IS THE MODEL MANAGER FOR THE C-2A, CT-39 AND UC-12. THE SQUADRON IS KNOWN THROUGHOUT THE NAVY AS THE ESTABLISHED EXPERTS ON THESE AIRFRAMES. VRC-30 IS THE SOLE SOURCE OF COD SERVICES IN EASTPAC AND BOASTS THE NAVY'S ONLY CONUS BASED AROUND THE CLOCK, ALERT (TWO HOUR) AIRLIFT CAPABILITY.

b. OPERATIONS. NAVAIR GROUNDING OF ALL SLEP C-2A AIRCRAFT COULD HAVE HAD A DRASTIC EFFECT ON PACFLT CARRIER SUPPORT. VRC-30 RESPONDED WITH AN IN-PLACE, ESTABLISHED TRAINING PROGRAM FOR AIRCREW AND MAINTENANCE PERSONNEL WHICH RESULTED IN NO LOST CARRIER SORTIES AS THE SQUADRON TRANSITIONED FROM THE SLEP TO THE REPROCURED C-2A. TOTAL TIME FROM THE ORIGINAL NAVAIR GROUNDING NOTICE FOR THE SLEP C-2A TO FULL OPERATIONAL CAPABILITY WITH ALL ASSIGNED REPROCURED AIRCRAFT WAS ONE MONTH.

NUMEROUS MESSAGES AND LETTERS OF APPRECIATION ATTEST TO THE OUTSTANDING MANNER IN WHICH VRC-30 COMPLETES EVEN ROUTINE BUSINESS. SPECIFIC EXAMPLES INCLUDE:

---THE FIRST ELMENDORF BASED CARRIER SUPPORT DETACHMENTS FOR WINTER BATTLE GROUP OPERATIONS IN THE GULF OF ALASKA. SUPPORT OF THREE BATTLE GROUPS IN 1986 AND ONE IN 1987 RESULTED IN OUTSTANDING AIR WING AND BATTLE GROUP READINESS AND ADDITIONALLY IMPROVED PUBLIC AWARENESS OF NATIONAL COMMITMENTS IN THAT VITAL AREA OF THE WORLD.

---ALTHOUGH ONLY 66% OF AUTHORIZED AIRCRAFT WERE ON BOARD, THE SQUADRON COMPLETED 97% OF ALL TASKED FLIGHTS IN ADDITION TO TRANSITION TO THE REPROCURED C-2A.

---SUPPORT FOR THE SOUTHERN CALIFORNIA OFFSHORE RANGE COMPLEX REMAINS A HIGH PRIORITY FOR VRC-30. DURING THE COMPETITIVE CYCLE THE SQUADRON FLEW OVER 200 FLIGHT HOURS AND TRANSPORTED MORE THAN ONE MILLION POUNDS OF MATERIEL IN SUPPORT OF NUWES OPERATIONS.

---HIGH PRIORITY, HIGH VISIBILITY TRANSPORT OF VIPS IS ROUTINE FOR THE SQUADRON. DURING THE CYCLE, VRC-30 TRANSPORTED OVER 500 VIPS/DVS BOTH ASHORE AND TO/FROM CARRIERS AT SEA. OPERATIONS RANGED FROM 500 MILES SOUTH OF LA PAZ, MEXICO TO NORTH OF FAIRBANKS, ALASKA AND WEST TO HAWAII AS WELL AS THE ENTIRE CONTINENTAL UNITED STATES.

---A PRIME PLAYER IN A MULTI-NATIONAL, INTER-SERVICE MEDIVAC FOR BURNED SEAMEN 1000 NM WEST OF ALAMEDA WHICH RECEIVED NATIONAL MEDIA COVERAGE. UNITS OF THE U.S..NAVY, AIR FORCE, AIR NATIONAL GUARD, COAST GUARD AND JAPANESE MERCHANT SEAMEN WERE INVOLVED. VRC-30 RECEIVED SPECIAL RECOGNITION FROM COMTHIRDFLEET FOR OUTSTANDING SERVICE.

c. MAINTENANCE. THE AIRCRAFT COMPLEMENT AND MISSION OF VRC-30 IS THE ONLY ONE OF ITS KIND IN THE NAVY. COMPRISED OF THREE DIFFERENT TYPES OF AIRCRAFT, THIS SQUADRON CONTINUES TO BE THE LEADER IN OPERATIONAL READINESS AND CAPABILITY. DURING THIS REPORTING PERIOD, VRC-30 FLEW THE SLEP C-2A FROM OCTOBER 86 TO MAY 87, THE REPROCURED C-2A FROM MAY TO SEPTEMBER 87, THE CT-39E, THE UC-12B AND THE UC-12F. AVAILABILITY OF CARRIER ON BOARD DELIVERY AIRCRAFT FOR THE PACIFIC FLEET HAS NEVER BEEN HIGHER. THE SQUADRON REGULARLY RECEIVES PLAUDITS FROM THE NAVAL AVIATION LOGISTICS OFFICE FOR OUTSTANDING AVAILABILITY OF LOGISTIC AIRCRAFT.

THESE HIGH STANDARDS OF ACCOMPLISHMENT WERE MADE POSSIBLE BY A COMBINATION OF THOROUGH TRAINING, SOUND MAINTENANCE PRACTICES AND SUPERIOR ASSET MANAGEMENT. A SOLID COMMITMENT TO PROPER PREVENTATIVE AND CORRECTIVE MAINTENANCE PRACTICES AND AN OVERRIDING CONCERN FOR SAFETY HAS ENSURED THAT OPTIMAL USE IS OBTAINED FROM ALL ASSIGNED ASSETS.

VRC-30 CONTINUES TO IMPROVE AIRCRAFT AVAILABILITY AND TO INCREASE ALREADY SUPERIOR READINESS STATISTICS BY ACTING ON INNOVATIVE IN-HOUSE IDEAS. TOTAL SUPPORT OF THE NAVY'S BOSS, MILCAP AND AVIATION MAINTENANCE DISCREPANCY REPORTING PROGRAMS HAS RESULTED IN IMPROVED MAINTENANCE PROCEDURES FOR NOT ONLY THE C-2A, BUT ALSO THE E-2C.

WORKING WITH AND MANAGING THE MAINTENANCE REQUIREMENTS FOR THREE DIFFERENT AIRCRAFT IS DIFFICULT; AT VRC-30 IT IS DONE PROFESSIONALLY, EFFICIENTLY AND MOST IMPORTANTLY, SAFELY.

THE MEN AND WOMEN OF VRC-30 ARE TOTALLY DEDICATED TO THEIR JOBS. THE SQUADRON'S IMPRESSIVE RECORD OF FLEET SUPPORT AND TRAINING ACCOMPLISHED TRULY REFLECT THE QUALITY OF THE MAINTENANCE PROGRAMS.

d. SAFETY. A DIVERSE SQUADRON REQUIRES AN AGGRESSIVE, MULTI-FACETED APPROACH TO SAFETY. THE PROGRAM FOCUSES ON ONE MAJOR GOAL: TO INCLUDE ALL HANDS IN THE SAFETY EFFORT. THE FACT THAT THE COMMAND COMPLETED ITS TWELFTH YEAR OF MAJOR MISHAP FREE OPERATION ON 22 NOVEMBER 1987, FLYING 81,000 HOURS, (A MAJOR MILESTONE FOR ANY AVIATION ORGANIZATION) IS AN INDICATOR OF THE SUCCESS OF THAT APPROACH. NO OFF DUTY FATALITIES OR SERIOUS ON THE JOB INJURIES OCCURRED DURING THIS COMPETITIVE CYCLE.

e. TRAINING. THE ALL INCLUSIVE VRC-30 AIRCREW TRAINING PLAN COVERS ALL THREE AIRCRAFT. IT PROVIDES NEWLY ASSIGNED OFFICERS AND ENLISTED AIRCREW WITH COMPREHENSIVE SYLLABI WHICH QUICKLY QUALIFY THEM IN THEIR RESPECTIVE INITIAL CREW POSITION. FOLLOWING INITIAL QUALIFICATION, THE TRAINING PLAN THEN PROVIDES THE MEANS TO MANAGE AND DIRECT UPGRADE AND PROFICIENCY TRAINING FOR ALL 22 CATEGORIES OF AIRCREW.

THE AIRCREW TRAINING PLAN IS A DYNAMIC DOCUMENT WHICH ALLOWS MAXIMUM FLEXIBILITY IN THE TRAINING OF AIRCREW. IT SETS THE HIGHEST STANDARDS TO ENSURE THAT EACH PERSON IS THOROUGHLY TRAINED PRIOR TO QUALIFICATION.

DURING THIS CYCLE, THE TRAINING PROGRAM HAS PRODUCED 16 AIRCRAFT COMMANDERS, 12 SECOND PILOTS, 18 THIRD PILOTS, 9 INSTRUCTOR PILOTS, 7 NATOPS INSTRUCTOR PILOTS, 2 NATOPS EVALUATORS, AND 8 PMCF PILOTS IN ADDITION TO 7 AIRBORNE PLANE CAPTAINS, 7 LOADMASTERS, 12 INSTRUCTORS, 10 NATOPS INSTRUCTORS AND 7 EVALUATORS.

f. GENERAL. VRC-30 IS EXTREMELY ACTIVE IN NON-OPERATIONAL AND COMMUNITY CONCERNS.

---COLLECTED OVER 100% OF 1987 COMBINED FEDERAL CAMPAIGN, EXCEEDING .GOAL OF \$7881.00.

---SPONSOR OF CUB SCOUT PACK 970 OF MURPHY CANYON, SAN DIEGO, CA.

---OFF-DUTY EDUCATION FOR 53 PERSONNEL AND 34 PERSONNEL PARTICIPATING IN THE NAVY FUNCTIONAL SKILLS PROGRAM.

---SPONSORED 60 CHILDREN FROM SAN DIEGO CHILD PROTECTIVE SERVICES FOR CHRISTMAS 1987.

---ACTIVE PARTICIPANT IN NCOA FOOD DRIVES AND PROGRAMS.

---WINNER OF 1986 NAS NORTH ISLAND CAPTAINS CUP COMPETITION.

---CONTRIBUTED \$3132.00 TO NAVY RELIEF IN 1987 CAMPAIGN (OVER 104% OF GOAL)

3590  
Ser 40/01  
07 JAN 1988

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

Subj: CY87 CNO SAFETY AWARD NOMINATION

Ref: (a) COMASWINGPAC San Diego CA 231715Z Nov 87

- Encl: (1) VRC-30 Safety Program Narrative
- (2) Squadron Safety Worksheet
- (3) Tentative Operational Requirement (TOR) for the Helicopter Emergency Egress Device (HEED)
- (4) Proposed RAMEC Ser 431/373
- (5) COMNAVAIRSYSCOM Washington DC 202108Z Feb 87
- (6) C-2A Passenger Briefing Guide
- (7) COMNAVAIRPAC San Diego CA 102301Z Sep 87 "Pro of the Week"
- (8) VRC-30 ltr Ser 50/152 MilCap No. 01-87
- (9) FLELOGSUPPRON THREE ZERO 061540Z Aug 87
- (10) FLELOGSUPPRON THREE ZERO 151540Z Sep 87
- (11) COMNAVAIRPAC NAVGRAM Ser 10261 of 23 Dec 87

1. In accordance with reference (a), enclosures (1) through (11) are submitted with supporting justification.

2. In Fleet Logistics Support Squadron THREE ZERO (VRC-30) we truly believe that safety produces readiness; the squadron's accomplishments prove this commitment. As CY87 ends, VRC-30 will have flown greater than 31,000 flight hours over twelve years without a single major mishap. Our FOD rate remains "ZERO"; no serious job related personal injuries occurred; only one major "off-duty" injury was recorded; no personnel caused TFOA incidents were documented. On the other side of the ledger, mission accomplishment, sortie completion and aircraft readiness rates maintain improving trends.

3. The year's most noteworthy event again centered on the C-2A. Although squadron SLEP C-2's were passing first and second ASPA inspections, Navy-wide the aircraft were determined to have exceeded their fatigue life and were immediately grounded. In less than three weeks the squadron completed a full transition to reprocurd C-2A's. This event occurred six months ahead of schedule; was almost completely self-directed; involved almost 300 pilots, aircrew and maintenance personnel; and, was flawlessly safe.

4. The men and women of VRC-30, from junior airman to Commanding Officer, routinely demonstrate their "safety first" commitment. They truly embody the spirit of the CNO Safety Award and are most deserving of its receipt.

F. A. ZACKARY, JR.

*M*  
*FB*  
*FT*  
*TO*  
*FV*  
*OA*  
*C*  
*YNO*

## VRC-30 SAFETY PROGRAM NARRATIVE

I. Introduction. The safety atmosphere at VRC-30 is viable, progressive, and personal. Genuine involvement by all squadron members has produced a zero major mishap rate for twelve consecutive years while amassing over 81,000 flying hours in four different type aircraft. A safe, efficient and totally professional approach to completion of the carrier-on-board delivery (COD), Naval Air Logistics Office (NALO) tasking and the UC-12B/F Fleet Replacement Training missions has been achieved through an all-hands commitment to complete knowledge, understanding and participation in the squadron safety program.

II. Command Safety Program. The focus and major goal of the VRC-30 Safety Program is: to include all hands in the safety effort. Total involvement and cooperation throughout the Command has produced an awareness and commitment to safety that gains momentum each day. The Command's aim is to educate personnel to identify hazards and react properly to them. Further contributing to a well trained safety cadre, the Command Safety Petty Officer has nearly completed the requirements for designation as Safety Specialist (NEC 8301). Utilizing his training, VRC-30 will be able to implement an all-encompassing Safety Program, including NAVOSH, aimed at safety awareness from the grass roots up. Our dedication to aviation safety is evidenced by:

### A. NATOPS Programs

(1) Operating three different type aircraft requires an aggressive, multi-faceted approach to training. Aircraft systems are taught and reviewed from the most basic level continuing through attainment of Transport Aircraft Commander qualification. All this is accomplished within the squadron since no other FRS is available to teach the C-2A (R), UC-12 B/F or CT-39 aircraft. Our NATOPS programs consider the fact that no aircraft systems trainers are available. Aircrew participation in the program is seen in the 284 meaningful NATOPS changes submitted and approved during the year's two NATOPS conferences.

(2) Weekly Aircraft Training. Training is held to reinforce pilot's and aircrew's knowledge of the numerous complex systems of their aircraft. As a result, an in-depth familiarity with NATOPS is achieved. Resident experts brief the various nuances of each week's target system and test for understanding. This provides immediate feedback to correct deficiencies and reinforce subject matter. Pilots are encouraged to share recent experiences such as emergencies encountered, differing procedures at civilian fields, practical use of aircraft equipment to maximize results and, of course, things they have done (right or wrong) in the aircraft for everyone's benefit. The bottom line is pilot/aircrew training aimed at the safest possible transport of our valuable passengers and cargo.

B. Standardization Program. All VRC-30 pilots participate in an exhaustive NATOPS upgrade training program while advancing toward Transport Aircraft Commander qualification. Recognizing that the lives of thirty people can be at risk each flight, we ensure that our small cadre of instructor pilots are highly experienced and qualified. Instructors are standardized and our pilots taught similar techniques for the proper response to emergency situations.

Encl (1)

The Commanding Officer has given Carrier Transport Plane Commander checkrides in order to ensure the highest possible standardization.

#### C. Aviation Training

(1) An active, well-organized Aviation Safety Program aimed at aircrew professionalism and crew coordination has been totally effective in ensuring safe aircraft evolutions. Quarterly safety standdowns are targeted to the needs of the aircrew. Recent training has included an Aviation Physiologist who led a "show and tell" demonstration of C-2, CT-39, and C-12 survival equipment. Aircrews were able to inflate life rafts and examine what is actually available to them and their passengers in an emergency. Equipment in the life raft was pulled out enabling hands-on familiarity before an emergency. This training was especially important to CT-39 and C-12 aircrew since their equipment is civilian issue and not normally addressed in Navy survival training.

(2) Recognizing that aviation safety begins with the sailor working on the aircraft, their needs are also targeted during safety standdowns. Additionally, exhaustive follow-on training is conducted each week to brief system components and proper maintenance practices. In VRC-30 maintenance training billets are fully manned and the Maintenance Training Improvement Program (MTIP) flourishes. The individual technician's understanding of the aircraft provides the safest product for the pilot and the passenger.

#### III. Special Projects

A. Each month a squadron officer is assigned duty as the Command Safety Duty Officer. For a two week period the Safety Duty Officer observes squadron shop and line procedures, reviews safety related instructions and then writes a report of findings. This report is read and commented on by the chain of command and action is taken to improve the overall safety posture of the squadron. While completing this assignment, the junior officer is exposed to safety fundamentals, hazard recognition, mishap prevention and individual responsibility in the safety program.

B. In May 1987, the squadron C-2A (SLEP) aircraft were prematurely retired from active service. Expecting C-2A Reprocured aircraft to arrive shortly, both aircrew and maintenance technicians embarked on a concentrated course to learn new aircraft systems. In a short two week period new syllabi were set up and crews (pilots, loadmasters, plane captains) were instructed by already qualified C-2A (R) crews. During this exceptional squadron-wide effort (old aircraft departing and new ones arriving) the safety of personnel and assets was always at the forefront. The transition was completed smoothly, without incident, with maximum effort offered to ensure the safety of our passengers and cargo.

C. As C-2A (SLEP and Reprocured) Model Manager, VRC-30 took the lead in several major Greyhound community projects. Specifically:

(1) We organized and chaired NATOPS Conferences for both the SLEP and Reprocured C-2A aircraft. These highly successful conferences produced over 400 NATOPS changes of which VRC-30 was responsible for close to 300.

(2) We researched the adaptability of the Helicopter Emergency Egress Device (HEED) for incorporation into C-2 aircrewman survival vests (Encl (3)). Investigation revealed the HEED to be an excellent addition to the aircrew survival gear and a proposal was submitted which COMNAVAIRPAC approved. If incorporated, HEED will provide crewman with additional time to ensure the survival of passengers in the event of ditching at sea.

(3) After exhaustive study, the squadron's Loadmaster NATOPS Petty Officer proposed a RAMEC, approved by COMNAVAIRPAC, which increased the useful cubic feet available in the C-2 cargo cage (Encl (4)). This prototype cage configuration significantly increased mission capabilities by providing more space for carrier-on-board delivery.

(4) We submitted a NATOPS change, approved by COMNAVAIRSYSCOM, which modifies procedures for aft restraint of cargo (Encl (5)). This change will afford the C-2 community greater flexibility in transporting over-size cargo during shore missions.

(5) We developed the C-2 Passenger Briefing Guide in use now by all west coast CV's (Encl (6)). This standard guide was recently approved for incorporation into the C-2A (R) NATOPS.

D. VRC-30 is the west coast C-12 FRS as well as the Model Manager for the C-12B/F. During the year our cadre of experienced instructor pilots and aircrewmen have performed flawlessly, without incident, while conducting fixed-wing training operations with predominantly rotary-wing students. Some of their most notable achievements include:

(1) The training of 121 pilots, 21 aircrewmen, and 8 Naval Flight Officers.

(2) The organization and completion of twelve command NATOPS evaluations for Pacific Fleet commands.

(3) Development of the C-12 portion of the U.S. Navy Aircraft Emergency Rescue Manual (NAVAIR 00-30R-14-1).

(4) Completion of a project to have a PT6 engine cut "front to back" to produce a better training device for FRS students. Done at no cost to the government, the cutaway promises to serve as a valuable training tool for years to come.

(5) Completion of seven Navy acceptance flights for the UC-12 TRANSPAC ferry tank system.

E. Pro of the Week. An aggressive, inquiring eye was the key to Petty Officer [REDACTED] finding a loose avionics support bracket during an inspection of an elevator control mount bracket (Encl (7)). Noticing some deformity he directed further investigation which revealed cracks around the support channels. A systematic inspection of all squadron C-2 aircraft was ordered revealing a fleet-wide trend. Because of his attention to detail a Navy-wide airframes bulletin was initiated by the Naval Air Rework Facility. Failure of these support channels could have caused serious injury or death to aircrew or passengers with loss of a valuable aircraft.

**F. Beneficial Suggestion.** The command presented a \$100.00 monetary award to an officer for his price challenge of Nape Strap Subassemblies (NSN 8475-01-078-0072). This suggestion impacted the entire aviation community.

**IV. Summary.** We are justifiably proud of our safety record and recognize that the ability to effectively conduct our critically important multi-support role is solely dependent on maintaining the strongest safety program possible. We set the example at VRC-30 by demonstrating "grass roots" safety at its finest.



SAFETY WORKSHEET

SQUADRON: VRC-30

PERIOD COVERED: 1987

EXPOSURE AND READINESS

A. FLIGHT HOURS:

HRS. FLOWN: 5239 HRS. PROGRAMED: 5343

- A1. DIVIDE HRS FLOWN BY HRS PROG = 98% ACCOMPLISHMENT X 4 = 392 PTS  
AVG. AIRCRAFT ABOARD 8.9
- A2. DIVIDE HRS FLOWN BY AVG NO. AIRCRAFT ASSIGNED = UTILIZATION =  
589 PTS

B. NIGHT FLIGHT HOURS:

NIGHT HOURS FLOWN: 628

- B1. DIVIDE NIGHT HRS FLOWN BY TOTAL HRS FLOWN = 8 X 4 = 32 PTS

C. DISEMBARKED/EMBARKED FLIGHT HOURS/LANDINGS:

- C1. DISEMBARKED DAY HRS: 3905 X 0.1 = 391 PTS
- C2. DISEMBARKED NIGHT HRS: 589 X 0.2 = 118 PTS
- C3. DISEMBARKED DAY LANDINGS: 11195 X 0.1 = 1120 PTS
- C4. DISEMBARKED NIGHT LANDINGS: 1314 X 0.2 = 263 PTS
  
- C5. EMBARKED DAY HRS: 673 X 0.4 = 269 PTS
- C6. EMBARKED NIGHT HRS: 40 X 0.7 = 28 PTS
- C7. EMBARKED DAY LANDINGS: 486 X 0.4 = 195 PTS
- C8. EMBARKED NIGHT LANDINGS: N/A X 0.7 = 0 PTS

TOTAL SECTIONS A THROUGH C: 3397 PTS

SAFETY PROGRAM AND ADDITIONAL FACTORS

D. SAFETY/OPERATIONS INITIATIVES:

- D1. NATOPS CHANGES SUBMITTED (Copies available) 284 X 5 = 1420 PTS
- D2. ANY SAFETY RELATED PUB CHANGES 1 X 5 = 5 PTS
- D3. SAFETY ARTICLES:
  - NUMBER SUBMITTED 0 X 25 = 0 PTS
  - BONUS IF PUBLISHED 0 X 25 = 0 PTS
- D4. SAFETY REPORTS/HAZARD REPORTS
  - NUMBER SUBMITTED 7 X 2 = 14 PTS
  - BONUS IF IDENTIFYING NEW PROBLEM  
(enclosures (7)(8)) 2 X 5 = 10 PTS
- D5. SAFETY ORIENTED SPECIAL PROJECTS: 2 X 50 = 100 PTS  
(enclosures (3)(6))
- D6. BENEFICIAL SUGGESTIONS (enclosure (6)) 1 X 25 = 25 PTS

E. ADDITIONAL FACTORS:

E1. SAFETY CITATIONS (enclosures (5)(9))	2 X 25 =	50 PTS
E2. FLIGHT VIOLATIONS:	0 X (-) 250 =	0 PTS
E3. SUPERIOR PERFORMANCE IN NWAI/NTPI/CTPI		0 PTS
E4. ORDNANCE SAFETY VIOLATIONS	0 X (-) 25 =	0 PTS
E5. CLASS B MISHAPS	0 X (-) 50 =	0 PTS
E6. MAINTENANCE PROGRAMS (Assigned by COMASWWINGPAC)		0 PTS

F. COMMANDERS ESTIMATE (Assigned by COMASWWINGPAC) PTS

TOTAL SECTIONS D THROUGH F PTS

G. SUMMARY:

G1. TOTAL SECTIONS A THROUGH C:	3397 PTS X 0.6 =	2038.2 PTS
G2. TOTAL SECTIONS D THROUGH F:	xxxxx PTS X 0.4 =	PTS
G3. WEIGHTED TOTAL: G1 + G2 =		PTS

H. ADDITIONAL INFORMATION:

H1. AVERAGE NUMBER OF AIRCRAFT ABOARD 8.9  
H2. PASSENGERS CARRIED:

C-2	8130
CT-39	1774
C-12	131
TOTAL	10035

H3. INTERNAL CARGO:

C-2	1,875,602
CT-39	44,390
C-12	720
TOTAL	1,920,712

H4. VERTREP TONS: N/A

H5. TONS MAIL CARRIED:

C-2	93,094
CT-39	0
C-12	0
TOTAL	93,094