

2001



DEPARTMENT OF THE NAVY
FLEET LOGISTICS SUPPORT SQUADRON THREE ZERO
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Ser 00/ **0056**
FEB 28 2002

From: Commanding Officer, Fleet Logistics Support Squadron 30
To: Naval Aviation History and Archives, 1242 10th Street, SE,
Washington Navy Yard, Washington, DC 20374-5059

Subj: CALENDAR YEAR 2001 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12G

Encl: (1) Command History for Calendar Year 2001
(2) Supporting Documents

1. Per reference (a), enclosures (1) and (2) are submitted.


J. F. DEMARCO

1. Command Composition and Organization.

The primary mission of Fleet Logistics Support Squadron THREE ZERO (VRC-30) is to transport high-priority cargo, mail and passengers between shore bases and aircraft carriers throughout the Pacific Theatre. The "PROVIDERS" of VRC-30 fly the Grumman C-2A Greyhound, which is a carrier-based twin-engine turboprop transport aircraft utilized for Carrier On-Board Delivery (COD). With the largest cargo payload of any COD aircraft, the Greyhound can carry up to 26 passengers or 10,000 pounds of cargo, including route support equipment, with a range of over 1000 nautical miles. Among the passenger capabilities, the Greyhound frequently transports Distinguished Visitors (DV's) and is equipped to accommodate litter patients for medical evacuation (MEDIVAC) missions. Cargo configurations enable the C-2A to deliver special stores, jet engines, afterburners and a host of other logistics needs. Internal cargo tie-down is facilitated by a cage system. This system can restrain the cargo during a crash condition of 20 forward G's and also provides restraint from the catapulting and arresting loads encountered during aircraft carrier operations. The large aft cargo door and ramp facilitate fast turn-around times through straight-in rear cargo loading and unloading. In addition, the Providers of VRC-30 are capable of providing airdrop/paradrop support for Special Warfare Units from any branch of the military. The C-2A has a wide range of communications and radio navigation equipment that are compatible with both military and civil flight operations on a worldwide basis. Navigation equipment includes Global Positioning System (GPS), Carrier Inertial Navigation System (CAINS II), TACAN, VOR, UHF/DF, LF/ADF and weather radar. The airplane is equipped with modified Fowler type flaps, and hydraulically powered irreversible flight controls with an independent hydraulic backup system. The PROVIDERS of VRC-30 operate 12 C-2A Greyhounds and deploy five C-2A detachments in support of all United States Navy Pacific Fleet Aircraft Carriers.

VRC-30 is also home to the Pacific Fleet's C-12B/F Super King Air Fleet Replacement Squadron (FRS) and Model Manager. The FRS is responsible for providing fully qualified C-12B/F pilots and C-12 and C-26 aircrews to Navy and Marine Corps bases that operate the C-12 and C-26 throughout the Pacific Theater.

VRC-30 (UIC sea 52947 and UIC shore 09607) is stationed at the Naval Air Station North Island in San Diego, California, Commanding Officer, CDR Joseph F. Demarco.

2. Chronology.

C-2A detachments provide logistical support from January 2001 through December 2001

<u>EXERCISE/EVENT</u>	<u>CARRIER</u>	<u>DATES</u>
WESTPAC	ABRAHAM LINCOLN	01JAN-07FEB
FLEETEX/JTFEX	CONSTELLATION	22JAN-11FEB
FRS CQ	CARL VINSON	05FEB-09FEB
DECK CERT	KITTYHAWK	08FEB-16FEB
COMPTUEX	CARL VINSON	13FEB-01MAR
CQ/ISE/XIT/TANDEM THRUST	KITTYHAWK	02MAR-17JUN
FRS CQ	CARL VINSON	11MAR-14MAR
WESTPAC	CONSTELLATION	15MAR-14SEP
FRS CQ	JOHN C STENNIS	19APR-25APR
JTFEX I & II	CARL VINSON	18MAY-14JUN
FRS CQ	JOHN C STENNIS	04JUN-07JUN
FRS CQ	JOHN C STENNIS	09JUL-12JUL
TSTA II/II/FEP/COMPTUEX	JOHN C STENNIS	27JUL-23AUG
WESTPAC	CARL VINSON	27JUL-31DEC
FRS CQ	JOHN C STENNIS	06SEP-09SEP
TRANSIT	NIMITZ	24SEP-12NOV
C5F SUPPORT	KITTYHAWK	01OCT-23DEC
FRS CQ	ABRAHAM LINCOLN	31OCT-03NOV
JTFEX	JOHN C STENNIS	31OCT-07NOV
WESTPAC	JOHN C STENNIS	12NOV-31DEC
TSTA II/III/FEP	ABRAHAM LINCOLN	30NOV-13DEC
FRS CQ	ABRAHAM LINCOLN	15DEC-19DEC

The C-2A's logistics support and operational achievements to the fleet from January 2001 through December 2001

CARGO TRANSPORTED:	1,462,057 LBS
MAIL TRANSPORTED:	671,633 LBS
PASSENGERS CARRIED:	16,055
FLAG OFFICERS/DV'S CARRIED:	3,374
C-2 DAY HOURS FLOWN ASHORE:	1,719
C-2 DAY HOURS FLOWN EMBARKED:	2,307
C-2 NIGHT HOURS FLOWN ASHORE:	174
C-2 NIGHT HOURS FLOWN EMBARKED:	433
C-2 DAY SORTIES ASHORE:	798
C-2 DAY SORTIES EMBARKED:	1,426
C-2 NIGHT SORTIES ASHORE:	148
C-2 NIGHT SORTIES EMBARKED:	150
C-12 DAY HOURS FLOWN:	1,759
C-12 NIGHT HOURS FLOWN:	78
C-2 DAY CARRIER ARRESTED LANDINGS:	1,426
C-2 NIGHT CARRIER ARRESTED LANDINGS:	150
BOARDING RATE:	96.6%
CARRIER LANDING GRADES:	3.53

The C-12 FRS successfully graduated 56 category II Fleet Replacement Pilot/NFO (FRP) students, 20 instructor pilot students and trained 10 Pilot/NFO students in a full ground school. Additionally, the FRS trained 35 C-12 and C-26 Fleet Replacement Aircrew (FRAC) students.

3. Narrative.

Detachment ONE completed WESTPAC in early 2001 capping a highly successful deployment. As the first detachment to conduct day-only operations from shore they were called upon to be the benchmark for future detachments under this new concept. One of the critical metrics considered was aircraft material condition. Due to ship-based, night operations squadron aircraft were literally "rode hard and put away wet" every day during Inter-Deployment Training Cycle (IDTC) and cruise. This led to extensive maintenance requirements after deployments and resulted in unexpected Aircraft Service Period Adjustment (ASPA) and post-cruise Material Condition Inspection (MCI) failures. Detachment ONE took the challenge to end this cycle and upon return from WESTPAC their aircraft passed MCI with flying colors. Another significant challenge presented itself in 2001: The change of homeport for USS NIMITZ. This required the "Hustlers" to stand up four months early and deploy with only one aircraft.

VRC-30 Detachment TWO began 2001 conducting JTFEX and FLEETEX with CVW-2, during which the detachment posted an unprecedented 100% sortie completion rate. Detachment TWO deployed from March through September onboard USS CONSTELLATION (CV-64) and conducted operational logistics flights into New Caledonia, Australia, Diego Garcia, Oman, UAE, Bahrain, Saudi Arabia, Jordan, Kuwait, Singapore, and Hong Kong, as well as paradrops and other flights in support of CONBATGRU's EOD detachment. The detachment safely operated out of Aviation Unit Bahrain from May to August 2001 and despite the extreme heat and harsh desert climate flew over 270 hours in support of Operation SOUTHERN WATCH while maintaining a sortie completion rate of 97.3%. Overall, Detachment TWO accumulated over 500 Mishap-Free flight hours in 2001 while transporting in excess of 500,000 lbs. of cargo and mail and 2,600 passengers and DV's before standing-down in October 2001.

The Crusaders of Detachment THREE began 2001 in IDTC with CVW-11 and the USS CARL VINSON Battle Group participating in COMPTUEX, JTFEX I/II, TSTA II/III and numerous FRS CQ evolutions. During this time, the Crusaders also completed a superior pre-cruise AMI inspection lauded by the lead inspector as the best he had ever seen. The Crusaders deployed for WESTPAC on 27 July 2001. As part of the first Battle Group on scene in the Arabian Sea after the September 11th attack, the C-2A provided the only available logistic link to the Battle Group until other means were established. They provided bomb package delivery on several occasions, without which the Battle Group could not complete its strike missions over Afghanistan in support of operation ENDURING FREEDOM. The men and women of Detachment THREE routinely demonstrate their dynamic professionalism, remarkable flexibility and intense commitment towards mission accomplishment. The Crusaders successfully operated simultaneously between numerous foreign bases including Guam, Wake Island, Singapore, Thailand, India, Pakistan, UAE, Oman and Bahrain and aircraft carriers including USS ENTERPRISE (CVN-65), USS THEODORE ROSEVELT (CVN-71), USS JOHN C STENNIS (CVN-74) and USS CONSTELLATION (CV-64). Detachment THREE safely and successfully flew over 1100 hours, transporting over 1,000,000 lbs. of cargo and mail, and over 5500 DV's and passengers, all with a sortie completion rate of over 96 percent. No other Naval Aviation command or detachment can lay more of a claim to such wide-ranging successful contributions

to Battle Group combat readiness, sustainability and mission effectiveness than the Crusaders of VRC-30 Detachment THREE.

Once again the "Providers" rose to the challenge faced by the nation after the attacks on September 11th. Detachment FOUR aircrews were one of the few airborne in the nation within a few hours of that fateful morning. Detachment aircraft transported CVW 9 personnel and cargo from NAS Fallon and NAS Lemoore to USS JOHN C STENNIS in anticipation of early deployment and homeland defense requirements. Ultimately, the battle group did deploy two months early and Detachment FOUR was ready for the call. Additionally, the detachment lost an aircraft for the entire month of October due to CAINS II installation and yet they still conducted training and met their objective to deploy two Full Mission Capable (FMC) aircraft with CVW 9.

As the only forward deployed C-2 detachment in the world, Detachment FIVE continued it's impressive record of service to USS KITTYHAWK and CVW 5. Their operations took them to Phattaya, Guam and Australia for TANDEM THRUST. Once again, Naval Aviation was called upon for immediate response in the aftermath of September 11th and Atsugi-based Detachment FIVE answered the call. Deploying with a reduced AIRWING component in late September the "Providers" established their detachment in Bahrain and together with Detachment THREE transported critical cargo and personnel for the War on Terrorism in Afghanistan. Detachment FIVE pilots were also the only COD aircrew to continue night logistics in 2001.

Not to be ignored, VRC-30 reestablished its shore duty component and reorganized the maintenance department from a detachment concept to a work-center concept. The success of the detachments has rested in a large part on this homeguard component in that ASPA preparation and rebuild, P&E repairs, modifications and other major rework is performed under the cognizance of these personnel. This arrangement allows the detachments to focus on their core mission areas and fine-tune their aircraft for deployment which has arguably improved detachment readiness and morale. Additionally, all these accomplishments have occurred while the squadron has had three less aircraft available than authorized. This situation became particularly difficult when Detachment One deployed onboard USS NIMITZ and left homeguard pilots with no assets available to fly.

The men and women of VRC-30 have met the challenge of logistics support to the 3rd, 5th and 7th Fleets through diligent efforts and creative expertise in operations at sea and ashore. The operational achievements made by the VRC-30 "Providers" in 2001 are second to none.