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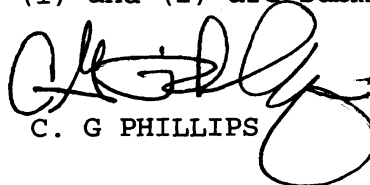
From: Commanding Officer, Fleet Logistics Support Squadron THREE ZERO
To: Naval Aviation History and Archives, 1242 10th Street, SE,
Washington Navy Yard, Washington, DC 20374-5059

Subj: CALENDAR YEAR 2003 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12G

Encl: (1) Command History for CY-03
(2) Supporting Documents

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


C. G. PHILLIPS

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 1,000 nautical miles. Among the passenger capabilities, the Greyhound frequently transports Distinguished Visitors (DVs) and is equipped to accommodate litter patients for medical evacuation missions. Cargo configurations enable the C-2A to deliver special stores, jet engines, afterburners and a host of other logistical needs vital to the carrier's daily operation. 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 able to endure 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 worldwide. Navigation equipment includes Global Positioning System (GPS), Carrier Aircraft Inertial Navigation System (CAINS II), Tactical Air Navigation (TACAN), Very High Frequency Omni-directional Range, Ultra High Frequency Direction Finding (UHF/DF), Low Frequency Automatic Direction Finding (LF/ADF) and weather radar. In the summer of 2003 VRC-30 received its first C-2A with an important avionics upgrade: the Traffic Alert and Collision Avoidance System/Terrain Awareness Warning System (TCAS/TAWS). This advance in cockpit technology, which vastly improves pilot situational awareness (and significantly reduces the chance of midair collision), will eventually take its place in every VRC-30 C-2A aircraft. For flight controls the Greyhound is equipped with hydraulically powered rudders, elevators and ailerons, including an independent hydraulic backup system, and modified Fowler-type flaps. 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 Huron (the Navy's version of a 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 Theatre.

VRC-30 (UIC sea 52947 and UIC shore 09607) is stationed at the Naval Air Station North Island in San Diego, California, with one detachment permanently forward deployed in support of USS Kitty Hawk (CV-63) at Naval Air Facility Atsugi, Japan. VRC-30's Commanding Officer is CDR Curtis Phillips, USN.

2. Chronology.

C-2A detachments provided logistical support from January 2003 through December 2003 during the following exercises and operations:

<u>EXERCISE/EVENT</u>	<u>CARRIER</u>	<u>DATES</u>
OPERATION SOUTHERN WATCH	CONSTELLATION	01 JAN- 18 MAR
OPERATION SOUTHERN WATCH	ABRAHAM LINCOLN	01 JAN- 18 MAR
COMPTUEX	NIMITZ	10 JAN- 29 JAN
WESTPAC	CARL VINSON	17 JAN- 15 SEP
DECK CERT/CQ	KITTY HAWK	21 JAN- 07 FEB
SEA TRIALS	JOHN C. STENNIS	02 FEB- 06 FEB
FRS CQ	JOHN C. STENNIS	10 FEB- 15 FEB
OPERATION SOUTHERN WATCH	KITTY HAWK	23 FEB- 18 MAR
OPERATION IRAQI FREEDOM	NIMITZ	03 MAR- 05 NOV
OPERATION IRAQI FREEDOM	ABRAHAM LINCOLN	19 MAR- 16 APR
OPERATION IRAQI FREEDOM	CONSTELLATION	19 MAR- 16 APR
OPERATION IRAQI FREEDOM	KITTY HAWK	19 MAR- 16 APR
FRS CQ	JOHN C. STENNIS	24 MAR- 26 MAR
FRS CQ	JOHN C. STENNIS	05 MAY- 15 MAY
FRS CQ	JOHN C. STENNIS	16 JUN- 20 JUN
FRS CQ/TSTA II/III	JOHN C. STENNIS	22 SEP- 26 SEP
COMPTUEX	JOHN C. STENNIS	26 OCT- 21 NOV
ANNUALEX	KITTY HAWK	01 NOV- 09 DEC
FRS CQ	JOHN C. STENNIS	03 DEC- 06 DEC

The squadron's logistics support and operational achievements to the fleet from January 2003 through December 2003 are as follows:

CARGO/MAIL TRANSPORTED:	4,689,400 LBS
PASSENGERS CARRIED:	21,058
DAY HOURS FLOWN ASHORE:	3,244
DAY HOURS FLOWN EMBARKED:	2541
NIGHT HOURS FLOWN ASHORE:	347
NIGHT HOURS FLOWN EMBARKED:	197
DAY SORTIES ASHORE:	1446
DAY SORTIES EMBARKED:	1747
NIGHT SORTIES ASHORE:	129
NIGHT SORTIES EMBARKED:	152
BOARDING RATE:	95.6%
CARRIER LANDING GRADES:	3.55

The VRC-30 C-12 FRS was once again at the forefront of the C-12 Light/Medium Airlift community. As the prime mover behind the 2003 Operational Advisory Group, FRS personnel fostered the development of a C-12 Charter, bringing depth and definition to the community's mission and chain of command. Breaking new ground in standardization and technology, FRS classrooms underwent significant technological upgrades, bringing computer-based systems training to a new, more effective level. Acting as the model manager, the FRS oversaw the integration and production of a combined C-12B and C-12F model NATOPS manual. Additionally, the FRS published quarterly issues of "The RAG" in order to sustain corporate knowledge and maintain standardization within the community. Fulfilling another duty of the model manager, the FRS completed 10 unit evaluations of Pacific Fleet C-12B/F units, including those stationed at Naval Air Station Fallon, Nevada; Naval Air Station Lemoore, California; Naval Air Station North Island, California; Naval Base Ventura County (Point Mugu), California; Naval Air Facility Atsugi, Japan; Naval Air Facility Misawa, Japan; Naval Air Facility Kadena, Japan; Naval Air Station Whidbey Island, Washington; and Naval Air Station El Centro, California.

3. Narrative

2003 was an exceptional and record setting year for the PROVIDERS of VRC-30. When the year opened, two VRC-30 detachments were deployed to the North Arabian Gulf in support of USS ABRAHAM LINCOLN and CONSTELLATION. By the end of January as tensions in the region escalated, they were joined on deployment by detachments from USS KITTY HAWK, CARL VINSON, and NIMITZ. For the first time ever, all five VRC-30 sea-going detachments were deployed simultaneously. While a noteworthy achievement in itself, what made it more remarkable was the fact that during the period of highest tempo operations preceding and during Operation IRAQI FREEDOM, the PROVIDER maintainers were able to attain a Mission Capable rate of over 80 percent. Whether the mission was in support of our Nation's war in Iraq or in the Western Pacific in conjunction with North Korean contingency operations, when the call went out, VRC-30 personnel were trained and ready to do their job.

DETACHMENT ONE:

VRC-30 Detachment ONE "Hustlers" began the year deployed and enjoying a shore period in Australia awaiting flight deck resurfacing for USS ABRAHAM LINCOLN (CVN 72). Having just been extended at the six month point of cruise to an indefinite date, morale was surprisingly high as they loaded aboard and headed back to the Gulf to rejoin Detachments TWO and FIVE in preparation for Operation IRAQI FREEDOM. Continuing as the standard bearer for COD logistics operations in 2003, the Hustlers amassed over 330 missions and 375 hours in support of the USS ABRAHAM LINCOLN Strike Group during Operations SOUTHERN WATCH and IRAQI FREEDOM. The Detachment accomplished a 98.8 percent sortie completion rate with the help of Detachments TWO and FIVE in an unprecedented consolidation effort while collocated in Bahrain. This benchmark performance is a result of their direct and aggressive change in the conduct of standard operations during the transit phase of deployment. Detachment ONE is the first West Coast detachment to stand-up beach based detachments off of the carrier during the entire route of transit. Concluding WESTPAC 2003, Detachment ONE based out of Guam (Andersen AFB) and Hawaii (Hickam AFB) prior to arriving home in San Diego. In the final stretch, a Presidential visit became the highlight of the Fly-off and the Hustlers were an integral part in moving the White House team and associated gear/protection from Hawaii to San Diego. Logistics support provided during the second half of the deployment showed the Hustlers transporting 766,295 lbs of cargo and mail and 1,985 more passengers.

After a successful MCI and post deployment stand down the detachment was disbanded and reconstituted in October to begin work-ups with the USS JOHN C. STENNIS Strike Group in preparation for Cruise in 2004. The Hustler Team continues to set high marks and represent the PROVIDER Team with excellence.

DETACHMENT TWO:

The beginning of 2003 found the "Ruffnecks" of Detachment TWO deployed to the Arabian Gulf in support of USS CONSTELLATION and Carrier Air Wing TWO as part of Operation SOUTHERN WATCH. While in Bahrain, Detachment TWO was able to close the manpower gap inherent in the current COD deployment model by basing their entire maintenance effort in Bahrain. On previous deployments, detachment maintenance was split between the shore base and the carrier. Being able to properly support two-shift maintenance without a self-imposed manpower deficit enabled Detachment TWO to enjoy unprecedented aircraft

availability. Combined with the arrival of Detachments ONE and FIVE to Bahrain in the critical pre-war period and the resultant benefits enjoyed by all three detachments due to economies of scale, Detachment TWO was able to attain FMC/MC rates of 90%/99% during Operation IRAQI FREEDOM. Additionally, Detachment TWO aircrew distinguished themselves in numerous Distinguished Visitor/VIP missions including the Chairman of U.S. Joint Chiefs of Staff, Commander FIFTH Fleet and the Battle Group Commanders of our British and Australian allies. During the 2003 portion of their deployment, which included Operation IRAQI FREEDOM, Detachment TWO aircrew safely transported 2,457 passengers and Distinguished Visitors and 618,000 pounds of cargo and mail. After returning from deployment, Detachment TWO bid farewell to USS CONSTELLATION as she set sail for the last time to Bremerton, Washington as a decommissioned warship.

DETACHMENT THREE:

The "Crusaders" of Detachment THREE started the year supporting USS NIMITZ during COMPTUEX/JTFEX while under a shortened Interdeployment Training Cycle (IDTC). In response to tensions in the Arabian Gulf, the Detachment embarked on USS NIMITZ (CVN 68) in early March for WESTPAC 2003, one month earlier than planned. On the fast transit to the Arabian Gulf, the Crusaders supported USS NIMITZ by flying logistics missions into Hickam AFB, Hawaii and Andersen AFB, Guam. Detachment THREE flew ashore to Bahrain in April and started flying missions in support of Operation IRAQI FREEDOM. Detachment THREE remained in the FIFTH Fleet AOR an unprecedented 150 days since there were no carriers available to relieve the USS NIMITZ Strike Group. While in Bahrain, Detachment THREE flew 438 sorties while safely transporting 3,647 passengers and Distinguished Visitors and 820,543 pounds of cargo and mail in support of Operation IRAQI FREEDOM. Additionally, Detachment THREE was called upon to fly a rescue mission across Iraq and into Jordan to deliver parts for Exercise INFINITE ACCLAIM. In early August USS NIMITZ departed the Arabian Gulf on short notice and set up station off the Horn of Africa. Detachment THREE was called upon to continue its support of USS NIMITZ, standing up a mini-detachment in Masirah, Oman. By successfully coordinating with Commander, Task Force 53 (CTF-53), USS NIMITZ and the Omani Government, Detachment THREE was able to transport an additional 64,000 pounds of mail and cargo as well as 254 passengers from an overextended logistics hub 1,300 miles from the deployed Strike Group. Before returning home, Detachment THREE had to set up a final beach detachment in Paya Lebar AB, Singapore while the USS NIMITZ Strike Group prowled the waters of the Andaman Sea for over a month. Early November saw the safe return of Detachment THREE to NAS North Island, completing eight months of deployment. The final test for Detachment THREE was their post-cruise MCI, which they passed with zero discrepancies.

DETACHMENT FOUR:

Detachment FOUR stood-up under an unprecedented and difficult mandate: be deployment ready in two months--a feat normally requiring six months during an Inter-Deployment Training Cycle. The detachment met this challenge, meticulously orchestrating the qualification of 41 Sailors and the pre-deployment grooming of their two C-2A aircraft. Detachment FOUR then deployed in January, seven months ahead of schedule as a member of Carrier Air Wing NINE and the USS CARL VINSON Strike Group. Over an arduous eight-month deployment, the strike group remained exclusively within the SEVENTH Fleet AOR as a part of North Korean contingency operations. During WESTPAC 2003 the detachment flew over 1000 hours and operated ashore at nine foreign

remote airfield locations while delivering nearly 1.1 million pounds of cargo and mail along with 5500 passengers to the VINSON. Back from a successful deployment, Detachment FOUR is the first to continue to remain activated and at the ready supporting the Navy's new Fleet Response Plan (FRP) initiative.

DETACHMENT FIVE:

Detachment FIVE has had another standout year in 2003. The Navy's only permanently forward deployed C-2 detachment, Detachment FIVE is home based at NAF Atsugi, Japan, assigned to provide logistics support to Carrier Air Wing FIVE (CVW-5), USS KITTY HAWK (CV-63), and the KITTY HAWK Strike Group. Though its night carrier land-launch mission was recently discontinued, Detachment FIVE was in 2003 the only C-2 unit in the Navy to conduct night logistics operations aboard aircraft carriers, adding greater flexibility in scheduling and operations for the Battle Group. The added challenges of 24-hour operations to the small maintenance contingent have been handled in stride, with logistic service remaining solid. With the beginning of Spring Cruise, operations were seamlessly moved from NAF Atsugi, Japan to Kadena AFB in support of the USS KITTY HAWK Carrier Strike Group in preparation for Operation IRAQI FREEDOM. During transit to the Arabian Gulf, Detachment FIVE made logistics runs to Singapore before arriving in the Kingdom of Bahrain. The demand of material required the detachment to also make several flights to Kuwait, Oman, and Saudi Arabia. Following the successful execution of Operation IRAQI FREEDOM, Detachment FIVE sailed with USS KITTY HAWK back to Japan, supporting the Strike Group from Malaysia, Singapore, and Kadena. Upon the return of USS KITTY HAWK, Detachment FIVE continued its support of Air Wing FIVE by flying logistical flights to Iwakuni, Kadena and Misawa, Japan and Osan, Korea. By the fall of 2003, USS KITTY HAWK had finished her in-port maintenance period and reported ready for ANNUALEX 2003. Detachment FIVE once again surged to the forefront, supporting the USS KITTY HAWK Strike Group from Kadena, Japan and Anderson AFB, Guam.