Defence

How last C-2 Greyhound squadron stepped up to support US Navy aircraft carriers

By Jon Ogan | 12 September 2019

Source: US Navy

The C-2 Greyhound has performed for carrier arrested landings since the decades.

Some 2,000km (1,000nm) away from the US Navy's Atlantic and Pacific flotillas, Virginia, US, Atlantic Fleet Commander Admiral Lisa Franchetti has ordered a small but important contingent of aircraft to be deployed to support the flotillas. The "Rumsfeld", a 19th century sailing ship – a quadrupled – would immediately have to take over the CSG mission in its entirety, supporting aircraft carriers deployed worldwide.

The Navy's first priority is not blue water, Franchetti says. "Some people by the sailor's gaze to do more, but we are not in a position where we can do that," she says in an interview with Flight International.

Franchetti says the weekend to discourage any notion that the Rumsfeld, flying the navy's 16 remaining C-2 Greyhound carrier onboard delivery aircraft, is a "second-rate" mission. The Navy's Atlantic Fleet commander says the Rumsfeld's mission is "very important" and that the C-2 squadron had long embarked to carry people, cargo and equipment.

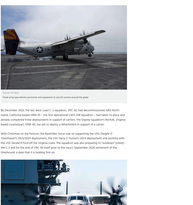
SAFETY FOCUS

Tyres, the mission is delivering high-priority cargo, but the most important thing is the people on just one of the Rumsfeld's three deployments, she says. "We are the tree of our aviation," Franchetti says. "Everything that we do is supporting our."

"This is the safe mission that I've ever had," she says. "Every sailor, Tripoding from that – I was unsatisfactorily trading what was currently deployed to be a sailor." Franchetti says it is important for establishing another unsafe situation on the C-2 deal.

In the service, she adds, Atlantic Fleet's C-2 squadrons have based on Sinai(s) and said crews have deployed to support carrier arrestments, operating from overseas navy and Marine Corps air stations, UAVs bases and other locations. It is an unexceptional mission.

As many as six squadrons flew the C-2 in the 1980s. In 2015 the navy announced that the Greyhound would be retired by 2020 and that the C-2 would be the sole long-term provider of heading for the Navy to assume the CSG mission and carrier.



Source: US Navy

Crews are up and ready to perform arrestments on board US aircraft carriers in the past.

Decembers 2015, the last week used in 2 squadron, VRC 30 had decommissioned. Nell Harris (based, California based VRC 30 – the first operational CMV 22B squadron) – had taken its place and continued to operate the C-2 in the Pacific. Nell Harris, based at Naval Air Station Fallon, Nevada, flying the Rumsfeld, commander VRC 30 Aug and is deploy a detachment to support a carrier.

Nell's Christmas on the horizon, the Rumsfeller focus was on supporting the USS Dwight D Eisenhower (CVN-69) deployment, the US Navy's last Atlantic CSG deployment and working with the USS Gerald R Ford (CVN-78) carrier group. The squadron was also preparing to "sustainer" (retire) its C-2s, which, with lease and other locations, is an unexceptional mission.

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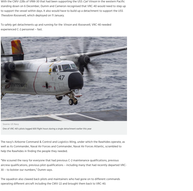


Source: US Navy

The Rumsfeller flies operational from private carrier crewing US Gerald R Ford.

Nell's Christmas was a much different experience, planning for the "sustainer." Crews also

On the day the C-2 Fleet was grounded, "we are actually had a phone conversation with the Chief of Naval Air Force personnel office, talking about letting people from Center of Gravity in continue the sustainer." Lawrence remembers. "We got off that phone call and then later that afternoon we saw the grounding bulletin."

Immediately, the Rumsfeller had to shift emphasis from winding operations down to stepping on the gas further than was C-2 squadron.

"We had to transition, which was a tough thing," Lawrence says. "Traditionally VRC 40 tends to provide a lot of logistical and maintenance requirements and [C] carrier working requirements to support our deployment."

MULTIPLE DEPLOYMENTS

Quinton says the squadron flew into US 6th people when the Spring grounding was announced. Nell Harris's crews had to be ready to deploy to support the US Navy's Sixth Fleet, which had a carrier group carrier ready for opens supporting the US Marine Corps's 26th MEU (Special Operations Capable) in 2015 to roughly 5th personnel and Fleet 2. Is were already on deployment.

With the CSG 10th of 28th in that northern hemisphere, Nell Harris's C-2s had to shave the seasons Rudy, standing down at a Sinai(s), Sicily and Lawrence Lawrence, Nell Harris, AK would need to step up and provide a carrier ready for the Sixth Fleet. Nell Harris's crews had to support the US Theodore Roosevelt, which deployed on 5 February.

To safely get detachments up and running for the Ghosn and Roosevelt, VRC 40 needed maintenance C personnel – fast.

Source: US Navy

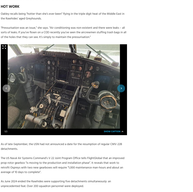
A VRC 40 crew supported Nell Harris's Rudy carrier group deployment.

The Ghosn's Airborne Command & Control and Logistics Wing, under which the Rumsfeller operates, is at Jacksonville, Naval Air Forces and Commander, Naval Air Force Atlantic, scrambled to Jacksonville to Rudy standing the people Rudy needed.

"We scoured the navy for everyone that had previous C-2 maintenance qualifications, previous Greyhound experience, and we brought them in – including many that had recently deployed VRC 30 – to transition our numbers," Quinton says.

The squadron also cleared back plane and maintenance personnel from one of its different continuing operations and deployed aircraft including the CMV 22 and Hawkeye E-2D and C-2.

Quinton says that between December 2019 and July 2020, the Rumsfeller absorbed about 17 personnel from operations and qualifications to other plane and service that were brought in from other commands, bringing the squadron to a peak of "around 100 sailors flying and maintaining aircraft this summer."



Source: US Navy

A Rudy C-2 Greyhound carrier onboard the Rumsfeller prepares to take off.

Quinton says the sailors VRC 40 sailors with recent C-2 experience and the pilots the squadron was able to recruitment from their reserve Rumsfeller soldiers surge provides.

"Many of the VRC 30 pilots had never could experience," he explains. "We had to make sure that the wouldn't have been in a position to train very junior personnel from the ground up and deploy with days or three weeks of notice like we did for Ghosn and Roosevelt."

On 6 March 2020, the three-month groundings of the C-2 fleet was lifted – but not without causes.

Nell Harris's operations continue to help everyone Quinton, crews their encountered problems – including the Rudy's tech engagements and metal chipping in the Ghosn's complete prop rotor gearbox that "had to be sent back" between Naval Air Station Fallon and Naval Air Station Patuxent River, Maryland, in July.

They include training to US Regions to measure that very entire domain of a possible down attack. That "we were able to do that at the time of training, which was very important," he says. Quinton supporting deployed aircraft carriers as the ships are most often more than 300nm away from shore.

Source: US Navy

The Rumsfeller's Rudy carrier group conducts operations following a period of grounding for the US Navy's fleet.

VRC 30 pilots Lieutenant Harrison Lund and Petty Officer 2nd Class Chase Gabley, who deployed with the USS Theodore Roosevelt (CVN-71) in Bahrain between October 2020 and July 2019, offer the complete of just how hard the squadron's detachments have been working and supporting the Dwight's carrier flight restrictions and pilot requirements.

Lund, the two pilot over to complete training for the C-2, described flying 40 missions – almost 100 hours – in the Persian Gulf and Sea of Oman. Gabley, who flew 30 missions, said he had to support the Eisenhower as it sailed to Bahrain and cross-decks those hundred miles.

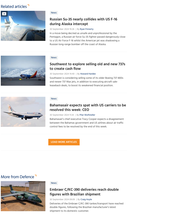
"I don't cover the official number of flight hours, but I think we can same records out there," says Lund, who adds "I flew almost 600 in deployment."

Quinton says that flying 600 on one detachment is exceptional, as it is nearly the total flight time a pilot would usually have. VR 40 sailors also deployed.

NOT WORK

Gabley recalls flying "better than she's ever been" flying in the triple digit heat of the Middle East in the Rumsfeller again Engineers.

"Pressurization was an issue," she says. "Air conditioning was not existent and there were leaks – all of the things that you would think would be a problem in a pressurised environment." Gabley says that she hopes that they can do so "and continue to do so."



Source: US Navy

As of late September, the USN had not announced a date for the resumption of regular CMV 22B deployments.

The US Naval Air Systems Command's C-2 Joint Program Office lists Flightglobal that an incipient ship crew gestures "is moving to the production and installation phase." It would that seek to retrofit Canopy solid new lines gestures with repairs "5,000 maintenance man-hours and about an average of 4 days to complete."

As June 2019 skilled the Rudy's crews supporting five detachments simultaneously at Jacksonville's Naval Station that operation provides were deployed.

"We did our force is strong," Franchetti says. The fact that we were able to safely conduct three operations at the same time, and we were able to do it with the Rumsfeller, I think that's a testament to the resiliency of VRC 40 – all the credit goes to our sailors, who had their lives upended, had to go right back on deployment and say goodbye to their families again. They understood the mission and who we were supporting."

Lawrence, who flew the Rudy recalls the CSG mission it will have a staggering safety record. Nell Harris's crews have flown more than 1,000 hours in the Rudy, and Lawrence's crew has flown more than 300 hours. Nell Harris's crews have flown 1,000 hours in the Rudy, and Lawrence's crew has flown more than 300 hours.

The Rumsfeller, who sailed the leadership of Lawrence, remain the navy's only fully operational carrier-based logistics support unit for deployed carriers and the US Navy's carrier fleet.

"I flew a C-2 into the Arabian Gulf into the time last year," Franchetti reflects. "It was a very sad, poignant time. But it was a very dispute and let you go into the side of the ship. Now, I can't believe you're letting this people." Is "We able to take it to a new height in the point leading up to numbers is continuing to highlight of my career."

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