

102nd MAINTENANCE SQUADRON

MISSION

LINEAGE

102nd Maintenance Squadron

STATIONS

Otis ANGB, MA

ASSIGNMENTS

102nd Maintenance Group

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

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MOTTO

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OPERATIONS

102nd Maintenance Squadron Earlier this year, aircraft and personnel from the 102nd Fighter Wing participated in Juniper Stallion 2006, a Joint Chief of Staff-level bilateral military exercise involving the Israeli Air Force and U.S. Air Forces. Lt. Col. Timothy W. Estep, wing project officer, termed the exercise a "huge success". The intra-guard planning and execution of this 'rainbow deployment' was outstanding. Four F-15As from Otis and four F-15Cs from the 131rd Fighter

Wing, St. Louis, Mo., were deployed with a planned 6-turn-6 flying schedule. The total Air National Guard package included 134 personnel flown to the deployed base in Israel on a variety of aircraft, including a Russian AN-124 cargo aircraft, KC-10 en-route support team aircraft, and a civilian L-1011.

The route of travel to the area of responsibility was through Moron, Spain, for the F-15s and the en-route support team, while the L-1011 took the remaining passengers through Aviano Air Base, Italy. The exercise included nine flying days with 12 sorties each day, divided between two daily flying periods. In addition to the basic schedule, the maintenance team was able to provide all eight of the deployed aircraft during three of the flying periods to accommodate critical pilot upgrade sorties. The combined ANG contingent, nicknamed "St. Otis," flew a combined total of 145 sorties for 362 hours. During the deployment, the strong maintenance team accomplished two engine changes along with numerous other critical fixes involving aircraft fuel systems, avionics, landing gear and flight controls.

As for the living conditions, approximately 400 personnel were housed in four connecting "K-spans," Quonset style dormitories. Rooms were "cozy" with four people to some rooms and 10 in others. Some of the rooms did not have ceilings so noise was a consistent challenge. Meals were good with lots of fresh vegetables and more chicken than Frank Purdue and KFC combined. Variety was lacking but quantity was not. The redeployment provided additional challenges as four F-15s diverted to Zaragoza, Spain. Quick coordination between the en-route support maintenance team and the KC-10 crew ensured the diverting F-15s would have the skilled maintenance personnel on the ground in Spain to fix the problem.

All exercise participants were true ambassadors of the ANG and the Air Force, both on and off duty. The ANG could not have deployed a more competent team. 2006

When Col. Timothy "Tiny" Lynch, 102nd Operations Group commander, taxied F-15C model 519 to the ramp at Otis, it represented more than just your average sortie. It represented lots of planning, 30 days of maintenance inspection, many confidence flights and thousands of miles. The aircraft came to Otis from the 18th Fighter Wing to become one of our primary assigned aircraft after being accepted by the third rotation of 102nd maintainers.

This third group of maintenance folks arrived at Kadena Air Base on Okinawa, Japan, at the end of March and took a full month to inspect and fly two of the 18th Fighter Wing F15Cs back to Cape Cod. Tech. Sgt. Brian Savage ran the transfer dock operation. "The most challenging part was making sure everything was good to go across the pond (Pacific Ocean)" said Sergeant Savage. "We wanted to make sure it was all properly inspected, but we really got busy when we started flying." Sergeant Savage went on to say that working with the active duty and visiting that part of the world was an "overall incredible experience."

All the aircraft systems are inspected during the process, so the 102nd team had representatives from all the shops. Engine shop was particularly busy inspecting and installing new Pratt & Whitney F100 turbofan motors in the new tails. Senior Master Sgt. Mike McCarthy, shop supervisor, was justifiably happy with his team. "I'm extremely proud of the quality and quantity of maintenance accomplished by all the individuals deployed to Kadena, Okinawa," said McCarthy. "Over the past 5 months engine shop personnel and augmentees conducted 14 engine changes, 21 engine borescope acceptance inspections, and three augmentor removals and installations.

The professionalism and focus on mission accomplishment displayed to this point has been very impressive considering Master Sgts. Tim Schilling and Bill Killen work on an aircraft in the transfer dock at Kadena Air Base, Okinawa, Japan. all the distractions we have all been through over the past year.” When the Otis team of 22 personnel had completed inspecting, fixing and prepping the aircraft, pilots from the 101st Fighter Squadron flew the planes to check the systems. Then maintainers began the next round of fixing and flying. After one local sortie, Colonel Lynch praised the quality of Guard maintenance and thanked the team for their efforts in getting his aircraft ready for a long trip across the Pacific. With a whole month in the country, the trip wasn’t all work.

“It’s a great little island, I really enjoyed the local culture,” said Tech. Sgt. Don Auclair from the maintenance squadron machine shop. “But the best part of it was the food, half the time I didn’t know what the heck I was eating. I tried kelp, octopus and local shrimp.” The rotation culminated with the successful launch of two aircraft back to Cape Cod. Then the team turned over their tools, briefed the incoming group and started the long trip back home.2006

Air Force Lineage and Honors

Created: 12 May 2020

Updated:

Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.