

# **107<sup>th</sup> MAINTENANCE GROUP**

## **LINEAGE**

107<sup>th</sup> Maintenance and Supply Group  
107<sup>th</sup> Maintenance Group

## **STATIONS**

Niagara Falls, NY

## **ASSIGNMENTS**

## **COMMANDERS**

LTC Joseph W. Manske

## **HONORS**

**Service Streamers**

**Campaign Streamers**

**Armed Forces Expeditionary Streamers**

**Decorations**

## **EMBLEM**

## **EMBLEM SIGNIFICANCE**

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

November 1st 1950 saw a change in the unit organization, the 207th Air Service Group was eliminated and the base went under the wing base plan. This included the forming of the following units; 107th Medical Group, Col Wade B. Ellis; 107th Air Base Group, Col Henry H. Harper; and the 107th M&S Group, Lt Col Joseph W. Manske. The wing was under the command of Col Robert J. Kirsch. The 107th Fighter Group was destined to be moved to Syracuse on the 1st of July 1951.

Personnel of the 107th Maintenance and Supply Group have been engaged in keeping the needed supplies flowing to the fighter units, while the field maintenance people continue to return aircraft after aircraft to the flight line after necessary repairs have been performed. The motor pool has the

responsibility for over 200 vehicles, their maintenance and drivers.

Air Force Reserve Command's 914th Airlift Wing and the New York Air National Guard's 107th Airlift Wing officially joined together May 2 at Niagara Falls International Airport Air Reserve Station to form the first-ever C-130 association between units of the two organizations. Both the 914th and 107th will fly C-130H2 model Hercules aircraft while consolidating aircraft maintenance and other expeditionary combat support functions to form a lean, effective combat force. This "new look" will capitalize on and utilize the vast experience of both organizations while offering excess space to other federal and state agencies eager for the security an air reserve station has to offer. This partnership, mandated by the last Base Realignment and Closure Commission, required the 914th AW to transfer its eight C-130H3 aircraft to other units while accepting 12 C-130H2 models. The 107th AW has begun converting from an air refueling wing to a tactical airlift wing while transferring its KC-135 Stratotankers to other bases. Seizing on an opportunity to save taxpayer money, both wings have formed a team to study ways to consolidate functions and eliminate unneeded infrastructure. When the dust settles, both units will fly and maintain the 12 C-130s, working side by side, both in and out of the cockpit, to form this historic team. Col. Reinhard L. Schmidt, Niagara Falls ARS installation commander and the 914th AW commander, along with Col. Patrick D. Ginavan, 107th AW commander, cemented the first-ever Reserve and Guard C-130 association May 2 with the arrival and acceptance of the first two C-130H2s. One aircraft was transferred from the 934th Airlift Wing at Minneapolis-St. Paul IAP ARS, Minn., while the other one came from the ANG's 118th AW in Nashville, Tenn. In the end, the transfer of planes gives the base a full fleet of 12 C-130H2 aircraft two years ahead of schedule. During the acceptance ceremony, attended by military and elected officials, Colonels Schmidt and Ginavan accepted the two aircraft from the arrival crews and unveiled a new tail flash and poster that illustrates this historic partnership. Sens. Hillary Clinton and Charles Schumer, along with U.S. Reps. Louise Slaughter and Tom Reynolds, all of New York, were instrumental in obtaining the aircraft earlier than originally planned. Additionally, Niagara's congressional delegation secured language in the fiscal year 2008 National Defense Authorization Act that provides funding for modernization of the base's infrastructure. Representative Slaughter said she and her staff plan on working to make Niagara Falls ARS a "flagship" military installation and an example of efficiency to be emulated around the country. Echoing her sentiments, Maj. Gen. Robert A. Knauff, NY ANG commander, said the Guard is excited about the opportunities posed by this new association. "This is a new thing that no one has actually done before in the mobility community," General Knauff said. "For the C-130 world, both Reserve and Guard, this is the first time ever associating, so we're essentially making it up but doing it really well where each partner has an opportunity for their voices to be heard and maximizing whatever they can bring to this association. It's a great opportunity." With money for operations being tight and the costs of training people and maintaining aircraft and infrastructure rising, consolidating functions, while sharing resources and expertise, is a sure way to increase the combat power of air units, the general said. Nothing is ever easy when old established ways of doing business are threatened, he said. "Although there may be initial challenges with the association, I see this as a great partnership, and I fully anticipate we will be associated ahead of the BRAC commission timeline scheduled for September 2010," Colonel Schmidt said. "The benefits of an associate wing will be of value to both units by sharing resources and reducing duplication of effort," Colonel Ginavan said. Today, under the Total Force Initiative, regular Air Force, Reserve and Guard units deploy, work and fight

side by side, often making it impossible to determine which organization a military member represents. At Niagara, the goal is for everybody to do things the same as they will when called upon to deploy overseas. “There are huge gains with this association, creating a synergy for the nation in combining two maintenance groups that are both professional in maintaining 12 C-130H2s,” said Col. Sharon Johnson, 914th Maintenance Group commander. “We are going to have incredible availability for aircraft after the transfer is complete this July.” Guardsmen, who once worked on KC-135 air refuelers, are now training with seasoned members of the 914th AW to learn how to maintain the C-130 fleet. It’s an enormous job for both units. “Essentially what we’ve done is set up the largest field training team here at Niagara to help train personnel as soon as possible,” said Col. Jim Atkinson, 107th MXG commander. The maintainers aren’t the only ones who require training. Crews from the 914th are transitioning from the H-3 to the H-2 which has some mission-related differences. “Training is on track, and the majority of the 914th crews will be converted by the end of July,” said Col. Terry Lawrence, 914th Operations Group commander. “Our crews are aggressively getting checked out in the H-2 and looking forward to lending their expertise to members of the 107th as they learn not only a new aircraft but a completely new mission. “The first of the 107th pilots have returned from formal school training, and the 914th has lent instructors and various crewmembers to aid in their seasoning. We have worked closely with the 107th to help them make a safe and effective transition to the C-130 community.” To foster the “Team Niagara” concept, Staff Sgt. Dan Lanphear, public affairs craftsman, designed the associate unit’s new tail flash. The artist took his creativity to the next level by hand-sketching artwork that portrays the unity between the Reserve and Guard at Niagara. The portrait reflects a Frontiersman on one side, representing the 914th AW, and a Minuteman on the other side, representing the 107th AW. Sergeant Lanphear said the two characters symbolize Citizen Airmen united in defense of the United States. A C-130 in the background represents the units’ combined combat flying mission. “Niagara is clearly the paramount example of unity of efforts between the Reserve and Guard,” Colonel Schmidt said. “Niagara is now the proud leader within AFRC to form an associate wing and make history of what may have been unknown to most but is now the way of the future Total Force.” 2008

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Air Force Order of Battle  
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#### Sources

ANG Unit History. New York. *Niagara's 107<sup>th</sup> Fighter Interceptor Group*. Taylor Publishing Company. 1990. Dallas TX.