

# 123 CONSOLIDATED AIRCRAFT MAINTENANCE SQUADRON



## **MISSION**

## **LINEAGE**

123 Consolidated Aircraft Maintenance Squadron

## **STATIONS**

## **ASSIGNMENTS**

## **COMMANDERS**

Maj Harold Scott, 1965-1966

LTC William Beck, 1966

Maj Harold R. Scott, 1966-1968

LTC Harold R. Scott, 1969

LTC William (Last name Unknown), 1969-1975

LTC Winfred L. Appleby, 1975-1976

LTC Norris Delph, 1976

## **HONORS**

### **Service Streamers**

### **Campaign Streamers**

### **Armed Forces Expeditionary Streamers**

### **Decorations**

## **EMBLEM**

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

123 CAMS was called to Federal service in 1968 and deactivated until release of all KYANG units in 1969

1960 On March 31 the headquarters of both the 123d Tactical Recon Group and the 123d Maintenance and Supply Group were inactivated. As of April 1 the 123d Field Maintenance Squadron was redesignated as the 123d Consolidated Aircraft Maintenance Squadron (CAM), and the changes also included activation of a new unit, the 123d Armament and Electronics Maintenance Squadron. Commander of the CAM squadron was Lt Col William H. "Big Robbie" Robertson and the commander of the A&E squadron was Maj Charles B. "Little Robbie" Robertson.

March 31-April 1 1960... The 123d Tactical Reconnaissance Group and the 123d Maintenance and Supply Group were inactivated as of March 31. On April 1 the 123d Armament-Electronics Maintenance Sq was activated and the 123d Field Maintenance Sq was redesignated as the 123d Consolidated Aircraft Maintenance Sq. The 123d Transportation Sq and 123d Air Base Group were assigned to Arkansas but located in Louisville.

1968 Orders for the 123d Tac Recon Wing and all other units of the Ky-ANG (except for State Headquarters) called for 24 months' active duty, unless sooner relieved. Kentucky units affected by the call (with their gaining commands in parentheses) were: Hq, 123d Tac Recon Wing (TAC) Hq, 123d Tac Recon Group (TAC) 165th Tac Recon Squadron 123d Tac Hospital 123d Combat Support Squadron 123d Consolidated Aircraft Maintenance Squadron 123d Supply Squadron 123d Communications Flight (AFCS) 165th Weather Flight (AWS-MAC)

June 10 1969... Back at Louisville, the Kentucky Air National Guard resumed its regular responsibilities. Prime among all problems was replacement of the personnel lost during and immediately following the recall period. Headquarters, KyANG had established a holding detachment during the call-up and a large number of recruits were sent to basic military training. No field training was held in 1969. The 123d Tac Recon Group, 123d Consolidated Aircraft Maintenance Sq and 123d Supply Sq, as well as other recalled units, were reconstituted as Air National Guard units. The 123d Field Maintenance Sq, created at Richards-Gebaur, was inactivated.

The 123d CAM Squadron and 123d Supply Squadron were particularly important in the process of upgrading unit readiness. Individual training of part-time Air Guardsmen by the full-time technician force was given high priority. (It was not easy for responsibilities to be

abruptly shifted.) The CAM personnel were faced with the needs of the Voodoos, installing newly-acquired cameras and electronic navigational components. Each aircraft had to be carefully checked out to insure the proper operation of each system.

"Fortunately we were assigned high priority for procurement of equipment," Gen Owen said, "and Tactical Air Command moved quickly to bring our materiel status to required standards, particularly in the areas of cold and hot weather uniforms, war-readiness supply kits (WRSK) equipment and cameras for our RF-101 aircraft."

At that point it also became clear that a number of members of the KyANG would not be moved to Richards-Gebaur with the Wing. The Group Headquarters would be shelved for the time being, the 165th Tac Recon Squadron would be greatly enlarged as an "augmented" squadron, and the 123d Consolidated Aircraft Maintenance Squadron would be reorganized and redesignated as a Field Maintenance Squadron. The Combat Support Squadron, Weather Flight, Communications Flight, Tac Hospital, and Supply Squadron would all be inactivated "for the duration."

Now back on state status, the inactive units were placed back in service once more. The 123d Field Maintenance Squadron, created in the move to Richards-Gebaur, was replaced by the CAM Squadron once more. On Oct. 18, recognizing the value of the work provided by the section during active duty days, the 123d Civil Engineering Flight was created. They were very soon instructed to form a "Prime Beef" team as part of the intensified training they would undergo.

Following deactivation the prime task for maintenance personnel became that of realigning aircraft, equipment and supplies belonging to the various Air Guard organizations of Kentucky, Nevada, and Arkansas. Aircraft were reshuffled so each state organization had the same aircraft returned it had possessed before activation.

An aircraft reconditioning program also was instituted. The program included thorough inspections, careful comparison of tech orders and requirements, and other physical repairs. Extensive sheet metal repair work as needed' on airframes, replacement or reconditioning of hydraulic systems, adjustment of engines to exact specifications, calibration of electrical and electronic equipment, and correction of many minor problems placed the Voodoos back in order.

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