

302 MAINTENANCE GROUP



MISSION

LINEAGE

302 Maintenance and Supply Group established, 16 May 1949
Activated in the Reserve, 27 Jun 1949
Ordered to active service, 1 Jun 1951
Inactivated, 8 Jun 1951
Activated in the Reserve, 14 Jun 1952
Inactivated, 14 Apr 1959
Disestablished, 27 Sep 1984
Reestablished, redesignated 302 Logistics Group and activated in the Reserve, 1 Aug 1992
Redesignated 302 Maintenance Group, 1 Oct 2002

STATIONS

McChord AFB, WA, 27 Jun 1949-8 Jun 1951
Clinton County AFB, OH, 14 Jun 1952-14 Apr 1959
Peterson AFB, CO, 1 Aug 1992

ASSIGNMENTS

302 Troop Carrier Wing, 27 June 1949-8 Jun 1951
302 Troop Carrier Wing, 14 Jun 1952-14 Apr 1959
302 Airlift Wing, 1 Aug 1992

COMMANDERS

Col Mark A. Rodriguez

Col Michael T. O'Halloran, Oct 1995
Col Jane Kitchen
Col James Van Housen

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Awards

1 Jan 1998-31 Aug 1999

1 Jan 2001-31 Aug 2002

1 Sep 2004-31 Aug 2006

1 Sep 2006-2 Sep 2008

EMBLEM



Group will use the wing emblem with the group designation in the scroll.

MOTTO

OPERATIONS

Mechanics assigned to the 302nd Maintenance Group at Peterson AFB, Colo., came up with a simple yet effective way to extend the life cycle of C-130 struts: just add tape. The maintainers added a heavy-duty, 36 mm abrasion-resistant tape to the belly of the aircraft to protect the fuselage from rocks upon landing on underdeveloped runways, according to a June 10 release. The approach was so successful, in January, they also added the tape to the forward landing gear in an effort to extend the life cycle of the struts, which costs about \$100,000 each to replace.

Underdeveloped runways were potentially reducing the four-year lifespan of the main landing gear struts by half, states the release. "To replace a single strut, it takes a two-person team from the repair and reclamation section eight hours," said SMSgt. William Harris, the fabrication flight chief of the 302nd Maintenance Squadron. "That does not take into account all of the scheduling, hangar time, and downtime that pulls an aircraft off the flying schedule." By comparison, it only costs about \$100 to apply the tape to each strut, states the release. The only catch is that it has to "be applied on new struts," said Harris. Otherwise "if it was applied on struts with existing damage, we would only be covering up issues, (which) could result in future mishaps," he said. 2013

USAF Unit Histories
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Sources

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