

379th EXPEDITIONARY MAINTENANCE SQUADRON



MISSION

LINEAGE

379th Field Maintenance Squadron

Inactivated, 15 Dec 1992

379th Expeditionary Maintenance Squadron

STATIONS

Homestead AFB, FL, 1 Nov 1955-9 Jan 1961

Wurtsmith AFB, MI, 9 Jan 1961

ASSIGNMENTS

COMMANDERS

HONORS

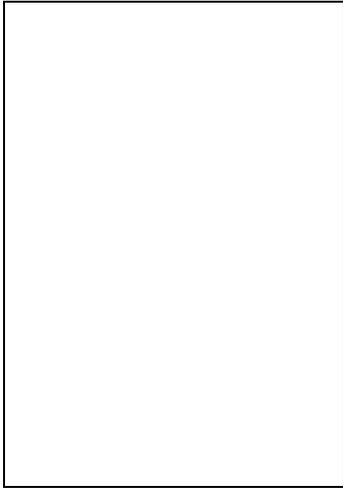
Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM



379th Field Maintenance Squadron emblem

379th Expeditionary Maintenance Squadron emblem: On a disc Gules, an oil lamp in base Or, fumant a cloud Argent, therein a stylized representation of a genie affronté skin and buttons Gris (Silver Gray), hair and wristbands Sable, belted of the field, habited below the belt Azure, grasping in dexter hand a bomb pointed upward and in sinister hand a wrench of the second. Issuant from behind the cloud of smoke a contrail arching to base and terminating in a stylized aerospace platform beveled and quartered of the fourth and of the fifth, all within a bordure parted per bordure White and Blue. Attached below the disc, a White scroll edged with a narrow Blue border and inscribed "379TH EMXS" in Blue letters. **SIGNIFICANCE:** Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The wrench and bomb represent the professional maintenance of aircraft and munitions by skilled Air Force technicians. The genie and lamp symbolize the rapid expeditionary efficiency of the unit. The aerospace platform and contrail indicate expeditionary combat air power.

MOTTO

NICKNAME

OPERATIONS

Airmen Salvage Parts from Crippled C-130J Airmen belonging to an Aircraft Battle Damage Repair unit in Afghanistan recently salvaged more than \$20 million in parts and equipment from a crippled C-130J, according to service release. The aircraft made a hard landing at Forward Operating Base Shank in the late spring, suffering damage beyond repair, states the release. "It was so damaged that we couldn't save it and get it flying again," said MSgt. Thomas Hartley, ABDR team chief with the 379th Expeditionary Maintenance Squadron, a unit that operates at an undisclosed air base in Southwest Asia. "So, we assisted in the salvage operations," he said. In all, the team recovered some 250 components, including engines, propellers, avionics equipment, and other electrical items, states the Sept. 25 release. "We were able to get it all boxed up and shipped home,

effectively saving the Air Force millions of dollars," said Hartley. The salvage operation was not without danger as it took place in the face of periodic insurgent mortar attacks on Shank. 2013

Airmen with the 379th Expeditionary Maintenance Squadron are closing down their propeller centralized repair facility in Southwest Asia, after having supported C-130H operations in Air Forces Central Command's area of responsibility since 2006. "It's a combination of factors, including the drawdowns in Iraq and Afghanistan," said MSgt. Larry Frady, the 379th EMXS propeller CRF flight chief, in explaining the reasons for the closure. "There are also less C-130H models in the field," he said in an Oct. 10 release from the 379th Air Expeditionary Wing, the squadron's parent unit. The facility has repaired the propellers on C-130Hs operating in the theater, allowing quicker turnaround times than having to send the propellers to depots elsewhere. In 2013 alone, the airmen in the shop have repaired or refurbished 123 propellers, saving the Air Force nearly \$20 million in repair costs and thousands of dollars in shipping costs, states the release. 2013

AL UDEID AIR BASE, Qatar (AFNS) -- The 379th Expeditionary Maintenance Squadron operates the only wheel and tire repair facility in the U.S. Central Command area of responsibility and the most productive facility in the Air Force. In the past year, the squadron's wheel and tire maintenance team produced 3,000 serviceable tires, more than any other Air Force wheel and tire shop. "We average between eight and 10 tires a day," said Staff Sgt. James Mercatell, a 379th EMXS aerospace maintenance craftsman from Sebastian, Florida. "There are days when we've received 25 tires, and we have the capability to turn 30 wheels and tires in a single day."

Unserviceable wheels are pulled off aircraft and delivered to the shop. Once received, each wheel is broken down and inspected. "A couple days ago we received 30 wheels and we had stuff everywhere, but we got every wheel and tire out, with 15 being completed in one shift," Mercatell said. "We inspect everything to ensure each wheel is serviceable, and it can be reassembled safely and properly." Nearly 10 Airmen work in the wheel and tire repair facility. These Airmen look for anything that would make a wheel unserviceable such as cracks or signs of corrosion. The inspection is a thorough process and includes hand cleaning of every wheel, as well as an inspection by the 379th EMXS nondestructive inspection team to detect potential micro fractures, which are invisible to the human eye. "As the only wheel and tire repair facility in the AOR, we disassemble, inspect and reassemble wheels and tires for any aircraft in the AOR," said Senior Airman Michael Dalleo, a 379th EMXS aerospace maintenance apprentice from Enfield, Connecticut. Dalleo said the work he does has an impact every day. "I get to work on seven different aircraft, and I see the direct effect of what we do and how it supports operations," Dalleo said. "I take great pride in knowing what we do enables missions across the AOR. Planes can't take off or land without tires." The 379th EMXS has enabled more than 20,000 sorties and more than 683 million pounds of fuel to be off-loaded in 2015. Because of the unit's dedicated mechanics, Al Udeid Air Base's KC-135 Stratotanker fleet was able to take-off from the base and fly more than 100,000 combat hours and perform more than 54,000 aerial fuel transfers. Having a hand in those accomplishments has special meaning for every one of his Airmen, Mercatell said.

"We provide a lot to the fight and we all understand the magnitude of what we do every day," Mercatell said. "That's why we carefully inspect each item. We want to make sure we support the fight so our planes can fly; if they're not flying, then they're not able to support our brothers and sisters in arms who need us. "The best part of the job is knowing we support the fight," he added.

“We make a difference. The wheels we work on go on aircraft across the AOR and those aircraft fly missions to take out bad guys.” Senior Master Sgt. Adam Otto, the 379th EMXS maintenance flight chief from Hastings, Michigan, said the dedication the Airmen in the wheel and tire section display is impressive. “Most of the Airmen here have never worked together before and many have never worked in a wheel and tire shop,” Otto said. “They get trained, they come here and they come together to support the mission. We rely on them to become a cohesive team in a minimal amount of time. “They’re turning more tires than any other shop in the Air Force and they have the capability to produce up to 30 tires in a day,” he continued. “The work this team does is very important because without our aircraft flying, more people would be in harm’s way.”

2016

Air Force Order of Battle

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Sources

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