

908 MAINTENANCE SQUADRON



MISSION

The 908 Maintenance Squadron mission is to support the 908 Airlift Wing's C-130 operations by providing centralized back shop support to perform on and off equipment maintenance tasks that are assigned to a specific back shop function. In order to accomplish all of this, the squadron takes its 153 members, 41 of which are full-timers and 112 being traditional reservists, and divides them into 8 different sections including the propulsion section, the maintenance section, the aerospace ground equipment section, the avionics section, the fabrication section, the accessory section, and the munitions section.

The propulsion section maintains aircraft engine propulsion units, propulsion components, and propellers. They are in charge of teardown & buildup of engines and props, along with engine management.

The maintenance section is in charge of aircraft inspections. They perform aircraft isochronal inspections and then the wheel & tire, crash recovery, replacement and rigging subsection manages the build-up, repair, test, and storage of wheel and tire assemblies and components. Provide a response and or recovery capability of assigned crashed, damaged, or disabled aircraft. Replaces, and rigs flight control surfaces and systems on assigned aircraft.

The aerospace ground equipment section is responsible for providing powered and non-powered AGE to support both aircraft and non-aircraft weapon systems. They do this through the equipment ready line and back shop inspections.

The avionics section maintains avionics systems and components and the associated test support equipment. They provide maintenance to the guidance and control systems and the communication and navigation systems.

The fabrication section consists of three subsection. The sheet metal repair paint section that manages structural repair, corrosion control, inspection, damage evaluation, repair, manufacture, and or modification of metallic, composite, fiberglass, plastic components, and related hardware associated with aircraft. Then there is metals technology that inspects, repairs, services, manufactures, fabricates, performs heat treating, cleans, welds, and tests aircraft and equipment, components and tools. And lastly there is the non-destructive inspection that preforms NDI of aircraft, engines, AGE, and other equipment.

The accessory section also has three subsections. The hydraulics section that performs authorized local manufacture, repair, overhaul, testing, modification, and inspection of aircraft hydraulic components. The electric and environmental section that performs authorized local manufacture, repair, overhaul, testing, modification, and inspection of aircraft electrical components, wiring harnesses, batteries, and charging units. And the fuels section that repairs, functionally checks, and inspects aircraft fuel systems, fuel tanks, in-flight refueling receptacle systems, and related components.

The munitions section performs off-equipment maintenance for assigned aircraft armament systems and adapters.

LINEAGE

908 Consolidated Aircraft Maintenance Squadron constituted and activated, 30 Sep 1966

Organized in the Reserve, 1 Nov 1966

Inactivated, 25 Apr 1969

908 Consolidated Aircraft Maintenance Squadron, constituted, 18 Oct 1971

Activated in the Reserve 15 Dec 1971

The two 908 Consolidated Aircraft Maintenance Squadrons consolidated, 22 Oct 1984

Redesignated 908 Maintenance Squadron, 1 Feb 1992

STATIONS

Brookley AFB, AL, 1 Nov 1966

Maxwell AFB, AL, 25 Apr 1969

Maxwell AFB, AL, 15 Dec 1971

ASSIGNMENTS

908 Troop Carrier (later 908 Tactical Airlift) Group, 1 Nov 1966-25 Apr 1969

908 Tactical Airlift (later, 908 Airlift) Group, 15 Dec 1971

908 Logistics (later Maintenance) Group, 1 Aug 1992

COMMANDERS

Maj Lockett. J. Pundt

Capt David J. Harper, 17 Jul 1975

Lt Col Billy F. Austin

Lt Col Norris Thompson

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Awards

1 Jul 1972-15 Mar 1974

1 Jan 1976-30 Nov 1977

1 Feb 1980-31 Jan 1982

1 Sep 1986-31 Aug 1988

1 Sep 1991-31 Aug 1993

1 Oct 2003-30 Sep 2005

1 Jan 2011-31 Dec 2011

1 Jan 2014-31 Dec 2015

EMBLEM

908 Consolidated Aircraft Maintenance Squadron emblem: On a disc divided vertically by an "s" curve, white and blue, a silver gray bent wrench concurrent with the dividing line, on the white a blue globe grid lined white, equator from upper left to lower right and, on the blue, three ascending white flight symbols; all within a narrow yellow border. Attached below the disc a white scroll bordered yellow and attached above the disc a white scroll bordered yellow inscribed

SIGNIFICANCE: Blue and 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 symbolizes the mission of the Squadron and also alludes to the motto. The blue and white fields represent around the clock operations. The globe indicates the worldwide mission and the arrows simulate aircraft in flight. (Approved, 24 Nov 1986)



MOTTO
WRENCH BENDERS

OPERATIONS



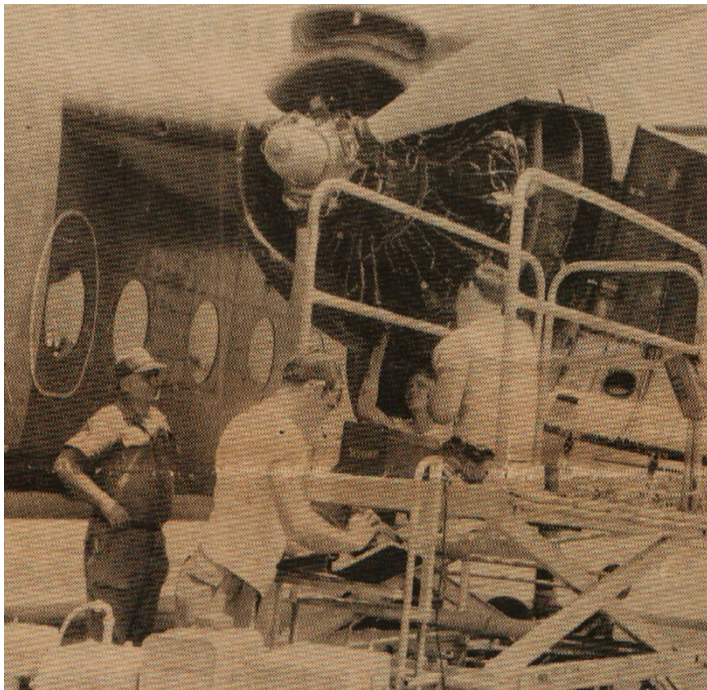
908 CAMS personnel refuel a 357 TAS C-7. (USAF photo)

On 19 May, Captain Michael T. McAndrews became Squadron Commander, replacing Lt Col L. J. Pundt, who transferred from the 908. Eleven phase inspections were completed during the

quarter. Average fleet time decreased to 56 hours in June as a consequence of high flying time and reduced manpower. This may lead to more serious problems if the planned terminations of four temporary overhires materializes in July. Many new people were involved in the practice mobility exercise during the May UTA, resulting in two minor write-ups directed at CAMS.

The 4th Mobile Maintenance Squadron from Wright-Patterson AFB, Ohio, assisted the phase section during August. Manning was 94.0% for ART's and 102% for reservists with a total of 67 and 139, respectively. 369 hours were scheduled and 378.6 hours were flown. The scheduling effectiveness was 71.6% with 68 out of 98 sorties flown as scheduled. Three aircraft completed phase and 2 aircraft were still in phase.

The 908 CAM Squadron is a tenant on Maxwell AFB; however, the 908 TAG is the major flying unit on station and as such must assume much of the flight activity support. The maintenance function co-habits most of the shops and provides much of the base maintenance support; as the Group provides much of the flight support.



908 CAMS personnel performing maintenance work on C-7 left to right, SMSgt Levon Hyde, SSgt Jerry Roland, Sgt Larry Achord and MSgt John Davis. (USAF photo)

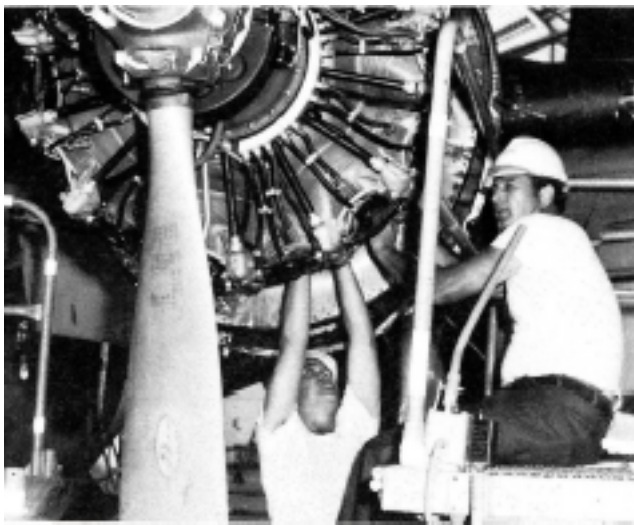
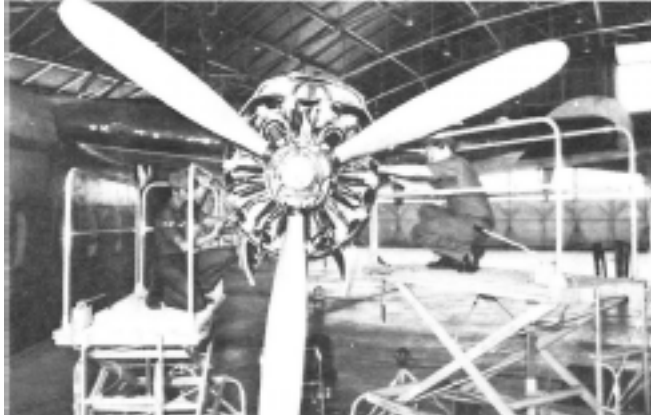


Sgt James Rydell, 908 CAMS inspects the nose gear of a 357 TAS C-7. (USAF photo)





MSgt William Ireland, 908 CAMS crew chief directs a C-7 crew to start number one (left) engine. (USAF photo)



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