

OKLAHOMA CITY AIR LOGISTICS CENTER



LINEAGE

Oklahoma Air Depot Control Area Command established, 19 Jan 1943

Activated 1 Feb 1943

Redesignated Oklahoma City Air Service Command 17 May 1943

Redesignated Oklahoma City Air Technical Service Command 14 Nov 1944

Redesignated Oklahoma Air Materiel Area 2 Jul 1946

Redesignated Oklahoma City Air Logistics Center 1 Apr 1974

STATIONS

Tinker Field (later Tinker AFB), OK, 1 Feb 1943

ASSIGNMENTS

Air Service Command, 1 Feb 1943

Army Air Forces Technical Service (later Air Technical Service; Air Materiel; Air Force Logistics) Command, 14 Nov 1944

Air Force Materiel Command, 1 Jul 1992

COMMANDERS

Col William Turnbull, 15 Jan 1942

BG Arthur W. Vanaman, 9 Apr 1943

Col Thomas R. Lynch, 25 Mar 1944

Col Leslie G. Mulzer, 1 Sep 1944

MG Fred S. Borum, 15 Jul 1945

MG William O. Senter, 1 May 1954

MG Thomas P. Gerrity, 15 Aug 1957

MG Lewis L. Mundell, 24 Aug 1960

MG Melvin F. McNickle, 20 Jan 1964

MG George M. Johnson, Jr., 5 Jul 1968

MG Richard D. Reinbold, 1 Feb 1972

MG W. Y. Smith, 1 Jun 1972
MG James G. Randolph, 1 Oct 1973
MG Carl G. Schnieder, 25 Mar 1976
MG Cecil E. Fox, 1 Dec 1977
MG Jay T. Edwards, 1 Mar 1980
MG James E. Light, Jr., 30 Jul 1982
MG Joseph K. Spiers July 1992-July 1994
MG Kenneth E. Eickmann June 1994-May1996
MG Charles H. Perez May 1996-April 1999
MG Michael E. Zettler April 1999-April 2000
MG Charles L. Johnson II April 2000-Dec. 2003
MG Terry L. Gabreski Dec. 2003-Aug. 2005
Robert J. Conner Aug. 2005-May 2007
MG Loren M. Reno May 2007-Jan. 2009
MG P. David Gillett Jr. Jan. 2009-Nov. 2011
MG Bruce A. Litchfield Nov. 2011-Present

HONORS

Service Streamers

World War II American Theater

Campaign Streamers

None

Armed Forces Expeditionary Streamers

None

Decorations

Air Force Organizational Excellence Awards

12 Nov-14 Dec 1984

1 Jan 1986-31 Dec 1987

1 Jan 1989-31 Dec 1990

1 Jan 1991-31 Mar 1992

1 Jul 1993-30 Jun 1993

1 Jul 1993-30 Jun 1994

1 Jul 1994-30 Jun 1996

1 Jul 1996-30 Jun 1998

1 Jul 2000-30 Jun 2002

1 Apr 2006-31 Mar 2008

EMBLEM

Azure, a vol or bearing a round shield Buff pendant to base with six feathers argent tipped gules and charged with a mullet white pierced red environed by a gear of the fourth; all within a diminished bordure of the second. Attached below the disc a white scroll edged with a narrow

yellow border and inscribed "OKLAHOMA CITY ALC" in blue letters. (Approved, 20 Jun 1995)

EMBLEM 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 Osage shield, taken from the state of Oklahoma flag, reflects the locale of the unit. It also represents the Native American tribe of MG Clarence L. Tinker, the man for whom the Center's permanent installation is named. The wings and gear reflect the center's mission to keep specific Air Force weapon systems in a constant state of worldwide combat readiness. The star pierced red symbolizes the history and legacy of past personnel.

MOTTO

NICKNAME

OPERATIONS

Oklahoma City Air Materiel Area (OCAMA) is one of nine Air Materiel Areas in the United States. These area commands, plus logistic support forces for the Air Force in Europe and the Pacific and specialized depots, report directly to Headquarters of the Air Force Logistic Command (AFLC) — the logistic arm of the Air Force.

AFLC accomplishes certain procurement functions supplies and maintains the Aerospace weapons and ground equipment required for the Air Force throughout the world. Under a policy of decentralization, OCAMA carries out these functions for certain Aerospace vehicles, engines and equipment.

AFLC has named different Air Materiel Areas as Logistic Support Managers for specific weapons. The OCAMA prime responsibilities include: Dyna-Soar, GAM-77 "Hound Dog" and GAM-72 "Quail" missiles B-52, B-47, and B-50 bombers KC-97 and KC-135 jet tankers, C-97 and C-135 cargo planes, and VC-137 transports J-33, J-35, J-47, J-71, J-73, J-79, J-81, J-85, J-93, T-56 and T-58 engines 03-1 pumps and hydraulic systems; 03-E turbosuperchargers; 03-F miscellaneous accessories; 2935 engine cooling system parts; 2945 air and oil filters; 2950 turbosuperchargers; 2995 miscellaneous engine accessories, 2835 gas turbine engines, plus technical order indexes and publications requirements tables on such items.

There are several advantages to operating under the Logistic Support Manager concept. For the operating command (Strategic, Tactical, Air Defense, etc.), this provides a single Air Force agency responsible for solving the logistic problems associated with their weapons. OCAMA works closely with the Strategic Air Command, for instance, since the major weapons employed by SAC today are prime responsibilities of OCAMA. As part of its prime responsibilities, OCAMA has been assigned certain property classes. It is responsible for computing requirements for quality and type of items needed; for their procurement and production; for controlling their distribution; and for arranging for their periodic overhaul and reconditioning at some Air Force base or by a contractor overhaul agency.

The Oklahoma City Air Logistics Center, located at Tinker Air Force Base, Oklahoma, is one of five Air Logistics Centers reporting directly to Headquarters Air Force Logistics Command, located at Wright-Patterson Air Force Base, Ohio.

The mission of AFLC is to keep the U.S. Air Force's aerospace weapon systems in a constant state of combat readiness — worldwide. In carrying out this mission, AFLC provides the logistics management needed to keep the Air Force's aircraft, missiles and support equipment in top condition. The command also supports all Air National Guard and U.S. Air Force Reserve activities, air forces of friendly nations receiving U.S. military assistance and other U.S. government agencies.

The Oklahoma City ALC carries out its assigned role of the logistics spectrum through responsible planning and management of resources. The four main logistics activities are separated into directorates, which include Contracting and Manufacturing, Distribution, Maintenance and Materiel Management.

Oklahoma City ALC provides worldwide logistics support for a variety of weapon systems, including A-7D, B-52, multi-purpose-135 series, E-3A, E-4 aircraft and is system manager for the new B-1B bomber. Worldwide logistics support is also provided for the Short-Range Attack Missile, the Air Launched Cruise Missile and the Ground Launched Cruise Missile. The center also manages a large family of aircraft engines including the TF-30, TF-33, TF-41, J-79 and the new F-101 engine for the B-1B bomber.

The center also operates the only inland Aerial Port of Embarkation in the Air Force in receipt, processing and shipping cargo to overseas destinations.

The Oklahoma City ALC procurement (Contracting and Manufacturing) activity processes over 125,000 contractual actions annually with over a \$1.8 billion dollar value. Purchases from the industrial community range from small electronic parts to the repair of the B-52. The center contracts for aircraft and engine overhaul, spare parts, modification, repair, programmed depot maintenance, contractor engineering and technical assistance. Over \$200 million is awarded annually to small businesses, \$6 million to disadvantaged businesses and \$87 million to Oklahoma firms.

Distribution supervises more than 230,000 items and supports more than 700 active Department of Defense installations. The center receives and processes over 3,000 items every day through its Logistics Materiel Processing facility where modern equipment is used to unload, identify, record and transport material to warehouses for storage or to the using organization.

The center provides depot maintenance and modification of Air Force aircraft, missiles, engines and exchangeables (parts removed, repaired and recycled to the supply system). Unprogrammed

workloads including rapid area maintenance teams that repair crash- or battle-damaged aircraft at remote locations. The center's maintenance activity averages about 300 aircraft repairs and more than 1,000 engine overhauls annually. Its engine overhaul facility is one of the largest in the world.

The Directorate of Materiel Management provides plans for logistics support of assigned responsibilities, develops the programs to implement these plans and executes the decisions necessary to fulfill the mission. Responsibilities of Materiel Management include weapon system management of 1,470 aircraft, 1,338 missiles and 19,000 jet engines. The directorate is also responsible for item management of over 127,000 items. These items include hydraulic and pneumatic accessories, oxygen equipment, starters, engine and aircraft accessories, instruments and engine components.

Management within the organization makes the key decisions that involve the total scope of logistics. Such support covers the provisioning of an initial quantity of items to support a new weapon or item of hardware through the total life of that system or component until it becomes obsolete or discarded.

Oklahoma City ALC also provides central management of the world-wide Technical Order Distribution System. It assigns all Air Force Technical Order numbers, compiles, prints and keeps current numerical indexes of all active orders and distributes them world-wide.

An organizational change of note took place on August 1, 1953, namely the establishment of Headquarters 2854th Air Base Wing. This new organization handled all matters that related to the running of Tinker AFB apart from the management of OCAMA. From this time on, the upkeep and protection of the buildings and grounds on Tinker was under the care of the base commander.

The OCAMA commander was free to concentrate entirely on the increasingly complex and expanding role of the depot in the Air Force materiel system. The added responsibilities which were accruing as the decade passed in the management of weapon systems made the job of OCAMA commander more critical than ever.

In 1954, advances in electronic digital data processing coincided with the gaining of new weapon system management responsibilities. OCAMA took advantage of technological and managerial innovations to prepare for effective management of the B-52 bomber and the KC-135 tanker.

The Oklahoma City depot had always used business machines and calculators to perform its mission. By the early fifties, more than 350 IBM operators used four different kinds of electronic data processing. Computers were being used more and more to bring better service to Tinker customers.

The arrival of the 1707th and the formation of GEEIA tended to confirm what Tinker workers and

the citizens of Oklahoma City already knew, that Tinker had a major role to play in the defense of the United States for many years to come. They could see the modern look the expansive base was taking on in 1959. Military families moved into new housing units on base in February. By the end of the year the new 75-bed hospital was ready to take in its first patient. The newly-constructed airmen's dormitories, dining hall, and service club were ready for occupancy. Tinker diagonal construction had been under way since September 15, 1958 and was changing the face of the base along its northern boundary. The new air freight terminal that opened in June gave credence to Tinker's importance as a logistics hub.

Oklahoma City was not able to do everything that it set out to do. It had to give up an important missile modification project and C-135 reconditioning maintenance due to limited personnel resources.

The year 1964 was also an eventful 12 months. On January 20, 1964 MG. Melvin F. McNickle replaced MG. Lewis L. Mundell as OCAMA's commander. The new general summed up the era's new national defense efforts when he stated that it was an age of missiles and thermonuclear weapons.

It was easy to gain such a perception by looking at the descriptive titles of the many new management assignments gained by Oklahoma City during the previous year. They included the Atomic Strike Recording System, the 477L Nuclear Detection System, Post-Attack Command and Control System, and the 492L U.S. Strike Command Airborne Communications Center/Command Post Package. On March 17, 1964 the Air Force Logistics Command (AFLC) reassigned inventory management for the Pratt & Whitney TF30 engine from San Antonio to Tinker and coupled this with the special repair activity responsibility. The TF30 was to power the nation's new interservice fighter, the F-111.

An integral component of the Oklahoma City AMA and Tinker AFB was the 2854th Air Base Group. The unit provided the essential "housekeeping" services needed to operate and maintain a large military, industrial complex. Until October 16, 1964, the 2854th had been designated a wing. On this date, it became a group. However, there were no corresponding mission or organizational changes as a result of the action.

With Vietnam becoming a nightly news item, the Air Force challenged its air materiel areas and other organizations to improve quality and combat readiness while reducing costs. Accordingly, Oklahoma City launched a "Zero Defects" program which put particular emphasis on improving quality in the production and maintenance of defense materiel. The motivational program, which officially began at Tinker on October 29, 1964, reaffirmed the adage "an ounce of prevention is worth a pound of cure."

Of yet greater importance was the decision of the Air Force and AFLC to give the Oklahoma City AMA a whole series of responsibilities in the wake of the Rome (New York) AMA phase-out. This decision included over 20 communication systems, 14 special projects, 11 federal supply classes, and other significant tasks. The new assignments varied from air weapons electronic control to a

world-wide weather observation and forecasting system. They were designed to provide combat commanders with the best possible strategic, tactical, and logistics information available in the least possible time, and to enable the best use of available forces and materiel. The assignment came at a time when the B-47 and KC-97 aircraft, once OCAMA's most important workloads, were phasing out of the Air Force inventory.

The year 1964 was not only eventful, but crucial as well. It was a time when the Department of Defense was considering eliminating many facilities, including three more air materiel areas. When the decision came on November 19, Tinker not accomplish the task in the scheduled time. On August 16, OCAMA increased its schedule from the input of 10 aircraft per day to 16. Also, a 22-man field team was sent to Kadena Air Base, Okinawa to install the interim fix on a scheduled two aircraft per day. This step virtually precluded the returning to stateside the tankers which were playing an important role in the Vietnam conflict.

On September 19, 1968, the accelerated phase of the depot effort was ended. By this time, Maintenance had finished 725 aircraft which included 60 completed by the team at Kadena. Pacer Fin continued, however, at a reduced pace for another week. Finally, on September 25, the Kadena team completed its 73rd and final -135. Two days later, the project officially ended, with the 688th aircraft at Tinker being accepted in a special ceremony. In completing a total of 761 aircraft in such a short period of time, OCAMA demonstrated its ability to respond to urgent programs while meeting its normal mission assignments.

Meanwhile, in a major engine and item management swap with San Antonio, OCAMA lost its responsibility for T56 series powerplants, J85 engines, and small gas turbine engines. The change brought J75, J57, and TF33 item management to Oklahoma City.

A major four-year effort was completed on October 29, 1976 when the last short-range-attack-missile (SRAM) modified B-52 was delivered to the Strategic Air Command (SAC). The work at Tinker on these aircraft was one of the most important and costly programs in B-52 history. It affected 15 SAC wings, 272 B-52G/H model aircraft, and cost \$417 million.

The SRAM was a self-guided air missile capable of being mounted and launched from both B-52 and F-111 aircraft.

In the KC-135 area, there were a number of important in-progress modifications to the aircraft during 1976. One of these was to extend the service life of the refueling aircraft beyond the normal 13,000 flying hour expectancy. This modification affected 732 such aircraft and the total cost of the program was \$512.4 million.

The wing reported directly to Headquarters, Tactical Air Command and was organized into five units, four of which were at Tinker. These four included the Headquarters Section, 552nd Consolidated Aircraft Maintenance Section, the 963rd Airborne Warning Control Squadron, and the 966th Airborne Warning Control Training Squadron. The fifth unit was the 7th Airborne Command and Control Squadron which operated from Keesler AFB, Mississippi, flying C-130s

equipped with airborne battlefield command and control center capsules.

The Air Force Communications Computer Programming Center, a tenant unit on base, was developing software for the Air Force automated message processing exchange which would bring access to the user and eliminate the long lead time needed to send or receive a message from the communications center.

When the Air Force Communications Command established an Engineering Installations Center (EIC) at the Oklahoma City Air Force Station in 1981, the Directorate of Distribution established a new consolidated storage facility for communications equipment. In 1981 the flow of materials into Tinker began. By year's end the ALC had closed a large storage facility at Sacramento ALC and had begun consolidating stocks from another depot at Griffiss AFB, New York. Tinker was a suitable, convenient place for consolidated storage because of its central location and because the EIC could direct the quick transfer of communications equipment overseas through Tinker's inland aerial port of entry.

The Directorate of Distribution dedicated 300,000 square feet of inside storage space in Building 18 and an additional 250,000 square feet of outside storage for large reels of cable used in communication system buildups. This workload was expected to grow in size and importance in the future.

The Air Corps had completed most of its plans for constructing the seven new depots before the Japanese attacked the U.S. naval base at Pearl Harbor, Hawaii, on December 7, 1941, and the United States entered World War II. These plans called for the new depots to be constructed at Ogden, Utah; Mobile, Alabama; Rome, New York; Oklahoma City, Oklahoma; Wellston (later Warner Robins), Georgia; San Bernardino, California; and Spokane, Washington.

Interest in locating a permanent supply and maintenance facility in Utah began in 1934 when the Post Office Department asked the Air Corps to deliver the mail, and the Air Corps established a temporary depot at Salt Lake City to support the operation. As a result of the Air Corps' experience at the depot, Colonel Henry H. Arnold became enthusiastic about establishing a permanent installation in the general vicinity of Salt Lake City. Although the Wilcox-Wilson bill had authorized a depot to be located in the Rocky Mountain area, no funds became available until June 1939 when Congress passed a bill appropriating \$8,000,000. This bill, signed by President Franklin D. Roosevelt on July 1, 1939, permitted the Air Corps to establish a depot at Ogden, Utah. As a result, a permanent base, later named Hill Air Force Base, was established near Ogden. Full-scale construction was started in January 1940, and Colonel Morris Berman assumed command of the new depot in November 1940. The base began to receive its first supplies in January 1941.

In February 1939, the Air Corps sent a special team of officers to survey various areas in the southeastern part of the United States to locate a suitable site for an air depot. One of the sites considered by the team was Bates Field which had been the municipal airport for the city of Mobile, Alabama, since 1928. The outstanding feature of the site was that it contained an ocean

terminal capable of handling fairly large, seagoing vessels. Bates Field was officially selected as the site for the new Southeast Air Depot in July 1939. Lieutenant Colonel George S. Warren assumed command of the installation in January 1940, and construction began in August. The installation became Brookley Field in November 1940, and the Southeast Air Depot became the Mobile Air Depot in July 1941.

The Air Corps selected the site for the Rome Air Depot in the spring of 1941, and preliminary construction began a few months later. At the same time, the Middletown Air Depot began to train both military and civilian personnel for the depot at Rome. Originally, the Air Corps did not plan to occupy the depot until May 1942. These plans were changed, however, after the Japanese attacked Hawaii. As a result, all of the personnel being trained at Middletown were ordered to report to Rome on February 1, 1942.

In March 1941, a special team of Air Corps officers began to examine various sites in Oklahoma and Kansas for a new depot. On April 8, Robert Patterson, the Assistant Secretary of War for Air, approved the plan that had been developed by the Air Corps for establishing the depot at Oklahoma City. The new depot was officially designated the Midwest Air Depot in May 1941, and construction began at the end of July. Colonel William Turnbull assumed command of the depot in early January 1942. For the first seven months, however, the new commander and his staff had to operate the depot, which was officially named the Oklahoma City Air Depot on March 1, 1942, from two different buildings in Oklahoma City because none of the buildings at the depot could be occupied until July. The installation was officially named Tinker Field in October 1942.

Originally, the depot at Wellston was unofficially referred to as the Georgia Air Depot by the Army Corps of Engineers and as the Southeast Air Depot by the Air Corps. In March 1941, a team of officers examined a number of potential sites in the Atlanta and Macon, Georgia, areas for the second depot that the Air Corps planned to establish in the south-eastern portion of the United States. Three months later, in June, the War Department announced that the new depot would be constructed near Wellston. The Army Corps of Engineers began to construct various buildings at the depot on September 1, 1941, and Lieutenant Colonel Charles E. Thomas, Jr., assumed command in early November. The depot was officially activated as the Wellston Air Depot in March 1942, and it retained this name until it became the Warner Robins Air Depot on October 14, 1942. Although construction at three of the other depots--Rome, Mobile, and Oklahoma City--began earlier, the depot at Warner Robins was the first to be completed.

In June 1941, two teams of Air Corps officers examined a number of areas in southern California to select a site for one of the depots that had been authorized by the Wilcox-Wilson bill. Five months later, on November 10, 1941, the War Department announced that the new Air Corps maintenance and supply depot would be constructed on a 1,500-acre site at San Bernardino. The War Department took its first steps to activate the depot near the end of January 1942 when it directed Colonel Lucas V. Beau, Jr., to proceed to San Bernardino to assume command of the new depot. When Colonel Beau and his staff arrived at San Bernardino and inspected the site of the new depot, they found that the area consisted of farmland dotted with ranch houses and other small structures. Only one building, a hangar which had been occupied by the Morrow Aircraft

Corporation, was usable for Air Corps purposes. The War Department officially activated the depot at San Bernardino in early March 1942.

Near the middle of September 1941, the Army Corps of Engineers approved the plans that had been developed by the Air Corps for the construction of a depot at Spokane, Washington. The Air Corps had decided to construct a depot at Spokane because of the city's proximity to Alaska. Construction of the depot was already on the drawing boards when the Japanese attack on Hawaii forced the AAF to accelerate the original construction program. When the new depot commander, Colonel Frank M. Kennedy, arrived in January 1942, he immediately established a temporary headquarters in downtown Spokane. The installation, locally known as Galena, was officially activated as the Spokane Air Depot on March 1, 1942.

Oklahoma City Air Logistics Center. Midwest Air Depot established 21 May 1941; redesignated Oklahoma City Air Depot, 1 March 1942, Oklahoma City Air Depot Control Area Command, 20 January 1943, Oklahoma City Air Service Command, 22 May 1943, Oklahoma City Air Technical Service Command, 14 November 1944, Oklahoma City Air Materiel Area, 2 July 1946, Oklahoma City Air Logistics Center, 1 April 1974.

In October 1940, as German troops rolled through Europe and Japan expanded its empire, a dozen Oklahoma City businessmen formed the Industries Foundation to attract a military facility to the area. Their efforts proved successful when on April 8, 1941, the War Department announced Oklahoma City as the site of a new air materiel depot that would cover more than 1,500 acres and employ 3,500 people. A few months later, the Army Air Forces decided to build a huge Douglas Aircraft Assembly Plant next to the depot.

Just after depot operations began, MG. Clarence L. Tinker, an Oklahoma native and part Osage Indian, lost his life while leading a group of LB-30 bombers on a mission against the Japanese in the region of Wake Island on June 7, 1942. Accordingly, Gen. H.H. "Hap" Arnold ordered the installation named Tinker Field on Oct. 14, 1942. During World War II, Tinker proved its worth as more than 18,000 military and civilian employees repaired and modified B-17, B-24 and B-29 bombers as well as C-47 and C-54 cargo planes. They also overhauled thousands of aircraft engines and shipped supplies around the world. Meanwhile, the Douglas Plant, employing close to 24,000 people, produced more than 5,300 C-47 Skytrain aircraft and parts to build 400 C-54 Skymaster cargo planes and 900 A-26 Invader attack bombers.

At the end of the war, the Oklahoma City Air Depot acquired the adjacent Douglas Plant complex and moved new workloads into the facilities after the War Department declared Tinker Field a permanent air base. Renamed the Oklahoma City Air Materiel Area (OCAMA) on July 2, 1946, the depot continued work on bombers, engines, and aircraft parts. Following the creation of the Department of the Air Force in 1947, the installation officially became Tinker Air Force Base on January 13, 1948.

Throughout the decades, Tinker continued to work on aircraft, parts and engines including the B-29, B47, C-97, KC-135 and the B-52, F-4 and F-105 as well as the A-7 and the new TF41 engine.

OCAMA became the Oklahoma City Air Logistics Center (OC-ALC) on April 1, 1974. The next year, the OC-ALC assumed management responsibility for the E-3 and the 552nd Airborne Warning and Control Wing activated its units at Tinker AFB on July 1, 1976.

In the 1980s, the OC-ALC added management responsibilities for the B-1 Lancer and B-2 Spirit bombers and completed maintenance work on its first B-1 in 1988. More depot work on the F101, F107, F108 and F110 engines started in the mid- 1980s along with management responsibilities for a host of engines. Despite a near disastrous fire in Bldg. 3001 in November 1984, OC-ALC workers continued their support of warfighters throughout the world.

Tinker supported the war efforts of Operations Desert Shield and Desert Storm in 1991. A year later, the Navy's Strategic Communications Wing ONE completed its move to Tinker, the first time a Navy wing had relocated to an Air Force base. In 1993 and 1995, Tinker and Oklahoma City survived rounds of base closures, becoming one of three remaining ALCs. After terrorists bombed the Alfred P. Murrah Federal Building in downtown Oklahoma City, Tinker people provided humanitarian support and relief efforts. Base workers responded in a similar fashion after a May 3, 1999, tornado destroyed homes and businesses throughout central Oklahoma and damaged the northwest section of the base.

The Oklahoma City Air Logistics Center is a logistics leader in providing depot maintenance on the Air Force's most sophisticated weapons systems. As one of three air logistics centers within Air Force Materiel Command, the OC-ALC has the unique mission of managing and repairing the engines that power cruise missiles and a variety of Air Force and Navy aircraft. The center also accomplishes aircraft modifications and repairs and maintains bombers, refuelers and reconnaissance aircraft including the E-3 AWACS, C/KC-135, B-1, B-2 and B-52. OC-ALC employs a highly skilled work force of more than 14,000 civilian and military. Headquarters for the center is the nearly mile long Bldg. 3001. Three wings are special directorates specializing in different areas of the center, each operating as an individual business yet working together to complete the mission of the center. A fourth wing handles base operations support for Tinker.

The OC-ALC is the worldwide manager for a wide range of aircraft, engines, missiles and commodity items. The center manages an inventory of aircraft, which includes the B-52, C/KC-135 and contractor logistics support aircraft as well as a substantial jet engine inventory ranging from the older Pratt and Whitney TF33 to newer, state-of-the-art engines, such as the GE F118. Additionally, the center is responsible for the B-1B, B-2 and E-3 sustainment programs and manages the Air Force's 1600+ cruise missile inventory. The center performs depot maintenance on various aircraft and overhaul and repair on numerous jet engines, as well as being the technology repair center for automatic flight control, engine instruments, air driven accessories, hydraulics/pneudraulics/pneumatics and oxygen and life support. Acquire and sustain the world's best aviation systems in partnership with our customers and suppliers. OC-ALC provides worldwide logistics support for B-1B, B-2, B-52, E-3, multipurpose C-135 series, Air Launched Cruise Missile (ALCM), Conventional Air Launched Cruise Missile (CALCM), Air Force Harpoon and the Advanced Cruise Missile (ACM) weapons systems. Navy Strategic communications Wing ONE is based at Tinker AFB allowing for enhanced depot support of the E-6 aircraft. Commonality between the E-6 and the E-3 airframes facilitates maximum utilization of depot support functions already in place.

OC-ALC manages 30 contractor logistics support (CLS) mission designs including: C-9, VC-25, E-4, KC-10, C-12, C-26, C-20, C-38, C-21, T-43, E-9, UV-18, and USAF Academy Gliders for multiple Air force Commands, Army, Navy, Marines, other military services and non-military agencies. OC-ALC manages gas turbine engines used in fixed wing aircraft, helicopters, and cruise missiles. Engine models that either have been or are being managed include the TF30, TF33, TF34, TF39, F100, F101, F107, F108, F110, F112, F118, J79, J69, J85, T56 and T64. The OC-ALC is the organic Source of Repair (SOR) for the TF33, F100, F101, F108, F110 and F118 engines; the Navy's and F108-200 engines as well as some Navy aircraft components; and is the only SOR accomplishing overhaul/testing of F107 and F112 cruise missile engines. Depot functions are accomplished in a single facility that is capable of repair/overhaul of Navy F107-400 engines. OC-ALC is the Technology Repair Center (TRC) for hydraulic/pneudraulics, oxygen/other gas generating equipment, instruments, B-1B offensive avionics systems, and engine related exchangeable. The Center manages approximately 32,000 diverse component items and repairs approximately 300,000 exchangeable items.

OC-ALC is the source of mission critical software engineering for center automated depot repair processes and management of assigned weapon systems. Categories of software include: Test Program Sets, Operational Flight Programs, and Industrial Automation.

USAF Unit Histories

Created: 1 Jan 2023

Updated:

Sources

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