

140 MAINTENANCE SQUADRON



MISSION

The 140 Maintenance Squadron accomplishes specialized maintenance of F-16 components, systems and support equipment. This includes inspection, repair and scheduled maintenance of aircraft propulsion, avionics, LIGHTENING/SNIPER/LANTIRN/ECM pods, pneudraulics, electrical-environmental, egress and fuel systems. Additionally, the 140 Maintenance Squadron repairs and calibrates test, measurement, and diagnostic equipment used by over 20 organizations on Buckley Air Force Base. The squadron also maintains engine trailers and maintenance stands necessary to accomplish its mission.

LINEAGE

140 Consolidated Aircraft Maintenance Squadron
140 Maintenance Squadron

STATIONS

Buckley AFB, CO

ASSIGNMENTS

140 Maintenance Group

COMMANDERS

Maj Edward J. Villano
LTC Donald Lovisone
Maj. Vern T. Marooney
Maj Kevin Lash, #2001
Maj Michael Brinkman

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM



140 Consolidated Aircraft Maintenance Squadron

140 Maintenance Squadron emblem: On a disc Azure, issuing from base a mountain range of five peaks center most enhanced Sable, each snowcapped Argent, charged with a cougar's face Gold Brown, langued and eyed Gules, armed of the third, detailed of the second, in sinister chief three airflight symbols volant fesswise to sinister in bend of the third, each trailing a contrail fesswise throughout the fifth, all within a narrow bordure Black. Attached above the disc, a Yellow scroll edged with a narrow Black border and inscribed "140TH MAINTENANCE SQ" in Black letters. Attached below the disc, a Yellow scroll edged with a narrow Black border and inscribed "MILE HIGH MILITIA" in Black 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 mountains are indigenous to the unit's home area and recall their motto. The cougar is taken from the 120th Fighter Squadron's emblem for which the Squadron provides aircraft maintenance support. The flight symbols above trailing contrails symbolize the dedication and skill of unit personnel to keep the fighters in the air in defense of freedom.

MOTTO

NICKNAME

OPERATIONS

The mission of the 140th Consolidated Aircraft Maintenance Squadron is to provide organizational and field maintenance of air frames, engines and allied maintenance; electrical and electronic systems and equipment for the assigned A-7Ds. When deployed, the majority of assigned personnel are attached to the tactical squadron to move as a unit anywhere in the world to provide maintenance of the aircraft. At Buckley ANG Base the squadron maintains two hangars, nine maintenance buildings, an engine test facility, four munitions storage igloos and one munitions storage multi-cube facility.

The 140th Consolidated Aircraft Maintenance Squadron history is one of dedicated men and women, one of long and faithful service to state and country. In the early days maintenance personnel were assigned to the 120th Observation Squadron. Ground crews had their hands full keeping the Curtiss Jennies, O-2Cs, O-17s and O-38s in the air.

Called to active duty on 1 Apr 1951, maintenance personnel supported numerous firepower demonstrations and provided pilot proficiency training during the activation. During a firepower demonstration in St. Paul, Minn., many assigned aircraft were destroyed on the ground during severe weather conditions. Late in that same year members of the 140th TFW joined together and re activated the old Army Air Field at Clovis, NM Almost 400 wing members participated in an atomic energy demonstration called "Tumbler Snapper Shot Number III" in Apr 1952, living in tents at Camp Desert Rock, NV, Conducted at Yucca Flats NV the exercise marked the first time that Air Force members had been employed in a tactical situation involving the actual explosion of the A-bomb.

Upon release from active duty in late 1952 and early 1953 the tremendous job of re-organization began. Again, the maintenance organization was faced with an enormous undertaking F-51 were retired and the unit received the F-80 in the summer of 1953. In the fall of 1954 pilots and maintenance personnel working with a short supply of equipment and supplies geared up for annual Air National Guard Gunnery meet held in Boise, ID They won the meet, earning the honor of representing the Air Guard at the USAF Worldwide Gunnery Meet at Nellis AFB NV, where they took second in air-to-air and first for team captain. In 1956, the 140th Consolidated Aircraft Maintenance Squadron was formed. Four years later the squadron was redesignated as the 140th Material Squadron.

The F-100 brought about a change in support equipment, a big increase in personnel and an extensive retraining program.

During 1961 the unit was called to active duty again and during this period the load crew concept for weapons became a major training program for the squadron.

During the early and mid-1960s the maintenance squadron met many new challenges and supported many deployments to various parts of the country and the world: Puerto Rico, "Desert Strike," "Operation Ready-Go" in Germany and "Diamond Lil" at Elmendorf AFB, Alaska.

In 1965, the organization was redesignated the 140th Consolidated Aircraft Maintenance Squadron.

The 140 CAMS underwent a tremendous training program when called to active duty in 1968 for the Vietnam conflict. Many extra maintenance hours were devoted to making major F-100 modifications for the SEA mission. New support equipment was received and the squadron went to full strength. Weapons toad crew and weapons maintenance

The 120th TFS had the lowest abort rate and the highest munitions reliability of any unit in the 35th TFW during their tour. It was by any evaluation one of the finest examples of squadron maintenance performance in combat in the history of the Air Guard or USAF.

Maintenance personnel who did not deploy to Vietnam returned to their Korean call-up base in New Mexico, now identified as Cannon AFB, while others were sent to units in Korea and throughout the world. On April 30, 1968, the unit was released from active duty and returned to Air National Guard status. The maintenance squadron again was faced with the tremendous job of training new personnel and getting aircraft and equipment back into top shape after a year of combat. F-100Cs were replaced by F-100s from RAF Lakenheath, England, in the early 1970s.

A team of maintenance personnel were sent to Lakenheath to inspect the newly assigned F-100Ds and prepare them for the flight to the United States. The 140th CAM Squadron supported the 120th TFS aircraft on major force exercises to Puerto Rico and Alaska in 1970 and 1971. In 1972 the unit supported "Guard Strike IV," an Army and Air Guard training exercise.

In April 1974 the unit began receiving the A-7D. It, and training program for all maintenance personnel was initiated. In 1975 the unit received a C-1 combat-ready status in the A-7D, a first-time achievement for an A-7D unit.

In 1976 the squadron supported "Bold Eagle," an exercise designed to provide training for selected active and reserve component forces.

In September 1977, maintenance support personnel deployed 18 120th TFS A-7D for "Reforger." The wing was awarded the Air Force Outstanding Unit Award as a result of the deployment. The year 1978 saw the first of what has become an almost-annual deployment to Howard AFB, Panama, in support of the defense of the Panama Canal,

September 1979 saw another first for the unit; 18 A-7s with support personnel deployed to central Turkey to take part in a 30-day, bare-base NATO exercise "Display Determination."

1981 was a very busy year for the 120th TFS and the 140th maintenance folks. The unit went about the business of selecting aircraft and a maintenance team to go to "Gunsmoke '81," the first worldwide gunnery meet held since 1962. The team leader was LTC. Wayne Schuitz,

maintenance officer was Capt Donald Lovtsone and the NCOIC was SMSgt Moe Etter,

In 1985 the 140 TFW received its first overall "excellent" rating for an ORI. Maintenance preparation for the ORI was a long and grueling task, but it paid off when the games began — a total effort by all personnel assigned. The 140th CAM Squadron came through with flying colors, with many areas receiving "outstanding" and "excellent" ratings, and a few "best-seen-to-date" comments by inspectors. During 1986, aircraft and support personnel deployed to Hawaii to fly DACT "Sentry Bronco" missions with the Hawaii Air National Guard; to Elmendorf AFB, AK, to take part in composite-force exercise "Midnight Sun"; and to Cold Lake, Canada, to take part in another "Maple Flag" exercise.

In 1987 it was off again to "Gunsmoke '87," the maintenance team led by 1LT Dennis Gries, with CMSgt. Bob Huffman serving as NCOIC. Aircraft were put into the best possible shape, Again the team made a fine showing: Capt. Dean McDavid was A-7 Top Gun, the squadron won the top A-7 maintenance trophy and the top A-7 load crew trophy and the team placed sixth overall for the meet.

The majority of the maintenance community required cross training. The engines and airframe of the F-16 were worlds apart from the A-7. The conversion training for CAMS personnel, at various Air Force training bases was intense and for some it took up to 10 months! To help the unit better prepare for both acceptance, and later on, maintenance of the new weapon system; F-16 "Hot" training was accomplished in the spring of 1991 by almost all the skill sets found in the LG.

Furthermore, all new tools had to be identified and purchased. The A-7 specific equipment, as well as the airframes themselves, also had to be disposed of. Most of the A-7s were transferred to Davis-Monthan AFB, Tucson, AZ, for mothballing.

Aside from supporting every major deployment for the 140th TFW — exercises like Coronet Cove, Red Flag and Gunsmoke the 140th CAMS recorded several noteworthy events in 1983. The squadron commander, Lt. Col. Arvey Mason, left the unit after more than nine years at the helm to become Buckley's base commander (replacing Lt. Col. Don R. Shields). His successor was Maj. Donald S. Lovisone, who had spent his entire Air Guard career, as both enlisted and officer, assigned to the same unit.

USAF Unit Histories
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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.
The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.