

# **151 MAINTENANCE GROUP**

## **MISSION**

## **LINEAGE**

151 Maintenance Group

## **STATIONS**

Ronald R. Wright Air National Guard Base, Salt Lake, City, UT

## **ASSIGNMENTS**

151 Special Operations Group

## **COMMANDERS**

## **HONORS**

**Service Streamers**

**Campaign Streamers**

**Armed Forces Expeditionary Streamers**

**Decorations**

## **EMBLEM**

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

Mobility has been a key word for the 151st Maintenance Group and its two squadrons, the 151st Maintenance Squadron and the 151st Aircraft Maintenance Squadron over the last 12 months. In September 2002, relocations to a new building and several deployments had a significant impact on the maintainers and their families. In addition to the new construction, most of the remaining maintenance facilities were also remodeled. The main hangar and fuel cell repair hangar received makeovers that provided badly needed office and storage space for both facilities; building 23 (the old general purpose shop) was completely renovated.

In December 2002, members deployed to Gei1enkirchen Airbase, Germany, to support NATO AWACS aircraft with air refueling. Those who didn't deploy to Germany, prepared aircraft and equipment to deploy to Incir1ik Airbase, Turkey in late December.

After returning from Turkey, the unit was again activated for Iraq. During the initial deployment of aircraft and personnel to the Azores, for what was to become Operation Iraqi Freedom, one of the unit's KC-135E experienced a sudden unexpected loss of altitude. The aircraft was returned to Salt Lake City to be inspected for damage. Maintenance personnel who had not deployed began the task of ensuring that no serious structural damage had occurred. Each of the four engines were removed and reinstalled after the engine shop personnel inspected the engine mounting hardware. The aircraft inspection was completed ahead of schedule. Just days after the last aircraft deployed to the Azores, the Wing was again tasked, this time to support operations in Bangor, Maine. This resulted in two major deployments of aircraft and personnel simultaneously supporting the same operation, with the resulting strain on people and resources. By the end of June, both aircraft and personnel had redeployed from both locations.

The hydraulics and electro/environmental shops assisted civilian and government engineers from Boeing and Messier-Bugatti in modifying, assessing and setting up the brake anti-skid system. They were very impressed with the knowledge and "can do" attitude of our maintenance personnel. Hand in hand with the anti-skid modifications are the new carbon brake systems for the KC-135E. The electro/environmental shop's key personnel were directly involved in the design, testing and operational checkout of this new state of the art system.

In August the structural shop started to complete a time compliance technical order for our KC-135E engine struts. This time compliance technical order will extend the life of the KC-135E engine struts and allow the tanker to engage in more stressful flight parameters, making it safer in turbulence and short interval takeoff configurations. Before this, the tankers were inspected and repaired at Tinker Air Force Base, Okla. The structural and Fabrication shops have inspected and completed the repairs on five aircraft since August, well ahead of schedule. In comparison, only two aircraft were sent to Tinker AFB, with one completed, in the same time frame.

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