

# 184 LOGISTICS READINESS SQUADRON

## MISSION

## LINEAGE

184 Supply Squadron, 16 Nov 1965  
Redesignated 184 Resource Management Squadron, 1 Jul 1979  
Redesignated 184 Logistics Squadron, 1 Mar 1994  
Redesignated 184 Logistics Readiness Squadron, 25 Apr 2003

## STATIONS

McConnell AFB, KS

## ASSIGNMENTS

184 Mission Support Group

## COMMANDERS

Cpt Anthony A. Leis, 26 May 1953  
Cpt Joseph C. Lukens, 21 Jan 1957  
LTC Harry J. Chase, 1 Oct 1962  
LTC Alden C. Lyon, 3 Jan 1970  
Cpt Thomas H. Payne, 17 Feb 1973  
LTC Brian E. Barents, 1 Nov 1984  
Maj Thomas M. Wisby, 20 Sep 1985  
LTC John J. Crawford Jr., 2 Mar 1986  
Maj Ronald E. Munson, 1 Jul 1987  
Maj Terence E. O'Brien, 1 Oct 1987  
Maj Jessica C. Brown, 10 Mar 1992  
Maj Pamela J. Simonitsch, 4 Mar 1995  
LTC Shirley Brown, 7 Dec 1999  
LTC Chester D. Wilson, 3 Mar 2001

## HONORS

**Service Streamers**

**Campaign Streamers**

## Armed Forces Expeditionary Streamers

### Decorations

#### EMBLEM



On a disc Gray, a terrestrial globe Azure, landmasses Vert, environed by an annulet bendwise sinister Or, all within a diminished border Black. Attached above the disc, a Gray scroll edged with a narrow Black border and inscribed "184TH LOGISTICS SQ" in Black letters. Attached below the disc, a Gray scroll edged with a narrow Black border and inscribed "LEAN AND MEAN" in Black letters. 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 globe symbolizes the unit's commitment to the global demands of supporting the Air Force mission. The ring around the globe represents the 24-hour service the Squadron provides to the global mobility of its parent wing.

#### MOTTO

#### NICKNAME

#### OPERATIONS

The strengths of the two newly organized units was 8 Officers and 100 airmen for the supply squadron and 10 officers and 258 airmen For the Consolidated Aircraft Maintenance Squadron. Assuming Command for the Supply Squadron was Lieutenant Colonel Harry Chase, and Maj Gene E. Turner for the CAM Squadron.

The following units of the Kansas Air National Guard were ordered to Active Duty effective 26 January 1968, for a period not to exceed 24 months:

184<sup>th</sup> Supply Squadron

Effective 1 January 1978, the Supply Squadron was inactivated and the supply function was merged into the 184th Combat Support Squadron.

The implementation of the Tri-Deputy Management structure became effective 1 November 1978. This new structure provided a Deputy Commander of Operations (DCO) with responsibility for the 127th. The Deputy Commander of Maintenance (DCM) with responsibility for the 184 CAM Squadron and a Deputy Commander of Resources (DCR) with responsibility for the functional areas of Supply, Comptroller, Logistic Plans, Traffic Management and Procurement. Effective this same day all personnel from the DCR areas were transferred from the 184th Combat Support Squadron. (the 184th Supply Squadron was again formed) Other changes that were also affected were the transfer of Training and Administration from the Group Headquarters to the 184th Combat Support Squadron, as the Combat Support Squadron was not part of the Tri-Deputy chain of command. All assigned personnel reported to the Combat Support Squadron commander, who in turn reported to Group Headquarters commander.

Effective 1 July 1979, a reorganization added a new squadron to the 184 TFTG. The 184th Resource Management Squadron, commanded by Lt Col Harry J. Chase, included the functional areas of Supply, Comptroller, Resource Plans, Procurement and Traffic Management. Chief Master Sergeant Don Abbott was the First Sergeant.

Responsible for the integration of distribution, vehicle maintenance, material management, and contingency support capabilities within the operational environment. Our goal is to provide the 184th Intelligence Wing with "world class" logistics support by ensuring personnel, supplies, vehicles, and equipment are delivered to meet all mission requirements, to include seeking the most innovative technology and equipment to enhance work processes, for our customers.

1986 — 1989: the Logistics Readiness Squadron (LRS) was then called Resource Management Squadron (RMS) under a "quad deputy" organization. During this era, RMS supported a pilot training mission for F-4 & F16. In the summer of 1988 Supply moved into their new facility. The remodel of building 42 added 12,000 square feet of warehouse storage and 4000 square feet of office space. It wasn't long after settling into this new facility that RMS served as a vital component for the group wide Volk Field deployment. Supply, Fuels, Finance, Contracting and Transportation deployed and employed successfully for the first time in many years to support both F-4 & F-16.

1990-1994: During this era, reorganization took place. The RMS was changed to the Logistics Squadron (LS) falling under the newly formed Logistics Group (LG). This brought Logistics and Maintenance together under the same commander. When OPERATION DESERT STORM started, several members of Supply provided backfill support to Stewart ANG New York and Forbes Field ANG Kansas while those units were deployed.

1995 — 1999: In 1995 both the Transportation Management Office and Contracting Offices were changed by a major implementation of new programs. The TMO program was a computer based program called Cargo Movement Operation System. On the Contracting side was the International Merchants Purchase Authorization Card program. Both programs streamlined shipments and the acquisitioning process by saving time and inventory costs. A year later, Supply located a second storage warehouse in building 1108 for B-1B assets. This "forward supply" warehouse decreased the delivery time of priority aircraft assets and increased customer service to the maintenance organizations. That summer, members in both Vehicle Maintenance and Contracting deployed for 60 days to operation SOUTHERN WATCH in Doha, Qatar. This was an ANG initiative to repair damaged vehicles from post Gulf War operations.

From May 2002 to October 2004, the squadron met the challenge of converting again. The squadron successfully converted weapon systems equipment and parts over to the unit's newest aircraft, the KC-135R. In October of 2003, the LS converted to the LRS as part of the Combat Wing Organization Programming Plan. This aligned the squadron underneath the Mission Support Group (MSG) without Contracting, while adding Logistics Plans or what was then called, the Readiness Flight.

Managed \$554,000 budget in Military Personnel/Operation and Maintenance funds, supported increased Wing operations tempo, personnel clothing/equipment and mobility requirements for all assigned organizations in the wing.

Stood up and equipped new long-range surveillance vehicle maintenance facility at Smoky Hill Range to support maintenance requirements of assigned vehicles and equipment.

---

USAF Unit Histories  
Created: 12 Mar 2021  
Updated:

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