

184 MAINTENANCE OPERATIONS FLIGHT

MISSION

LINEAGE

184 Logistics Support Flight, 1 Apr 1995

Redesignated 184th Maintenance Operations Flight, 25 Apr 2003

Inactivated

STATIONS

McConnell AFB, KS

ASSIGNMENTS

184 Maintenance Group

COMMANDERS

Cpt Susan A. Stickley, 1 Aug 1995

Cpt Kent E. Wade, 24 Apr 1996

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

NICKNAME

OPERATIONS

In July 1994 the 184th received their first B-1B. Along with the bomber came an operational mobility commitment as well as a reorganization of the aircraft maintenance management functions. Maintenance Control in the CAMS went away and was replaced by Logistic Support Flight (LSF). Major Sue Stickley was appointed the LSF Commander and Chief Sheree Arasmith was selected as the Chief of LSF. During this restructuring of the flight, MSgt Vicki Rose was the full time mobility person with the assistance of TSgt Eric Johnson. It had been over thirty years since the unit had a mobility commitment, so this function had to be built from the ground up. MSgt Tom King assumed responsibility for debrief, assisted by MSgt Tony Haidai, along with the responsibility of managing the new CITS and CEPS computer systems. At this time Training, Analysis, DLR Budget and Maintenance Manning became a part of LSF. Job Control became Maintenance Operating Control Center (MOCC) and aircraft scheduling became a joint effort with the Pro Super. The unit accepted B-1Bs from Ellsworth AFB, South Dakota and from the 384 BW here at McConnell. There were originally eleven B-1Bs assigned to the 184th Bomb Wing. The 184th also had an aircraft on loan to them from Ellsworth for almost two years, which gave the organization a total of twelve aircraft possessed. When Major Stickley passed away unexpectedly, Capt. Kent Wade became the LSF Commander, and 2nd Lt Paul Stevenson was assigned as LSF Directorate. PS&D moved into hangar 1107 on the east side of base to work directly with the Aircraft Generation Squadron (AGS) Pro Super. Shortly afterwards, Lt Stevenson took a different career path and was replaced by 2nd Lt Mark Tillison. Soon after, MSgt Vicki Rose moved to the 134th Air Control Squadron (ACS) mobility position and was replaced by TSgt Kevin Thomas, who transferred to the Guard from the 22nd Wing mobility section. The early years with the B-1Bs were tremendously busy for the LSF flight. The aircraft had close to 800 Time Change Items, compared to some 200 on fighters. There were so many complex systems on the B-1B, that there was a constant flow of Time Compliance Technical Orders, Depot Field Teams, Kit Proofs and Validation Verifications. As many as 50 engines a year were swapped out on the flight line for maintenance. Additionally, the maintenance budget for the B-1B was huge, complex in execution design, and difficult to keep reconciled. During the fighter to bomber conversion, retraining of maintenance personnel was a huge task for the training section, MSgt Traci Unruh and TSgt John Pitts. MSgt Kevin Thomas managed over 350 mobility positions while OREs, ORIs, mobility bags, MOPP levels and UXOs became the language of the day. During the 184th first ORI, the 184 BW received the highest score of any Heavy Bomb unit in the 8th Air Force. The unit became well known and respected subject matter experts in the B-1B community for maintenance and technical information management.

Chief Ron Sageser became Chief of LSF in June of 2000 and MSgt Lee Pence moved into the Budget position. SMSgt Bill Cowmeadow became the NCOIC of PS&D and MSgt Hervey Carraway was named supervisor of the MOCC. During the UCI in December of 2000 PS&D received a Superior Performance Award. As the 184th transitioned from bombers to the KC-135R Air Refueling Tankers, the wing structure was again reorganized throughout the ANG and LSF flight was renamed Maintenance Operations Flight (MOF). With this reorganization,

done in conjunction with the unit aircraft conversion, many Maintenance Group functions were transferred, eliminated or renamed as well as the creation and standup of three new mission areas within the wing. The unit received its first KC-135R in May of 2002 and by the end of June they had gained seven jets from Mountain Home AFB, Idaho. Not only was the wing and maintenance community converting to a new aircraft, but at the same time LSF converted from CAMS to the G0-81 maintenance management information database. G0-81 tracked all tanker aircraft worldwide in near real time status, and further, could be used at deployed locations. The Training Section consisting of MSgt John Pitts and Lisa Smith, took on yet again, another huge task resulting in more than half of the Maintenance Group being retrained in new Air Force Specialty Careers. Additionally, as a part of this conversion, the unit had to go through a reduction in force (RIF) and the resultant personnel reassignments significantly changed the face of the MOF. MSgt Roxann Collins became Senior Controller in MOCC. SMSgt Terri Davis became supervisor of PS&D, MSgt Tom King and MSgt Hervey Carraway joined MSgt Mary Hansen, MSgt Alfred Battle and TSgt Tim Green in PS&D. MSgt Tim Burget and MSgt Harry stamps transferred to Analysis to work with MSgt Debbie Holderman. MSgt Phil Catlett went from MOCC to the Programs & Mobility function. MSgt Ross Vermillion and MSgt Kim Eck remained in Engine Management working with both the F 101 and the new F 108 engines. It was at this time that SRA Tracy Hansen moved from the Wing Public Affairs office to the LSF admin position. When SMSgt Terri Davis retired, MSgt Hervey Carraway took over as supervisor, and PS&D gained SSgt Jodee Dalton from the Wing Command Post. The MOF then gained A1C Kevin Hansen full time in MOCC as well as another eight traditionals, who were newly assigned, and had to be sent through the AFSC awarding school house, then receive hands on training at home station.

USAF Unit Histories
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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.
Air Force News. Air Force Public Affairs Agency.