184 MAINTENANCE SQUADRON

MISSION

LINEAGE
Redesignated 184 Materiel Squadron, 1 Oct 1962
Redesignated 184 Consolidated Aircraft Maintenance Squadron, 16 Nov 1965
Redesignated 184 Maintenance Squadron, 1 Mar 1994

STATIONS
McConnell AFB, KS

ASSIGNMENTS
184 Maintenance Group

COMMANDERS
1LT Lt David R. Britton, 26 May 1953
Maj Robert M. Kelley, 28 Sep 1953
LTC James R. Dennison, 2 Oct 1962
Maj Gene E. Turner, 16 Nov 1965
LTC Joe Bob Adair, l Nov 1978
Maj Edward L. Sykes, 15 Jun 1981
LTC Howard G. Tart, 1 Jan 1983
LTC Duane H. Ellingson, 29 May 1983
LTC Donald L. Steanson, 1 Jun 1983
LTC George F Scoggins Jr.,1 Feb 1986
Maj Charles W. Lippelgoos, 1 Jul 1987
Maj Robert L. Snellenberg, 1 Apr 1988
Maj John B. Lawson, 1 Mar 1990
Maj Edward A. Mcllhenny, 11 Jul 1992
LTC Dean A. Ellingson, 1 Aug 1995

LTC Don S. Jackson Jr., 4 Nov 1997
Maj Dana J. Garvey, 1 Aug 1999
LTC Michael C. Foster, 5 Aug 2002
LTC Leonard H. Mattingly, 1 Feb 2004

HONORS
Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

NICKNAME

OPERATIONS
Aircraft Maintenance evolved over the years as the Air Force and the Air National Guard aligned and realigned itself to enhance its war fighting capabilities and ability to respond efficiently to the needs of the Nation. The chronology of those reorganizations dates clear back to November 10, 1965 with the creation of the Consolidated Aircraft Maintenance Squadron.

The Consolidated Aircraft Maintenance Squadron consisted of the Organizational Maintenance Branch, Field Maintenance Branch, Munitions Maintenance Branch, and the Avionics Maintenance Branch as well as Quality Control.

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:
184th Consolidated Aircraft Maintenance Squadron

In 1994, the unit became the first Air National Guard unit to transition into a heavy bomber role after receiving the B-1 B mission, and the 184th CAM Squadron was renamed the 184th Maintenance Squadron.

The 184th Maintenance Squadron (MXS) is an evolution from the old Consolidated Aircraft Maintenance Squadron (CAMS) Field Maintenance Branch (FMB) which came to life November 10, 1965. They were comprised of the Pneudraulic Shop, Fuel Shop, Electric Shop, Environmental Shop, Egress Shop, Aerospace Repair Shop, Weld Shop, Sheet Metal Shop, Non-Destructive Inspection Shop, Survival shop, Aerospace Ground Equipment (AGE), and Jet

Engine Shop. This maintenance structure continued through the 1980s and early 1990s when the 184th was a Tactical Fighter Training Group.

In 1987 the initial cadre of personnel were hired to standup the F-16 Avionic Intermediate Shop (AIS) and the type 4 Precision Measuring Equipment Laboratory (PMEL) The AIS Shop was tasked with repairing the proverbial "black boxes" off the F-16 aircraft. Over the next seven years the AIS shop grew from 7 to over 35 full time personnel and from a single string of four F-16A/B avionics test stations to two strings of F-16C/D test stations. The eight avionics test stations were required to support the 65 F-16's possessed by the 184th. The AIS shop also acquired a set of Mobile Facilities setup on the south side of building 49 to support the additional work load. During this period of time, AIS supervisors included Mike Hamilton, David Wilson, John Davis, and Johnny Skelton. The PMEL lab also grew from a type 4 lab to a full blown type 2 lab saving the 184th thousands of dollars each year.

In March 1994, after receiving the B-1B mission, the 184th was reorganized as the Maintenance Squadron. The MXS provided aircraft maintenance support, and was comprised of many different specialty shops employing highly trained technicians that maintained the many complex aircraft systems. At this point, the MXS consisted of two flights which were the Component Repair Flight (CRF) and Equipment Maintenance Flight (EMF). The CRF contained the Accessories Element (Pneudraulic Shop, Fuel Shop, Egress Shop, Electro-Environmental Shop, and Repair and Reclamation Shop) and the Propulsion Element. EMF consisted of the Aircraft Ground Equipment Element (AGE), the Fabrication Element (FAB) (Structures Shop, Metals Technology Shop, Survival Shop, and Non-Destructive Inspection Shop,), the Avionics Automatic Test Station Element (ATS) and the Munitions Storage Area (MSA). The MXS would remain the same for the next seven years while the 184th Bomb Wing set records flying the B-1B.

With the 184's conversion from the F-16 to the B-1 in 1994, the Propulsion Element went through some major changes. These changes were brought about because of the unit's conversion to the B-1B followed a year later by the Georgia's, 116 Bomb Wing conversion to the B-1 B, and the deactivation of the B-1B's located in Grand Forks North Dakota. Those moves left two active duty units, Dyess AFB Texas and Ellsworth AFB South Dakota, and the two newly assigned guard units flying B-1B aircraft. With only enough F101-GE-102 engine maintenance equipment to facilitate two bases, Dyess and 184 were selected as the respective Jet Engine Intermediate Maintenance (JEIM) shops for their commands. Dyess engine shop was tasked to provide back shop support for Ellsworth and the 184th was to do like wise for the Georgia unit. For a guard unit the KANG engine shop had always been larger than normal and during the F-16 era the shop supported an average of over 10,000 flying hours a year. With the Bl-B mission the Propulsion Element grew even larger, with a three shift operation, supporting Flight line, JEIM, and test cell operations with over 50 full-time employees.

Following some fortuitous situations in the B-1B engine community, the 184th engine shop entered into a Memorandum of Agreement (MOA) with Air Combat Command (ACC) to help

maintain B-1B engines from any and all B-1B bases. At this point in time the shop was given the distinction as an Engine Regional Repair Center. The ERRC participated in the units Operational Readiness Inspection and Unit Compliance Inspection in 2000, achieving an outstanding rating during the inspection. Also at that time the 184 ERRC helped push the B-1B community to the highest War Ready Engines (WRE) spares inventory in the history of the B-1B, from a minus 29 to a plus 50 WRE. During the conversion from the B-1B to the KC-135R, the ERRC gained 24 new members from within the Wing. The new engine maintainers stepped up to the challenge and attended engine technical school and progressed quickly through their upgrade training. From 1994 through 2004 the 184 ERRC produced over 650 engines for the B-1B fleet.

The Munitions Storage Area (MSA) evolved from the Munitions Maintenance Branch of the 184 CAMS Squadron until the unit converted from F-16C/Ds to the B-1B. The MSA was responsible for the buildup and storage of all munitions assets in support of Bomber operations. During this time the MSA was also responsible for the courtesy storage of a broad mix of explosive assets for the 22 ARW, Sedgwick County Agencies, Kansas Bureau of Investigation, Office of Special Investigations and numerous other organizations throughout South Central Kansas.

With the transition to the KC-135R, a requirement for bomb buildup and storage was no longer needed, which gave birth to a new mission for the MSA as the Air National Guard Regional Munitions Storage Area (RMSA). The RMSA became a national asset that existed to support a critical need for munitions storage requirements for the Air National Guard and the United States Air Force, and multiple Department of Defense users. The RMSA was comprised of nineteen storage and operations facilities allowing for a net explosive weight capacity of over 550,000 lbs. and on average over one million individual assets were on hand at any given moment. An additional capability included a live munitions aircraft loading ramp. Facility modifications and new construction could expand storage capability to more than six million pounds of high explosives without expansion of the existing site or explosive safety clear zone. In Fiscal Years 2003 and 2004, Munitions members volunteered and performed duties in direct support of Operations Iraqi Freedom, Enduring Freedom, Northern and Southern Watch, and they continued to volunteer for rotations to classified locations. Their efforts totaled over 4,000 man-days deployed in honored service with the highest recognition. The RMSA has a long tradition of excellence despite organizational change and aircraft conversions. And while over the years, the name and location changed, as well as the aircraft, structure, and components, the requirements have remained the same, it is the people who make the difference and made this a special place to work!

With the F-16 AIS background, the 184th personnel helped the B-1B ATS Automatic Test Station Shop community take a leap forward in time. 184th personnel initiated numerous innovations; including replacing antiquated "dumb" terminals with off the shelf desktop computers and terminal emulation software. This innovation returned to service several test stations at the various B-1 B operating locations and saved approximately $2,000 in repair costs for each defective "dumb" terminal. It also facilitated replacing the antiquated test

station printers with off the shelf printers again returning to service several test stations and saving over $2,000 per replacement. The 184th led the effort in replacing the HP 7906, 10 Megabyte platter disc drive with 1.6 gigabyte optical drives reducing the maintenance on the antiquated disk drives and reducing disk storage requirements from a 10' x 10' room to a hand full of disks.

The Air Force Air Logistics Center at Tinker AFB, OK relied heavily on the 184th ATS Shop. The 184th supported the B-1B SPO engineering staff by assisting with flight control upgrades and performing flight control sell off on test station software and flight testing avionics upgrades. During a Radar test station upgrade at Tinker the 184th became the depot for repairing B-1B radar components.

After the B-1B conventional weapons upgrade program the 184th ATS shop took on the task of designing and building a replacement B-1B Rotary Launcher Position Indication Device (PID) tester. The original two prototypes were forward deployed and used by the Air Force in direct support of ENDURING FREEDOM. The efforts of the ATS shop reduced the design and procurement lead time by two to three years and saved the Air Force approximately $1.6M. It also facilitated adapting the existing B-1B rotary launchers to drop the 2000 pound Joint Direct Attack Munitions (JDAM). The B-1B would not have been able to drop the JDAM during the liberation of Afghanistan if this PID tester would not have been developed and produced in a timely manner.

With the transition from the B-1B to the KC-135R came many changes and the MXS gained personnel and functions from the AGS, which was renamed the Aircraft Maintenance Squadron (AMXS). The basic components of MXS remained the same with the exception of the Avionics Flightline shops which became an Element, and moved fromAGS to MXS under the CRF. The Phase Inspection Section became the Isochronal Inspection Element (ISO), and also moved to MXS under the EMF. The ATS, which was B-1B specific, closed down with its personnel transferring into numerous new and existing mission areas throughout the wing. With the transition to the KC-135R, the requirement for bomb buildup and storage was no longer needed, which gave birth to a new mission for the MSA as the Air National Guard Regional Munitions Storage Area. (RMSA) The Engine Regional Repair Center (ERRC) for B-1 B engines continued to support the B-1 B fleet, and was separated from the KC-135R Propulsion Element to become an Element of its own. The many areas that made up the MXS made it one of the largest Maintenance Squadrons in the Air National Guard at almost 300 personnel strong.

USAF Unit Histories
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Sources

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The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.
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