

512 AIRCRAFT MAINTENANCE SQUADRON



MISSION

The 512 Aircraft Maintenance Squadron supports C-5 flightline maintenance. Their mission is to provide reliable aircraft and dependable support to Team Dover for its global peacetime and combat taskings.

LINEAGE

512 Organizational Maintenance Squadron constituted, 18 Jun 1976

Activated in the Reserve, 1 Jul 1976

Redesignated 512 Aircraft Generation Squadron, 1 Aug 1990

Redesignated 512 Aircraft Maintenance Squadron, 1 Oct 2002

STATIONS

Dover AFB, DE, 1 Jul 1976

ASSIGNMENTS

512 Military Airlift (later, 512 Airlift) Wing, 1 Jul 1976

512 Logistics Group, 1 Aug 1992

512 Operations Group, 1 Oct 1993

512 Logistics (later, 512 Maintenance) Group, 1 Apr 1995

COMMANDERS

Lt Col K. Meurlin

Maj John Foran

Maj Jason Lowrey, 8 Sep 2019

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Meritorious Unit Award

1 Oct 2004-30 Sep 2005

Air Force Outstanding Unit Awards

1 Jul 1976-31 May 1978

1 Jun 1978-31 May 1979

1 Jan 1988-30 Jun 1989

1 Jul 1993-30 Jun 1995

1 Sep 1996-31 Aug 1998

1 Oct 2002-30 Sep 2004

1 Oct 2008-30 Sep 2010

EMBLEM



On a light blue disc edged with a narrow yellow border, issuing from base a blue demi globe with axis vertical, rimmed and gridlined yellow below a stylized white aircraft ascending bendwise garnished blue, surmounting the globe in base a brown gloved hand grasping a gray wrench, detailed blue. Attached above the disc a blank yellow scroll. Attached below the disc a yellow scroll inscribed "CITIZENS WHO SERVE" in blue letters. (Approved, 12 Jan 1983)

MOTTO

OPERATIONS

Reservists with the 512th Airlift Wing at Dover Air Force Base, Del., spent about a year working hard getting ready to receive a new and improved version of the C-5 aircraft. All their preparations came to an end in February with the arrival of the wing's first C-5M Super Galaxy. Gen. Arthur J. Lichte, Air Mobility Command commander, personally delivered the aircraft to Dover Feb. 9. The base received its second C-5M four days later. In addition to the C-5M training flyers and maintainers received at the Lockheed Martin Aeronautics plant in Marietta, Ga., they prepared for the aircraft's arrival by writing and validating operating procedures, manuals and technical orders. Fourteen aircrew members have completed C-5M Type One training since January 2008.

The 512th Aircraft Maintenance Squadron began sending people to training in May 2008. "We learn about the aircraft's upgraded systems and how they operate," said Lt. Col. Mike Semo, manager of the C-5M integration project and chief pilot. Chief Master Sgt. Fred Eason, 512th AMXS maintenance superintendent, said after the maintainers who received the training in Marietta returned to Dover, they began training others in the squadron. A C-5 undergoes two upgrades to become a C-5M Super Galaxy. The first phase is the Aircraft Modernization Program performed at Dover and Travis AFB, Calif.

The aircraft receives a modernized glass cockpit and avionics upgrade, featuring a digital all-weather flight control system and autopilot, a new communications suite, flat-panel displays, and enhanced navigation and safety equipment. The second upgrade is the Reliability Enhancement and Reengining Program performed at the Lockheed Martin plant. This program replaces the old engines with quieter and more powerful General Electric CF-6 engines. The aircraft also undergoes 55 system and equipment improvements to increase the C-5's reliability. Some of the modifications include improvements to the airframe structure, flight controls, and hydraulic, electrical and fuel systems.

The Air Force Reserve's 709th Airlift Squadron and regular Air Force's 9th AS at Dover AFB will spend the next six months familiarizing themselves with the C-5M, training on aerial refueling and tactics, and maintaining currency, Colonel Semo said. In August, the C-5Ms are scheduled to begin operational testing and evaluation. All C-5s in the Air Force inventory are undergoing AMP modifications. After the C-5M aircraft at Dover are tested and evaluated, 51 more C-5s are scheduled to undergo the RERP upgrade to complete their conversion to the C-5M Super Galaxy. 2009

Dover Group Reorganizes for New C-17 Mission The 512th Maintenance Group at Dover Air Force Base, Del., is reorganizing to accommodate the C-17 Globemaster III mission and align itself with a structure similar to the rest of the Air Force.

A ceremony Feb. 4 marked the end of a 30-year run of Dover's sole C-5 mission and the beginning of a new era as the base prepares for the arrival this summer of its first C-17. Eventually, Dover will receive a total of 13 C-17s. Previously, the 512th MXG consisted of an aircraft maintenance squadron, equipment maintenance squadron, component maintenance squadron and maintenance operations flight. The group works side by side with its active-duty counterpart, the 436th MXG, to maintain the C-5.

The reorganization inactivated the 512th CMS, redesignated the 512th EMS as the 512th Maintenance Squadron and activated the 712th Aircraft Maintenance Squadron, which will assume the C-17 maintenance mission. The component maintenance squadron people and

mission transferred to the newly named 512th MXS. Half of the people from the 512th AMXS, which fixes and repairs C-5s, were reassigned to the 712th. The active-duty's 436th MXG inactivated its component maintenance squadron and merged it into its maintenance squadron in June 2005. It will stand up a C-17 maintenance squadron, the 736th AMXS, this spring. "Each aircraft in our U.S. Air Force's inventory requires highly skilled and disciplined men and women to fly them, to maintain them and to provide a wide variety of critical support to accomplish the mission," said Col. Willie W. Cooper II, 512th MXG commander.

The ceremony was a bittersweet moment for at least one maintainer. Senior Master Sgt. Donald Kimball, a C-5 mechanic and flight chief with the 512th AMXS, was one of 85 people who transferred from the C-5 maintenance unit to the newly activated 712th AMXS. "The C-17 is the future of the Air Force, but all I know is the C-5," said Sergeant Kimball, who has been working on the C-5 since 1978. "It's an exciting change for the base. For the Airmen who get to work on them (the C-17s), it's going to broaden their careers, and they'll gain some valuable knowledge."

Staff Sgt. Kevin Flowers, a C-5 mechanic for eight years, recently completed a six week C-17 technical school at Charleston AFB, S.C. He said he's enthusiastic about the new mission. "I like change and look forward to it," Sergeant Flowers said. "There's a lot of new stuff to learn, and to be able to work on the C-17 and be part of a new squadron is a great opportunity." 2007

DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

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