

512 AIRLIFT WING



MISSION

The 512 AW mission is delivering airlift, anytime, anywhere. The 512 AW provides integrated support in the form of aircrews, maintenance, aerial port and allied administrative support delivering full utilization of the C-5M Super Galaxy and C-17 Globemaster III under all conditions, up to and including full mobilization. The 512 AW vision is exceptional airmen working together in the Air Force Reserve's premier strategic airlift wing supporting the nation's objectives through rapid global mobility.

The 512 AW maintains and flies the C-5M Super Galaxy. The C-5s, flown by the 512 AW, are assigned to the Air Mobility Command's 436th AW, the active-duty host at Dover AFB. The 512 AW also maintains and flies the C-17 Globemaster III. The C-17s are also assigned to the Air Mobility Command's 436th AW.

The Liberty Wing is a Reserve associate unit. The associate program meshes active-duty and Reserve units to support the total force concept. The 512 AW operates active-duty host aircraft and equipment for training and missions. Members of the 512 AW work side-by-side with members of the 436th AW, also known as the "Eagle Wing," in fulfilling the mission, maintaining and flying the C-5M Super Galaxy and the C-17 Globemaster III. Working together, they form "Team Dover."

The wing consists of 1,850 personnel - 12 percent officers; 88 percent enlisted; and a support staff of about 35 civilians. These figures include the 235 Air Reserve Technicians who manage Reserve issues between Unit Training Assemblies. The 512 Operations Group is composed of two squadrons and two flights. The 709th Airlift Squadron flies the C-5B Galaxy and C-5M Super Galaxy, and the 326th AS flies the C-17 Globemaster III. The two flights are the 512 Operations Support Flight and the 512 Airlift Control Flight.

LINEAGE

512 Troop Carrier Wing, Medium established, 4 Aug 1949
Activated in the Reserve, 2 Sep 1949
Ordered to active service, 15 Mar 1951
Inactivated, 1 Apr 1951
Activated in the Reserve, 14 Jun 1952
Ordered to active service, 28 Oct 1962
Relieved from active duty, 28 Nov 1962
Redesignated 512 Troop Carrier Wing, Heavy, 8 Jan 1965
Redesignated 512 Air Transport Wing, Heavy, 1 Dec 1965
Redesignated 512 Military Airlift Wing, 1 Jan 1966
Inactivated, 29 Jun 1971
Redesignated 512 Military Airlift Wing (Associate), 29 Jan 1973
Activated in the Reserve, 1 Jul 1973
Redesignated 512 Airlift Wing (Associate), 1 Feb 1992
Redesignated 512 Airlift Wing, 1 Oct 1994

STATIONS

Reading Muni Aprt, PA, 2 Sep 1949
New Castle County Aprt, DE, 12 Apr 1950-1 Apr 1951
New Castle County Aprt, DE, 14 Jun 1952
U.S. Naval Air Station Willow Grove, PA, 20 Jul 1958
Carswell AFB, TX, 8 Jan 1965-29 Jun 1971
Dover AFB, DE, 1 Jul 1973

ASSIGNMENTS

Ninth Air Force, 2 Sep 1949
First Air Force, 1 Aug 1950-1 Apr 1951
1 Air Reserve District, 14 Jun 1952
First Air Force, 14 Jan 1954
Fourteenth Air Force, 25 Mar 1958
Second Air Force Reserve Region, 15 Aug 1960
Ninth Air Force, 28 Oct 1962
Second Air Force Reserve Region, 28 Nov 1962
Fourth Air Force Reserve Region, 8 Jan 1965
Central Air Force Reserve Region, 31 Dec 1969-29 Jun 1971
Eastern Air Force Reserve Region, 1 Jul 1973
Fourteenth Air Force, 8 Oct 1976
Twenty-Second Air Force, 1 Jul 1993

WEAPON SYSTEMS

AT-7
AT-11
C-46, 1949-1951
C-46, 1952-1957

C-119, 1957-1965
C-124, 1965-1971
C-141, 1973
C-5, 1973
C-17

COMMANDERS

Brig Gen Emil H. Molthan, 2 Sep 1949-1 Apr 1951
Col Frank W. Davis, 14 Jun 1952
Brig Gen John S. Bagby, 5 Aug 1952
Col Stanley V. Rush, c. 8 Jan 1965
Brig Gen John W. Hoff, 16 Jul 1967
Brig Gen George H. Wilson, 1 Jun 1970
Col George H. Bergmark Jr., c. Apr-29 Jun 1971
Maj William J. Cox, 1 Jul 1973
Lt Col David L. Webber, 2 Aug 1973
Col Donald H. Balch, 30 Nov 1974
Lt Col William J. Cox, 1 Feb 1976
Lt Col David L. Webber, 1 May 1976
Col Jack P. Ferguson, 10 Nov 1980
Col Ralph T. Carlson, 4 Jun 1984
Col James E. Hamer, 16 Jun 1985
Col Keith T. Reiling, 29 Apr 1987
Col David J. Stanley, 1 Dec 1990
Col Peter T. Bentley, 1 Nov 1993
Brig Gen Michael J. Quarnaccio, 15 Jan 1995
Col Peter K. Sullivan, 11 Mar 1998
Col Bruce E. Davis, 1 Dec 2001
Col Ronald A. Rutland, 2 May 2004
Col Randal Bright, 9 May 2007
Col Raymond A. Kozak, Jun 2012
Col D. Scott Durham, Aug 2015
Col Craig C. Peters, 11 Jun 2017
Col Gregory P. Haynes, 17 May 2019

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Panama, 1989-1990

Decorations

Meritorious Unit Award
1 Oct 2004-30 Sep 2005

Air Force Outstanding Unit Awards

1 Aug 1967-25 Oct 1968

13 Oct-14 Nov 1973

1 Jan 1974-30 Apr 1975

1 Jun 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

Republic of Vietnam Gallantry Cross with Palm

1 Apr 1966-[29 Jun 1971]

Bestowed Honors

Authorized to display honors earned by the 512 Operations Group prior to 2 Sep 1949

Service Streamers

Campaign Streamers

World War II

India-Burma

China Defensive

Central Burma

China Offensive

Decorations

EMBLEM



Per bend celeste and azure, a sphere with axis bendwise argent gridlines sable surmounted by a beveled flight symbol quartered gules and or trailing an orbital ring enveloping the sphere of the like all between three mullets of five points, one in dexter flank, one in sinister chief and one in base of the last, all within a diminished bordure gold. **SIGNIFICANCE:** The emblem is symbolic of the Wing. The light and deep blue field alludes to the sky, the primary theater of Air Force operations, both the day and night, indicating the Wing's constant state of preparedness to provide augmentation to an active military airlift wing in the form of aircrews, maintenance and aerial port operations. The multi-colored flight symbol represents the Air Force and Reserves in close association for the defense of our country and the Free World. The globe encircled by a contrail indicates the speed which we are capable of providing in the area of worldwide airlift capability. The three stars are also indicative of the capability of the unit. The emblem bears the Air Force colors, golden yellow and ultramarine blue, as well as the National colors. (Approved, 29 Sep 1986)





Per bend sinister Celeste and Azure, a sphere with axis bendwise sinister Argent, gridlined Sable surmounted by a beveled flight symbol ascending bendwise quartered Gules and Or, trailing an orbital ring enveloping the sphere, all between three mullets, one in dexter chief, one in sinister flank, and one in base; all within a diminished bordure of the last. **SIGNIFICANCE** Ultramarine Blue and golden 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 two shades of blue symbolize night and day, indicating the Wing's constant preparedness, providing augmentation in the form of aircrews, maintenance, and aerial port operations to active military airlift wings. The flight symbol represents the association between active duty and reserve forces. The flight symbol with contrail around the globe describes the speed of deployment of the unit's airlift capability. The three stars are also indicative of unit capability. (Approved, 21 Dec 1993)

MOTTO

LIBERTY STRONG!

OPERATIONS

The 512 Troop Carrier wing, Medium, got off to an inauspicious start, First there was indecision on the part of higher headquarters Ninth Air Force, Continental Air Command, or United States Air Force, or all three: whether the new Reserve wing contemplated for the eastern Pennsylvania area should be a troop carrier wing or a bombardment wing. Once the die was cast, the decision made that it was to be a troop carrier wing, no time was lost in constituting the Headquarters and Headquarters Squadron, 512th Troop Carrier Wing, Medium, allotting the wing to the Air Force Reserve, and assigning it to Continental Air Command; all three actions were effective 4 August 1918. By that time other comparable Reserve organizations had already been engaged in training for some three months.

Effective 2 September 1948, the new wing was activated at Reading Municipal Airport, Pennsylvania, and further assigned to Ninth Air Force. In addition to headquarters and

Headquarters Squadron, the wing's components were the 512th Troop Carrier, Air Base, Maintenance and Supply, and Medical Groups.

Soon after activation, personnel of the 512th began to hear and repeat rumors that their wing was to be moved from Reading Municipal Airport to New Castle County Airport at Wilmington, Delaware. The rumors reached the personnel of the 2237th Air Force Reserve Training Center; since the 2237th AFRTC was responsible for supervising the training of the 512th, it would, presumably be moved if the 512th were to be moved. For months, while USAF brass vacillated, refusing either to confirm or deny the rumor, the proposed move was discussed throughout Reading and its environs. Like the populace of any community threatened with the loss of a military installation, the citizenry of Reading were indignantly resentful. Recruiting ceased in the Reading area, and the 512th Wing continued to grow only because it could attract personnel from the Philadelphia region.

There were reasons that seemed, at least to USAF authorities—convincing ones, for moving the two units to Delaware; and in April 1950 the necessary orders were issued. The movement (a permanent change of station) was completed before the end of April, completed so smoothly that there was no interruption in the training of the 512th Wing or the functioning of the 2237th AFRTC.

Six weeks after its arrival at Newcastle Air Force Base (the airport had been redesignated on 4 April) the 512th Wing was ordered to two weeks active duty training at Atterbury Air Force Base, Indiana. The experience gained by the pilots of the 512th in airlifting the entire wing personnel to and from the summer encampment in the 2237's own aircraft—C-46 Commandos was extremely valuable. After the encampment came the outbreak of hostilities in Korea. And that brought the individual recall to active duty of 743 members of the wing. Personnel strength of the 512th dropped from 1404 to 661 officers and airmen. To add to the let-down and left-out feeling experienced by the remaining members of the wing came an informal decision by higher headquarters—presumably First Air Force, to which both the 2237th AFRTC and the 512th Wing had been transferred on 1 August 1950 to suspend training in August. Training was resumed in September and recruiting was stepped up.

No sooner had the training program been re-established, than the 2237th AFRTC had to surrender command of the base to the 4th Fighter Interceptor Wing, which moved onto Newcastle Air Force Base on 8 September 1950. The loss of command was accompanied by the loss of many of the base's choicest training facilities. Fortunately for the 2237th AFRTC and the 512th Wing, operational requirements of the Air Force in Korea called for the overseas deployment of the 4th Fighter Interceptor Wing. The movement of the 4th Wing to a port of embarkation, which began on 19 November 1950, was greatly facilitated by the pilots of the 512th Wing and the aircraft of the 2237th Center.

Early in January 1951 members of the 512th Troop Carrier Wing were warned to be prepared for a call to active duty. During February all members of the wing—except those deferred for one reason or another reported for brief, generally three-day, periods of active duty. The time

was spent in completing records, taking physical examinations, and being interviewed for possible assignment to Strategic Air Command. After the wing entered active service on 15 March, all members eligible for active duty were sworn in and reassigned to other organizations. On 1 April 1951, the 512th Troop Carrier Wing, Medium was inactivated.

Effective 26 May 1952, the Headquarters and Headquarters Squadron, 512th Troop Carrier Wing, Medium was redesignated Headquarters, 512th Troop Carrier Wing, Medium. The wing was activated at New Castle County Airport., Wilmington, Delaware (the redesignation to Newcastle Air Force Base, Delaware, had been rescinded, effective 5 March 1951), on 14 June 1952; elements assigned were the 512th Troop Carrier Group, Medium, and the 512th Air Base, Maintenance and Supply, and Medical Groups. As had been the case during the wing's previous period of activity, the training of 512th personnel was conducted under the supervision of the 2237th Air Force Reserve Training Center, redesignated on 23 June 1952 the 2237th Air Force Reserve Combat Training Center. At this time the wing was assigned to the 1st Air Reserve District, First Air Force, Continental Air Command; effective 14 January 1954, it was relieved from assignment to the 1st Air Reserve District and assigned directly to First Air Force. On 18 May 1954 the 512th Medical Group was redesignated 512th Tactical Hospital.

For several years following its second activation the 512th Troop Carrier Wing, Medium was commonly referred to as the 512th Delaware Valley Wing, a practice which apparently had the tacit approval, though not the official sanction, of higher headquarters. During the period from June 1952 through the first half of 1958 the officers and airmen of the 512th engaged in training on weekends and on 15-day tours of active duty during the summers. The aircraft assigned to the 2237th Air Reserve Flying Center (so redesignated on 20 September 1954) some 15 or 16 C-46s for training of Reservists, one C-45 for administrative flights, and two C-47s, which were equipped as flying classrooms for the training of navigators—were kept in the air as much as possible, especially during weekends, so that the aircrews of the wing would derive maximum benefits from their training.

To accomplish such aircraft performance, round-the-clock maintenance was frequently required, with the maintenance personnel working three eight-hour shifts. When the C-46s were replaced, in 1957, by C-119 "Flying Boxcars" the difficulties involved in proper maintenance were tremendously increased at New Castle County Airport. The C-119 is a much more complicated airplane than the C-46 and requires proportionately more and more expert maintenance. Moreover, the C-119s that were assigned to the 2237th ARFC had seen hard service in the Far East and had gone far toward outliving their usefulness. Most of them had not had the benefit of such maintenance as the men of the 2237th had bestowed on their departed and departing C-46s. It sometimes took not days but weeks of hard, steady work to get one of the C-119's in proper flying condition.

Effective 25 March 1958 the 512th Troop Carrier Wing, Medium, and the 2237th Air Reserve Flying Center were relieved from assignment to First Air Force and assigned to Fourteenth Air Force. On 8 April 1958 a message from the Department of the Air Force alerted the 512th and the 2237th for a permanent change of station. About a month later. Headquarters, Fourteenth

Air Force directed the Commander of the 2237th to move the 512th to Willow Grove Naval Air Station, Pennsylvania.

The summer encampment of the 512th Wing, scheduled to be held from 5 through 20 July, was to be at Grenier Air Force Base, New Hampshire. On 5 July 1958 the aircraft of the 2237th ARFC airlifted 512th Troop Carrier Wing personnel to Grenier Air Force Base. During the 15-day training period crews from the 512th transported, in the 2237th ARFC's aircraft, the other equipment assigned to the Center from New Castle County Airport to Willow Grove in anticipation of the Center's move to the Pennsylvania Station. At the end of the summer ramp activities, personnel of the 512th Wing, together with such 2237th ARTS personnel as had been detailed to the camp on TDY and the equipment that had been taken to Grenier for use there in training, were airlifted to Willow Grove. The regular personnel of the 2237th ARFC who had remained at New Castle County Airport to help in moving the Center's equipment were instructed to report at the same time to Willow Grove Naval Station. The change of station was effective, for both Center and Wing, on 20 July 1958.

In April 1958 a new system for the training of Air Reserve units had been initiated. Instead of having the training and logistic support of an organization such as the 512th Troop Carrier Wing provided by active duty personnel of an organization such as the 2237th Air Reserve Flying Center, the new plan, called the Air Reserve Technician program, was to hire members of the unit being trained, as civilians on a full-time basis in sufficient numbers and of the proper skills to carry on the necessary functions administrative, supply, maintenance, and training—of the unit.

These Air Reserve Technicians would appear in uniform, with the rest of the unit's personnel, during monthly weekend training periods and 15-day summer encampments if an emergency required that the unit be called to active duty, they would constitute a hard core of experienced, highly skilled and highly trained officers and airmen who would provide the know-how and leadership that would enable the unit to accomplish its mission successfully, way of implementing the Air Reserve Technician plan, the 2237th Air Reserve Flying Center was inactivated on 18 December 1958; all personnel assigned to the 2237th at that time were transferred to Detachment #1, 2523d Instructor Squadron, but detailed to man the 512th Troop Carrier Wing's Air Reserve Technician slots until replacements could be procured.

As a result of a reorganization effective 14 April 1959, the 512th Maintenance and Supply Group and the 512th Troop Carrier Group were inactivated, and the 326th, 327th, and 328th Troop Carrier Squadrons, and the 512th Consolidated Aircraft Maintenance Squadron were assigned to the 512th Troop Carrier Wing. The assignment to the wing of its other elements 512th Air Base Group and 512th Tactical Hospital remained unchanged.

On 9 October 1959 another organization was added to the 512th Wing complex: Detachment #1, 13th Aerial Port Squadron, was transferred from Pope Air Force Base, North Carolina, to Willow Grove Naval Air Station, Pennsylvania, and attached to the 512th Troop Carrier Wing. Since the move was affected without personnel, the wing was immediately confronted with the

problem of filling 65 spaces, 63 of which were airman slots; only four of the spaces had been filled by the end of December.

The necessity for this additional recruiting aggravated a situation that was already acute. At the end of December 1959 the wing had assigned 182 officers of 203 authorized and 807 airmen of 1,310 authorized. This personnel strength figure of 65 percent was far short of the 85 percent figure that represented the wing's objective. Manning of the Air Reserve Technician corqalement, after a painfully slow start, had gone better. Of the 250 full-time slots assigned to the 512th Wing, 242 had been filled by the end of 1959, a percentage of 96.8. Manning continued to be a problem in the 512th Wing through 31 December 1960. As of 30 June 1960 the wing had 1,397 nonaircrew personnel assigned of 1,680 authorized; and 212 aircrew personnel assigned of 229 authorized.

Since the figures representing personnel are not broken down, comparable gures far 31 December 1960 cannot be given; but it appears that the Wing lost 2 officers and gained 1;8 airmen during the second half of 1960. In late May and early June 1959 the 512 th Wing had participated in the joint Army-Air Force training exercise Dark Cloud/Pine Cone II held at Fort Bragg, North Carolina. The nine C-119s assigned to the exercise by the 512th, despite much adverse flying weather, flew 15,699 passenger miles and 9,083 ton miles, dropped 80 troops and 163,501 pounds of cargo, and logged 79.20 hours of flying.

The wing continued its operations designed to augment active duty airlift capability. During the first half of these operations involved 28 missions, in which aircrews of the 512th flew 338,537 passenger miles and 101,127 ton miles in 299 hours of flying time. In March 1959 the wing executed three feed drops to snowbound wildlife near Philipsburg, Pennsylvania. On 2 May the wing provided a formation flyover and a static display of aircraft for the Delaware Valley Air Shows at Mercer County Airport, New Jersey; and on the following day aircrews from the 512th executed a flyover in conjunction with the Chester County Council V.F.W. observance of Loyalty Day. On 16 May the wing participated in the Armed Forces Day celebrating at McGuire Air Force Base, New Jersey, by airlifting troops from Pope Air Force Base, North Carolina, to McGuire, making a parachute drop, and then returning the troopers to Pope.

The wing's 1959 summer encampment was held at Grenier Air Force Base, New Hampshire. The first of the wing's aircraft took off from its base at 0800 on 18 July; other (C-119's followed at 10-minute intervals. More than 1,000 men and many tons of equipment were transported from Willow Grove to Grenier in the space of approximately eight hours. During the encampment an Operational Headiness Inspection was conducted by a team from Headquarters USAF. The planners had only a few days' warning of the inspection; yet the Operations Order, drawn up after they arrived at Grenier, was highly praised by the inspectors. In the first mission, flown on 27 July, 33 aircraft were successfully airborne; 1 abortion made this mission the only 1 of the 2-day series that was not 100 percent complete. Other missions included a simulated weather penetration flown by each squadron, a minimum turnaround airdrop by 9 aircraft from each squadron, and a night mission flown at an altitude of 1,000 feet by 4 aircraft from each squadron.

Events of the following day were a 27-aircraft wing formation, with night take-offs by squadrons with a wing rendezvous at dawn, all take-off, drop, and landing times being successfully met, and an aeromedical evacuation flown by 4 aircraft from each squadron. The ORI critique praised the aircrews and the maintenance personnel highly for the operational capability they had displayed in the two days; other sections that received commendation included Transportation, Refueling, and Food Service.

During the first half of 1960 aircrews of the 512th flew numerous navigational training flights, including 6 overwater flights to Puerto Rico, Panama, and Bermuda; 8 overwater flights to Miami, Florida; and 2 overland flights to Florida. On 21 January one of the wing's C-119's airlifted the ConAC band on a round trip between Mitchel Air Force Base and Niagara Falls, New York. On 24 January and 20 and 27 March aircrews of the 512th cooperated with members of the Aero Game Feeding Club of Pennsylvania, a non-profit organization devoted to wildlife conservation and public service, to airdrop several tons of feed in snowbound areas.

In the spring of 1960 aircrews of the 512th gave orientation flights to 2 groups of Explorer Scouts and to 580 Air Patrol cadets. They airlifted 36 AFROTC cadets to MacDill Air Force Base, Florida, on 14 April, and later, 30 cadets from Andrews Air Force Base, Maryland, to Miami International Airport to attend the 11th annual Arnold Air Society conclave.

Airlifts were also executed by personnel and aircraft of the 512th for 50 reservists of the 8457th Terminal Squadron (in connection with the joint Army-Air Force Exercise, Operation Big Slam/Puerto Plne), 18 members of the 3d Reconnaissance Squadron and 6th Medium Tank Battalion, and the Army Ranger Demonstration team.

During 1960 there went into effect a new arrangement whereby the Fourteenth Air Force, ConAC, retained responsibility for most functions involved in its relationship to the 512th Wing as an assigned unit, but Ninth Air Force, Tactical Air Command, assumed responsibility for Training and Inspection. The reason for the change was that Ninth Air Force and TAC would be the gaining commands—that is, the 512th would be assigned to them—should the wing be called to active duty; it was thought that the change from inactive to active status could be made more smoothly if the gaining commands had control of the Training and Inspection functions prior to the changeover.

One of the great events of the year for members of the 512th was the presentation in January 1960 of the USAF Flying Safety Plaque in recognition of the wing's outstanding flying safety record. Although the award covered only the first half of 1959, it could have covered a period of more than two years. The pilots of the 512th had not had an accident since a T-33 collided with one of the wing's C-46s in March 1957. Soon after that accident, which involved no personnel casualties (both ships were safely landed), the 512th changed over to C-119s and had never had an accident in flying some 25,900 hours in that type of aircraft.

The 512th began its 1960 summer encampment upon arrival on 11 August at Travis Field,

Georgia, On 16 August the 326th Troop Carrier Squadron deployed to Myrtle Beach, South Carolina, and on the following day the other two squadrons of the wing, 327th and 328th, went to Shaw Air Force Base, South Carolina. The squadrons were thus deployed to permit them to participate in the joint Army Air Force Exercise Bright Star/Pine Cone III. The exercise was a success, and the 512th's three squadrons satisfactorily fulfilled all of their operational and tactical requirements. From 23 September to 30 November a Mobile Training Detachment was attached to the 512th Wing for the purpose of giving refresher training to all of the wing's assigned pilots. During its stay at Willow Grove the Detachment graduated 53 students and recorded one failure; 126 students were left partially trained.

During the period 1 July through 31 December 1960 aircrews of the 512th Troop Carrier Wing flew for a total of 99,270 miles—769,529 passenger and 168,369 ton miles—in 678:55 flying hours; they dropped 1,025 troops and 182.15 tons of cargo.

Called to active service for 1 month during Cuban missile crisis. Provided military airlift support for Vietnam conflict. Reserve training in military airlift operations and performed airlift worldwide since 1973, in association with the active duty 436th Airlift Wing. Transported U.S. troops to Panama during crisis there in 1989. Took part in global contingency and humanitarian operations, airlifting personnel, equipment, and supplies.

Dover Group Reorganizes for New C-17 Mission The 512 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 512 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 512 CMS, redesignated the 512 EMS as the 512 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 512 MXS. Half of the people from the 512 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, 512 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 512 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. 2007

DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

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Air Force News. Air Force Public Affairs Agency.