

601st AIRCRAFT GENERATION SQUADRON

MISSION

LINEAGE

601st Organizational Maintenance Squadron constituted and activated, 27 Dec 1965
Organized, 8 Jan 1966
Inactivated, 1 Jul 1971
Redesignated 601st Aircraft Generation Squadron, 17 Jan 1979
Activated, 30 Apr 1979

STATIONS

Travis AFB, CA, 8 Jan 1966-1 Jul 1971
Sembach AB, Germany, 30 Apr 1979

ASSIGNMENTS

60th Military Airlift Wing, 8 Jan 1966-1 Jul 1971
601st Tactical Air Support Group, 30 Apr 1979

COMMANDERS

Maj Arthur E. Hempen, 8 Jan 1966
LTC Milton A. Meiklejohn, 7 Jun 1966
LTC Wayne B. Tweten, 1 Feb 1968
Maj Clyde H. Reese (temp), 19 May 1969
LTC William E. Seil (temp), 10 Dec 1969; Perm, 27 Jan 1970
LTC Gildas D. McDowell, 14 Oct 1970-1 Jul 1971

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Award
8 Jan-30 Jun 1966
1 Jul 1966-30 Jun 1967
1 Jul 1967-30 Jun 1968

EMBLEM



MOTTO

NICKNAME

OPERATIONS

Carried out organizational maintenance tasks in support of the 60th Military Airlift Wing.

30 Apr 1979, The wing fully implemented the POMO concept as the 601st CAMS was inactivated with the simultaneous activations of the 601st Aircraft Generation Squadron and the 601st Component Repair Squadron.

Effective 15 July 1984, the 601st Aircraft Generation Squadron and the 601st Component Repair Squadron were inactivated. Simultaneously, their supplies, equipment, and many of their personnel were transferred to the newly activated 601st Consolidated Aircraft Maintenance Squadron.

At Travis AFB, C-133As and the 84 ATS were assigned to the 1501 Air Transport Wing under Pacific Division. MATS. The 1511 (601 under MAC) Organizational Maintenance Squadron supported the C-133s." The wing was redesignated on 8 January 1966 as the 60 Military Airlift Wing (MAW), assuming the lineage and history of the 60 Troop Carrier Wing (Medium), first activated on 1 July 1948 at Kaufbeuren AB, West Germany. The 60th TCW quickly went into the flow of missions supporting the Berlin Airlift. The 60th operated in Europe until it was

deactivated on 25 September 1958. When MATS became MAC, the 60 TCW was redesignated as the 60th MAW and activated 27 December 1965. On 8 January 1966, it replaced the 1501st ATW at Travis AFB, CA, assigned to 22nd Air Force, which replaced MATS Western Transport Air Force (WESTAF). The 60th MAW operated the C-141 and the C-133B until the C-5A replaced the C-133 in Spring 1971. The C-133s began to move to Davis-Monthan AFB as the C-5 strength reached ten aircraft.

The C-133 retirement program began in the spring of 1971, as the 60th Military Airlift Wing neared its initial goal of obtaining ten assigned operational C-5s. The C-133 flying squadron, the 84th, and its companion operational maintenance squadron, the 601st, were inactivated on 1 July 1971. The last Cargomaster left Travis for the Air Force storage depot at Davis-Monthan AFB, Arizona on 6 August. Its departure marked the end of the era of propeller-driven aircraft at Travis. In a postscript to these organizational changes resulting from the aircraft modernization program, the growth of the C-5 fleet required the transfer of some of the C-141s at Travis in early 1972.

Air Force Order of Battle

Created: 11 Feb 2011

Updated:

Sources

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

A History of Travis Air Force Base, 1943-1996. Gary Leiser. Travis Air Force Base Historical Society. Sacramento, CA. 1996.