

1501 FIELD MAINTENANCE SQUADRON

MISSION

LINEAGE

1501 Field Maintenance Squadron

STATIONS

Travis AFB, CA

ASSIGNMENTS

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

NICKNAME

OPERATIONS

The 1501 Maint Group was composed of the 1501 Flightline Maintenance Squadron, 1501 Periodic Maintenance Squadron and 1501 Field Maintenance Squadron. FLMS did Post Flight and Pre-Flight & Turn Arounds, PMS did the hourly inspections in their "docks" (early wooden

creatures), soon replaced with better facilities. I think the hourly interval was 300 hr inspections. Planes were in the hangar about 3 days and FMS had all the specialty shops. I got transferred to FMS after about 9 months to 1 year.

FMS had at least six shops: Instruments, Propellers, Fabrication, Aero Shop (flight controls), hydraulic shop and engine shop. The engine work was done in a big building, P-16. There were three engines in P-16 in the "EBU" Engine Build-up, R-4360-20WA for C-124AS, R-4360-63A for C-124C's, and R-4360-65 for C-97A and C-97C. EBU was one shop and about 2/3 civilian, engine change was another section. About 1959 there was some reorganization. An Engine Conditioning Section was established. Engine conditioning's goal was to increase the TBO [Time Between Overhaul] of the engines. Vibration analysis equipment was used. A vibration pickup was fastened to each cylinder and a harness connected the whole thing to an oscilloscope box. Engines were started and run up to about cruise power briefly to get patterns and see if any abnormal patterns showed up. As I recall, some of the cowling and baffling was removed. Engines tended to heat up so you had to move right along, but not a big problem. The patterns of valve opening and closing, spark plug firing, could be observed and problem cylinders or magnetos out of time could be retimed. We had cylinder change crews also. An engine change could be done in 6-8 hours, cylinders varied depending on location, top side and front row were easiest, a rear bottom ... location was difficult. 60 weight oil was black and made it hard to see everything and lighting wasn't always the best. Some special tools were required.

USAF Unit Histories
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Sources
Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.