

SACRAMENTO AIR LOGISTICS CENTER

MISSION

Mission of the Sacramento Air Logistics Center was to provide overhaul, repair, modification and other logistical support to a wide range of aircraft, command, control, communications and information and space systems. Principal workload centered around USAF fighter aircraft.

LINEAGE

Aviation General Supply and Repair Depot, Rockwell Field, San Diego, 22 Mar 1920

Redesignated Rockwell Air Intermediate Depot, 21 Jan 1921

Redesignated Rockwell Air Depot, 22 Jun 1927

Redesignated Sacramento Air Depot, 1 Feb 1937

Redesignated Sacramento Air Depot Control Area Command, 1 Feb 1943

Redesignated Sacramento Air Service Command, 17 May 1943

Redesignated Sacramento Air Technical Service Command, 14 Nov 1944

Redesignated Sacramento Air Materiel Area, 2 Jul 1946

Redesignated Sacramento Air Logistics Center, 1 Apr 1974

STATIONS

McClellan AFB, CA

ASSIGNMENTS

COMMANDERS

Capt John A. Austin, 24 Aug 1938

1Lt Christian F. Dreyer, 28 Oct 1938 Interim

Maj Charles M. Savage, 31 Oct 1938 Interim

Lt Col Stephen J. Idzorek, 16 Dec 1938 Interim

Col Harold A. Strauss, 5 Feb 1939

Maj Fred C. Nelson, 25 Sep 1939 Interim

Col Frank M. Kennedy, 22 Oct 1939

Lt Col Fred C. Nelson, 28 May 1940

Col John M. Clark, 11 Jun 1941

Col Burton F. Lewis, 26 May 1942
Col George W. Polk, Jr., 5 Sep 1942
Brig Gen Edwin S. Perrin, 2 Feb 1943
Lt Col Russell J. Minty, 22 Jun 1943
Brig Gen Clinton W. Howard, 25 Jun 1943
Col George V. Mcpike, 19 Nov 1945
Brig Gen Arthur W. Vanaman, 2 Jan 1946
Maj Gen Junius W. Jones, 1 Mar 1948
Brig Gen Clarence P. Talbot, 1 May 1952 Interim
Maj Gen Arthur W. Vanaman, 16 Jun 1952
Maj Gen William T. Hefley, 1 Jun 1954
Brig Gen John D. Howe, 1 Jul 1956 Interim
Maj Gen George E. Price, 9 Jul 1956
Maj Gen Robert B. Landry, 6 Jul 1960
Col Clifford E. Cole, 16 Jun 1962 Interim
Maj Gen George E. Price, 27 Jun 1962
Maj Gen Chester W. Cecil, 1 Dec 1964
Maj Gen William W. Veal, 1 Nov 1967
Maj Gen George W. Mclaughlin, 29 Jul 1972
Maj Gen Herbert J. Gavin, 1 Mar 1975
Maj Gen Richard E. Merklings, 31 May 1978
Maj Gen Dewey K.K. Lowe, 22 Aug 1979
Maj Gen Michael D. Pavich Jul 1992
Maj Gen John F. Phillips, May 1993
Maj Gen Eugene L. Tattini, Sep 1995
Brig Gen Michael P. Wiedemer, Aug 1998
James C. Barone, Apr 2000

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Organizational Excellence Award

1 Jan 1969-31 Dec 1970

1 Jan 1971-31 Dec 1973

EMBLEM

MOTTO

OPERATIONS

When World War I came to a close with the signing of the armistice on November 11, 1918, the Army Air Service was operating a number of supply depots in the continental United States. These depots were located at Americus, Georgia; Buffalo, New York; Detroit, Michigan; Fairfield, Ohio; Garden City, Long Island, New York; Houston, Texas; Little Rock, Arkansas; Los Angeles, California; Middletown, Pennsylvania; Morrison, Virginia; Richmond, Virginia; San Antonio, Texas; Sacramento, California; San Francisco, California; and Washington, D.C. The depots, with a complement of about a dozen officers and a few hundred enlisted men, received, stored, and issued all supplies and equipment to the airfields in the United States.

The Air Service consolidated its repair activities at three locations-Fairfield; San Antonio; and Rockwell Field, North Island, San Diego, California--in 1920 and 1921. In 1920, it transferred the repair facilities at Indianapolis to the depot at Fairfield, erected new repair facilities at Rockwell Field, and moved the supply depot at Los Angeles to Rockwell. It transferred the repair facilities at Dallas to San Antonio in the spring of 1921.

The Materiel Division began to move its headquarters from McCook to Wright Field in early 1927. Six months later, in June, the air intermediate depots were renamed air depots, a designation they were to carry until 1943, and the Air Corps established three insular, or departmental, depots. One depot was established in Hawaii, another in Panama, and the third in the Philippines. The Air Corps made a number of other important changes in the depot structure during the 1930s. The depot at Little Rock was discontinued during Fiscal Year 1930; the depot at Scott Field was discontinued in the late 1930s; and the depot at Rockwell Field was transferred from North Island, which was turned over to the Navy, to Sacramento, California, in 1938 and 1939. In addition, the Chief of the Materiel Division was moved to Washington, D.C., on October 2, 1939.

The Air Force provides the major portion of the air protection required for offensive and defensive action in time of war. To provide this protection, the Air Force must acquire and maintain the implements peculiar to air warfare, such as the aircraft, its engine or power plant, fuel, spare parts, etc. Because the Air Force flies and is programmed to fly a great quantity of many different types of aircraft, the business of obtaining and, maintaining this equipment is a big one. The room in the Air Force home that has this function as a responsibility is the Air Materiel Command. Its headquarters is located at Dayton, Ohio. Its specific and specialized functions are procurement, maintenance, and supply of aircraft and equipment required for air warfare. Since the Air Force requires many of many different types of the modern-day complex aircraft and equipment, the AMC room is of necessity divided into several compartments, with each assuming the responsibility of procurement, maintenance, and supply support of portion, by type and model, of many aircraft types and equipment which exist or are planned for AF usage.

There are eight such compartments in the AMC room that are strategically and conveniently located throughout the Continental limits of the United States. There is one located in

Sacramento, known to all as the Sacramento Air Materiel Area. Its mission is procurement, maintenance, and supply support of North American Aviation Corporation and Lockheed Aircraft Corporation manufactured products, ground powered generating equipment (regardless of manufacturer) and auxiliary aircraft fuel tanks; the little bubbles you see on the ends and under the wings of the aircraft. Each function, that is, Procurement, Maintenance and Supply, can be broken down to an endless list of internally manned functions. While SMAMA does not independently procure complete aircraft, we do exercise surveillance of the complete aircraft contract, and independently procure aircraft spare parts, generating equipment, and tanks.

Procurement at SMAMA involves contract administration, which is the legal safeguarding of AF interests about the fair and just payment and delivery of specialized AF parts required.

Production: keeping the ledger on the receipt of items ordered by contract, to authorize timely payment.

Quality Control: Make sure the items ordered meet contract specifications technically.

Procurement-Actual transfer of monies of contracted materiel and services.

Supply: In supply, we have provisioning; the act of definitizing, selecting, and authoring for procurement the many thousand items of hardware required to support the modern-day aircraft and related equipment.

Identification, cataloging and packaging; these functions involve the common-sense description and numbering of Air Force procured items and ultimately listing these descriptions with a ready reference serial number in an orderly, uniform manner in an Air Force parts catalogue very like a Ward's or Sears-Roebuck catalogue without pictures. Packaging involves the development of specifications which detail the how and what to use in boxing and crating the items to insure safe storage and shipment to the user.

Distribution: This is no small item in the Supply Function In the distribution field, our system is like an automobile, auto parts distributorship. To make our products (NAA, LAC, Generators, Tanks, etc.) convenient to our world-wide customers, we divide a portion with a sister AMA east of the Mississippi river for distribution. We effect distribution west of the Mississippi. The orderly and convenient division and assumption of east and west distribution responsibility is known as Zonal responsibilities. In this regard, SMAMA has many categories (called classes in the Air Force) of items for which it has Zonal responsibilities, such as communication, bombing equipment, aircraft instruments, aircraft engines, etc. We are western agents for a sister compartment in the east.

The Maintenance function can be conveniently reduced to three sub headings; first, Field Services: the act of providing technical maintenance services to the users of the aircraft and equipment we supply. This service provides the "doctors" and "visiting nurse" for SMAMA

weapons or aircraft and equipment.

Second, Depot Maintenance. This function provides for the local base housekeeping as an adjunct to the primary mission of periodic sequencing of USAF aircraft through a complete overhaul in the SMAMA industrial facilities. The overhaul is known as IRAN: Inspect and Repair as necessary. The volume and complexity of this function is increased by the addition of certain Zonal maintenance responsibilities like the Zonal supply function explained earlier.

Third and last, Quality Control: the highly specialized act of watching, sampling and overseeing the SMAMA manufactured and overhauled products to ensure that they meet the rigid quality specifications required by the USAF.

USAF Unit Histories

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Sources

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

Unit history. McClellan AFB, CA, A Pictorial History. 1982

Unit history. McClellan AFB, CA, Headquarters and Miscellaneous Units. 1954.

Unit yearbook. *Sacramento Air Materiel Area, Directorate of Maintenance Engineering, 1954*. Army and Navy Publishing Co. Baton Rouge, LA. 1954.

Unit history. Sacramento Air Material Area, McClellan AFB, CA. 1967.