

# **113<sup>th</sup> CONSOLIDATED AIRCRAFT MAINTENANCE SQUADRON**

## **LINEAGE**

113<sup>th</sup> Consolidated Aircraft Maintenance Squadron, constituted and allocated to the Guard Bureau, 23 Oct 1959

## **STATIONS**

Andrews AFB, MD

## **ASSIGNMENTS**

## **COMMANDERS**

Col Stephen D. Kelly

## **HONORS**

**Service Streamers**

**Campaign Streamers**

**Armed Forces Expeditionary Streamers**

## **Decorations**

## **EMBLEM**

This was a blue disc edged with a narrow yellow border, on which is a green horizontal base below three horizontal stripes, white, red, white, the top white stripe bearing three red five-pointed stars, supporting a representation of the dome of the Capitol, surmounting three white contrails originating from the top of the disc in sinister and arced bendwise to dexter, each terminating below a white aircraft ascending above the upper torso of a Minuteman, white detailed blue to dexter and a white demi-wrench in sinister. Attached above the disc is a blank yellow scroll. (Approved, 19 Dec 1978)

## **EMBLEM SIGNIFICANCE**

## **MOTTO**

Proud To Serve

## **NICKNAME**

## **OPERATIONS**

Because of the Berlin Crisis in Germany, as of 1 Oct 1961, by direction of the President, under authority conferred by Public Law 117 of the 87th Congress, 113<sup>th</sup> CAMS ordered to extended active duty for 12 months, unless sooner relieved by proper authority, at Andrews.

In Feb 1962, the 121st deployed to Myrtle Beach, SC for four weeks of weapons training with the 354<sup>th</sup> TFW. The purpose was for training with conventional and special weapons delivery. The CAMS and the AEMS participated.

113<sup>th</sup> CAMS ordered to extended active duty with the 833rd Air Division, with location at Andrews, for a period of not to exceed 24 consecutive months, unless sooner relieved.

On 25 Aug 1968, The 113<sup>th</sup> CAMS was moved from Andrews to Myrtle Beach.

On 27 May 1969, 113<sup>th</sup> CAMS to Andrews.

As of 18 Jun 1969, the 113th CAMS was relieved from extended active duty with Tactical Air Command and returned to the District of Columbia National Guard.

The DCANG held a dedication ceremony on 1 Mar 1974 for its new jet engine shop. This was the first adequate engine facility for the 113th. The event concluded years of planning on a project requirement begun in 1969. The facility was one of the most modern and functional in the Air Guard, and contributed to the overall mission capability. During 1974, a program to upgrade the Wing resulted in six facilities being constructed over the next ten years: Avionics/Weapons, 1975; Squadron Operations, 1979; Jet Engine Test Stand, 1979; Hush House, 1982; Fuels Systems Maintenance Dock, 1984, and the Weapons Release Systems Shop, 1984.

The greater maintenance demands on CAMS were apparent with the F-105D wing removal inspection Time Compliance Tech Order that was required on the Wing's F-105s, starting in Oct 1975. Earlier, on 2 Oct, an F-105 assigned to the Kansas Air Guard caused a fatal accident when its wing came off in flight due to cracks. The result was the F-105Ds of the 113<sup>th</sup> underwent inspections. The project lasted six months and consumed 12,000 hours. Through it, maintenance personnel determined six of the Wing's 28 F-105s were unfit and were removed. During Nov, the 113th was authorized 24 F-105Ds.

Fifty-nine members of the 113th CAM Squadron joined six F-105D pilots of the 121<sup>st</sup> TFS at RAF Lakenheath in England from 23 Oct to 6 Nov 1976. The two elements supported 120 Guardsmen from the 192nd Tactical Fighter Group from Richmond. During their stay, the D.C. Air Guardsmen worked under the eyes of Air Force personnel assigned to the host unit, the 48<sup>th</sup> TFW. The deployment was a demonstration offeree to the Warsaw Pact nations that the Guard could fly across the ocean rapidly and support the North Atlantic Treaty Organization. The pilots of the 121<sup>st</sup> flew to Denmark and Germany, and increased their bad weather flying proficiency. When not flying, they spent time being briefed by the 48th's experts on the

intricacies of European flying, NATO requirements, and Warsaw Pact intelligence.

On December 6, 1982, the 113th's Aircraft Engine Test Noise Suppressor, better known as the "Hush House," was dedicated. It was the eighth such facility Air Force-wide, and was designed to reduce engine run-up noise. The facility is located southwest of the main hangar, and it took eight weeks to build and test. The price was \$2.5M.

In Aug 1984, the new Weapons Building 3004 was added to the CAM Squadron. This 12,700 square foot location was dedicated strictly to weapons functions. Another building was opened in September for the Fuel Shop.

By the end of fiscal year 1985, the CAMS supported 2,406 flying hours and 1,863 sorties. The ratio of maintenance hours to flying was reduced from 42 to 40.

The 113th CAMS deployed to Little Rock AFB, AK in January 1991 to assist with F-16 close air support with Army Forces and a CAMS Deployment Capability Exercise. "

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Air Force Order of Battle

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Sources