

914 MAINTENANCE GROUP



MISSION

LINEAGE

914 Maintenance and Supply Group established, 29 May 1951

Activated in the Reserve, 12 Jul 1951

Inactivated, 14 Jun 1952

Disestablished, 27 Sep 1981

Reestablished, redesignated 914 Logistics Group, and activated in the Reserve, 1 Aug 1992

Redesignated,

STATIONS

Mitchel AFB. NY, 12 Jul 1951-14 Jun 1952

Niagara Falls IAP ARS, NY, 1 Aug 1992

ASSIGNMENTS

914 Air Refueling Wing

COMMANDERS

Lt Col Barry L. Cupples

Col Sharon Johnson

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Award

1 Oct 2002-30 Sep 2004

EMBLEM



Group will use the wing emblem with the group designation in the scroll Azure, on a pale Or, a pallet wavy Celeste, fimbriated of the first, overall a winged horseshoe Brün, detailed of the second, wings displayed and inverted of the fourth, garnished of the second, counterchanged of itself upon the pale; all within a diminished bordure of the last. Attached below the shield, a White scroll edged with a narrow Yellow border and inscribed "914TH MAINTENANCE GROUP" in Blue letters. **SIGNIFICANCE:** Ultramarine Blue and Air Force 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 horseshoe is a symbol of luck and transportation. The wing's attest to the unit's flying mission. The wavy pallet suggests the eternal river, which splits the emblem and reflects unity and single-minded purpose in mission accomplishment. (Approved, 28 Mar 2022)

MOTTO

OPERATIONS

Air Force Reserve Command's 914th Airlift Wing and the New York Air National Guard's 107th Airlift Wing officially joined together May 2 at Niagara Falls International Airport Air Reserve Station to form the first-ever C-130 association between units of the two organizations. Both the 914th and 107th will fly C-130H2 model Hercules aircraft while consolidating aircraft maintenance and other expeditionary combat support functions to form a lean, effective combat force. This "new look" will capitalize on and utilize the vast experience of both organizations while offering

excess space to other federal and state agencies eager for the security an air reserve station has to offer.

This partnership, mandated by the last Base Realignment and Closure Commission, required the 914th AW to transfer its eight C-130H3 aircraft to other units while accepting 12 C-130H2 models. The 107th AW has begun converting from an air refueling wing to a tactical airlift wing while transferring its KC-135 Stratotankers to other bases. Seizing on an opportunity to save taxpayer money, both wings have formed a team to study ways to consolidate functions and eliminate unneeded infrastructure. When the dust settles, both units will fly and maintain the 12 C-130s, working side by side, both in and out of the cockpit, to form this historic team. Col. Reinhard L. Schmidt, Niagara Falls ARS installation commander and the 914th AW commander, along with Col. Patrick D. Ginavan, 107th AW commander, cemented the first-ever Reserve and Guard C-130 association May 2 with the arrival and acceptance of the first two C-130H2s.

One aircraft was transferred from the 934th Airlift Wing at Minneapolis-St. Paul IAP ARS, Minn., while the other one came from the ANG's 118th AW in Nashville, Tenn. In the end, the transfer of planes gives the base a full fleet of 12 C-130H2 aircraft two years ahead of schedule. During the acceptance ceremony, attended by military and elected officials, Colonels Schmidt and Ginavan accepted the two aircraft from the arrival crews and unveiled a new tail flash and poster that illustrates this historic partnership. Sens. Hillary Clinton and Charles Schumer, along with U.S. Reps. Louise Slaughter and Tom Reynolds, all of New York, were instrumental in obtaining the aircraft earlier than originally planned. Additionally, Niagara's congressional delegation secured language in the fiscal year 2008 National Defense Authorization Act that provides funding for modernization of the base's infrastructure. Representative Slaughter said she and her staff plan on working to make Niagara Falls ARS a "flagship" military installation and an example of efficiency to be emulated around the country. Echoing her sentiments, Maj. Gen. Robert A. Knauff, NY ANG commander, said the Guard is excited about the opportunities posed by this new association.

"This is a new thing that no one has actually done before in the mobility community," General Knauff said. "For the C-130 world, both Reserve and Guard, this is the first time ever associating, so we're essentially making it up but doing it really well where each partner has an opportunity for their voices to be heard and maximizing whatever they can bring to this association. It's a great opportunity." With money for operations being tight and the costs of training people and maintaining aircraft and infrastructure rising, consolidating functions, while sharing resources and expertise, is a sure way to increase the combat power of air units, the general said. Nothing is ever easy when old established ways of doing business are threatened, he said. "Although there may be initial challenges with the association, I see this as a great partnership, and I fully anticipate we will be associated ahead of the BRAC commission timeline scheduled for September 2010," Colonel Schmidt said.

"The benefits of an associate wing will be of value to both units by sharing resources and reducing duplication of effort," Colonel Ginavan said. Today, under the Total Force Initiative, regular Air Force, Reserve and Guard units deploy, work and fight side by side, often making it impossible to determine which organization a military member represents. At Niagara, the goal is for everybody to do things the same as they will when called upon to deploy overseas. "There are huge gains with this association, creating a synergy for the nation in combining two maintenance groups that are both professional in maintaining 12 C-130H2s," said Col. Sharon Johnson, 914th Maintenance Group commander. "We are going to have incredible availability for aircraft after the

transfer is complete this July.” Guardsmen, who once worked on KC-135 air refuelers, are now training with seasoned members of the 914th AW to learn how to maintain the C-130 fleet. It’s an enormous job for both units. “Essentially what we’ve done is set up the largest field training team here at Niagara to help train personnel as soon as possible,” said Col. Jim Atkinson, 107th MXG commander. The maintainers aren’t the only ones who require training. Crews from the 914th are transitioning from the H-3 to the H-2 which has some mission-related differences. “2008

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