

924 CONSOLIDATED AIRCRAFT MAINTENANCE SQUADRON



MISSION

LINEAGE

924 Consolidated Aircraft Maintenance Squadron

STATIONS

Bergstrom AFB, TX, 17 Mar 1976

ASSIGNMENTS

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM



On a disc divided in half, blue above and red and white below, a gold brown eagle detailed brown, head and tail white, eye, beak and talons yellow below a white star; all within a narrow yellow border. Attached below the disc a blue scroll edged yellow. **SIGNIFICANCE:** Blue and 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, Red, white, and blue are the national colors and together with the star represent the Texas state flag, the original location of the unit. The eagle is symbolic of the spirit and determination of the Air Force Reservist to respond to the challenges of meeting the needs of the community and the nation.

MOTTO

OPERATIONS

1976 CAMS starts out with 11 aircraft on hand in April and by June only 6 are available to fly. The lack of new three bladed props has a serious effect on the flying program. Lockheed no longer builds the props and only one firm in the United States is rebuilding old props. A modification to use a four-bladed prop on the "A" model may help the problem. In the meantime, a large percentage of the aircraft in the unit are unflyable.

1976 By December 1976 the group converts to the C-130B. Two 'A' models are lost and three 'B' models gained. A concentrated effort begins to train maintenance personnel on the new aircraft. The main differences in the aircraft are engine and props. Twenty-three men in the maintenance shops received priority training at Dyess. They will come back and in-house train additional personnel.

1982 CAMS is authorized 557 personnel and have only 339 assigned. The Munitions sections contains the largest shortage with a 135 authorized versus only 35 assigned. Fuels authorized 15/assigned 3.

1985 During TEAM SPIRIT '85, CAMS met its programmed sortie rates with one less aircraft than

planned and a severely limited number of personnel in their maintenance shops.

1985 CAMS personnel stayed busy in June 1985 moving F-4's from their normally perched Delta Ramp position to host the refueling of the space shuttle Discovery. "SAC Hill" became a restricted area during this time.

1985 In October of 1985 a comprehensive 300-hour inspection of F-4D's began. 'Phase Dock' personnel began unpaneling an F-4 to inspect hydraulic systems, canopy mechanisms, drag chute doors, wing fold mechanisms, and control stick. It would take seventeen days to complete the detailed inspection and make sure the 'bird' was in tip top condition to fly once again.

1987 The phases, radar calibrations, 45-day and A WM 13 checks were accelerated to ensure minimum requirements would be needed to accomplish the mission in Korea during TEAM SPIRIT '87. The maintenance flow, both equipment and personnel was critical to the success of the upcoming deployment. While in Korea, maintenance crews were swapped out to give as many 924th CAMS personnel working experience with their Korean counterparts. At the end of deployment no sorties were missed due to maintenance and 189 sorties and 183.9 flying hours were accomplished.

USAF UNIT HISTORIES

Created: 29 Jul 2020

Updated:

Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.
Unit History, *924 Fighter Wing*, *704 Fighter Squadron History*, @1996.