

## 20<sup>th</sup> EQUIPMENT MAINTENANCE SQUADRON



### **LINEAGE**

20<sup>th</sup> Field Maintenance Squadron  
20<sup>th</sup> Equipment Maintenance Squadron

### **STATIONS**

RAF Upper Heyford, England, 1 Dec 1969  
Shaw AFB, SC

### **ASSIGNMENTS**

### **COMMANDERS**

### **HONORS**

**Service Streamers**

**Campaign Streamers**

**Armed Forces Expeditionary Streamers**

## **Decorations**

## **EMBLEM**

## **EMBLEM SIGNIFICANCE**

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

Today's 20th Fighter Wing can trace its lineage to 28 July 1947, when the 20th Fighter Wing, began at Shaw Field, South Carolina, as a Ninth Air Force unit. Components of the new fighter wing included the 20th Maintenance and Supply Group, the 20th Airdrome Group, and the 20th Station Medical Group (later Tactical Hospital). At the same time, the 20th Fighter Group with the 55th, 77th, and 79th Fighter Bomber Squadrons and P-51 Mustangs formed the combat element of the 20th Fighter Wing. The group exchanged its P-51's in February 1948 for F-84B (later D) Thunderjets.

On 24 August 1948, a reorganization of the 20th Maintenance and Supply Group featured the activation of the 20th Supply Squadron, Fighter, Jet (later simplified to 20th Supply Squadron) and the 20th Maintenance Squadron, Fighter, Jet (renamed 20th Maintenance Squadron in 1950, 20th Field Maintenance Squadron in 1954, and 20th Equipment Maintenance Squadron in 1981).

Meanwhile, on 26 January 1956, the wing underwent a major internal reorganization with the inactivation of the 20th Maintenance and Supply Group and the realignment of the 20th Field Maintenance and 20th Supply Squadrons under the air base group which was then redesignated the 20th Support Group. At the same time, the 20th Installations Squadron and 20th Food Service Squadron were also inactivated (they reemerged as the 20th Civil Engineering Squadron and 20th Services Squadron on 16 January 1962 and 1 February 1982, respectively), the 20th Air Base Squadron was activated, and the 20th Communications Squadron was redesignated as the 20th Operations Squadron (this squadron remained with the wing until its inactivation on 1 July 1958).

The 20th Fighter Bomber Wing established an operational detachment at Wheelus AB, Libya in February 1958. On 8 February 1958, the 20th Field Maintenance Squadron was realigned again, this time directly under the wing. Three months later, the wing took on the designation of the 20th Tactical Fighter Wing. The 55th, 77th and 79th Squadrons were also re-labeled as tactical fighter squadrons at that time. Two additional maintenance squadrons were added to the wing with the activation of the 20th Armament and Electronic Maintenance Squadron (renamed 20th Avionics Maintenance Squadron in 1981) and the 20th Periodic Maintenance Squadron (which became the 20th Organizational Maintenance Squadron in 1964 and the 20th Aircraft Generation Squadron in

1981). The flying squadrons dispersed on a monthly rotational basis to RAF Alconbury, RAF Woodbridge, and Nouasseur AB, Morocco, due to a RAF Wethersfield runway closure from May to August, 1958.

Intermediate command over the 20th changed hands between 3rd Air Force and 16th Air Force from 1 July 1961 to 1 September 1963. In the meantime, internal changes again altered the structure of the wing. January 16th marked the activation of the 20th Civil Engineering Squadron, a unit which had been dormant for six years. On 15 June 1962, the 20th Support Group was redesignated as the 20th Combat Support Group and the 20th Supply Squadron was realigned under the wing and its newly appointed office of Deputy Commander for Materiel (DCM). On the same day, the 20th Consolidated Aircraft Maintenance Squadron came into being, along with the inactivation of the 20th Field Maintenance, Periodic Maintenance, and Armament and Electronic Maintenance Squadrons, and the consolidation of their assets under the new squadron. The CAMS Squadron fell under the DCM. Direction and control over the wing's three flying squadrons went to another newly formed office - Deputy Commander for Operations (DCO)- on the same day.

Maintenance consolidation lasted only two years, and on 8 July 1964, the wing dissolved the Consolidated Aircraft Maintenance Squadron. Two months earlier, on 14 May 1964, the 20th Armament and Electronics Maintenance Squadron and the 20th Field Maintenance Squadron re-emerged and the wing activated the 20th Organizational Maintenance Squadron (formerly Periodic). On 8 July 1964, two new maintenance squadrons joined the wing organization - the 320th Munitions Maintenance Squadron and the 20th Flight line Maintenance Squadron. The latter was stationed at RAF Woodbridge with the 79th Tactical Fighter Squadron for less than two years. It was inactivated on 15 December 1965, when the 79th TFS absorbed its personnel and equipment.

Another major maintenance organizational restructuring occurred on 31 October 1981. HQ USAFE redesignated the 20th Avionics Maintenance Squadron as the 20th Component Repair Squadron; renamed the 20th Organizational Maintenance Squadron as the 20th Generation Squadron; and the 20th Field Maintenance as the 20th Equipment Maintenance Squadron. At the same time, it activated the 520th Aircraft Generation Squadron and inactivated the 20th Munitions Maintenance Squadron.

#### 20th Field Maintenance Squadron

Specialized maintenance support is the job of the 20th Field Maintenance Squadron (FMS).

The squadron repairs and overhauls aircraft, training equipment and accessories, as well as fabricates parts and maintains systems reliability. The squadrons four branches, Fabrication, Propulsion, Systems and Aerospace Ground Equipment, perform major maintenance on all parts of the aircraft except for avionics. The Fabrication Branch's industrial shops perform nondestructive inspections in addition to parts production and the corrosion control function. The propulsion branch performs all but depot- level maintenance on the Wing's fleet of TF-30 jet engines. The mechanical, electric, fuel, hydraulic and aircrew environment and rescue functions are the

responsibility of the Systems Branch. Support provided by the Ground Equipment Branch includes an array of portable power and lighting units, tractors and other flightline special purpose vehicles. The 20th Field Maintenance Squadron was USAFE's Outstanding Maintenance Unit in 1974.

Specialized maintenance support is the job of the 20th Equipment Maintenance Squadron. The squadron repairs and overhauls aircraft, training equipment and accessories, and maintains systems reliability. The squadron's three branches perform major maintenance on all parts of the aircraft and related munitions components.

The Aircraft Maintenance Branch's industrial shops perform specialized aircraft inspection at specific flying hour intervals. Additionally, the branch has the repair and reclamation, rescue, fuel, egress, wheel and tire, and corrosion control functions.

Support provided by the Aerospace Ground Equipment Branch includes maintenance, servicing and delivery of an array of portable power and lighting units, tractors and other flightline special purpose equipment.

The Munitions Maintenance Branch provides safe, reliable and timely munitions to support and sustain the combat capability of the wing. To accomplish these tasks, the branch is organized functionally with an administrative section, munitions maintenance/storage sections and a weapons maintenance section.





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Air Force Order of Battle  
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Sources