

2802 INERTIAL GUIDANCE AND CALIBRATION GROUP

MISSION

LINEAGE

2802 Inertial Guidance and Calibration Group designated and organized, 11 Jun 1962
Inactivated, 8 Nov 1968

STATIONS

Newark AFS, OH

ASSIGNMENTS

Middletown AMA
AFLC, 1 Feb 1965

COMMANDERS

Col Thomas O. Lawton, 11 Jun 1962
Col Edwin L. Little, 15 Jul 1966
Col Morris C. Burkhart, 22 Jul 1968

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Award
1 April 1967--1 April 1968

EMBLEM

MOTTO

NICKNAME

OPERATIONS

Although Newark Air Force Station (AFS), home of the 2802d Inertial Guidance and Calibration Group (2802d IG&CGp), was formally dedicated on 13 December 1962, the reasons for its establishment obviously predated that event. Efforts to develop two important Air Force workloads, calibration and inertial guidance system repair, were the primary factors in the facility's origin. The first workload, the Air Force calibration program, had its roots at Dayton Air Force Depot (AFD) located in Dayton, Ohio. The second, the repair of inertial guidance systems, was closely associated with the calibration program and also resulted from actions taken at the Dayton depot. The growing maturity of the former, and the critical need to perform the latter, formed the confluence of events reason, Dayton AFD and HQ AFLC agreed that Heath Directorate personnel (364 strong at that time) be temporarily relocated to Area A, Wright-Patterson AFB, effective 15 January 1962 until the Heath facilities were available.

When Col. Thomas O. Lawton assumed command of the 2802d Inertial IG&CGp on 11 June 1962 that organization consisted of nine divisions. It soon became apparent that the 2802d's subordinate position to Middletown AMA would not last. The 2802d was dependent on Middletown AMA for administrative, personnel and logistics support. Unfortunately, the hundreds of miles distance separating the two organizations often made coordination in those areas difficult.

22Oct 1962 The first inertial guidance systems arrived at the Heath Maintenance Annex for repair. They were for the Atlas missile.

Nicknamed "The Missile Base" by Newark residents and station employees, Newark AFS earned that reputation by its early workloads. The first IGSs arrived on 22 October 1962 and were part of the Atlas missile system. Other inertial guidance systems repaired at Newark AFS were those for the Minuteman I and Titan I missiles. 13 Dec 1962 The first Minuteman I IGS was repaired and returned to the field.

AFLC announced that the 2802nd Inertial Guidance and Calibration Group, Newark AF Station, had been designated Specialized Repair Activity for the P-200 inertial platform which was part of the LN-12A Inertial Navigation System used in the F/RF-4C Weapon System. OOAMA was concurrently designated SRA for other related components. 8 Apr 1963

In November 1964, HQ AFLC announced that Middletown AMA, Newark AFS' parent organization, would be phased out. Middletown AMA's responsibility for instrument repair was transferred to other installations, and by September 1967 Middletown AMA was completely shut down. Since Middletown AMA was being closed, the 2802d IG&CGp was reassigned from Middletown AMA to HQ AFLC itself on 1 February 1965

Apr 1965 The first LN-12 platform for use on the F-4C aircraft was repaired and tested at Newark AFS.

AFLC named the 2802nd Inertial Guidance and Calibration Group, NAFS, Newark, Ohio as the SRA for LN-12D, P-200 Inertial Platform used on the F-4D Weapon System. As the SSM, OOAMA worked with the IM and SRA on the F/RF-4C/D Time-Phased SRA Implementation Plan concerning this new assignment., 6 Dec 1965

Administrative, personnel, and logistics support, formerly furnished by [Middletown AMA], was assumed by the 2750th Air Base Wing at Wright-Patterson AFB ... After the transfer, the 2802d was to have some additional responsibilities. It was to assume budget authorization, allotment, and reimbursable authorizations formerly handled by [Middletown AMA] ... It would also assume responsibilities for services such as base restaurant and civilian welfare funding.

The fact that Newark AFS was moved directly under HQ AFLC was, in part, recognition by the Command of the increasingly important work done at the air station. Following the transfer, two additional divisions, Civilian Personnel, and Supply and Transport, were created. Further changes in November 1966 occurred when a Plans and Management Office replaced the Management Services Division and a new division, the Service Engineering Division, was created to further engineering requirements necessary to accomplish the organic repair of inertial systems.

Nov 1966 The first Minuteman II IGS was repaired and returned to the field.

The 2802d's Minuteman II record was a major factor in its winning the Air Force Outstanding Unit Award for the period 1 April 1967 to 7 April 1968. The award citation included the recognition that the 2802d IG&CGp successfully counteracted a failure rate and eliminated the "not operationally ready" condition of the Minuteman II ballistic missile.

In April 1967, an alarmingly high Minuteman II inertial guidance system failure rate in the field causing a "Not Operationally Ready Condition" led the Ballistic Systems Division to request that Newark increase its production of Minuteman II inertial guidance systems to compensate for contractor problems. The first Minuteman II inertial guidance system was successfully repaired, tested, and returned to the Strategic Air Command in November 1966. The repair was accomplished in just eleven days, about half of the expected average turn-around time,

Newark Air Force Station received its first major non-missile repair workload in April 1965 with the introduction of the LN-12 inertial navigation platform used on the F-4C aircraft. The first F-4C aircraft inertial navigation platform was repaired and tested at Newark AFS in April 1965.

Missile systems were not the only systems repaired at Newark AFS. As a result of increasingly sophisticated technology, aircraft were also being equipped with inertial navigation systems (INS) made up of components such as platforms, gyroscopes and accelerometers. Newark AFS received its first major non-missile repair workload in April 1965 with the introduction of the LN-12 inertial navigation platform used on the F-4C aircraft. Although only sixteen such units were repaired by

Newark AFS in 1965, the number repaired would leap dramatically. By 1967, production of this one aircraft inertial navigation platform alone surpassed the production of all the missile systems combined. The Vietnam War accounted for much of this increase.

Thus, the introduction of LN-12 platform repair capability in 1965 was highly significant, for it quickly became the work staple of the station. in the realm of calibration and metrology; progress was made towards centralizing the program at Newark AFS. In 1962, the 2802d IG&CGp initiated a program to establish the direct exchange of calibration standards between the Air Force Measurement Standards Laboratory (AFMSL) located at Newark and the base PMELs. Previously, base PMELs had relied on the AMA PMELs for their standards. By centralizing the distribution of standards at the AFMSL, HQ AFLC was able to reduce duplication of reference standards. This process was largely completed by 1968. In addition, steps were taken in 1965 to ensure greater control over the PMEL system by designing a program to evaluate PMEL capabilities. The Air Force assigned the Calibration and Metrology Division as manager of a world-wide PMEL certification program in 1965. Each PMEL was evaluated by teams from nearby AMAs. The AMAs were evaluated by Newark AFS personnel. Also, the Metrology division began publishing Controlled Multiple Address Letters (CMALs) to keep PMEL personnel abreast of changes in the calibration program.

Beginning in October 1967, HQ AFLC sponsored studies to reorganize the 2802d IG&CGp. The 2802d's organization at the time did not conform to accepted AFLC organization principles and this caused unnecessary misunderstandings between organizations within the 2802d and its AFLC counterparts. In addition, the large number of divisions within the 2802d made it difficult for the commander to exercise proper management control. For example, the chiefs of Shops, Quality Control, Production Control, and Industrial Engineering divisions all reported directly to the commander. This increased the burden upon the commander by making him, in addition to his other responsibilities, his own chief of maintenance.

The proposed reorganization of Newark AFS eliminated those problems by establishing a few large organizations. after a year of studies and proposals, HQ AFLC feared that HQ USAF would impose further delays on this important project. In a letter dated 28 September 1968, Lt. Gen. Lewis L. Mundell, HQ AFLC Vice Commander at the time, urged HQ USAF to approve the reorganization as soon as possible. The Office of Manpower and Organization, HQ USAF, responded by authorizing the reorganization on 11 October 1968, and the actual change occurred on 8 November 1968." The reorganization of 1968 created major changes in Newark AFS's internal organizations, although the personnel and workload were not changed. The most important change was the replacement of the twelve divisions by four directorates and three staff offices.

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