

# MIDDLETOWN AIR MATERIEL AREA

## MISSION

## LINEAGE

Aviation General Supply Depot established, 15 May 1917  
Redesignated Middletown Air Intermediate Depot, 14 Jan 1921  
Redesignated Middletown Air Depot, 22 Jun 1927  
Redesignated Middletown Air Depot Control Area Command, 1 Feb 1943  
Redesignated Middletown Air Service Command, 22 May 1943  
Redesignated Middletown Air Technical Service Command, 14 Nov 1944  
Redesignated Middletown Air Materiel Area, 2 Jul 1946  
Inactivated, Sep 1967  
Discontinued, 8 Oct 1967

## STATIONS

Olmstead AFB, PA

## ASSIGNMENTS

## COMMANDERS

Maj Gen Lyman P. Whitten, #1955  
Maj Gen George R. Acheson, #1957  
Maj Gen Paul E. Ruestow, #1959  
Maj Gen D. L. Hardy, #1961  
Maj Gen Fredric H. Miller, #1966  
Col N. G. Norris, #1967

## HONORS

**Service Streamers**

**Campaign Streamers**

## **Armed Forces Expeditionary Streamers**

### **Decorations**

### **EMBLEM**

### **MOTTO**

### **OPERATIONS**

When World War I came to a close with the signing of the armistice on November 11, 1918, the Army Air Service was operating a number of supply depots in the continental United States. These depots were located at Americus, Georgia; Buffalo, New York; Detroit, Michigan; Fairfield, Ohio; Garden City, Long Island, New York; Houston, Texas; Little Rock, Arkansas; Los Angeles, California; Middletown, Pennsylvania; Morrison, Virginia; Richmond, Virginia; San Antonio, Texas; Sacramento, California; San Francisco, California; and Washington, D.C. The depots, with a complement of about a dozen officers and a few hundred enlisted men, received, stored, and issued all supplies and equipment to the airfields in the United States. Three aviation repair depots were responsible for the repair and maintenance of aircraft. These depots were at Dallas, Texas; Indianapolis, Indiana; and Montgomery, Alabama.

In January 1921, the depots at San Antonio, Middletown, Rockwell Field, Fairfield, Little Rock, Richmond, Montgomery, and Americus became air intermediate depots. Seven months later, in July, the Air Service transferred control of the depot system from Washington, D.C., to Wilbur Wright Field, Ohio, and established a new organization consisting of six military and 55 civilian employees to supervise all supply and maintenance activities at the depots. This new organization was called the Property Maintenance and Cost Compilation Section and its first chief was Captain Elmer E. Adler. Middletown did not become both a repair and supply depot until 1925.

While AFLC was working on its program to inactivate the Rome Air Materiel Area, Secretary of Defense McNamara announced that three more of the command's air materiel areas—Middletown, Mobile, and San Bernardino would be closed. When he made his announcement on November 19, 1964, Secretary McNamara indicated that all of the functions at the three air materiel areas would be phased out and transferred to other AFLC organizations by July 1969.

Headquarters AFLC submitted its plan to Headquarters USAF on September 24, 1964. This plan listed the air materiel areas in order of their retention value to AFLC, based on their facilities and the nature of their work loads. Mobile, Middletown, and San Bernardino received the lowest ratings. At the same time, Headquarters AFLC advised Air Force headquarters that it was opposed to the proposed consolidation because it would have a serious impact on the command's personnel skills, since experience had shown that people did not readily transfer with their functions."

When it became evident that only a relatively small percentage of the civilian personnel at Middletown, Mobile, and San Bernardino would transfer with their positions, Headquarters AFLC permitted the command's five remaining air materiel areas to hire additional personnel before they actually received the required manpower authorizations. It gave the five air materiel areas a total of about 4,497 advance hire authorizations. For example, the Oklahoma City Air Materiel Area established special training programs at Middletown, Mobile, and Tinker Air Force Base. It sent about 1,445 people to Middletown and 150 to Mobile for on-the-job training in those areas where only a small percentage of the civilian personnel had indicated that they would transfer with their positions. The personnel sent to Middletown and Mobile accounted for a total of about 1,047,352 training hours, while the 1,307 personnel who participated in the training programs at Tinker Air Force Base accounted for a total of 859,394 hours. Most of the training hours at Middletown and Tinker Air Force Base were devoted to the repair of instruments and the J79 engine because the Oklahoma City Air Materiel Area was scheduled to replace Middletown as the specialized repair activity for a number of navigation, flight and engine instruments and the J79.

Middletown Air Materiel Area was inactivated much earlier than the July 1969 date specified by Secretary McNamara in November 1964. Middletown's responsibilities and stocks were all transferred to other AFLC organizations by September 1967, and the Air Materiel Area was inactivated on October, 1967.

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USAF Unit Histories

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Sources

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