

54th Maintenance Squadron

Lineage.

Constituted as 4th Repair Squadron on
26 March 1941.

Activated on 1 April 1941.

Redesignated as: 4th Depot Repair Squadron on
1 July 1941

Redesignated 4th Air Repair Squadron on
26 June 1946.

Inactivated on 22 July 1949.

Redesignated as 4th Maintenance Squadron,
Mobile and activated in the Reserve on
3 May 1966.

Organized on 1 July 1966.

Inactivated on 1 October 1978.

Redesignated as 54th Consolidated Aircraft Maintenance Squadron on 22 October 1984

Redesignated 54th Maintenance Squadron on 20 February 2014.

Activated on 1 March 2014.



Honors.

Campaign Streamers.

World War II Asiatic-Pacific Theater

Leyte [1944-1945]

Luzon [1944-1945]

Decorations.

Air Force Outstanding Unit Award:

1 January 1977-30 September 1978¹

11 March 2014-30 June 2014²

1 July 2014-30 June 2015³

1 July 2015-30 June 2016⁴

Special Honors.

Philippine Presidential Unit Citation (WWII).

¹ DAF SO GB-410/1980

² AETC SO G-029, 8 January 2015

³ AETC SO G-006, 14 October 2016

⁴ AETC SO G-022, 22 March 2017

Assignments. 4th Air Depot Group (later,4th Air Depot), 1 April 1941; Philippine Air Materiel Area, c. December 1946; Japan Air Materiel Area, c. 13 May 1947; Far East Air Materiel Command, 1-22 July 1949. Continental Air Command, 3 May 1966; First Air Force Reserve Region, 1 July 1966; Eastern Air Force Reserve Region, 31 December 1969; 302d Tactical Airlift Wing, 8 October 1976-1 October 1978. 54th Fighter Group, 1 March 2014-.

Stations. Patterson Field, Ohio, 1 April-15 December 1941; Bacchus Marsh, Australia, 1 February 1942; Geelong, Australia, 4 February 1942; Wagga Wagga, Australia, 15 April 1942; Tocumwal, Australia, 3 July 1942; Townsville, Australia, 28 October 1942-2 December 1944; Tacloban, Leyte, 9 January-18 March 1945; Nichols Field, Luzon, 24 March 1945; Clark Field, Luzon, January 1947; Tachikawa AB, Japan, c. 13 May 1947-22 July 1949. Wright-Patterson AFB, Ohio, c. 8 July 1966-1 October 1978. Holloman AFB, New Mexico, 1 March 2014-.

Aircraft. None.

Emblem. Approved on 26 Jun 1970. Redrawn on 3 May 2016.

Blazon. On a disc Azure, a gyrfalcon volant wings expanded throughout Argent detailed Gris (Steel), garnished Argent (Silver Gray), eyed, beaked and talons Or; all within a narrow border Yellow.

Attached below the disc, a Blue scroll edged with a narrow Yellow border and inscribed "54TH MAINTENANCE SQ" in Yellow letters.

Motto. None.

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 wingspan of the gyrfalcon signifies the versatility of the Squadron's mechanics, with maintainers from multiple specialties unifying into one team. The eye reflects the unit's vision to maintain focus on innovation and pride. The talons prepared for attack represent the dominance of both the F-16 Fighting Falcon combined with the men and women of the Squadron, ready to take on all challenges.

Commanders.

4th Repair Squadron [1 April 1941-31 May 1941]

Unknown 1 April 1941-31 May 1941

4th Depot Repair Squadron [1 July 1941-25 June 1946]

Unknown 1 July 1941
Maj James P. Morgan Jr. 6 June 1943
Capt (later Maj) John J Dudzinski 21 April 1944
Capt William B. Plockman 18 March 1945
1st Lt Stanley J. Niederman 17 September 1945
Capt Martin B. Biles 26 October 1945
1st Lt Robert Cougill 3 March 1946
1st Lt Robert Patrick 16 March 1946
Lt Col Robert J. Koster c. June 1946.

4th Air Repair Squadron [26 June 1946-22 July 1949]

Lt Col Robert J. Koster c. June 1946
Col Franklin K. Paul 30 June 1946
Maj Marcellus R. Wooles 1 July 1946
Col John A. Way 22 January 1947-Unk
1st Lt Spencer C. Savage c. 1948
1st Lt George T. Pruitt October 1948-1949.

4th Maintenance Squadron, Mobile (Reserves)[1 July 1966-1 October 1978]

Unknown 1 July 1966-1 October 1978

54th Maintenance Squadron [1 March 2014-.]

Lt Col Dominick J. Martin 1 March 2014⁵ [Ret]
Maj Kenneth B. Beebe III 17 Apr 2015⁶
Maj (later, Lt Col) Stuart R. Menn 6 May 2016-Present.⁷

Narrative.

The 54th Maintenance Squadron's lineage makes it one of the oldest units in the wing. Constituted on 26 March 1941, the 4th Repair Squadron was activated on 1 April 1941 at Patterson Field, Ohio, as part of the 4th Air Depot Group (later, 4th Air Depot). On 1 July 1941, the squadron was redesignated as the 4th Depot Repair Squadron. As such the squadron performed the most difficult

⁵ 49 WG SO GS-14-008, 20 March 2014

⁶ 49 WG SO GS-15-007, 20 April 2015

⁷ 54 FG SO G-16-006, 11 April 2016

aircraft maintenance jobs, officially called fourth echelon maintenance, for multiple combat flying squadrons.

Assigned to the Pacific theater, the unit arrived at Bacchus Marsh, outside of Melbourne, in southern Australia, on 1 February 1942. At that time, many expected the Japanese would soon invade Australia. To protect one of the few units with its capabilities, planners placed the squadron and its group well outside of the enemy's range of operations. Three days later, it moved about 30 miles south to Geelong, Australia. On 15 April 1942, the squadron relocated to Wagga Wagga, approximately half way to Sydney, Australia. On 3 July 1942, it moved back about half the distance to Bacchus Marsh, locating at Tocumwal, Australia. As the Allies began to counter attack in the summer of 1942, planners wanted the depot to be closer to the combat forces it supported. On 28 October 1942, the squadron moved to Townsville, on the northeast coast near Cairns, Australia. Due to General Douglas MacArthur's island hopping campaign, the depot moved two more times to be closer to the units they were supporting. Due to the size and weight of the heavy equipment the depot used and the tons of supplies it needed, moving it became more and more difficult. Therefore, the squadron left Townsville on 2 December 1944 and arrived at Tacloban on the island of Leyte on 9 January 1945. Just over two months later, it moved again to Nichols Field, Luzon. In December 1946, it reassigned to the Philippine Air Materiel Area. A month later, it moved to Clark Field on Luzon. Around 13 May 1947, the squadron moved to Tachikawa AB, Japan, and was reassigned to the Japan Air Materiel Area. On 1 July 1949, the unit was reassigned to the Far East Air Materiel Command and inactivated 21 days later.

On 3 May 1966, the unit was redesignated the 4th Maintenance Squadron, Mobile and activated in the Reserve at Wright-Patterson AFB, Ohio, as part Continental Air Command. Two months later, it was reassigned to the First Air Force Reserve Region. On 31 December 1969, it was assigned to the Eastern Air Force Reserve Region. On 8 October 1976, the squadron was again reassigned to the 302d Tactical Airlift Wing. The unit inactivated on 1 October 1978.

On 22 October 1984, the unit was redesignated as 54th Consolidated Aircraft Maintenance Squadron, but not activated. On 20 February 2014, the unit was again redesignated as the 54th Maintenance Squadron. On 1 March 2014, squadron reactivated in the active force at Holloman AFB, New Mexico, under the 54th Fighter Group. Its current mission is to accomplish primarily off-equipment with some on-equipment maintenance in support of the group's mission of training world's greatest F-16 pilots and maintainers while deploying mission ready warfighters.

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Updated by Rick Grisct