

152 MAINTENANCE SQUADRON

MISSION

LINEAGE

152 Consolidated Aircraft Maintenance Squadron
152 Maintenance Squadron

STATIONS

Reno ANGB, Reno, NV

ASSIGNMENTS

152 Tactical Reconnaissance Group
152 Maintenance Group

COMMANDERS

Maj Harry P. Bengochea
Maj Steven B. Hanson

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

NICKNAME

OPERATIONS

On the 26th of January 1968 all elements of the Nevada Air National Guard except the State Headquarters in Carson City, were called to active duty with the United States Air Force. The call-up was ordered by President Lyndon B. Johnson as he responded to the crisis created by

the North Korean capture of the USS Pueblo. The recall differed from the 19-51 tour as there was no alert or get-ready" period involved.

The 152d Tactical Reconnaissance Group, 152d Consolidated Aircraft Maintenance Squadron, 152d Supply Squadron and the 152d Communications Flight-less equipment and personnel were reassigned to Richards-Gebaur AFB, Missouri

By the end of August 1968 all units and personnel of the Nevada Air National Guard had been reassigned and relocated. This was the largest reassignment action in the history of recalled Air National Guard units.

In December 1968 it was announced that the recalled units and their assigned personnel would be demobilized effective 9 June 1969.

2009 RENO – By the holiday season of 2009, Nevada Guard airmen are likely to be operating out of a refurbished hangar for their C-130. Construction on the \$10 million project began in August and is set to be completed in November 2009. Now working across the base in a variety of buildings, the 152nd Maintenance Group continues to work diligently. The airmen are doing everything they can to keep the aircraft fully functional and mission ready during this time of transition. In addition to logistical impacts created by the temporary workspace environments, the construction has affected the unit's ability to provide worldwide mission support. Certain maintenance inspections have been moved to the fuel cell building on base and inevitably reduced the amount of time the fuel cell has to perform fuel system repairs on the C-130s. This is imperative, because aircraft without fully functional fuel systems are restricted from flying overseas. Several problems with heating, ventilation, asbestos and sub-par workspace areas led to the need for a refurbished facility. The hangar is more than 50 years old and was designed to accommodate small fighter jets. "We are the world's finest airlift organization and need to accommodate C-130 said Lt. Col. John Week, the 152nd Maintenance Squadron commander. This newly remodeled hangar will allow the 152nd Maintenance Group to provide the quality aircraft maintenance required to provide world-class airpower through the 21st century. Renovations will allow the consolidation of many shops under one roof and offer a safer working environment for the aircraft mechanics. One change is likely to cause some By Capt. Melissa Buschette Joint Force Headquarters Public Affairs discussion. No longer will people be greeted with the "Nevada Air National Guard" marquee as they fly into or out of the Reno-Tahoe International Airport. The familiar part of the building will become the new, main entrance sporting a modern design. For more than 50 years, the hangar has housed a wide variety of aircraft.

2009-2010

Completion of the Air Guard 152nd Airlift Wing's \$10 million hangar remodel and its \$5 million vehicle maintenance facility in 2010 highlighted National Guard construction within the state during the biennium. Completion of the hangar project at the Air National Guard

Base in Reno allowed for consolidation of several maintenance shops and eased space constraints for both aircraft and Airmen. The new vehicle maintenance facility took advantage of vacant space on the north side of the base and replaced one of the Nevada Air Guard's original buildings that dated to the 1950s. The new construction provides the Nevada Guard with a state of the art facility for the maintenance and storage of its large fleet of ground vehicles ranging from passenger buses to small golf-cart-sized vehicles used on the flightline. Overall, construction spending was down considerably during the biennium in comparison to the 2007-2008 fiscal years. The current biennium's total of \$19.6 million in construction spending was barely half of the previous biennium's \$37.4 million. State spending on National Guard construction was down more than \$500,000 to \$225,000 from \$832,651 in 2007-2008. Much of that reduction was attributed to the fact that the major projects in 2009-2010 focused on maintenance and improvements on existing structures. The Army Guard's largest construction expenditures were for upgraded roofing and paving at existing facilities. Major construction expenditures were also devoted to energy-usage reduction, including \$450,000 for energy retrofits at two Las Vegas armories and replacing of 44 coiling doors at facilities in Clark County and Carson City.

USAF Unit Histories
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Sources

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