

402 COMBAT LOGISTICS SUPPORT SQUADRON



MISSION

The 402 CLSS provided worldwide military teams which deployed to perform aircraft battle damage repair, combat packaging, and supply operations. It also provided teams to accomplish depot level technical assistance and field support to include aircraft modification, repair, and maintenance.

LINEAGE

402 Combat Logistics Support Squadron constituted, 21 Aug 1978

Activated in the Reserve, 1 Oct 1978

Inactivated, 1 Oct 1994

STATIONS

Robins AFB, GA, 1 Oct 1978-1 Oct 1994

ASSIGNMENTS

94 Tactical Airlift Wing, 1 Oct 1978

Tenth Air Force, 1 Oct 1980

482 Tactical Fighter (later, 482 Fighter) Wing, 1 Jan 1988

94 Logistics Group, 1 Aug 1992-1 Oct 1994

COMMANDERS

Lt Col Robert S. Messer

Lt Col Donald R. Michels, 10 Jan 1993

Col John Anderson

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Awards

1 Jan 1987-31 Dec 1989

16 Aug 1992-15 Aug 1994

EMBLEM

MOTTO

OPERATIONS

In September three units of the wing at Robins AFB, GA were programmed for inactivation effective 1 October 1978. They were the 34 Supply Squadron (Mobile), 34 Maintenance Squadron (Mobile) and the 1st ALC Augmentation Squadron. The missions were consolidated into a new U.S. Air Force controlled Reserve unit designated as the 402 Combat Logistics Support Squadron effective 1 October 1978.

The mission of the new CLSS is to provide highly trained teams of personnel for rapid battle damage repair, combat supply and packaging. Secondly to provide depot-level technical assistance and field support for class IV/V mods, organizational and intermediate level repair and maintenance.

Another new team of experts has joined the 94th Tactical Airlift Wing. The 402nd Combat Logistics Support Squadron (CLSS) became part of the "Total Force" on Oct. 1, 1978, when Reservists formerly assigned to the 34th Maintenance and Supply Squadrons formed the 402 CLSS unit. Since its activation, the 402nd has added approximately 100 personnel to its rolls. The unit is based at Robins Air Force Base, Ga. Ga.

The 402nd offers training in over 40 career fields, including maintenance, supply and transportation. The squadron's two-fold mission is to augment the Warner Robins Air Logistics Center and to facilitate the war damage repair of aircraft. The totally mobile organization is prepared to dispatch teams representing all maintenance trades and skills whenever and wherever they are needed. The unit's maintenance personnel perform depot-level modifications on the F-15 as well as ground level maintenance on most Air Force aircraft.

Lt. Col. Robert S. Messer, commander of the 402nd, is pleased with the performance of his unit so

far. "We are now getting first line missions and the necessary equipment to get the job done. With a few more good people we can do an even better job."

The squadron's two fold mission is to augment the Warner Robins Air Logistic Center and to facilitate the war damage repair of aircraft. The totally mobile organization is prepared to dispatch teams representing all maintenance trades and skills whenever and wherever they are needed. The 402nd offers training in over 40 career fields, including maintenance, supply and transportation. The unit's maintenance personnel perform depot- level modifications on the F-15 as well as ground level maintenance on most air force aircraft. In the past year the unit has sent teams to bases in South Carolina, Florida and Utah on special aircraft testing and repair projects. Col. Robert Messer, commander of the 402nd, cites the unit's unique self-taught sheet metal repair course as one of the highlights of the year. Instructors from the unit developed the course to train specialists because slots were not available in the Air Training Command course.

A total of 14 people from the 402nd CLSS were sent during February to support three separate missions at Hill AFB, Utah; Charleston AFB, S.C. and Eglin AFB, Fla.

A six man team was deployed to the 437th MAW at Charleston, S.C. from Feb. 4-23 to support the salvaging of a Material Airlift Command C-141 aircraft that suffered extensive fire damage. This is the first of several 402nd CLSS teams that will be involved in this salvage operation.

Another team of six people were sent on a 14 day active duty tour to Hill AFB, Utah. The combined transportation and supply team will assist the depot in their support of the F-15 aircraft program at Kadena, Okinawa.

Two maintenance specialist from the 402nd CLSS were sent to the 3446th Test Wing at Eglin AFB, Fla. in support of the Warner-Robins F-15 Flight Test program. Reservists from the 402nd CLSS have continuously been called upon by the Warner- Robins ALC to support the base aircraft in this testing program.

The members of the materials facilities section of the 402nd have devoted several hundred man hours to the Warner Robins Air Logistics Center. Several hundred new bulk storage bins have been added thanks to the hard work of the 402nd CLSS. This project spans several UTA weekends and has resulted in a substantial savings to the government while sharpening the skills of the members of the unit.

VOLUNTEERS from the 402nd Combat Logistics Support Squadron at Robins have accomplished something never done by any other CLSS unit... they set up a mini-tech school and trained 15 of their own people to pass a "mandatory" Air Frame Repair course.

"We couldn't get the training any other way, so we set up a school and taught ourselves," Maj. Benjamin C. Puckett, 402nd aircraft maintenance officer, said.

"WE COULDN'T obtain enough tech school quotas, so we taught the course to our own people," Sgt. Marlin G. Moore, school coordinator, added.

“A 100 percent passing rate on the AKT (apprentice knowledge test) says it all.”

AS IS TYPICAL of most new reserve units, manning key positions posed a problem. The 402nd was formed in October 1978 from personnel previously assigned to the 34th Supply, 34th Maintenance and the 1ALC Augmentation squadrons.

The original assigned strength was 184 persons with authorized manning of 375. Through an aggressive recruiting ' 'gram, the squadron was able to attract interests' ,le into the Air Force Reserve. HOWEVER, the Air Frame Repair career field posed a particular challenge to the unit. The highly specialized career field is the backbone of a CLSS primary mission for aircraft battle damage repair. Quotas for Air Training Command's formal air frame repair school were not available in numbers necessary to meet mission requirements. THEREFORE, Lt. Col. Robert S. Messer, 402nd commander, placed into motion a plan to conduct the squadron's own training program. The ultimate purpose was to train interested students so they could pass the 3- level apprentice knowledge test for the air frame career field. The course developed by Major Puckett, Sergeant Moore and SMSgt. Phillip E. Price, unit fabrication superintendent, was anything but easy.

TOGETHER the three men came up with a course outline, specific training goals and a special feasibility briefing. Ten members of the aircraft fabrication section volunteered to teach the five blocks of instruction. In addition, specialized instruction on safety and technical order maintenance were to be taught by Robins AFB safety people and the 321st Field Training Detachment here. WITH Air Force Reserve approval, the 10 instructors were allowed to divide their 15-day annual tour into three 5-day incremental tours spread out over the 12-week course. The course was split into a 6-week academic and testing phase to be followed by 6-week on-the-job training with students working on Robins aircraft with fully qualified journeymen.

THE LONG hours of classroom study were coupled with extensive practical training in every phase of the aircraft fabrication career field. The 15 took the AKT and passed with well above the minimum required scores. They are now in the second on-the-job training phase of the program. Following this a 3-level AFSC in Air Frame Repair will be awarded.



402 CLSS personnel work to repair a damaged aircraft.



MSgt C. Jones (L) and TSgt L. Adams build a crate for shipment of aircraft parts.



Sgt James Folson, Left watches as Sgt Issac Sampson checks his rivet work for proper height.

Also assigned to the 94 TAW is the 402 Combat Logistics Support Squadron located at Warner Robins AFB, Ga. This unit was activated in October 1978, when the 34 Mobile Maintenance and 34 Supply Squadrons were inactivated. This recently conceived reserve unit is tasked with providing aircraft battle damaged repair. Although the unit was manned at 50Z upon activation, through command emphasis. Imaginative recruiting and much personnel effort the unit completed their first year with a manning posture of over 90Z. Another significant step in realistic mobilization response is mobilization processing and mobility. The September 1979 Wing Exercise "Paid Ice Storm" provided an outstanding opportunity to exercise these requirements. A simulated mobilization of all assigned personnel and deployment of one officer and 56 airmen was conducted. The third requirement to establish and maintain a true mission response capability is training. In this area, the 402 CLSS also excelled with 150 enrolled in training and 88 upgraded during the past year. In 1980, the 402 CLSS recognized a problem of insufficient Sheet Metal Technicians. The Air Force could not provide sufficient school spaces even if the recruiting could produce the students. Col Messer sat down with a few of his highly qualified technicians and devised a plan to train in-house. They drew up a program, lesson plans, coordinated training space, materials and equipment and presented their proposal to AFRES and Air Force where it was approved and resulted in the training of 15 technicians. Through close coordination with the Warner Robins ALC realistic practical training is conducted on F15, C140, C141 and C-5 aircraft. The exercise "Paid Ice Storm" also gave unit technicians exposed to C130, C123 and C-7 weapons systems. The 402nd has expanded their proficiency training arena this past year supporting projects and exercises throughout the CONUS. They also procured a salvaged aircraft components such as an F15 and C130 wing sections on which to ply their skills. On 1 October 1980, the 402nd CLSS was assigned directly to 10th AF and thus are no longer under the 94 TAW.

A Georgia Wing Civil Air Patrol (CAP) aircraft recently got a new red, white, and blue paint job thanks to the 402nd Combat Logistics Support Squadron at Robins AFB, Ga. The Tifton Composite Squadron of the CAP commanded by Capt. Gail Waller asked the 402nd if there was anything they could do to give one of their Cessna aircraft a badly needed paint job. Fifteen members of the 402nd responded to the request. Working with the Warner Robins Air Logistic Command paint shop, they disassembled the aircraft, stripped off the old paint, repainted the pieces and reassembled the aircraft for the CAP.

1978 Several significant changes occurred in October within the ranks of the Air Force Reserve. The major change affecting the 94th Tactical Airlift Wing, was the activation of the 402nd Combat Logistics Support Squadron (CLSS). Assigned to the 94th TAW the 402nd CLSS is located at Robins AFB, Georgia and is under the command of Lt. Col. Robert S. Messer. The new squadron is responsible for performing aircraft crash or battle damage, repairs, intermediate level maintenance and aircraft modifications in actual combat during war or crisis situation if mobilized. The objective of this squadron is to provide worldwide assistance to Depot Maintenance and Supply Centers within the Air Force Logistics Command. This squadron was activated on 1 October 1978 by Special Order No. G-78 dated 22 August 1978. Lt. Col. Robert S. Messer was designated as the Commander and MSgt. Jerome L. Newby was assigned as the First Sergeant. Majors Thomas J. Cater, Benjamin C. Pucket, and Robert G. Hrizak were assigned as maintenance officers. Capt Thomas J. Lapczynski was assigned as Supply Officer, and Capt. David W. Antico as Transportation Officer. Squadron Advisors are MSgt. Michael W. Myrick (Administration), TSgt Robert J. Taylor (Maintenance), and TSgt. C. E. Bradley (Supply and Transportation).

USAF UNIT HISTORIES

Created: 26 Aug 2011

Updated: 26 Aug 2023

Sources

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