

## 911 MAINTENANCE SQUADRON



### MISSION

#### LINEAGE

911 Maintenance Squadron constituted, 3 Jul 1951

Activated in the Reserve, 17 Sep 1951

Inactivated, 30 Jun 1952

911 Consolidated Aircraft Maintenance Squadron constituted and activated, 14 Oct 1966

Organized in the Reserve, 1 Jan 1967

911 Maintenance Squadron and 911 Consolidated Aircraft Maintenance Squadron  
consolidated, 22 Oct 1984

Redesignated 911 Maintenance Squadron, 1 Feb 1992

#### STATIONS

Greater Pittsburgh (later, Pittsburgh) IAP-ARS, PA Friendship Intl Aprt, MD, 17 Sep 1951-30 Jun 1952

Greater Pittsburgh Aprt (later, Greater Pittsburgh IAP Air Reserve Station; Pittsburgh IAP Air Reserve Station), PA, 1 Jan 1967

#### ASSIGNMENTS

911 Maintenance and Supply Group, 17 Sep 1951-30 Jun 1952

911 Military Airlift (later, 911 Tactical Airlift; 911 Airlift) Group, 1 Jan 1967

911 Logistics (later, 911 Maintenance) Group, 1 Aug 1992

## COMMANDERS

Maj Todd Meyers

Capt Dustin Pope, 12 Feb 2017

Maj Shelly A. Martin

## HONORS

**Service Streamers**

**Campaign Streamers**

**Armed Forces Expeditionary Streamers**

## Decorations

Air Force Outstanding Unit Awards

1 Jan 1977-31 Dec 1978

1 Sep 1985-31 Aug 1987

1 Sep 1987-31 Jul 1989

15 Sep 1990-14 Sep 1992

16 Sep 2006-15 Sep 2008

## EMBLEM



On a blue disc in front of a yellow equilateral triangle with one point up a brown eagle in flight with a white head and tail, yellow beak, claws, and eye, detailed dark brown and grasping a white wrench all within a narrow yellow border. Attached below the disc a black scroll edge yellow. Significance: The eagle clutching a wrench symbolizes the squadron's aircraft maintenance functions and implies hardiness and boldness in support of the Group's mission. The triangle represents Pittsburgh's Golden Triangle and symbolizes the Group's unofficial designation as the "Golden Triangle Unit". (Approved, 20 Jan 1984)



## **MOTTO**

## **OPERATIONS**

Transition was by far the biggest news item occurring during the quarter. There were six C-124C aircraft transferred in February and March leaving two aircraft remaining at this installation. During this period several positions were eliminated as the aircraft that will be assigned will require less personnel to maintain the aircraft.

The first C-123K aircraft arrived at this installation on 17 March 1972 from England AFB, La. During the month, six more aircraft were assigned making a total of eight C-123 aircraft assigned this unit. Many personnel attended a formal school at England AFB to prepare and become familiar with our new type of aircraft. Maintenance personnel have been expending large amounts of time in ordering new equipment and disposing of equipment no longer required.

Receiving another type of aircraft changed our Major Command from MAC to TAC. This necessitated changing forms, manuals, regulations, directives, and other publications. Flight line and Shop personnel are now in the process of reviving all their publications and T.O.'s.

Despite having only a limited amount of C-124C aircraft, Maintenance was able to support 431 hours flown although only 300 hours were allocated. AFRES directed units to fly as many hours as it feels necessary and to disregard the allocation of hours for this quarter. Other pertinent data pertaining to sorties scheduled Operational Ready Rate are shown on attached AFRES Form 2.

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USAF Unit Histories  
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## **Sources**

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