

20th COMPONENT MAINTENANCE SQUADRON



LINEAGE

20th Avionics Maintenance Squadron
20th Component Repair Squadron
20th Component Maintenance Squadron

STATIONS

RAF Upper Heyford, England, 1 Dec 1969
Shaw AFB, SC

ASSIGNMENTS

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

The 20th Fighter Bomber Wing established an operational detachment at Wheelus AB, Libya in February 1958. On 8 February 1958, the 20th Field Maintenance Squadron was realigned again, this time directly under the wing. Three months later, the wing took on the designation of the 20th Tactical Fighter Wing. The 55th, 77th and 79th Squadrons were also re-labeled as tactical fighter squadrons at that time. Two additional maintenance squadrons were added to the wing with the activation of the 20th Armament and Electronic Maintenance Squadron (renamed 20th Avionics Maintenance Squadron in 1981) and the 20th Periodic Maintenance Squadron (which became the 20th Organizational Maintenance Squadron in 1964 and the 20th Aircraft Generation Squadron in 1981). The flying squadrons dispersed on a monthly rotational basis to RAF Alconbury, RAF Woodbridge, and Nouasseur AB, Morocco, due to a RAF Wethersfield runway closure from May to August, 1958.

Intermediate command over the 20th changed hands between 3rd Air Force and 16th Air Force from 1 July 1961 to 1 September 1963. In the meantime, internal changes again altered the structure of the wing. January 16th marked the activation of the 20th Civil Engineering Squadron, a unit which had been dormant for six years. On 15 June 1962, the 20th Support Group was redesignated as the 20th Combat Support Group and the 20th Supply Squadron was realigned under the wing and its newly appointed office of Deputy Commander for Materiel (DCM). On the same day, the 20th Consolidated Aircraft Maintenance Squadron came into being, along with the inactivation of the 20th Field Maintenance, Periodic Maintenance, and Armament and Electronic Maintenance Squadrons, and the consolidation of their assets under the new squadron. The CAMS Squadron fell under the DCM. Direction and control over the wing's three flying squadrons went to another newly formed office - Deputy Commander for Operations (DCO)- on the same day.

Maintenance consolidation lasted only two years, and on 8 July 1964, the wing dissolved the Consolidated Aircraft Maintenance Squadron. Two months earlier, on 14 May 1964, the 20th Armament and Electronics Maintenance Squadron and the 20th Field Maintenance Squadron re-emerged and the wing activated the 20th Organizational Maintenance Squadron (formerly Periodic). On 8 July 1964, two new maintenance squadrons joined the wing organization - the 320th Munitions Maintenance Squadron and the 20th Flight line Maintenance Squadron. The latter was stationed at RAF Woodbridge with the 79th Tactical Fighter Squadron for less than two years. It was inactivated on 15 December 1965, when the 79th TFS absorbed its personnel and equipment.

On 1 July 1967, the administrative sections of the wing and combat support group merged to form the 20th Base Headquarters Squadron. Though it never achieved formal squadron status by definition, that organization retained its unofficial designation until its demise on 1 June 1989 when it was functionally replaced by the 20th Mission Support Squadron. A final, though minor, organizational revision during the decade of the 60s featured the redesignation of the 20th Armament and Electronics Squadron as the 20th Avionics Maintenance Squadron on 1 January 1969.

Another major maintenance organizational restructuring occurred on 31 October 1981. HQ USAFE redesignated the 20th Avionics Maintenance Squadron as the 20th Component Repair Squadron; renamed the 20th Organizational Maintenance Squadron as the 20th Generation Squadron; and the 20th Field Maintenance as the 20th Equipment Maintenance Squadron. At the same time, it activated the 520th Aircraft Generation Squadron and inactivated the 20th Munitions Maintenance Squadron.

The 20th Component Repair Squadron provides intermediate repair support for the avionics and propulsion systems installed in the wing's aircraft. The Accessories Branch performs a variety of on and off aircraft maintenance support ranging from hydraulics, electrical systems, and aircraft mechanical systems, to structural repair, welding, machine shop support, and a non-destructive inspection (NDI) laboratory.

The CRS Precision Measurement Equipment Laboratory (PMEL) provides repair and calibration support for all US forces in the southern half of the United Kingdom, and some RAF installations. CRS is also responsible for management of the F-111 Aircrew Training Device or flight simulator. This device provides for more rapid upgrading and proficiency training of aircrews in navigation, instrument flight, and emergency procedures for the F-111.





I designed and had 10 of these made in 1975 for the night shift Avionics C-Shop crew (Comm-Nav-Electronic Counter Measures). They measure 9 inches by 7 inches. Submitted by Roy Chismar, 20th Avionics Maintenance Squadron, 1974 - 1976



Squadron Motto:

"UT VIRI VOLENT" (So The Strong May Fly)

On 31 October 1981, HQ USAFE redesignated the 20th Avionics Maintenance Squadron as the 20th Component Repair Squadron.



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Sources