

## 176 AERIAL PORT FLIGHT



### MISSION

The mission of the squadron is to rapidly deploy, establish and operate cargo and passenger capable air terminals at non-fixed and bare-base forward operations locations. Provide aerial delivery training support to the 144 Airlift Squadron and 210 and 212 Rescue Squadrons. Supports Army Guard 207 Infantry Brigade, Federal and State Counter Drug Interdiction Program, United States Naval Oceanographic Command, 3 Wing at EAFB, and AMC assets transiting through Anchorage International.

### LINEAGE

176 Mobile Aerial Port Flight  
176 Aerial Port Flight

### STATIONS

Kulis ANGB, Anchorage, AK  
Elmendorf AFB, AK

### ASSIGNMENTS

#### COMMANDERS

LTC Vest 1976-1986  
Maj Douglas 1986-1989  
Maj Lotakis 1989-1991  
Cpt Russell 1991  
LTC Glenn R. Hughton, #2010

### HONORS

Service Streamers

## Campaign Streamers

## Armed Forces Expeditionary Streamers

## Decorations

## EMBLEM



## MOTTO

## NICKNAME

## OPERATIONS

As Good Friday began on 24 Mar 1989, the U.S. Coast Guard received a call from the super tanker EXXON VALDEZ at 12:28 A.M. The vessel had gone hard aground on Bligh Reef in Prince William Sound near the oil pipeline terminal city of Valdez, Alaska. The Adjutant General made an initial study and assessment of the situation on 25 Mar. He designated the Operations and Plans Officer, LTC Willard Masker, as the officer in charge of controlling and coordinating the support effort. Operations were centralized at the Valdez National Guard Armory and the communications and logistical base was run from that facility. A Command Post was set up at State Headquarters and all reporting requirements and coordination was accomplished through the Office of the Adjutant General in Anchorage to the appropriate agency. At the height of the crisis, approximately 125 Guard personnel supported the oil spill cleanup effort. As operations progressed from initial response to actual cleanup, the Alaska Guard handed off their responsibilities to the Alaska Division of Emergency Services and other civilian agencies. One of the first Guardsmen on the scene at Valdez was Master Sergeant Tom Henery from the 176<sup>th</sup> Aerial Port Flight at Kulis Air National Guard Base in Anchorage. He spent the first few days in Valdez almost by himself. From the airport in Valdez he loaded cargo, rigged slings for helicopters and helped to direct air traffic, which grew by the hour. The local airport was overwhelmed and airport workers sought direction and guidance from the Guardsman. It soon became apparent the tiny airport could not handle the air traffic bringing people into the disaster area. An Air Coordination and Control Center was set up on March 28, to overcome the

shortfalls at the Valdez Airport. The Lodal airport was not equipped or manned to support the large volume of air traffic. The various types of aircraft arriving or departing could not be loaded or off-loaded with the resources available. There were no plans for parking excess aircraft at Valdez. The Air National Guard provided an Aerial Port Team with equipment to take care of the problem. Guardsmen assisted the airport manager in laying out aircraft parking and helped designate taxiways for fixed wing and rotary wing aircraft. The shortage of civilian fire-fighting equipment and personnel also became a problem at the Valdez Airport, so the Air Guard deployed a fire truck and four firefighters to Valdez during the crisis. The Army and Air Guard provided air resources during the initial phases of the oil spill. Air Guard C-130's flew support missions, deploying badly needed equipment and boom material while the Army Guard provided lift support with its CH-54B and UH-60. The National Guard also furnished a 5,000-gallon tanker and a 1,200-gallon tanker for fueling aircraft and established a second refueling point at the airport to cut down on the confusion during refueling operations.

#### 176 MAPF

Mobile Aerial Port Flight's (MAPF) day to day operation provides continued support to the 144 TAS for all aircrew training. In addition to providing drop zone support, the MAPF processes an average of 2,800 passengers and 120,000 pounds of baggage per year.

We have, in the not so distant past, been called upon to help out during various disasters, both man-made and natural. MAPF members were among the first on the scene in Valdez when the Exxon Valdez ran aground.

Shortly there after we were called to assist with the preparation and loading of cargo destined for San Juan, Puerto Rico in the aftermath of Hurricane Hugo. The unit also supported relief efforts during the San Francisco Earthquake. We routinely assist the Army Guard in their deployment around the State of Alaska during fires and floods.

With the support of former Base Commander General Paul Lindemuth, the Aerial Port Training Facility was completely remodeled in 1989. The facility now meets the demanding needs of an Aerial Port Flight.

Our annual training tours have seen us deployed to various locations both stateside and overseas. 176th MAPF people have been able to work with their active duty counter-parts at Travis AFB California, McCord AFB Washington, Hickam AFB Hawaii. We have deployed to Osan AB Korea, Torrejon AB Spain, Howard AFB Panama, Kadena AB Japan, and the Philippines. Unit members also deployed to Rhine-Main AB Germany in support of Desert Shield. Deploying assets in support of exercises is another part of our tasking. The MAPF has supported "White Trident" working with the Navy to deploy in the arctic environment; "Badge Trek", a joint U.S.-Thai exercise at Utapao AB Thailand; and "Badge Anvil", located at Learmonth RAAF Base Western Australia.

In preparation for our own inspections, we have participated in "Buffalo Thunder" a practice move to Farewell Bend "Brim Frost", a joint service exercise to deploy men and equipment in the

arctic environment. We have also supported the 4th and 7th Light Infantry Divisions by deploying to Monterey, California and Peterson AFB Colorado, respectively. The unit's members have received numerous awards and decorations which include the Air Force Commendation Medal, and the Emergency Services Ribbon, the Army Achievement Medal, and Coast Guard Emergency Services Medal.

As the unit continues to grow and the world changes, the 176 Mobile Aerial Port Flight will be required to adjust as well. The 176th MAPF is looking forward to whatever requirements they are tasked with and will continue to give 100% support to the completion of the Air Force mission.

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USAF Unit Histories

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#### Sources

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The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

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Unit yearbook *176 Tactical Airlift Group, 30th Anniversary, 1952-1982*.

Unit yearbook. *Alaska Air National Guard, The 40th Anniversary, 40 Years and Still Going Strong, 1952-1992*.