

87 AERIAL PORT SQUADRON



MISSION

The mission of the 87 APS during mobilization is to deploy trained Airmen to provide sustained support of airlift operations at fixed and/or nonfixed terminals.

LINEAGE

87 Air Terminal Squadron constituted and activated, 8 Jun 1960
Redesignated 87 Aerial Port Squadron, 1 Jul 1967

STATIONS

McClellan AFB, CA, 8 Jun 1960-1 Dec 1976
Wright Patterson AFB, OH, 1 Dec 1976

ASSIGNMENTS

2649 Air Reserve Center, 8 Jun 1960
2479 Air Force Reserve Sector, 1 Jul 1961
Sixth Air Force Reserve Region, 1 Jul 1965
Western Air Force Reserve Region, 31 Dec 1969
349 Military Airlift Wing, 1 Aug 1973
302 Tactical Airlift Wing, 1 Dec 1976
907 Tactical Airlift (later, 907 Airlift) Group, 1 Apr 1981
907 Operations Group, 1 Aug 1992
445 Operations Group, 1 Oct 1994

445 Mission Support Group, 1 Oct 2002

COMMANDERS

Lt Col Carl G. Yingling, 1976-1986

Donald Stallard, 1986-1989

Karl Schultz, 1989-1996

Kevin Muir, 1996-2001

Lt Col Keith Bond, 2001-2008

Maj David Mohr, 2008-2010

Lt Col John Marang, 2010

Lt Col Michael D. Bennet

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Awards

1 Jan 1977-31 Dec 1978

1 Jan-31 Dec 1996

1 Oct 1999-30 Sep 2001

1 Jan 2008-31 Dec 2009

Republic of Vietnam Gallantry Cross with Palm

2 Jul-1 Sep 1966

EMBLEM





87 Aerial Port Squadron emblem: On an ultramarine blue disc, a white oval globe grid lined in ultramarine blue above two brown crates with white centers in base and between a pair of yellow wings fimbriated gold brown; all within a narrow white border. Attached below the disc a yellow scroll edged with ultramarine blue border and inscribed READY SUPPORT in ultramarine blue letters. **SIGNIFICANCE:** Blue and yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The globe and wings indicate the unit's worldwide capability to deliver both cargo and passengers. The crates refer to the squadron's cargo responsibility. (Approved, 11 Dec 1987)



87 Aerial Port Squadron emblem: On a disc Azure, an oval Argent, gridlined of the first, above two stylized crates Brün (Gold Brown), detailed of the second, all between two stylized wings elevated Or, fimbriated of the third; all within a narrow Blue border. Attached above the disc, a Yellow scroll edged with a narrow Blue border and inscribed "READY SUPPORT" in Blue letters. Attached below the disc, a Yellow scroll edged with a narrow Blue border and inscribed "87TH AERIAL PORT SQUADRON" in Blue letters. **SIGNIFICANCE:** Ultramarine Blue

and Air Force Yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The globe and wings indicate the unit's worldwide capability to deliver both cargo and passengers. The crates highlight the Squadron's primary mission and responsibility. (Approved, 8 Sep 2021)

MOTTO

READY SUPPORT

OPERATIONS

A new tenant organization at Wright-Patterson effective December 1, 1976, was the 87th Port Squadron. Located in Building 146, Area C, the squadron moved to WPAFB without personnel and equipment from McClellan AFB, California.

Ninety-seven personnel went to Dover AFB for proficiency training in January 1982. However, training was limited. The workload was minimal due to severe winter weather which drastically reduced the number of aircraft and truck arrivals/ departures. Airlift was provided by MAC C-141 aircraft flown by the 514th MAW. The scheduled departure from Wright-Patterson AFB, was delayed two hours due to late arrival of aircraft. The return flight from Dover AFB was also delayed from 1600 to 2230 hours due to aircraft maintenance at McGuire AFB and the lack of an available back-up aircraft. A number of personnel lost one day at their civilian jobs due to their late arrival home. Similar delays have occurred during previous flyaways.

Correspondence was exchanged with the 2750 ABW/DE to clarify continued use of building 146. A new air freight terminal is included in the President's FY83 budget. If approved, the current facility will be demolished. Prior correspondence with the air terminal manager, revealed there were no plans to include this unit in the new air freight terminal. A request was therefore made formally to Civil Engineering to ascertain their plans to relocate this unit in another nearby facility. Although the majority of unit personnel are engaged in Air Cargo Specialist tasks during UTAs, space is still needed for 25 personnel who perform administrative type tasks.

The 87th APS continued to exceed AFRES/MAC minimum requirements for personnel qualified to operate Materials Handling Equipment (MHE). Training during the quarter included the loading and unloading of LOGAIR aircraft. But training at a MAC Port was lost in July as a scheduled flyaway to Dover AFB for MAC proficiency training was cancelled due to lack of airlift. 1982

McGuire AFB, NJ, was the active duty site for twenty-five members of the 87th APS, 14-28 May 1983. Concentrated training was received in the Air Terminal Operations Center, especially load planning and in ramp services, special handling sections, warehouse operations and supply. Four individuals assisted in the loading of a C-5A aircraft with

equipment destined for the Economic Summit Conference. During the June UTA, four members of the unit received MAC affiliation training at Wright-Patterson AFB. The cancellation of some scheduled flyaways remained the unit's biggest problem. For example, the April flyaway to Dover AFB for MAC proficiency training was cancelled due to lack of billeting. Lack of flyaways hindered training in areas unavailable at Wright-Patterson AFB, notably the Air Terminal Operation Center and Fleet Services.

Twenty-five members of the 87 APS at Rickenbacker completed a tour of active duty training with the 435th APS at Rhein Main AB, Germany, from 3 to 17 August. They processed 1,147.37 tons of cargo, built 628 pallets, and handled 625 aircraft including C-5s, C-141s, C-130s, C-9s, KC-10s and several commercial flights. Instruction and training was also received on the 4k fork lift, the Adam III system, and in the areas of administration, fleet special handling, ramp, and air terminal operations center functions. They processed 1,147.37 tons of cargo and built 628 pallets and handled 625 aircraft including C-141s, C-130s, C-5s, C-9, KC-10s, and several commercial flights. Instruction was on the 4K forklift and the Adam III system. Personnel received proficiency training in administration, fleet special handling, and air terminal operations center functions. Material Handling ramp, Equipment (MHE) training was also received on the 4K forklift. 182 trucks and 496 thru-load pallets were also handled by the reservists.

Another 15 personnel of the 87th APS completed an active duty tour at their home station during 7-21 September. The reservists received training from the host 2750 Logistics Squadron in administration, ramp operations, special handling, air terminal operations, and records. Academic subjects taught included computer operations for cargo processing and automated warehouse. MHE training was received on the 40K loader and 10K AT fork lift. The reservists handled 101 aircraft: one C-5, 42 L-100s, 50 L-188s, and 8 DC-9s. They processed 840 tons of cargo and built 216 pallets. 123 trucks were also handled. The experience was excellent in all respects and the facilities were outstanding. The reservists were able to get involved and make decisions because there was a shortage of active personnel in the Air Terminal. All training requested was received and accomplished.

Members of the 87th APS continued to qualify to operate MHE and to exceed AFRES/MAC minimum standards. Functional area training while wearing chemical warfare defense clothing continued throughout the quarter. A mobility exercise was conducted for 50 personnel on 14 September and the unit's administrative offices were moved from the former Air Terminal to Building 89.

Another fifteen 87th APS members completed their active duty tours at Rickenbacker during 7-21 September. The reservists received training from the host 2750 Logistics Squadron in administration, ramp operations, special handling, air terminal operations, and records. Academic subjects taught included computer operations for cargo processing and automated warehouse. 1985

Members of the 87th Aerial Port Squadron (APS) received training in standard operations of ramp, warehouse, special handling, ATOC, Logair procedures, and aircraft equipment during UTAs. Five personnel completed active duty tours and the unit conducted a flyaway to Dover AFB, 6-8 February. The reservists worked with MAC procedures and personnel in the work sections.

From 16 - 30 March, 24 members of the 87th APS did their annual training at Ramstein AB, Germany. Working with the 608th APS, they processed 2,000 tons of cargo, built 600 pallets, and handled 165 aircraft including C-5s, C-141s, DC-8s, DC-10s, KC-10s and B-747s. Proficiency training was received in the areas of air e freight management, ramp operations, ATOC, cargo processing and special handling.

Twenty-four personnel from the 87th APS performed their annual active duty tour at Dover AFB, Delaware, hosted by the 436th APS, from 11 - 25 May. Training was provided in the areas of security, load planning, ATOC mission, weight and balance management, and hazardous cargo handling. Reservists also received proficiency training in administration, ramp operations, warehouse, and special handling. They processed 1,852 tons of cargo and built 1,215 pallets. Training received was considered valuable, with briefings, coordination and support facilities rated good to excellent.

A third active duty tour was accomplished by 28 members of the 87th APS from 8-22 June at Wright Patterson AFB, Ohio. The 2750th Logistics Squadron played host and provided academic instruction in ATOC, 10K operation/inspection/safety, and mechanized material handling systems. Other proficiency training was performed in ramp operations, warehouse functions, supply and special handling. MHE training was completed on the AOK loader, the 4K and 10K forklift, tug, and 29 passenger bus. While briefings and coordination of training was good, support facilities were considered inadequate as unit personnel were billeted at five different locations, some 13 miles or further from the base without shuttle transportation.

In mid 1993, the 40th Mobile Aerial Port Squadron and the 87th Aerial Port Squadron merged into one large "super port." The 40th MAPS relocated to Wright-Patterson AFB, Ohio from Rickenbacker AFB, Ohio.

During this past year, reservists from the squadron deployed to Manas Air Base, Kyrgyzstan, from January to May 2007. The deployment was in direct support of Operation Enduring Freedom. Reservist moved 800 tons of cargo per day to support 1,316 Air Mobility Command missions and moved over 20,000 troops in the month of January alone. Later that year, the 87 APS deployed 150 members for Patriot Partner to takeover the port at Hickam AFB, Hawaii. Members processed over 3,478 passengers and moved 1,441 tons of cargo supporting 321 missions.

Reservists were also involved in a humanitarian effort by assisting the U.S. Embassy delivering 22,000lbs of humanitarian supplies donated by Slovakia to Kyrgyz children. The squadron also

gathered clothing and sent six boxes to a Kyrgyz orphanage to improve the morale and help less fortunate children. Reservists also donated 8,682 cans of food during the Red Cross' canned food drive and donated a wheelchair to a cerebral palsy victim in Trinidad. "I'm pleased and very proud of our folks," said Chief Master Sgt. Robert Jamison, 87 APS superintendent of transportation. "It was a very busy year with the deployments coupled with a recent Operational Readiness Inspection that we were graded well on."

Twenty-three members of the 87th Aerial Port Squadron departed Wright-Patterson Air Force Base in April and another 33 are scheduled to leave in stages throughout May. Prior to their departure, the reservists completed various training requirements to ensure their readiness. "You have to be on top of your game when you go into the AOR [area of responsibility]," said Tech. Sgt. James Potter, a ramp and cargo handler. He speaks from experience, considering this is his sixth deployment. "Even though we learn a lot of stuff on deployments, the AOR is not a training environment. Nobody is holding your hand ... you have to be proficient," said Sergeant Potter. He went on to say that being proficient gives you the confidence to handle the unexpected.

"We see everything in the AOR." And then there are ancillary training requirements. "Being proficient is paramount because we hit the ground running with as little as three days of turnover from the departing team," said Master Sgt. Robyn Wilson, unit deployment manager. "While training takes place all the time and we've all gone through SABC [Self-Aid and Buddy Care] and CBRNE [Chemical, Biological, Radiological, Nuclear & Explosive] mass casualty training, when you go through the training just before a deployment, it takes on a little more importance.

I think you pay closer attention ... you may actually need to use this training," said Sergeant Wilson. Senior Airman Justin George echoed those sentiments. A prior service soldier, he has two deployments under his belt with the Army and one with the Air Force. "The training really opens your eyes to the reality of where we are going and the things that could happen. It prepares you mentally and with SABC and other training they are always coming out with new tools and techniques — all really good stuff," he said. Readiness, according to Webster's Dictionary, is the state of being ready — prepared mentally or physically for some experience or action.

"That's why the hands-on portion of SABC is the most important element of the training," says Staff Sgt. Casie Cain, 445th Aeromedical Staging Squadron. "You can read and talk about applying a tourniquet, but it's not the same as physically putting one and having a feel for it." The members are deploying for a four-month rotation as the lead APS for an air base in the region with additional members joining them from various units throughout the United States. The deployment will consist of the typical APS functions of air terminal operations, ramp loading and unloading, cargo preparation and pallet building, and passenger service.

2009 The sky was overcast with intermittent rain showers, but that wouldn't dampen the spirits of 26 87th Aerial Port Squadron members. Nor could the thought of a nine-hour flight in the cargo compartment of a C-17 Globemaster III weaken their resolve. They were headed for the land of Kona coffee, the luau, and the Hukilau dance. They were headed for Hawaii!

But for this group of Airmen heading west to the Pacific paradise, sun-bathing and surfing were not on their minds. These folks were on a mission.

The team departed Wright-Patterson Air Force Base July 25 for a 15-day annual tour to support the 735th Air Mobility Squadron at Hickam Air Force Base on the Island of Oahu. The team non-commissioned officer-in-charge Senior Master Sgt. Jack Lake indicated that while they were building in a day off for everybody and were hopeful they could all take part in a luau, no promises were made. "Everybody will have some time off, but we are here to support the mission of the 735th and to receive significant upgrade training," said Sergeant Lake. "A trip like this, while it may sound extravagant on the surface, is extremely important to our aerial porters because of the diversity of training they will receive," said Maj. Michael Egan, 87th APS Officer-in-Charge of the tour.

"While we do a great job of keeping our folks proficient, the reality is Wright-Patterson is not a cargo or passenger hub, and on-the-job training is hard to come by. Hickam is a busy base and we will get our hands dirty!" According to Capt. Margaret Dudley, 735th APS OIC, the base averages 169 missions a week, equating to 2,153 passengers and 442 tons of cargo. "We handle the most passengers in the Pacific," said Captain Dudley. "We operate in a total force environment with 60 percent of our career field backfilled by reservists." "Part of what makes the trip to Hickam unique on the freight side is the opportunity to work with cargo that requires special handling," said Sergeant Lake.

"Stuff that is rarely seen at Wright-Patt like hazardous cargo, ammunition, human remains, outside cargo, blood, and items that require refrigeration. This freight terminal handles it all." Hickam Air Force Base is a major hub for the Pacific region with aircraft arriving or departing daily for Japan, Korea, Guam, the Philippine islands, Alaska, and the continental United States. With a region that supports U.S. forces in these countries as well as the U.S. Army's Pacific Command, 14th Coast Guard district, Pacific Air Force, the Marine Forces Pacific and the Pacific Fleet, there is bound to be a lot of space available traffic.

Staff Sgt. Diane Walborn had only one week of passenger gate training prior to the tour. "This (on-the-job training) is great.... I'm working the swing shift so I get to see a lot of passengers. This is really where the book work is put into practice," she said. "While I'm here I'm spending a lot of time getting caught up on (computer based training) and it's pretty cool to go from the 'books' to the actual job and do it," echoed Senior Airman Ryan Henderson. "Not only that but (Hickam AFB) has newer equipment, X-ray machines, magnetometers, gates and passenger manifests."

Sergeant Lake summed it up this way: "All told, we will get folks signed off on a lot of 623 items. We will get lots of stick time. And best of all, we will get to support our fellow blue suitors, enjoy some time off, or just get caught up on the little things that fall through the cracks when you're stretched thin.

Family, friends and co-workers gathered Sept. 16 at the Dayton International Airport awaiting the return of four members of the 445th Airlift Wing's 87th Aerial Port Squadron. The Airmen were greeted with cheers and "welcome home" signs after returning from a 120-day deployment to Balad Air Base, Iraq. While waiting for Senior Airman Steven Sherman's airplane to arrive, his children, Vernon, Nathan, A.J. and Amelia, said they were happy and excited as they eagerly awaited his arrival. This excitement was shared by Airman Sherman's

older sister, Margaret Turner.

"I'm so happy, so proud," she said. Not only was Airman Sherman greeted by family, but a crowd of more than a dozen co-workers from the Five Rivers Metroparks were on hand to welcome him home. Airman Sherman serves as a conservation crew supervisor for the parks. "His absence left a big hole," said Kristen Leuer, Five Rivers Metroparks employee. "We're proud of him" and "... absolutely glad he's back safe and sound.

"We're looking forward to having him back and hearing stories." More than 50 squadron members deployed to Southwest Asia this spring and returned throughout the month of September. While deployed, the Airmen were responsible for moving cargo and passengers to various areas of responsibility. They conducted ramp functions and commercial tender to get people, equipment and supplies where they needed to be. Tech. Sgt. Tracy Sease said the deployment was a good learning experience. "It was a good time to grow together as a unit," he said. While deployed Sgt. Sease and his team were responsible for processing cargo and completing other aerial port functions.

For Master Sgt. Larry Adams, self evaluation quality control noncommissioned officer in charge of the 87th Aerial Port Squadron, the deployment was beneficial. "It's nice to be back home, but deploying made me feel like I was doing my part," he said. "Being in a real-world AOR was a great experience that can only be gained if you're deployed. For reservists it's beneficial to be in a real world environment and not just training. "As reservists we always train for this, but it's good to actually experience it." This was the sergeant's second deployment so he didn't encounter anything unexpected, he said, but it took some getting used to for the Airmen who never deployed. He encourages Airmen to deploy to get real-world experience. The 445th Airlift Wing has deployed more than 200 Airmen in support of ongoing military operations around the world this year.

When the 445th Airlift Wing needs passengers and cargo transported, it looks to the 87th Aerial Port Squadron to keep things moving. "The bottom line is that you have to have good people, otherwise your planning and execution ends up being that much more difficult," said Major Jason Ortiz, squadron commander, during a recent annual tour trip to Hawaii. "We've been very fortunate to have such a great group of people with great attitudes and work ethic."

The aerial port mission is a vital part of the Air Force mission. Both active duty and Reserve squadrons operate and provide logistical support throughout the world, including processing personnel and cargo, rigging aircraft for airdrop, packing parachutes, loading equipment, preparing air cargo and load plans, loading and securing aircraft, and more. Airmen within these squadrons often refer to themselves as "aerial porters", "porters" or "port dawgs."

The 87th Aerial Port Squadron provides service for the C-5 Galaxy mission. However, it's their support around the world that puts their name on the map. While squadron Airmen come to Wright-Patterson Air Force Base for the majority of their weekend training, the squadron does participate in exercises and annual tour duty around the world. The squadron's trained in places such as Ramstein Air Base, Germany and Hickam Air Base, Hawaii, and have also participated in joint-exercises with other military services.

Airmen also support a variety of deployment missions, as well. During a recent deployment to Iraq, the Airmen helped move 62,500 tons of equipment and personnel. Working with

other units around the world allows for Wright-Patterson Airmen to gain experience they wouldn't otherwise. "Part of what makes the trip to Hawaii unique on the freight side is the opportunity to work with cargo that requires special handling," said Senior Master Sgt. Jack Lake, 87th APS. "Stuff that is rarely seen at Wright-Patt like hazardous cargo, ammunition, human remains, outside cargo, blood and items that require refrigeration."

USAF Unit Histories

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Sources

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445th Airlift Wing Historian, Wright Patterson AFB, OH. 20 Oct 2018.