

2 MOBILE AERIAL PORT SQUADRON



MISSION

LINEAGE

2 Aerial Port Operations Squadron
Constituted
Activated
Redesignated 2 Aerial Port Squadron
Redesignated 2 Mobile Aerial Port Squadron
Inactivated

STATIONS

Sewart AFB, TN
Little Rock AFB, AR, 9 Mar 1970

ASSIGNMENTS

COMMANDERS

Lt Col Merle F. Savage

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM



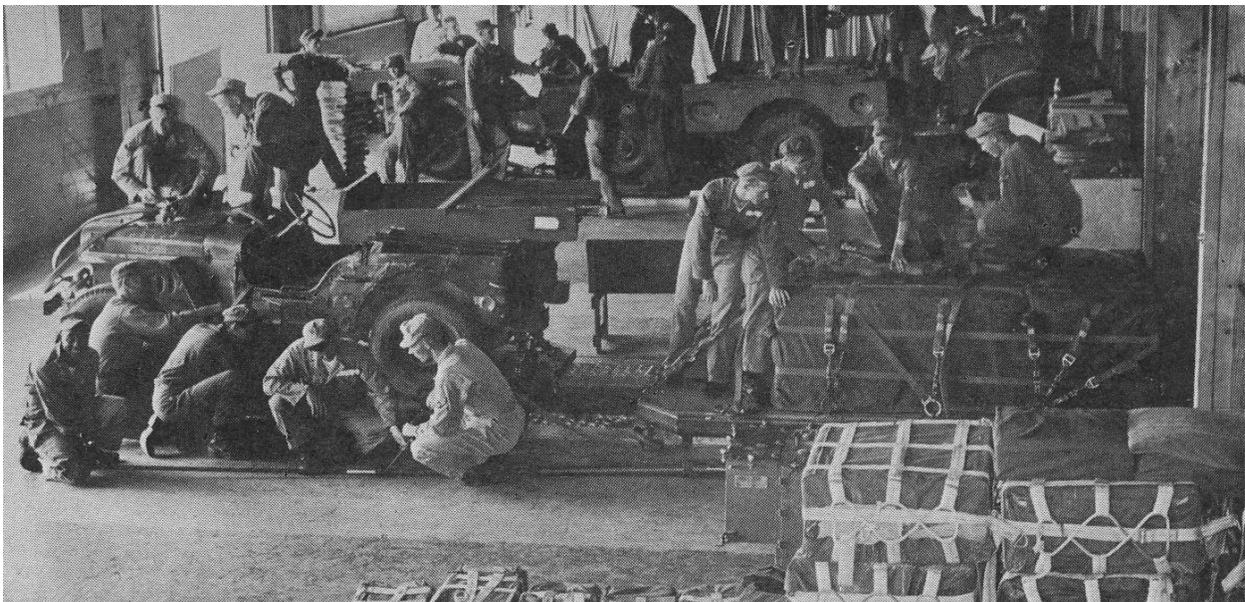
MOTTO

OPERATIONS

In early 1952, in order to meet future contingency requirements, Tactical Air Command organized the 2nd and 3rd Aerial Port Operations Squadrons. These newly formed units were to combine all tactical logistical supply under one agency. They were designed as highly mobile, self-sustaining outfits capable of instantaneous worldwide deployment.

The men of the 2nd Aerial Port Operations Squadron made history during the construction of the Distant Early Warning Line in the far Canadian Arctic. During the first year of Distant Early Warning Line construction the unit rigged for aerial delivery and participated in the airdrop of 17 bulldozers vital for the start of construction.





Preparing heavy equipment for air drop.

The 2nd Mobile Aerial Port Squadron took part in wargames. The 2nd MAPS loaded and offloaded material at Nellis for both "Red Flag" and "Gallant Eagle," moving a total of 342.33 tons of cargo in 12 days.

Ground at LRAFB was broken July 3, 1985, for a new vehicle maintenance facility for the 2nd Mobile Aerial Port Squadron. The 10,100 square foot building would be used to maintain the 25K Tactical Airlift Loader, the 10K ATL Forklift and the M932 Tractor Trailer. It would also be available to service the other vehicles maintained by the 2nd MAPS.

During a training flight at Pope AFB, North Carolina, a 50th TAS C-130 piloted by Lieutenant Colonel Robert Choate flew fifty 82nd Airborne Division paratroops over the nearby Holland Drop Zone. Thundering in for a low-altitude delivery at 1,200 feet, the C-130 began dispatching its human cargo. After the troops departed the aircraft, loadmaster Staff Sergeant John Marshall noticed that one of the soldiers was still attached by a stubborn static line and was being buffeted about in the turbulence of the plane. Peering out, Marshall could see the unconscious trooper's limp body twirled in the wind.

Sergeant Marshall and Sergeant Donald Burt of the 2nd MAPS struggled to retrieve the endangered soldier. The rescuers secured a strap beneath the troublesome static line and began reeling the man in with the static line retriever, a winch-like device attached by bolts to the cargo compartment's forward bulkhead. The two sergeants wrestled against the airflow to retrieve the uncooperative body laden with heavy parachutes and gear. With success almost at hand, the static line retriever was wrenched from the bulkhead. The soldier started to slip away. Sergeant Burt seized the paratrooper under his arms as Marshall leaped to his assistance. In a made-for-television moment, Burt and Marshall dragged the man aboard and became heroes.

Operations continued from January to mid-February, 1986 as the 2nd MAPS were deployed to Palmerola Air Base at Comayagua, Honduras to support airlift operations in the region. The unit moved 4,100 passengers and 2,700 tons of cargo during their grueling deployment. The 2nd MAPS revealed themselves worthy of their unit motto "2nd to None."

Escaping the summer heat, the 2nd MAPS flew to Christchurch, New Zealand to take part in C-141 Starlifter operations supporting Scott Base at the South Pole and McMurdo Station on the Antarctic ice-shelf. Forty-four tons of material, including 118 dozen eggs, 54 gallons of milk, a computer, crates of vegetables, and fruit, and four tons of mail were airdropped from the Starlifters after being prepared for delivery by 2nd MAPS personnel. Cruising at 1,200 feet and 155 knots, the C-141 disgorged their payloads into -97 degree Fahrenheit weather. The aircrews also dropped SONAIR buoys into the freezing waters off of Antarctica to monitor ice floes in the area.

The MAPS men shook off the cold and headed south for their next assignment. From July 25 to August 3, 1986, 2nd MAPS and two aircrews from the 50th and 60 TAS's took part in "Gallant Eagle '86." 314th TAW Vice Commander, Colonel Ronald B. Dorcy, acted as Deputy Commander of Aerial Forces during the operations. The 314th aircrews provided shuttle service in support of C-130, C-141 and C-5A aircraft from several MAC units.

On September 12, the 2nd MAPS and the 314th Aerial Port Squadron were inactivated. The unit's personnel and equipment were absorbed into the 314th Transportation Squadron, who had taken over the old 2nd MAPS building near the flight line.

DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

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

Unit yearbook. *Sewart AFB, 1954, Home of the 314th Troop Carrier Wing*. Army and Navy Publishing Co, Inc. Baton Rouge, LA. 1954.

Unit history. Little Rock AFB, AR. *Heartland, The History of Little Rock AFB*. Timothy Burford and Stephanie Burford. WireStorm Publishing. Las Vegas, NV. 2002.