

## 40 AERIAL PORT SQUADRON



### MISSION

To operate, augment and or provide augmentees as required to process personnel and cargo to be airlifted and to prepare cargo and equipment for airdrops.

### LINEAGE

940 Aerial Port Flight constituted and activated, 28 Jan 1964

Organized in the Reserve, 15 Feb 1964

Inactivated, 1 Jan 1977

Redesignated 40 Mobile Aerial Port Squadron, 9 Sep 1981

Activated in the Reserve, 1 Oct 1981

Redesignated 40 Aerial Port Squadron

Inactivated, 1993

### STATIONS

McClellan AFB, CA, 15 Feb 1964-1 Jan 1977

Rickenbacker ANGB, OH, 1 Oct 1981

### ASSIGNMENTS

Continental Air Command, 28 Jan 1964

940 Troop Carrier Group, Medium (later, 940 Air Transport Group, Heavy; 940 Military Airlift Group), 15 Feb 1964

65 Aerial Port Squadron, 29 Jun 1971

940 Tactical Airlift Group, Dec 1972-1 Jan 1977

907 Tactical Airlift Group, 1 Oct 1981

## **COMMANDERS**

Lt Col Norman L. Hayes, 1981

Lt Col Richard B Stinson, 1985-1993

## **HONORS**

### **Service Streamers**

### **Campaign Streamers**

### **Armed Forces Expeditionary Streamers**

### **Decorations**

Air Force Outstanding Unit Award

23 Dec 1964-22 Jan 1965

## **EMBLEM**

On a light blue and green disc divided by a horizontal wavy band of blue water, a yellow demi-sun above with five rays and a yellow griffin below all with a narrow blue border. Attached below the disc is a blank yellow scroll edges with a blue border. **SIGNIFICANCE:** The significance of the items and colors on the patch is explained as follows: The Griffin, mythological creature with head and wings of an eagle and body and hind legs of a lion, symbolizes that air operations are indissolubly linked to the strength and support provided by aerial port units. The sun, symbol of energy, represents readiness of the squadron to deploy anywhere the sun rises and sets, alluding to day and night operations. The water symbolizes the capability of the squadron to deploy across the oceans anywhere in the world. The green area represents land, the principal area of operations of an aerial port squadron. Designed by TSgt Terry L Thompson (Approved, 28 Mar 1984)

## **MOTTO**

## **OPERATIONS**

The personnel who formed the 40th came from the 76th MAPS, the 906th Aerial Port Flight (APF) and the 907th APF. The 76th MAPS was transferred to Youngstown, Ohio in 1980, and its members were transferred into the 906th and 907th APFs. Shortly after the transfer of the 76th, the 906th and 907th APFs merged to form the 40 MAPS.

The 40th MAPS went to Rhein-Main AB, West Germany, to participate in the final AFRES world championship Materials Handling Equipment Roadeo and Loading Competition (MHE) From 2-6 June, the 40th MAPS team went through its routine in the tactical division and wound up with second place in the competition. The Rickenbacker team was defeated by the first place winners from Richards-Gebaur AFB, Missouri, the 78th MAPS. The event was the culmination of a year of local and regional competition between aerial port units across the country. Roadeo events included individual written examinations, cargo vehicle handling, cargo pallet build-up and aircraft loading.

Five members of the 40th MAPS participated in Operation Bright Star in Cairo, Egypt, 26 August-16 September. The team worked in 12 hour shifts in order to cover mission requirements and processed 4,435 tons of cargo and 5,000 passengers. Six personnel of the squadron took part in exercise Big Pine II at Howard AFB, Panama from 5-20 September. 1983

Numerous annual active tours were completed by units and individual reservists. The 40th MAPS went to four different locations. From 31 July - 11 August 1983, fifty personnel were at Charleston AFB, SC while nineteen more were at Torrejon AB, Spain. The reservists underwent classroom training in loading and unloading, C-5 danger areas, aircraft ramp and door operations, weight and balance, cargo processing and material handling equipment.

They also received proficiency training in ramp and fleet services, ATOC, passenger service, aerial delivery, special handling the 40K, 25K and TAC loader, the AT and 10K forklift, cargo processing, administration, vehicle maintenance, and squadron operations. At Charleston, the team handled 72 aircraft operations on C-5s, C-130s, and C-141s, processed 75 tons of cargo and built 40 pallets.

In Spain, the operations on the same type aircraft as the Charleston team, processed 158 tons of cargo and built 61 pallets. Outstanding cooperation was received from the host squadron and they praised the Rickenbacker reservists for their help in aerial port operations.

In addition to maintenance and support personnel, the Group also sent 20 members of its 40th MAPS to Panama Arriving on 15 January, MAPS personnel worked in all phases of aerial port operations and supported a joint U.S.-Honduran-Nicaraguan effort known as Aqua Terra and another training exercise known as Kindle Liberty This marked the first time that 40th MAPS personnel supported their own Group's aircraft on foreign soil.

1983 The 40th MAPS maintained a split operation due to the runway being repaired at Incirlik. Some members remained at Incirlik where they loaded and unloaded C-130s on the taxi strips while others trained at the Adana Airport. The reservists worked in the Air Traffic Operation Center in 12 hour shifts, due to the split location. They helped in cargo record keeping, processing, and with transfer and loading actions. At midway of the second week, the NATO exercise "Distant Drum" began and the 40th members processed people into the area.

Captain Karl Schultz, who served as Commander of the fifteen man contingent, explained that the experience provided the opportunity to train and become proficient in special Air Force cargo handling equipment as well as applying "text- book" management procedures to a "real world" situation. Schultz praised the host unit for their respect shown the reservists and for allowing them to do constructive jobs. On the negative side, thirteen of the fifteen reservists contracted dysentery which accounted for six to eight missed work days. There were also problems with transportation. The transport schedule operated by the base to and from the hotel in downtown Adana made it very difficult for personnel to utilize on-base messing facilities.

1983 Forty members of the 907th CES pulled their annual active duty tour Zweibruecken AB, Germany, 17 June - 3 July. Captain Charles R. Stiles acted as mission commander. The engineers

were involved in three projects. In the first project, the heavy equipment team modified the CE vehicle compound, which belonged to the host 928th CES, by leveling- off the ground and backfilling where necessary. The project was 100% completed. For the second project, the 907th reservists converted a former library into a family service center. A concrete block wall had to be dismantled, old carpeting removed and new walls erected. Various offices were then constructed as well as a lounge facility. By the end of the AD tour, this project was approximately 95% completed. Delays in material shipping and material shortages, along with insufficient project planning, were factors which prevented the family center from being 100% completed. The third project required a 907th CES pavement team who laid cement pads (foundation and concrete slabs) for a dog kennel and two classrooms. These structures would be built by another 907th CES team during the first two weeks in July.

Seven other members of the 907th CES were at Ramstein AB, Germany, and eleven more at Sembach AB, Germany, to perform their annual active tour from 10 — 26 June. All were attached to the fire department of their host base. Members were assigned regular fire duties and received recurring training, Crew Chief Proficiency Training (CCPT) and OJT. Three days were used for disaster preparedness training at the Sembach location.

Ten members of the 40th MAPS completed an annual active duty tour to Mildenhall AB, United Kingdom from 3-17 November. They worked with the active duty host, the 313th Aerial Port Squadron (APS), in the Air Terminal Operations Center (ATOC) and on the special handling and in air freight operations. Numerous aircraft were handled by the reservists which included 14 C-5s, 53 C-141s, and 57 C-130s. Additionally, the reservists helped with loading/unloading KC-10, C-135s, DC-8s, C-9s, C-21s, and C-12s. A total of 224 tons of cargo were processed and 149 pallets were built. Besides the usual workloads, the ten-man team received classroom On-the-Job Training (OJT) and instruction in safety and chemical warfare. Eight of the personnel received Material Handling Equipment (MHE) training on the 10K F/L diesel, the 25K diesel loader, and the 40K loader. The reservists rated the experience as good to excellent and the team chief attributed much of the success to the active duty staff who provided the needs, cooperation, and guidance for the reservists.

Twenty-four members of the 40 MAPS did their two-week annual training at Torrejon Air Base, Spain, from 2-16 March. Hosted by the 625th APS, the members received training in flight line operations, ramp operations, and ATOC. MHE training was given on the UOK loader, 25K loader, and 10K at F/L, warehouse tug, 5 and 10 ton tractor, and a U5 passenger bus. The tour was considered valuable training by all concerned, expressed by the team leader.

1985 Later that month, sixteen members from the 40th MAPS deployed to Howard AFB, Panama, for annual training 30 November to 14 December. Providing air cargo support for the USAF Southern Air Division, the reservists processed 614 tons of cargo, built 124 pallets, and handled 120 aircraft including C-5s , C-141s, C-130s, and several commercial flights. Classroom instruction was received in safety, flightline security, operations security, and the use of fire extinguishers. Proficiency training in special handling, ramp operations, vehicle maintenance, cargo processing and air terminal operations was also given. Material Handling Equipment

training was also received on the 25 and 40K loaders and with the 4 and 10K forklifts.

Fourteen members of the 40th MAPS completed a tour of active duty with the 6th APS at Howard AFB, Panama, 3-17 August. They processed 752.5 tons of cargo, built 135 pallets, and handled 70 aircraft including C-5s, C-141s, C-130s, and L-100s. Personnel received proficiency training in ramp operations, duty officer, air terminal operations, cargo processing, vehicle maintenance, and port superintendent. MHE training was also received on the 40K and 25K loader, 10K AT forklift, 4K and 10K forklift, and LST. The tour overall was good, the lack of dependable transportation adversely affected all work sections. The unit was airlifted by the 356th TAS and 18.2 hours of travel time were required for deployment and redeployment.

1985 Sixteen members of the 40th Mobile Aerial Port Squadron deployed to Howard Air Force Base, Panama for their annual training. From 30 November - 14 December, they provided air cargo support for the U.S. Air Force Southern Air Division headquartered at Howard. The work involved loading and unloading military and medical supplies, household goods and heavy equipment. They processed 614 tons of cargo, built 124 pallets, and handled 120 aircraft including C-5s, C-141s, C-130s, and several commercial flights. Classroom instruction was received in safety, flight line security, operations security, and the use of fire extinguishers. Personnel received proficiency training in special handling, ramp operations, vehicle maintenance, cargo processing, and in the air terminal operations center. Material Handling Equipment (MHE) training was also received on the 25 and 40K loaders and with the 4 and 10K forklifts. The host 6th APS adequately supported all requested training requirements. The reservists greatly aided in the outbound movement of the cargo backload, which existed in the freight terminal. They also assisted in the ongoing Southern Command support operations for the Columbian Volcano Relief effort. The only problem encountered during the tour was the inconsistent transportation provided to and from the airbase. Often, the buses did not show when scheduled causing the late arrival of shift personnel to the freight terminal.

Another active duty tour was completed by a team of 22 personnel at McGuire AFB, New Jersey from 31 August to 14 September. Training was given by the host 438th APS in air terminal operations, safety, and flightline driving. Proficiency training was received in administration, ramp operations, fleet, air terminal operations, and records. MHE instruction was also given on the 4K and 10K forklift. The team handled 183 aircraft (C-141s and C-130s), processed 322 tons of cargo, and built 166 pallets. The tour was rated good and the reservists gained valuable training from the host who was very cooperative. Midway through the tour, the host unit conducted a re-view of work accomplished by the reservists versus the training they received. This proved to be a very valuable tool in assessing accomplishment and deficiencies. The team chief recommended this procedure be incorporated throughout the reserve system.

A third active duty tour was completed by 22 personnel who deployed to Wright-Patterson AFB from 31 August to 14 September 116 aircraft were handled (DC-9s, L-188s, and L-100), 883.7 tons of cargo were processed, and 186 pallets built. In addition, the reservists assisted in downloading 221 pallets and uploading 203 pallets for outbound flights. They received proficiency training in ramp and cargo operations and in the air terminal operations center.

MHE training was received on the 10K forklift. Work was slow at times due to overmanning caused by two other reserve units on duty simultaneously. Cooperation with the active duty host was very good and the tour overall was successful.

1986 The 40 Mobile Aerial Port Squadron conducted a flyaway to Little Rock AFB, Arkansas from 24-26 October. The 34 participants received special training on Materials Handling Equipment. In addition, on/off loading procedures of a 2 1/2-ton truck was practiced using a C-130A aircraft. Procedures included spotting the alignment and chaining of the vehicle.

A 40th Mobile Aerial Port Squadron (MAPS) team of 25 personnel completed an active duty tour at Rhein-Main AB, West Germany, 28 March-11 April. The team processed 748.4 tons of cargo, built 371 pallets, and handled 363 various aircraft. Personnel received proficiency training in ramp operations, cargo processing, air terminal operations center, and special handling. Material Handling Equipment (MHE) training was received on the 4K and 10K fork lift. Additionally, the reservists broke-down 130 pallets, uploaded 171 trucks, and offloaded 187 trucks. Excellent training was conducted in all areas. From 15-17 May, 20 members of the 40th MAPS participated in a field training exercise at Rickenbacker's Camp Maggie. Training included engine running on/off loading of a C-130A, vehicle tie down, drop zone recovery, and camp security. This training was designed to ensure that 40th MAPS personnel are well trained and ready to act in situations requiring mobile aerial port operations.

The Military Airlift Command (MAC) named the 40th MAPS the best MAC gained reserve mobile aerial port squadron in the command for 1986. This marked the second consecutive year the unit was awarded the honor. It was also the third time the 40th MAPS won the award in the last five years.

During April, 1-6, the 40th was in a Fort Campbell deployment of 11 personnel with vehicles, 2 Blazers, 2 M-1008 pick up trucks, 1 2% ton truck, 2 tractor trailers, 1 Security Police pick up truck, and 1 29 passenger bus. The purpose of the deployment was an ORE practice exercise. May 15, 16, and 17 20 personnel participated in a field training exercise at "Camp Maggie," Rickenbacker ANGB. The exercise included training in field operations, engine running on/off loading of C130 aircraft, drop zone recovery, and camp security. The 40th MAPS is again conducting field training exercises at Rickenbacker's "Camp Maggie." The latest encampment occurred 15, 16, and 17 May and involved 20 personnel participating in realistic field operations training which included engine running on/off loading of a C130 aircraft, vehicle tie down, drop zone recovery, and camp security. The "Camp Maggie" exercises are designed to ensure that 40th personnel are well trained and ready to act in situations requiring mobile aerial port operations. The preparations involved to implement these exercises are tremendous and a great deal of time is spent by the 40th ARTs, SMSgt Billy Carter, SMSgt Robert Bien, and TSgt Don Collins, in procuring the necessary equipment, supplies, and support to ensure success. The Navy Sea Bee's were contacted and supplied a "water buffalo," the 356th TAS provided the crew and aircraft for the ERO, and the 907 TAG Clinic's TSgt Sandy Kohler served as medic. Andy Hafler and his Survival Team acted as an aggressor force in a mock battle in defense of the camp. The 40th has scheduled further exercises during August and October.

Nineteen members of the 40th Mobile Aerial Port Squadron (MAPS) deployed to Rhein-Main AB, West Germany for their annual training. From 30 August-13 September they provided air cargo support for the host 435th APS. They processed 1,379.6 tons of cargo, 21.6 tons of mail, built 744 pallets, and handled 465 aircraft including C-Ss, C-141s, C-130s, C-9s, and several commercial aircraft. Personnel received proficiency training in special handling, ramp operations, cargo processing, and in the air terminal operations center. Material Handling Equipment (MHE) training was also received on the 4K and 10K loaders. Briefings, support facilities, and coordination by the host base were excellent. The reservists were well received and integrated into the 435th APS with no problem. Trainers were highly qualified and sincere in their desire to improve the knowledge and abilities of the reserve team members.

Ten members of the 40th Mobile Aerial Port Squadron deployed to RAF Mildenhall, England for their annual training. From 18 January -1 February, they provided air cargo support for the host 313th APS. They processed 317.7 tons of cargo, built 159 pallets, and handled 62 aircraft including C-Ss, C-141s, and C-130s. Classroom instruction was given in driver's orientation and personnel received proficiency training in special handling, ramp operations, cargo processing, load planning, and in the air terminal operations center. Material Handling Equipment (MHE) training was also received on the 40K loader.

The Reservists were all prior active duty and were very familiar with aerial port procedures . There were no training deficiencies and all training requirements were met. From 1 - 16 March, twenty - one members of the 40th MAPS deployed to Pope AFB, North Carolina for an annual tour of duty. The host this time was the 3rd MAPS. The Reservists processed 701.75 tons of cargo and handled 188 aircraft. Personnel received proficiency training in ramp operations, vehicle maintenance, and in the air terminal operations center. MHE training was also received on the TAC loader. The tour was very enjoyable and productive. The unit also conducted one fly-away to Dover AFB, Delaware from 31 January-2 February that involved thirty-three personnel.



40 MAPS and 87th APS working on Russia aircraft at Rickenbacker ANGB around 1986 Less Hamilton, Don Collins, Dick Meritt, Judy Theiss, Cy Shannon, Terry Puperi, Jeff Stamp, Mike Lyons around 1990.

During 1990 and 1991 the 40 responded to the Desert Storm and Desert shield call up with over 60 members being called to active duty. Members served at major aerial ports along the east coast, several locations in Europe and in the AOR. Over 80% of the 40 members were involved in support of the war efforts. Members of the 40 and the 87<sup>th</sup> served together at McGuire and at Norfolk NAS.

The 40 was always ready to help in time of disaster, such as the hurricanes in Florida and Hawaii in 1992 and the airlift of medical aid to the Ukraine.

In 1992 a mission change and aircraft conversion by the 907th airlift group resulted in the 40 being redesigned an Aerial Port Squadron.

1993 saw the US come to the aid of the war torn nation of Somalia in Operation Provide Hope. The members of the 40 were quick to respond when 9 members were deployed to Dover AFB in support of the operation.

1993 brought to a close the history of the 40 APS. With the closing of Rickenbacker ANGB, and the transfer of the 907th air group to Wright Patterson AFB, the 40 was deactivated and its members were merged with the 87th APS at WPAFB.





40 APS, Rickenbacker ANGB, April 1993.

The 40th Mobile Aerial Port Squadron (MAPS) deployed 36 personnel to Dover AFB, Delaware for a weekend flyaway 15-17 January to train on equipment not available at the home station. A team of 14 personnel deployed to Rhein-Main AB, Germany during 2-16 January. The reservists supported the active host 435th APS. Personnel received proficiency training in ramp operations, cargo processing air terminal operations, and special handling. Material Handling Equipment (MHE) training was also received on the 4K and 10K forklift and widebody loader. The reservists processed 347.46 tons of cargo and built 365 pallets. An additional 347 tons of import freight and 337 tons of export freight was loaded/offloaded from trucks and processed. Personnel were integrated into duty sections and provided responsibilities at all levels. 1987

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Sources

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