

## 5 MOBILE AERIAL PORT SQUADRON



### MISSION

### LINEAGE

5 Aerial Port Operations Squadron constituted, 15 Oct 1953

Activated, 18 Nov 1953

Redesignated 5 Aerial Port Squadron, 8 Nov 1954

Inactivated, Oct 1958

Activated

Redesignated 5 Mobile Aerial Port Squadron

Inactivated

### STATIONS

Donaldson AFB, SC, 18 Nov 1953-31 Nov 1954

Wheelus AB, Libya, 17 Dec 1954

Neubiberg AB, Germany, 22 Jan 1956

Evreux-Fauville AB, France, 13 Nov 1957

Dreux AB, France, 16 Sep 1958

Evreux-Fauville AB, France, 24 Oct 1960

RAF Mildenhall, England, 15 Jul 1966

RAF Feltwell, England, 15 Oct 1966

RAF Mildenhall, England, 27 Nov 1967

## **ASSIGNMENTS**

Eighteenth Air Force, 18 Nov 1953  
United States Air Forces in Europe, 20 Dec 1954  
317 Troop Carrier Wing, Medium, 1 Mar 1955  
322 Air Division (Combat Cargo), 1 Aug 1955  
317th Troop Carrier Wing, Medium, 15 Apr 1963  
Military Air Transport Service, 1 Apr 1964  
322 Air Division (Combat Cargo) (later, 322 Air Division), 1 Apr 1964  
United States Air Forces in Europe, 24 Dec 1968  
513 Tactical Airlift Wing, 24 Dec 1968

## **ATTACHMENTS**

63 Troop Carrier Wing, 18 Nov 1953-31 Nov 1954  
Aerial Port Operations Group (Provisional), 18 Nov 1953-17 May 1954 and 14 Jun-31 Nov 1954  
322 Air Division (Combat Cargo), 1 Apr 1955-1 Aug 1955

## **COMMANDERS**

2<sup>nd</sup> Lt John S. Kernachen, 18 Nov 1953  
1<sup>st</sup> Lt Keith O. Jones, 23 Nov 1953  
Capt Richard G. Vance, 1 Feb 1954  
Lt Col Bo Saunders, Ju1 1954  
Lt Col Charles E. Powell Jr, 12 Aug 1954  
Maj Linwood L. Turner, Jul 1958  
Lt Col Harland J. Bashaw, 28 Aug 1958  
Lt Col David A. Brown Jr, 1961  
Lt Col Mervin G. Getty, Jun 1963  
Lt Col Evan B. Allen Jr, 7 Jun 1966  
Maj Robert A. Young, Dec 1968  
Lt Col Marvin H. Sellers, 16 Jun 1969  
Maj Robert A. Young, 19 Mar 1970  
Maj Dale H. Redding, 24 Jun 197

## **HONORS**

### **Service Streamers**

### **Campaign Streamers**

### **Armed Forces Expeditionary Streamers**

### **Decorations**

8 Jul-10 Aug 1960  
1 Sep 1962-15 Apr 1963  
20-28 Nov 1964  
1 Jul 1966-30 Jun 1967

1 May-13 Jun 1967

1 Jul 1969-30 Jun 1970

## EMBLEM



## MOTTO

### OPERATIONS

The 5th Aerial Port Operations Squadron was activated at Donaldson AFB, SC and active manning began in Jan 1954. The personnel came from every type of unit to comprise the 5<sup>th</sup>. After averaging a new commander every six months, it became static under the command of LTC Charles E. Powell, Jr.

By this time the unit was "hot to trot" with rumors of France, Spain, Libya, and various points east being rife. On 7 Oct 1954, orders were concrete and the unit was Tripoli bound.

Moved to Libya in aerial and surface increments through APOE at Westover AFB, Mass, and NYPE, New York, 1-16 Dec 1954.

Two days out of New York, the available seats at mess were open without regard for schedules. Green faces and lost meals and appetites ran rampant.

Southern sun shone finally at Casablanca, and the opportunity to get shaky feet on terra firma was afforded some fifty percent of the personnel. The excursion was a complete success, with wine, cognac, lost watches and wallets, and a vivid memory of Morocco.

On 17 Dec 1954, the squadron landed in what was to be their home for the next year. Propaganda had it that Tripoli was an arid spot, but the 5th was welcomed by a deluge. At Wheelus Field, the squadron operated the passenger terminal and space control in conjunction with the 1615th Support Sq. The personnel assigned to the 5th were qualified in dropping heavy equipment from aircraft, usually the C-119.

Activity began in earnest; detachments were set up and manned in Nouasseur, Rome, Athens and Neubiberg, and familiar faces now became names on the roster and far away. Problems arose and most of these were resolved. A school was set up for our loadmaster-dropmaster personnel, and the 5th was in business.

Operated air terminals through assigned detachments, and participated in tactical operations after arrival in European theater.

Participated in Operation Snowbound (1955-56), Hungarian refugee airlift (1956), movement of United Nations forces (1956). Operated a loadmaster-dropmaster school in 1956.

In the fall of 1957, as Evreux began receiving its first C-130s, the squadron moved from Neubiberg along with the 317th squadrons. Detachment #3 of the 6th Aerial Port Squadron, a Combat Control Team consisting of one officer and thirteen airmen, all C-130 jump qualified, was already based at Evreux. Nine months later, the 5th absorbed the 6th Aerial Port Squadron's personnel and moved to Dreux from overcrowded Evreux. The 5th returned to Evreux in October 1960 when more space became available after departure of the C-119s and 465th personnel.

While in France, the Squadron had three missions:

Operate twelve airfreight terminals within USAFE area of operations in Europe and around the Mediterranean Sea from Morocco into eastern Turkey. Small detachments at each airfield will provide loading and unloading service, both passengers and freight, to the cargo aircraft.

Provide qualified loadmaster/dropmasters for cargo and troop parachute drops, air mobility, and joint tactical airlift training with the U.S. Army. Assisted with classified clandestine special operations at remote landing sites.

Provide three parachute-qualified Combat Control Teams made up of air traffic controllers and radio operators responsible for setting up, marking, and providing air traffic control over airborne forces drop zones and bare bases.

Approximately 30 officers and 240 airmen comprised the 5th Aerial Port Operations Squadron assigned to Evreux. They operated aerial ports at Evreux and throughout the USAFE theater. The squadron was a self-sufficient unit organized into the following sections: Headquarters, Administration, Personnel, Operations, Combat Control Teams, Air Terminal Operations, and Support.

The Operations Section had approximately sixty loadmasters and five officers. Operations furnished loadmaster teams for movement of unusual or oversized loads and aerial delivery of personnel and equipment. These loadmasters were air-drop qualified and, when needed, flew in addition to the usual load-masters found in the troop carrier aircrews. Later, after a few years of operations, all the C-130 loadmasters became air drop qualified. All loadmasters and officers assigned to an aerial port squadron had to undergo training for aerial delivery of personnel and equipment from the C-119, C-123, C-124, and C-130s at the aerial delivery school operated by the 5th Aerial Port Operations Squadron at Evreux. Selected officers trained at a special school operated by NATO at RAF Old Sarum, very close to Salisbury, England. Training in accurate load weight-and-balance computations was a vital, ongoing program. The section provided augmentee loadmasters for the C-124s that were assigned temporarily to 322d Air Division air assault missions.

Three Combat Control Teams consisting of one officer and thirteen airmen were assigned to the CCT Section. These "Pathfinders" were equipped with portable radios, portable radar beacons, identification panels, weather sensors, and drop zone lighting kits. The CCT air controllers had to maintain parachute-jumping proficiency in order to be the first to arrive at the drop zone and report surface wind velocity and direction. Several practice drop zones were established around Dreux and Evreux for realistic training.

The Support Section had sixty-five airmen assigned to the motor pool, with automotive maintenance and special equipment operators, a parachute packing and repair shop, a carpenter shop, cooks, medical technicians, and security police. The 5th APO Squadron motor pool had about seventy Army M-series tactical off-road vehicles such as forklift trucks, 1/4-ton trucks (Jeeps), 3/4-ton weapons carriers, 2-1/2 ton 6X6 trucks, 5-ton 6X6 tractors with their 40-foot long flatbed trailers, and 2-1/2-ton 6X6 wreckers. All this equipment was necessary for rapid loading and off-loading aircraft, and for recovery of drop zone equipment. The airhead had to be quickly cleared of supply loads and vehicles to prevent destruction of follow-up air drops. The small carpentry shop had facilities to fabricate equipment platforms, bridging, and shoring for air dropping special loads to ensure they survived ground impact. Of course, they could also repair their drop platforms after an exercise. The parachute shop had large industrial grade sewing machines and strong fans for repairing and drying large-sized cargo parachutes. The 5th security police had a special collection of heavy infantry weapons including grenade launchers, 50cal. heavy machine guns, and 60 mm mortars for local defense of the tactical airheads or drop zones. These weapons were also available to the combat control teams.

The squadron moved to Dreux from overcrowded Evreux AB with six officers and seventy airmen in October 1958. It was located at marguerite number three and was supported by the 60th Troop Carrier Wing. The squadron received additional personnel and equipment while at Dreux.

The squadron was involved in many of the humanitarian airlift operations and demonstrated its capabilities in two major airlifts. On 29 February 1959, Agadir, Morocco, was hit by a severe earthquake followed by a tidal wave that killed several thousand people. The 5th set-up a complete air terminal at Rabat. Here it unloaded tons of relief supplies and U.S. Army Engineering units to aid rescue and recovery. Ten vehicles were airlifted into the terminal. The following year in 1960, the Congo airlift occurred. This required squadron resources for more than a year to set-up two air terminals for evacuation of civilians, then receive fourteen million pounds of cargo and 38,000 incoming U.N. troops. Airhead security was a serious issue because of the civil revolution; USAFE was very concerned about the targets the C-130s and C-124s presented while on the Congo airport ramps.

Major command changed from USAFE to MATS on 1 Apr 1964 when 322d Air Division (Combat Cargo) was transferred with most of its units. After this transfer, the 5th APS provided loadmaster augmentation to support rotational C-130 squadrons; provided personnel and equipment to support Combat Airlift Support Unit operations or Airlift Forces; prepared USAF cargo for aerial delivery; maintained combat control teams to deploy into airheads; operated a freight terminal at Evreux-Fauville AB, France; and operated Detachment 1, 5th APS at Wiesbaden AB, Germany. This detachment consisted of a combat control.

Early in Jul 1966 the 5th APS closed the air terminal at Evreux-Fauville AB and moved to England.

On 24 Dec 1968, upon assignment to the 513th TAW (USAFE), the 5th APS 's mission was to prepare loads for all airlift aircraft and to supervise the loadmaster function for missions of the 513th TAW.

The 5th APS also rigged all assault parachutes. Combat control teams of the squadron were charged with identifying and marking drop and landing zones with visual and electronic aids, with making weather observations in assault zones, and with establishing ground-to-air and point-to-point communications in forward areas.

Detachment 1 Nouasseur Air Depot, French Morocco, 17 Jan 1955-11 Jun 1958

Detachment 1 Wiesbaden AB, Germany, 1 Apr 1964

Detachment 2 Incirlik AB, Turkey, 1 May 1969

Detachment 2 Ciampino Airport, Italy, 17 Jan 1955-10 Oct 1957

Detachment 2 Rome, Italy, 25 Jan 1958-25 Jul 1958

Detachment 3 Athenai Airfield, Greece, 17 Jan 1955-1 Apr 1964

Detachment 3 Ramstein AB, Germany, 1 Apr 1970

Detachment 4 Neubiberg AB, Germany, 17 Jan 1955-22 Jan 1956

Detachment 5 Rhein/Main AB, Germany, 17 Jan 1955-May 1955  
Detachment 4 Wheelus Airfield, Libya, 22 Jan 1956-1 Apr 1964  
Detachment 5 Adana (later, Incirlik), Turkey , Oct 1956-1 Apr 1964  
Detachment 6 Aviano, Italy, 15 Feb 1957-1 Apr 1964  
Detachment 7 Esenboga (later, Ankara), Turkey, 20 Feb 1957-1 Apr 1964  
Detachment 8 Patrick Henry Kaserne, Munich, Germany (moved to Wiesbaden AB, Germany, 21 Jan 1959)  
Detachment 9 Phalsbourg AB, France, 1 Aug 1958-1 Jan 1961  
Detachment 9 Yesiloky Airport, Turkey, 1 Mar 1962-1 Apr 1964  
Detachment 10 RAF Bovingdon, England, 1 Aug 1958-1 Mar 1959  
Detachment 11 Hahn AB, Germany, 1 Aug 1958-18 Dec 1961  
Detachment 12 Ramstein-Landstuhl, 1 Aug 1958-1 Jul 1962  
Detachment 13 Evreux AB, France, 1 Aug 1958-8 Mar 1961  
Detachment 14 Pisa, Italy, Aug 1958-1 Apr 1964  
Detachment 15 Bitburg AB, Germany, 1 Aug 1958-1 Jul 1962  
Detachment 16 Gioia del Colle, Italy, 10 Oct 1959-18 Dec 1961  
Detachment 17 Cigli AB, Turkey, 1961-20 Apr 1962  
Detachment (unnumbered) Neubiberg AB, Germany, 22 Jan 1956-15 Nov 1957

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Sources

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