

172 AIRLIFT WING



MISSION

LINEAGE

172 Air Transport Group, Heavy established and allotted to the Air National Guard, 16 Dec 1963
Activated and extended federal recognition, Dec 1963
Redesignated 172 Military Airlift Group, 1 Jan 1966
Redesignated 172 Tactical Airlift Group, 30 Jun 1972
Redesignated 172 Military Airlift Group, 1 Jul 1986
Redesignated 172 Airlift Group, 16 Mar 1992
Redesignated 172 Airlift Wing, 1 Oct 1995

STATIONS

Hawkins Field, Jackson, MS, December 1963
Charles L. Sullivan ANGB, Jackson, MS

ASSIGNMENTS

118 Air Transport Wing, 1964
Mississippi Air National Guard

WEAPON SYSTEMS

Mission Aircraft

C-121
C-130
C-141
C-17

Support Aircraft

COMMANDERS

Col George M. McWilliams
Col William J. Crisler, 6 Jan 1967
Col William A. Browne
Col Norman J. Bittner, 29 Jan 1971
Col Boyce C. Harris, Sep 1976
Col James F. Hawkins, Oct 1977
Col John B. Little, Aug 1978
Col Shellie M. Bailey, Jr., Jun 1986
Col Harold A. Cross, May 1991
Col Maxey J. Phillips, Oct 1993
Col William J. Lutz, Apr 1996
Col Robert A. Barron, Mar 1998
Col Robert E. Matthews, 6 May 2001
Col William B. Jernigan
Col James E. White, #2005
Col William Hill #2007
Brig Gen William J. Crisler, Sep 2010

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM



172 Air Transport Group emblem: Per quarter azure and light blue, first and fourth quarters semee of mullets argent, overall a globe arraswise with axis bendwise brown grid lined or surmounted by a compass throughout of the last garnished brown, both globe and compass

enveloped by two elliptical contrails saltirewise argent, on each contrail in base an ascending flight symbol of the like, all within a diminished bordure or. **SIGNIFICANCE:** The emblem is symbolic of the Group and its mission. Against the blue fields, depicting the sky, the primary theater of Air Force operations, the globe and cardinal compass represents the unit's night and day global mission. The flight symbols represent flight by the group's aircraft and personnel over land and sea, through darkness and light. The unispheric circles refer to flight paths crossing in the vicinity of Mississippi, the state where the unit constituted in 1963. The emblem bears the Air Force colors, gold and ultramarine blue. (Approved for 172nd Air Transport Group, 20 Aug 1965)



172 Military Airlift Group patch



172nd Airlift Wing patch

MOTTO

VIRTUTE ATQUE FIDE--By Faith And Courage

OPERATIONS

The primary mission of the 172nd Military Airlift Group is to command the assigned airlift squadron and supporting units provided for the airlifting of troops, cargo, and military

equipment, passengers, and mail to and from areas requiring such airlift; and to participate in operations involving the airland or airdrop of troops, equipment, and supplies when required. The secondary mission is to provide and maintain aeromedical evacuation of patients, employing medically qualified personnel.

The Air Force Outstanding Unit Award was presented to the 172 Military Airlift Group of the Mississippi Air National Guard on 18 January 1989 for exceptional, meritorious service from 1 July 1986 through 30 June 1988. This marked the fourth time in the past ten years that the 172 had been presented this citation. The award was formally presented to Col Shellie M Bailey, Jr., group commander, by Maj. General Arthur J Farmer, the Adjutant General of Mississippi. The award recognizes the group's excellence in maintaining an outstanding level of performance while involved in a major aircraft conversion, twenty million dollars in construction projects and a 40 percent increase in manning requirements.

For the fifth time in 12 years the 172 Military Airlift Group (MAG) has been awarded the Air Force Outstanding Unit Award. The award is presented every two years to units distinguished by exceptionally meritorious service. During the period from July 1988 to June 1990 the 172 MAG successfully passed its first operational readiness inspection and unit effectiveness inspection since conversion to the C-141 aircraft. Also during this period the 172 MAG participated in Operation Just Cause and in several humanitarian efforts. Representing Mississippi Governor Ray Mabus, Brig Gen Charlie D Brackeen, Special Advisor for Military Affairs, commented during a presentation ceremony at Thompson Field on Saturday, 1 December (1990), "the 172nd has a history of successfully meeting challenges and completing jobs with excellence and dignity." In a letter accompanying the award, Gen Brackeen added, "Each member can be proud of this recognition of their individual contributions in attaining this prestigious award." Maj. Gen Phillip G Killey, Director, Air National Guard in Washington, D.C., further lauded the members of the 172 MAG for "their selection for this prestigious award (which) reflects great credit upon themselves, the state of Mississippi, the Air National Guard and the United States Air Force.

Col Shellie M Bailey, Jr., officially turned over his responsibilities as group commander of the 172 Military Airlift Group on 3 March 1991 to Lt Col Harold A. Cross, deputy commander for operations. Colonel Bailey has served as group commander and, since 1983 as air commander, and his position as air commander will be turned over to Lt Col Maxey J Phillips upon Colonel Bailey's retirement, scheduled for later in 1991.

Col Harold A. Cross assumed command of the 172 Military Airlift Group as of 14 May 1991, replacing Col Shellie M Bailey, Jr.

According to Maj. Mike McCollum, director of personnel for the 172 Military Airlift Group, the 172 Military Airlift Group, the 172 Mission Support Squadron (MSS) was heavily involved in Operation Desert Shield/Storm from the beginning of the conflict in August 1990 when the 183 Military Airlift Squadron (MAS) was activated and continuing through the demobilization of the 183 MAS in August 1991. He reported that the 172 MSS also processed (for activation)

members of the 183 Air Evacuation Flight, the 172 Tactical Clinic, the 172 Civil Engineering Squadron, the 172 Services Flight, the 172 Security Police Flight, and members of the 172 Civil Engineering Squadron in Gulfport as well as a member of Headquarters, Mississippi Air National Guard. He said that much coordination was involved with the Accounting and Finance Office and Base Administration in the processing of over 1,000 orders and amendments for federal active duty. He recognized the efforts of MSgt Dave Hart of quality Force, who designed an in processing checklist that was used to process the members and who transmitted daily reports to the Guard Bureau concerning those activated and those on volunteer status; SSgt Terry Hust who accomplished a two-month volunteer tour Randolph AFB. Tex., and Sgt Mark Eisenmenger, who served a three-month volunteer tour at Offutt AFB, Nev.; Major McCollum, who researched, coordinated and published in Active Duty Information Handbook; and MSgt Lisa Maisel, personnel systems manger, who was called upon to obtain information for local use, as well as for State Headquarters, the Governor of the Mississippi, and the National Guard Bureau. Major McCollum noted that the demobilization process was more time consuming than the original mobilization, and noted that, again, Sergeant Hart designed a checklist for demobilization use by the mobilized members; he also noted the efforts of TSgt Tom Paque, who had a mountain of official forms to complete in order to out process those members who had been activated. He concluded, "Although we hope that we will not need to do this again in the future, we are confident that we will be prepared."

Base supply activities at Thompson Field increased during Operation Desert Shield/Storm, according to a September 1991 report by Sgt Chandra Gates of the 172 Resources Management Squadron (RMSO). In support of the requirements generated by Thompson Field being a "staging base," Sergeant Gates said that from September 1990 to May 1991 that the technicians and traditional guardsmen manned three, eight-hour shifts, seven days a week; she noted that, as in other areas around the base, some personnel worked one or two days straight through, and "Many worked their regular civilian jobs and then reported for duty at night for the guard. Also, some guardsmen used their own personal vacation days to contribute to the massive effort." She noted that supply transactions, both routine and priority, were approximately 20 to 25 percent above normal. She added that fuels management branch, also a part of base supply, provided fuels and fuel support continuously during the entire operation. "Fuel requirements increased steadily reaching a monthly average of about 1,000,000 gallons. This represents an increase of three times the peace time monthly output," Sergeant Gates said.

The Economic Resource Impact Statement for Fiscal year 1991, prepared by the cost analysis section of the 172 Military Airlift Group's comptroller's office, indicated that 14,421 passengers and 53,192,000 pounds of cargo were transported during the fiscal year (it was noted that this was high because of Operation Desert Shield and was not all on units aircraft). The report also indicated that capital assets as of 30 September 1991 included 37 major buildings with a total square foot area of 308,160, with a total estimated replacement cost of \$22,069,826. The weapons system of the 172 Military Airlift Groups, according to the report, consisting of eight C-141B aircraft, was \$255,200,000; total mission and support equipment was valued at \$17,319,796. The report also said that the base operations and maintenance expenditures for

the fiscal year (excluding civilian payroll) was \$6,908,592, and that the total value of resources and expenditures for the year was \$305,810,034. Military strength at Thompson Field for the fiscal year was 143 officers and 1,043 enlisted for a total of 1,186. The full-time work force was placed at 272 air technicians and AGR and 62 O & M Agreement & Security Agreement personnel (State Employees). A total annual appropriated fund for the fiscal year was \$16,413,150.

Construction was completed on 8 December 1991 on the fuel cell/corrosion control facility, a \$2,153,430; design was started 3 March 1987.

Several construction projects were underway at Thompson Field in January 1992. They included a new Composite Medical Training and Administration/Security Police Facility at a cost of \$1,189,500, with work being done by C.E. Frazier Construction Company Inc.; the removal of the old storage building behind the current civil engineering building and preparation of the site for a new parking area; construction of a new civil engineering building was to begin soon, with the \$1,319,300 contract for this facility having been awarded to Evan Johnson Construction Company; adjacent to the new civil engineering building, work was in progress for a 13,000 square foot addition and various alterations to the base supply building g at a cost of \$1,344,650, with this contract also having been awarded to Evan Johnson Construction Company. Completion of all three projects was projected for the end of fiscal year 1992 (30 September 1992).

The 172 Airlift Group has received its sixth award of the Air Force Outstanding Unit Award; this award was for the period 1 July 1990 to 30 June 1992. The citation accompanying the award, which is presented every two years to units distinguished by exceptionally meritorious service, stated that during the period covered by the award that the group was an active and highly successful participant in the Desert Shield/Storm conflict. Personnel from six of the 12 units that make up the 172 Airlift Group were activated. The remaining technicians and traditional guardsmen provided 24-hour support from August 1990 to May 1991, enabling the 172 to serve as the only C-141 Reserve Forces staging base. During this maximum effort airlift, although not tasked for the air refueling mission, the 172 Airlift Group became air refueling qualified to extend wartime capabilities. The attainment of 36 years and over 160,000 mishap free flying hours demonstrates both the pride in performance and skill of the aircrews and maintenance people of this unit. The distinctive accomplishments of the members of the 172 Airlift Group reflect great credit upon themselves, the United States Air Force and the Mississippi Air National Guard." The following attached and assigned subordinate elements of the 172 Airlift Group share in the award: 183 Airlift Squadron; 172 Consolidated Aircraft Maintenance Squadron; 172 Civil Engineering Squadron; 172 Tactical Clinic; 183 Aeromedical Evacuation Squadron; 172 Aerial Port Flight; 172 Security Police Flight; 172 Mission Support Flight; 172 Services Flight; 172 Resource Management Squadron; 172 Mission Support Squadron. The previous five periods in which the 172nd received the Air Force Outstanding Unit Award are 1978-1990. The award was presented to Col Harold Cross on 5 December 1992 by Maj. Gen James Garner, the Adjutant General of Mississippi.

The 172d is based at Allen C. Thompson Field in Jackson Mississippi. The Air Guard facility is named after Charles L. Sullivan, the former Lieutenant Governor of Mississippi and long-time member and pilot in this unit. In June 1941 Hawkins Field, Jackson MS was designated an Army Air Base. The facility served its country well as a pilot training center through January 1949; then reverted to civil aviation status. The military returned in the summer of 1953 when the Mississippi Air National Guard began utilizing certain facilities of Hawkins Field. This use continued until early 1963 when the 172d moved to the Jackson International Airport facility in Rankin County MS.

The 172nd Military Airlift Group is currently authorized 1,576 members. This figure includes personnel at geographically-separated units at the Gulfport ANG Permanent Field Training Site, as well as State Headquarters, Jackson, Miss. The 172nd Military Airlift Group provides support to the geographically-separated units, and State Headquarters, in the areas of accounting and finance, administrative forms and publications, personnel matters, supply, transportation, and medical.

2005 28 Aug The 172d Airlift Wing, Mississippi ANG, evacuated their C-17 from Allen C. Thompson Field in Jackson, Mississippi. One C-17A aircraft went to Charleston AFB, South Carolina, and two aircraft remained in the hangar at Thompson Field. The units remaining five aircraft were overseas.

28 Aug In the midst of aircraft evacuation, the Mississippi JOC notified the 172d Airlift Wing and the 183d Aeromedical Evacuation Squadron to prepare to fly an air evacuation mission. On this date, the 172nd Airlift Wing had forty personnel in SAD. The National Guard had 4,091 personnel deployed in the Gulf region.

30 Aug A C-17 and crew assigned to the 172d Airlift Wing, Mississippi ANG, flew a mission that airlifted eighty-five civilians from Gulfport, Mississippi, to Kelly AFB, Texas and litters from Kelly AFB to New Orleans IAP. The crew flew the mission in Title 10 orders. A C-130 and crew assigned to the 118th Airlift Wing, Tennessee ANG, and an air-medical evacuation crew assigned to the 183d Air Evacuation Squadron, Mississippi ANG, evacuated sixty-two US military retirees from the Gulfport Combat Readiness Training Center (CRTC), Mississippi to Andrews AFB, Maryland.

31 Aug The 172d Airlift Wing, Mississippi ANG, deployed five airmedical evacuation crews (25 personnel), three In-Flight kits, and twenty-seven ground support personnel to Gulfport CRTC, Mississippi, in Title 32 status to support hurricane relief efforts. One C-17 assigned to the 172d Airlift Wing, Mississippi ANG, flew an air evacuation mission from New Orleans IAP to Kelly AFB, Texas. The air evacuations crew, assigned to the 183d Air Evacuation Squadron did not have information about the number of patients needing transport, the special equipment needed, or aircraft configuration required. Unfortunately, FEMA representatives were unaware of the C-17s arrival or the capabilities of the air evacuation squadron. The triage team, and evacuation and transportation processes were poorly organized. There was no documentation of the patients' names, diagnoses, classification, treatment received, or treatment needed. Some

patients arrived on the aircraft parking ramp on litters while other patients who needed litters had none. The C-17 crew had no extra litters to distribute. The crew returned to their home station at Jackson, Mississippi, on 2 September.

2005 1 Sep The 183d Aeromedical Evacuation Squadron, Mississippi ANG, deployed forty personnel to Gulfport CRTC for ground medical support. In addition, ANG EMEDS at Gulfport CRTC provided aerospace medicine, preventive medicine, primary, emergency, and critical care for a population of five thousand people.

9 SEP Eight 172d Airlift Wing, Mississippi ANG, personnel returned to their home station at Allen C. Thompson Field, Mississippi. They had deployed to Gulfport CRTC to provide Aeromedical Evacuation ground support.

12 SEP Five personnel assigned to the 172nd Airlift Wing, Mississippi ANG, returned to home station in Jackson. They had deployed to Gulfport CRTC to help provide ground support for the Aeromedical Evacuation mission.

17 Sep The ANG Medical Outreach Program based at Gulfport CRTC vaccinated 3,274 members of the local population since the beginning of hurricane relief operations. Air Guard medical operations at Gulfport were supported by 102 medical personnel from the 117th Medical Group, Alabama ANG; 172d Medical Group, Mississippi ANG; 186th Medical Group, Mississippi ANG, and the 190th Medical Group, Kansas ANG.

DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

Created: 5 Oct 2010

Updated: 16 Apr 2021

Sources

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

Unit yearbook. *118 Air Transport Wing, 1964-1965*. Delman Printing Co. Charlotte, NC. 1965.