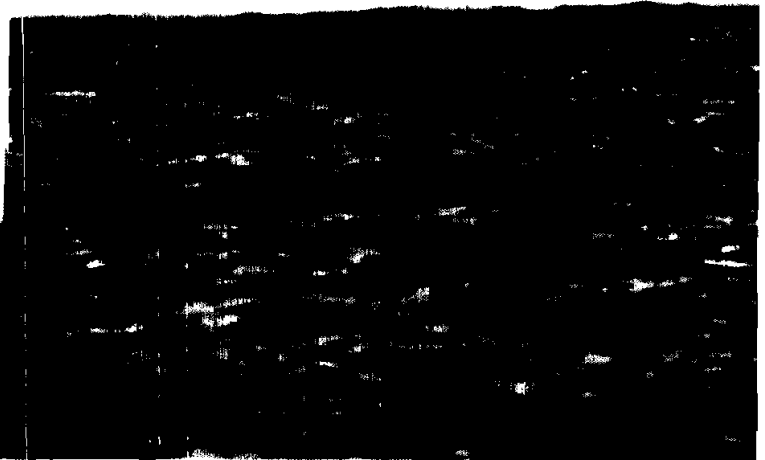
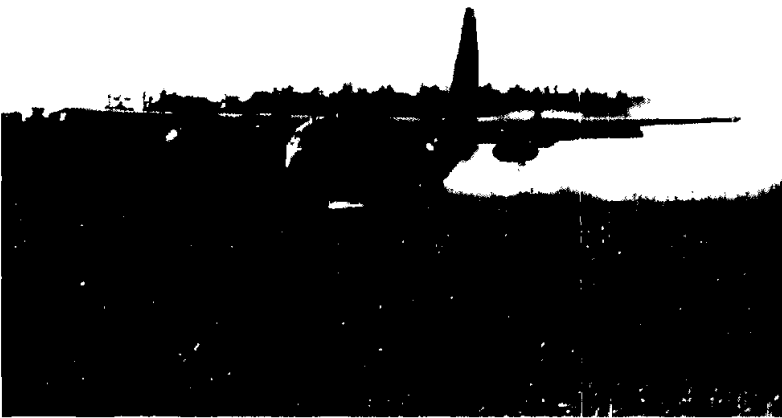


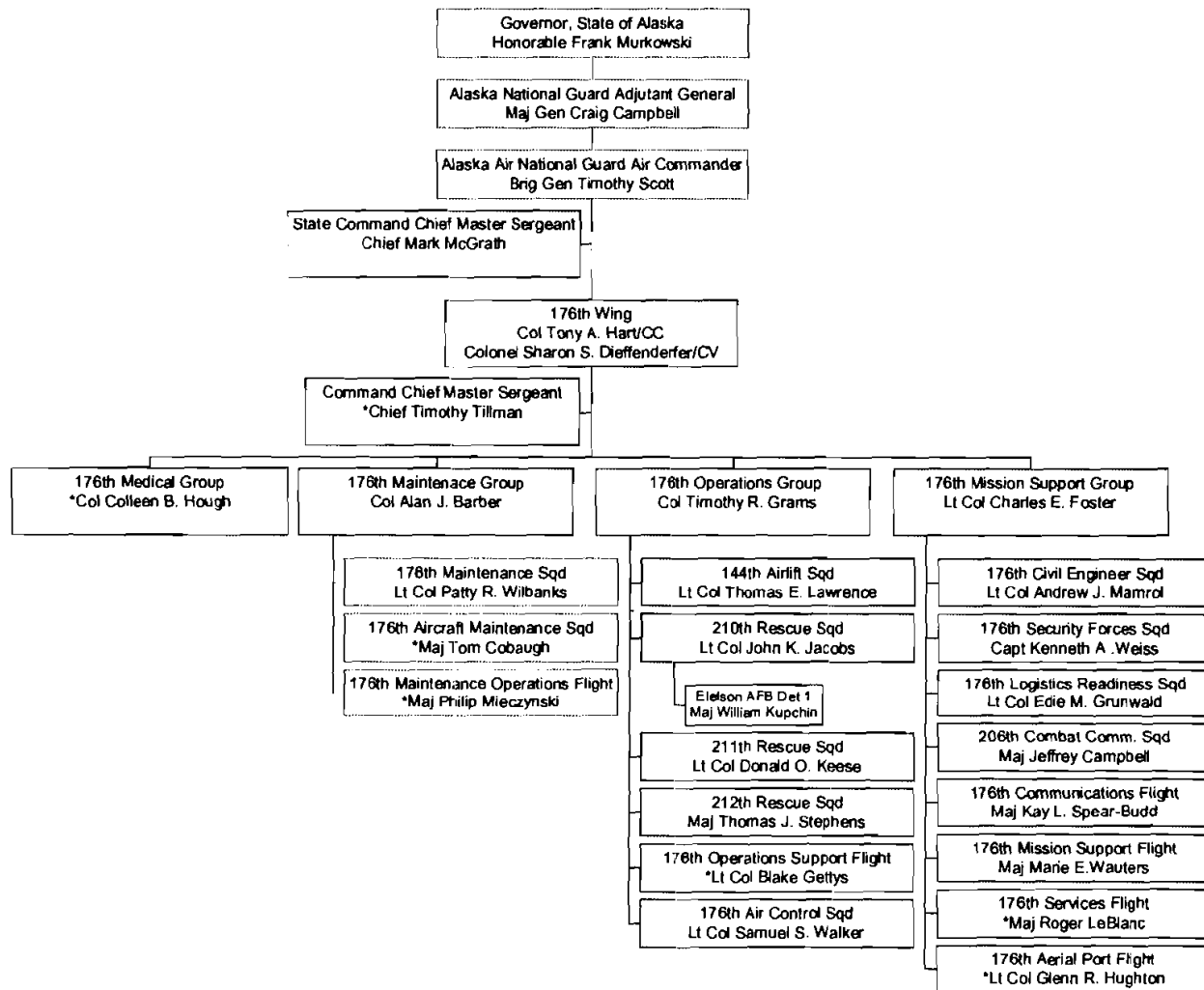


Welcome

176th Wing
Kulis Air National Guard Base
Alaska



ALASKA AIR NATIONAL GUARD 176th Wing Chain of Command

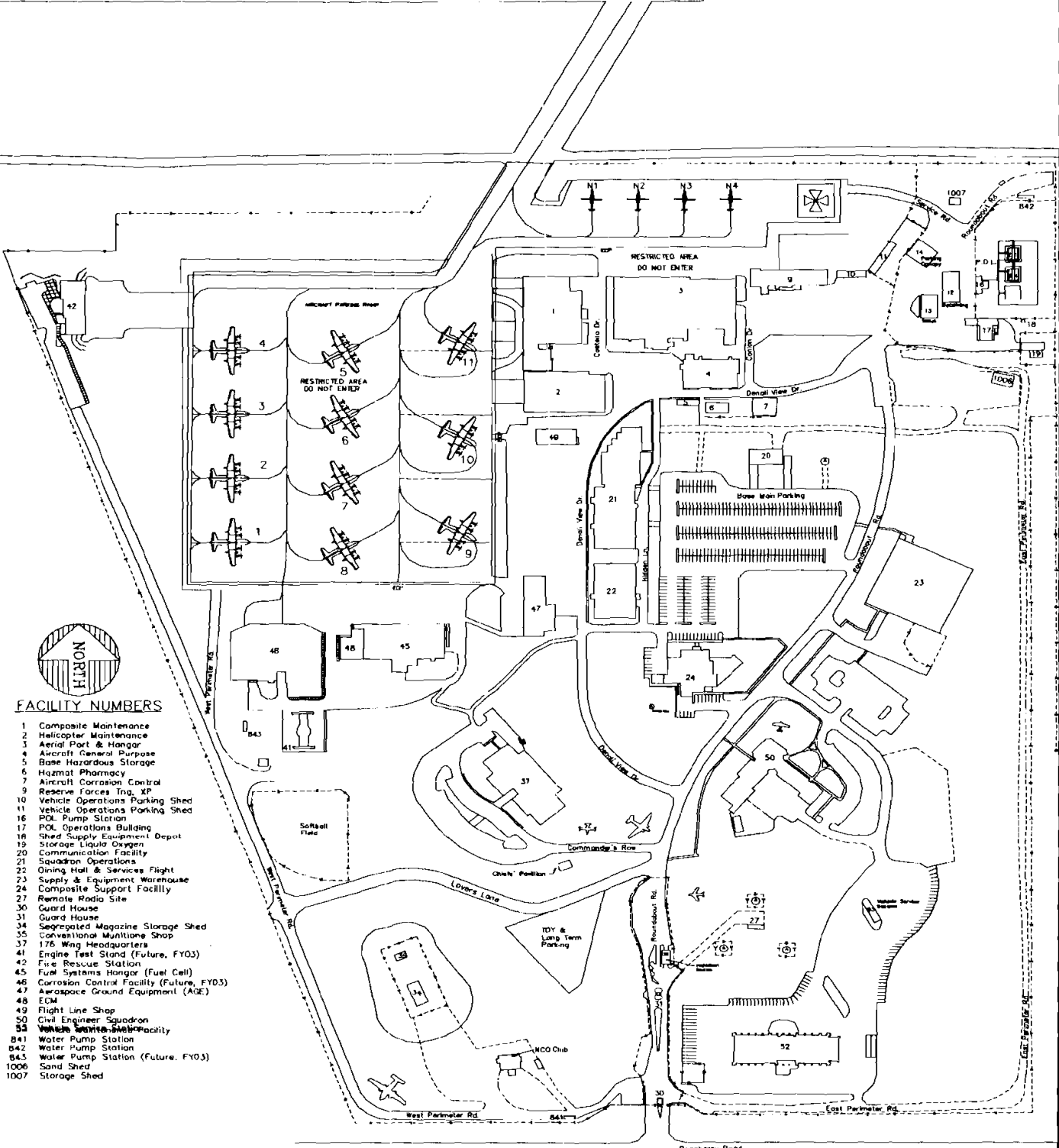


* Denotes Traditional Guardsman

As of 13 May 05/176 WG/CCA

KULIS AIR NATIONAL GUARD BASE

24
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FACILITY NUMBERS

- 1 Composite Maintenance
- 2 Helicopter Maintenance
- 3 Aerial Port & Hangar
- 4 Aircraft General Purpose
- 5 Base Hazardous Storage
- 6 Hazmat Pharmacy
- 7 Aircraft Corrosion Control
- 9 Reserve Forces Tng. XP
- 10 Vehicle Operations Parking Shed
- 11 Vehicle Operations Parking Shed
- 16 POL Pump Station
- 17 POL Operations Building
- 18 Shed Supply Equipment Depot
- 19 Storage Liquid Oxygen
- 20 Communication Facility
- 21 Squadron Operations
- 22 Dining Hall & Services Flight
- 23 Supply & Equipment Warehouse
- 24 Composite Support Facility
- 27 Remote Radio Site
- 30 Guard House
- 31 Guard House
- 34 Segregated Magazine Storage Shed
- 35 Conventional Munitions Shop
- 37 175 Wing Headquarters
- 41 Engine Test Stand (Future, FY03)
- 42 Fire Rescue Station
- 45 Fuel Systems Hangar (Fuel Cell)
- 46 Corrosion Control Facility (Future, FY03)
- 47 Aerospace Ground Equipment (AGE)
- 48 ECM
- 49 Flight Line Shop
- 50 Civil Engineer Squadron
- 52 Vehicle Services Facility
- B41 Water Pump Station
- B42 Water Pump Station
- B43 Water Pump Station (Future, FY03)
- 1006 Sand Shed
- 1007 Storage Shed

DEPARTMENT OF THE AIR FORCE 1100 1st St. Anchorage, Alaska 99503			
KULIS AIR NATIONAL GUARD BASE ANCHORAGE, ALASKA FACILITIES MAP			
DRAWN BY DATE	CHECKED BY DATE	SCALE NTS	SHEET 1 OF 1



BIOGRAPHY

ALASKA AIR NATIONAL GUARD

176th Wing Public Affairs
5005 Raspberry Road
Anchorage, Alaska 99502
(907) 249-1342 DSN: 317-626-1342



Colonel Tony A. Hart

Colonel Tony A. Hart is commander of the 176th Wing, Kulis Air National Guard Base, Anchorage, Alaska. His responsibilities include articulating a vision, setting goals and objectives, developing leaders, and providing a healthy and equitable environment in which his people may serve. He oversees the recruiting, retention, and training of over 1500 Air Guard members, as well as operational and maintenance control of eight airlift C-130H, four rescue HC-130H (N), and six rescue HH-60 airframes for in-state and worldwide deployment.

Colonel Hart was commissioned in 1982 and received his navigator wings the same year. Colonel Hart has served in various positions at Air Mobility Command, including Advisor to the Director of Operations and Advisor to the Inspector General. Colonel Hart performed duties as Strategic Airlift Planner, Tanker Airlift Control Center, as well as being a lead qualified navigator in the 118 AW, Nashville, Tennessee and 182 AW, Peoria, Illinois.

Colonel Hart is a master navigator with more than 4,000 flying hours in the RC-135 and C-130 aircraft. He has participated in operations around the world, including Operation DESERT SHIELD and Operation PROVIDE PROMISE. Prior to assuming command at the 176th Wing, Colonel Hart served as Air National Guard Advisor to the Commander, Air Mobility Command.

EDUCATION

- 1981 B.A. in religion, Tennessee Temple University, Chattanooga, TN
- 1982 Officer Training School, Lackland Air Force Base, TX
- 1982 Undergraduate Navigator Training, Mather Air Force Base, CA
- 1983 Electronic Warfare School, Mather Air Force Base, CA
- 1987 Squadron Officer School, Maxwell Air Force Base, AL
- 1997 Air Command and Staff College by correspondence, Maxwell Air Force Base, AL
- 1999 Air War College by correspondence, Maxwell Air Force Base, AL

ASSIGNMENTS:

1. February 1982 - April 1982, student, officer training school, Lackland AFB, TX
2. May 1982 - December 1982, student, undergraduate navigator training, Mather AFB, CA
3. February 1983 - June 1983, student, electronic warfare school, Mather AFB, CA

4. August 1983 - July 1988, standardization and evaluation flight examine warfare officer, 343rd Strategic Reconnaissance Squadron and 55th Strategic Reconnaissance Wing, Offutt AFB, NE
5. August 1988 - October 1995, senior navigator, 105th Airlift Squadron, Tennessee ANG, Nashville, TN
6. August 1995 - January 1997, strategic airlift director, Tanker Airlift Control Center, Scott AFB, IL
7. October 1995 - February 1997, senior navigator, 169th Airlift Squadron, Illinois ANG, Peoria, IL
8. February 1997 - May 1999, Chief, Air National Guard Readiness Plans, Office of the Inspector General, Headquarters Air Mobility Command, Scott AFB, IL
9. June 1999 - June 2000, strategic/tactical air operations staff officer, Training Division, Directorate of Operations, Headquarters Air Mobility Command, Scott AFB, IL
10. June 2000 - October 2003, Air National Guard Advisor to the Director of Operations, Directorate of Operations, Headquarters Air Mobility Command, Scott AFB, IL
11. October 2003 - January 2005, Air National Guard Advisor to the Commander, Headquarters Air Mobility Command, Scott AFB, IL
12. January 2005 - present, 176th Wing Commander, Kulis ANG Base, Anchorage, AK

FLIGHT INFORMATION

Rating: Master Navigator

Flight hours: More than 4000

Aircraft flown: RC-135U, C-130A/E/H

MAJOR AWARDS AND DECORATIONS

Legion of Merit

Meritorious Service Medal with two oak leaf clusters

Air Medal with four oak leaf clusters

Air Force Commendation Medal

Combat Readiness Medal with two devices

National Defense with one device

Southwest Asia Medal

Saudia Arabian Medal for the Liberation of Kuwait

Kuwaiti Medal for the Liberation of Kuwait

Joint Meritorious Unit Award

Armed Forces Expeditionary Medal

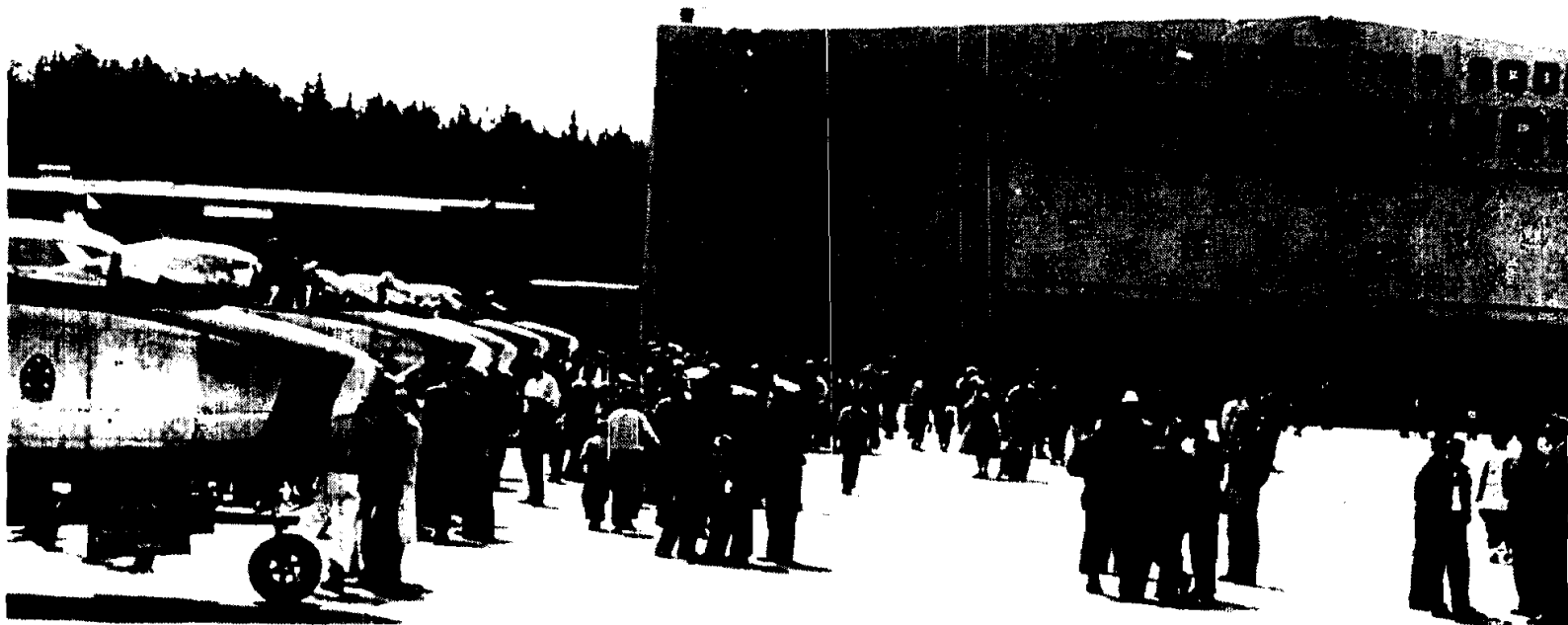
Global War on Terrorism Service Medal

EFFECTIVE DATES OF PROMOTION:

Second Lieutenant	Apr 30, 1982
First Lieutenant	Apr 30, 1984
Captain	Apr 30, 1986
Major	Aug 6, 1991
Lieutenant Colonel	Jun 19, 1997
Colonel	Mar 30, 2001

Current as of 15 February 2005)

History of the 176th Wing



**Kulis Air National Guard Base
Alaska**

History of the 176th Wing, Alaska Air National Guard

The Alaska Air National Guard got its start on Sept. 15, 1952, when the federal government authorized and recognized the 8144th Air Base Squadron. At its creation, the 8144th included 11 enlisted men, five officers and no planes. Its headquarters were located in a small office above what was then the bus depot on Fourth Avenue in downtown Anchorage. Because the office was so small, the men convened for their first UTA in a nearby Quonset hut. Their first aircraft, a T-6G "Texan" trainer, arrived in February 1953. Soon, five more trainers arrived, operating out of Elmendorf. In keeping with the Air Guard's mission to provide national air defense, the pilots began training in earnest for their planned transition to jet fighters. As the training progressed, the unit was re-designated the 144th Fighter-Bomber Squadron in July 1953.

The first jet, a T-33A trainer, arrived in October, shortly followed by F-80C "Shooting Star" jet fighters. By late fall of 1954, the growing unit was fully equipped with 14 F-80s, two T-33s, three T-6G trainers, two T-6 observation planes and a C-47A "Gooney Bird" transport. In spring of 1955, the Alaska Air National Guard moved out of Elmendorf to its new base near Anchorage International Airport. After an informal vote, the base was dedicated in honor of 1st Lt. Albert Kulis, a pilot who was killed in his F-80 in November of 1954.

While other Air Guard units around the country were receiving surplus aircraft, the 144th's F-80s were exchanged for new, top-of-the-line F-86 "Sabre" fighter jets in 1955. Along with new aircraft came the unit's third designation in as many years, this time the 144th Fighter Interceptor Squadron.

That designation also proved short-lived. A decision was made at the national level to shift the Air Guard's emphasis from air combat to airlift, and the newly rechristened 144th Air Transportation Squadron (Light) turned in its Sabres for C-47 "Gooney Birds" in 1957.

Just a few years later, the new decade brought with it a new set of wings. The Alaska Air National Guard's tough but aging C-47s were replaced by larger C-123J "Provider" tactical airlift transports. With the new aircraft, the 144th Air Transportation Squadron's "light" designation was upgraded to "medium."

It started to become obvious the Alaska Air National Guard was outgrowing its single-squadron status. Laying the groundwork for future expansion, the organization was officially designated the 176th Tactical Airlift Group in 1969. The Group retained the 144th Tactical Airlift Squadron as its flying unit. By the end of 1970, four squadrons had been organized to perform the flight operations, maintenance, supply and support functions. Along with the tactical dispensary, a communications flight and a civil engineering unit were added to give the group the "total react capability" enjoyed by Guard units in the other 49 states. The 176th's focus on tactical airlift missions would not change, however. In fact, it was to be expanded, and the group was authorized another 475 positions on top of its 275 existing slots.

Another obvious sign of progress was the increasing extent to which the Alaska Air National Guard integrated its operations with the U.S. Air Force and other Air National Guard units. In the Fall of 1971, Kulis hosted three "Prime BEEF" (Base Emergency Engineering Force) Air Guard teams from Colorado, Iowa and Nevada. Over the next two years, the 176th Civil Engineer Flight sent its own Prime BEEF team to Arizona, Nevada and Korea.

Even as America began to suffer through the post-Vietnam era, the Alaska Air National Guard continued to enjoy political and public support. In 1974 Kulis added a new Operations Center and a multipurpose building, and recruiting levels began to increase steadily.

The 144th Tactical Airlift Squadron's mission was changed to worldwide airlift in 1976, and assigned to the Military Airlift Command as the "gaining" command in the event it was federalized for active duty. A mechanical upgrade was in order, and after 16 years of service the unit's C-123s were replaced with C-130E "Hercules" transports, boasting increased speed, range and carrying capacity.

By this time, the increasing integration between active duty and reserve-component military forces progressed to a point where the concept had a name of its own: the Total Force.

In short, Total Force stressed a "shared responsibility" among all service components. With its new C-130s, the 176th Group participated in the Total Force almost immediately, flying to Panama, Germany, Korea and elsewhere to support U.S. military and humanitarian missions.

By the 1980s, it was easy to see the Alaska Air National Guard had changed immensely from the early days of the 8144th Air Base Squadron. It had not only grown larger but had evolved; gaining experience and taking on more responsibility as it matured. That being the case, it was perhaps no surprise when, at age 34, the organization spun off a new unit of its own.

The 168th Air Refueling Squadron started life in 1986 as the 176th Tactical Airlift Group's Eielson-based Detachment 1. Its mission was to build a tanker unit from the ground up. In the Spring of 1986, members of the unit—what few there were—began a 17-day tour of other Air National Guard tanker units. This trip had a dual purpose, one of its participants would recount later: "One, conduct interviews and make selections for the jobs ... and two, steal people." Evidently they were very persuasive, because the new unit was staffed by 16 officers and 65 enlisted personnel by September, when its first planes, four renovated KC-135 aerial tankers arrived.

Obtained from the Arkansas Air National Guard over vociferous objections from local politicians, the KC-135s were hand-me-downs, and the 168th's other facilities were antiquated. Despite this, the unit still managed to supply 70 percent of the theater's air refueling training needs in its first six months of operation. Only two years after being activated, its first Unit Effectiveness Inspection resulted in a rare "excellent" rating.

For its first four years of existence, the 168th was assigned to the 176th, which was redesignated the 176th Composite Group in recognition of its newly diversified components. By the end of the decade, the 168th had already reached operational maturity. It was redesignated the 168th Air Refueling Group and began operating independently of the 176th.

The 1990s kicked off with a bang, but the groundwork had been laid three years before. In 1987, the Air Force announced Elmendorf's famed 71st Aerospace Rescue and Recovery Squadron would be deactivated. Senator Ted Stevens, senior member of Alaska's congressional delegation, asked Alaska Air National Guard leaders if they were interested in taking over the mission. Interest was high and the answer to Stevens' query was a resounding "yes".

In early 1989 the new unit began hiring its first full-time personnel. From April through June of the same year, maintenance and operations personnel trained on a UH-60A Black Hawk on loan from the National Guard Bureau. On April 4, 1990, the federal government officially recognized the 210th Air Rescue Squadron.

The military mission of the 210th was Combat Search and Rescue—picking up downed aircrew members during wartime. Beyond that, the 210th had an important peacetime mission: to stand on constant 24-hour alert, ready to rescue military personnel and civilians stranded in Alaska's unpredictable wilderness. The 210th became the first US-based rescue unit to receive the new MH-60G Pave Hawk helicopter when its first one arrived in June 1990. (They would be redesignated HH-60Gs in 1992.) Three others arrived by August.

Organizational work continued, and in November and December the first of the 210th's new HC-130Ns arrived. These airborne tankers were equipped to supply the Pave Hawks with aerial refueling. They were also able to serve as airborne search vehicles and as platforms for pararescue and equipment airdrops. After its first year of operation, the 210th Air Rescue Squadron was given credit for saving 72 lives and assisting in the rescue of 20 more.

Rescuing Alaskans in need may have been the most visible Alaska Air National Guard activity in the 1990s, but outside the glare of the spotlight the organization was as busy as ever.

In 1994, for example, the last contingent of Alaska Air National Guard members returned home from their second overseas rotation to Kuwait. Two aircraft and aircrews from the 144th also flew numerous sorties in support of Operation Desert Shield/Desert Storm, airlifting cargo and personnel being staged for deployment in the Gulf.

On October 1, 1995, the Alaska Air National Guard's 176th Group became the 176th Wing. The next month, the organization hit the 120,000 accident-free flying hour mark.

The war on terrorism, spurred by the Sept. 11, 2001 terrorist attacks, brought new and robust activity to the nation's military, which was felt at the 176th Wing, as well. The most recent activities involved more than 240 wing members who deployed to Karshi Khanabad, Uzbekistan and Kandahar, Afghanistan from June 2003 through January 2004 to provide combat search and rescue operations. While there, the rescue teams flew 35 missions, saved 48 lives and assisted 7 additional people to safety. Extreme conditions—high temperatures and elevations, plus the almost constant mix of wind and sand—created challenges for people and aircraft.

Search and rescue missions included everything from nation-building operations assisting injured Afghan nationals after skirmishes between local militias, and picking up Coalition forces wounded during conflicts with the Taliban, to humanitarian undertakings like picking up young children who had stepped on land mines.

In August 2003, more than 150 personnel from the wing deployed to Ramstein Air Base, Germany in support of the 144th Airlift Squadron's contributions to Operation JOINT FORGE (OJF), where they provided airlift and logistical support involving military personnel and cargo in the European Theater. The OJF mission continues to help provide a NATO Stabilization Force in the Bosnia area.

While it was not a normally scheduled rotation, the 144th volunteered to help fill the airlift shortfall created by other worldwide events. This was the first time in the composite wing's history members served in two major operations in separate areas of the world.

In the interim, numerous personnel from the wing deployed in support of Expeditionary Combat Support requirements to places such as Aljabber, Aktrottri, Maron, Al Udeid, Ramstein, Al Dafra, Rheinmain, Bagdad, Kirkuk, Balad, Talil, Incirlick, Istres, Turkmenistan, Qatar, Kuwait and Diego Garcia. Wing members also supported numerous exercises including ULCHI FOCUS LENS, COBRA GOLD, RED FLAG and Joint ARCTIC SAREX.

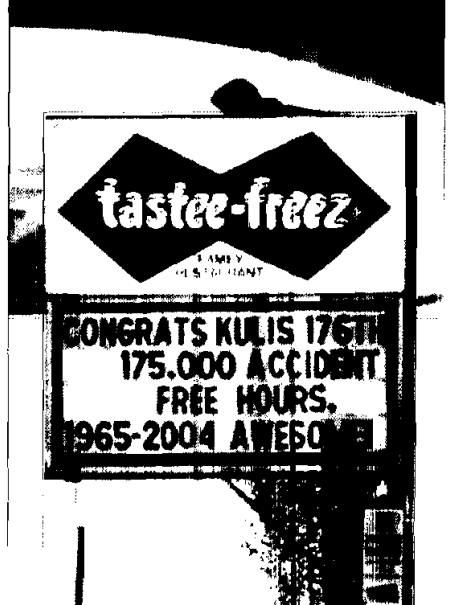
C-130 operations and maintenance also stepped up to the plate to support **Operation VOLANT SHOGUN** at Yokota Air Base in Japan between September 2004 to March 2005. During this time, they conducted numerous repatriation missions and helped provide relief support to Indonesia after a tsunami hit the area on Christmas morning.

From its humble origins a half-century ago, the 176th Wing has grown into a professional force of more than 1,200 full and part-time members.

Among the most active Guard organization in the country, at any given moment its members are at work in the sky and on the ground, protecting American citizens and national interests at home and abroad.



176th Wing Staff



The 176th Wing Kulis Air National Guard Base

Kulis Air National Guard Base, comprised of the 176th Wing, is the only stand-alone ANG base within the Pacific Air Forces. The wing performs tactical airlift, executes combat search and rescue missions and air control missions. Comprised of the 176th Maintenance Group, the 176th Mission Support Group, the 176th Operations Group, and the 176th Medical Group, the wing provides warfighting and humanitarian forces capable of seamlessly integrating into the Air Expeditionary and Joint Forces.

176th Wing Headquarters is comprised of the following functional areas:

The 176th Wing Staff Judge Advocate's Office provides legal services for Kulis Air National Guard Base and 3 geographically separated units. They assist the wing commander and other commanders with maintaining good order and discipline, and advise military members, retirees and their family members on a variety of personal, civil and legal problems. They provide worldwide support to the 176th Wing and the Alaska Air National Guard community by enhancing combat readiness through legal services, community education, and development of office personnel.

The 176th Wing Public Affairs office advises the wing commander on unit and public issues, and develops communication strategies to accomplish the mission. They provide base leadership with two-way communication tools to build, maintain and strengthen morale and readiness.

The 176th Wing Finance mission is to ensure our personnel are paid on time and accurately! They manage all funding for Kulis and its GSU's to include budget formulation and execution, travel and commercial accounting, and military and civilian payrolls.

Wing safety's mission is to minimize loss of Alaska Air National Guard resources and to educate and protect our people from occupational deaths, injuries or illnesses by managing risks. They also manage the Commander's Safety Program.

Command Post maintains a 24/7 alert commitment for the 176th Wing to immediately transition from normal to launch status during search and rescue (SAR) alerts. Control movements of and maintains communications with SAR alert and airlift crews. They implement plans and procedures in-response to emergency orders, missile attack warnings, disasters, SAR alert force scrambles, recovery, mobilization, and aircraft emergencies as well as notify senior leadership and various agencies on base of any critical condition requiring immediate attention. In addition, they manage the wing SORTs program.

Rescue Coordination Center (RCC), the 11 RCC is the executive agent for the 11 AF/CC to plan, coordinate and control federal participation in all military and civil search and rescue (SAR) activities in both peacetime and wartime environments and exercises. The RCC operates in accordance with federal, state and local laws and agreements to integrate federal and civil agencies to form a cooperative network.

Wing Plans is responsible for the wing's deliberate planning processes, deployment policy execution and in-garrison expeditionary support plan generation. They execute the mandated review and maintenance of the wing's operation and concept plans, and the associated combat support and force beddown, force modules, and time-phased force deployment data. Additionally, they plan, implement and evaluate wing exercises.

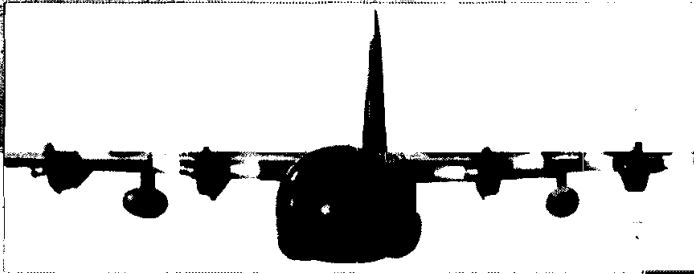
Chaplains provide a presence at any time or place for the needs of military personnel and their family. They ensure people can practice their faith as they wish, and bring a spiritual and moral presence into any situation. Their aspiration is to provide hope and comfort to all those with whom they come in contact.

Military Equal Opportunity office's mission is to improve mission readiness and the quality of life for the 176th Wing by ensuring the National Guard Equal Opportunity and Treatment policies are fulfilled. They advise the wing commander, staff and unit commanders on human relations and substance abuse programs and issues; implement the Affirmative Action Plan and resolves Equal Opportunity complaints at the lowest level; directs the Drug Alcohol Abuse Control Committee, Base Human Relations Climate and Multicultural Committees; manage the substance abuse referral program, including evaluations, education and counseling; and supervise the urine analysis program.

The wing also has an inspector general who takes care of complaints, a human resources advisor and a family programs coordinator



176th Wing Operations Group





The mission of the 144th Airlift Squadron is to provide a combat ready force capable of performing tactical airlift, humanitarian aid, and disaster relief in defense of the State of Alaska and the United States of America. The squadron consists of C-130 flight crews (pilots, navigator, flight engineers, and loadmasters) required to fly the aircraft along with supporting staff of life support, medical technicians/flight surgeon, and administrative personnel.

The mission of the 210th Rescue Squadron (RQS) is to man, train and equip a combat-ready HH-60 flying unit to provide and sustain combat search and rescue (CSAR) operations in the Pacific Theater. They support in-place and deployed contingency operations for Rescue Coordination Center (RCC) directed, all-weather, long-range missions. Provide 24-hour rescue alert for mainland Alaska at Kulis ANGB, and operate as a geographically separate detachment, providing rescue alert and range support at Eielson AFB.

The mission of the 211th Rescue Squadron is to man, train and equip a combat-ready HC-130 flying unit to provide and sustain combat search and rescue operations in the Pacific Theater. They support in-place and deployed contingency operations for Rescue Coordination Center (RCC) directed all weather, long-range combat missions. Perform 24-hour rescue alert for the Alaska theater.

The mission of the 212th Rescue Squadron is also to man, train and equip a combat-ready force to provide and sustain personnel recovery operations for the Pacific theater. They support in-place and deployed contingency operations for Rescue Coordination Center (RCC) directed, all weather, long-range missions. Performs 24-hour Alaska rescue alert at Kulis and operates a geographically separate rescue detachment, maintaining duty hour alert at Eielson Air Force Base, AK. The 212 RQS is an integral part of DoD personal recovery (PR) strategy and has the distinction of being the busiest DoD Rescue Force. The focus and training is for PR, of which combat search and rescue (CSAR) is a subset. In Alaska, they support 11 AF (Eielson and Elmendorf AFB) covering the fighter flying windows and additionally maintain a 24/7 posture for state civil SAR

The 176th Air Control Squadron, based out of Elmendorf AFB, is the eyes and ears of NORAD in Alaska. They provide surveillance, identification, data links and weapons control for the homeland defense mission. Using data and communications from 23 radar sites throughout the state, they maintain air sovereignty of the Alaskan NORAD Region (ANR) 24/7, 365 days a year. Additionally, they support daily training activities of the 3rd and 354th Wings, by controlling local sorties.

The 176th Operations Flight supports flight operations on Kulis. They ensure combat readiness of 176th Operations Group assets including 18 aircraft and more than 300 assigned personnel committed to meeting National Guard Bureau and Pacific Air Forces (PACAF) taskings. Provide training, intelligence, weapons/tactics, resource management and airfield operations support to all components of the 176th Operations Group and intelligence support to all components of the 176th Wing.



176th Wing Maintenance Group





The 176th Maintenance Group maintains 8 C-130H, 4 HC-130H(N) and 6 HH-60G with two squadrons and a flight:

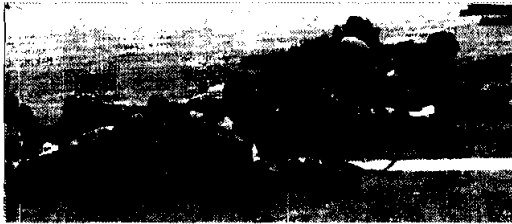
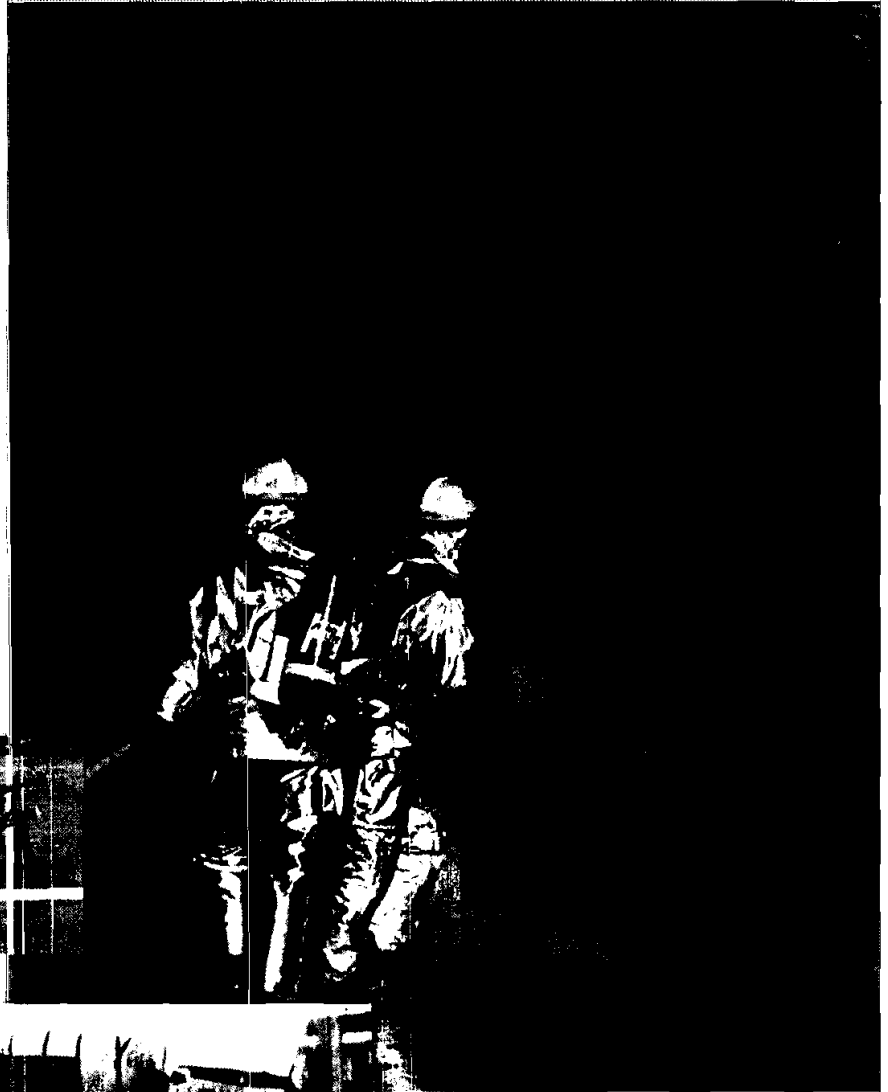
The 176th Maintenance Squadron (MXS) is the largest squadron on the base and is responsible for off-equipment maintenance for the C-130, HC-130 and HH-60 aircraft. The organization supports in-place and deployed contingency operations for all weather search/rescue and airlift operations worldwide and a 24-hour search and rescue coverage (military and civilian) for all of Alaska. MXS has 17 separate work sections with 18 separate AFCS and manages nine buildings on Kulis. The squadron has two major branches in the organization. The first, Equipment Maintenance Branch consists of HH-60 phase, C-130/HC-130 inspection dock, AGE, NDI, Structural, Munitions and Survival. The second major branch is the Component Repair Branch and includes Communication/Navigation, Engines, Guidance and Control, Electronic Counter Measures, Electrics, Aircraft Fuels, and Repair and Reclamation.

The Aircraft Maintenance Squadron is responsible for on-equipment maintenance of primary assigned aircraft to provide and sustain combat rescue and airlift operations in the Alaska theater and to deployed locations around the world. Support in-place and deployed contingency operations for all weather search/rescue and airlift operations worldwide. They additionally provide 24-hour search and rescue coverage (military and civilian) for all Alaska and worldwide joint exercises.

The 176th Maintenance Operations Flight (MOF) is responsible to the MXG/CC for aircraft maintenance staff functions required for efficient operation of the maintenance group. They provide logistics support services for two maintenance squadrons, as well as the maintenance group, to ensure they successfully sustain search/rescue and airlift operations in-theater and deployed locations worldwide. This flight includes the Maintenance Operations Center (MOC), Plans, Scheduling, and Documentation (PS&D), Engine Management (EM), Training Management, Maintenance Analysis, and Maintenance Plans and Programs.



176th Wing **Mission Support Group**





The 176th Mission Support Group consists of four squadrons and four flights:

The 176th Civil Engineering Squadron is tasked with sustaining basic engineering services that enable the base to operate effectively on a day-to-day basis. The Base Civil Engineer (BCE) and staff support the base by performing facility maintenance, construction management, engineering design, crash rescue services, fire suppression, and disaster preparedness planning. The State of Alaska Department of Military and Veterans Affairs (DMVA) maintains a civilian workforce responsible for operation and maintenance of base facilities and 24-hour crash rescue service for assigned aircraft as well as Ted Stevens Anchorage International Airport. During wartime, they perform emergency repair of war damage to air bases, supports force beddown of Air Force units and weapons systems, operates and maintains air base facilities and utilities, provides crash rescue and fire suppression, assists in base denial, and identifies unexploded ordnance.

The 176th Logistics Readiness Squadron provides vital logistics plans, supply/fuels support and supplemental vehicle transportation capability for advon, deployment, beddown, sustainment, wartime hostilities and re-deployment of combat and operational forces for two squadrons of aircraft and support for up to 1500 personnel. Capable of 24-hour operations at bare, standby, allied main, or limited base used as a collocated operating base for combat forces at deployed area.

Security Forces sets the standard by being a professional, well trained, well equipped, deployable, combat ready security force; dedicated to protecting worldwide resources during times of peace and war.

The 176th Mission Support Flight is responsible for all military personnel management programs/systems, maintenance of Unit Personnel Record Groups, PERSTEMPO tracking, deployed/home station personnel accountability, casualty services, personal affairs programs, civilian personnel liaison, as well as recruiting and retention programs. They ensure the authorized military personnel are trained/available to perform the wartime/peacetime taskings of the 176th Wing.

The 176th Communications Flight provides command, control, communication, and computer (C4) support for all information systems within the 176 WG. Their mission is to "Improve Mission Effectiveness Through IT," which encompasses communications operations, communications maintenance, customer support, plans and information management and multimedia support for 1500 users, four geographically separate units and the state headquarters' staff.

The 176th Services Flight mission is to exceed the expectations of customers by courteously and professionally satisfying their needs for survival, comfort, and/or support during peace and wartime. They provide wartime support in food service, lodging, mortuary affairs, fitness and sports programs, recreation and library and learning resource centers. They strive to

provide the best of the best in terms of resources, customer service, and programs with the goal of optimizing the overall morale and well being of our customers.

The 176th Aerial Port Flight deploys, establishes and operates cargo and passenger capable air terminals at non-fixed and bare-base forward operation locations. The flight is worldwide capable, but specifically qualified for arctic conditions. They additionally provide aerial delivery training support for the 144 AS, the 210th and 212th Rescue Squadrons. They also support Army Guard 207th Infantry Brigade, Federal and State Counter Drug Interdiction Program, United States Naval Oceanographic Command, 3rd Wing at EAFB, and AMC assets transiting through Anchorage International.

The 206th Combat Communications Squadron mission is to provide crucial information technology services to either deployed locations or augment existing garrison infrastructures. They can support any customer: air, joint or coalition forces, as well as lend military support to civil authorities in times of crisis. The unit is a key asset to Pacific Air Forces and the State of Alaska to deliver full spectrum communications support and services using the latest technology. They train to rigorous standards while promoting a strong team environment and fostering engaging career and educational opportunities.



176th Wing **Medical Group**

