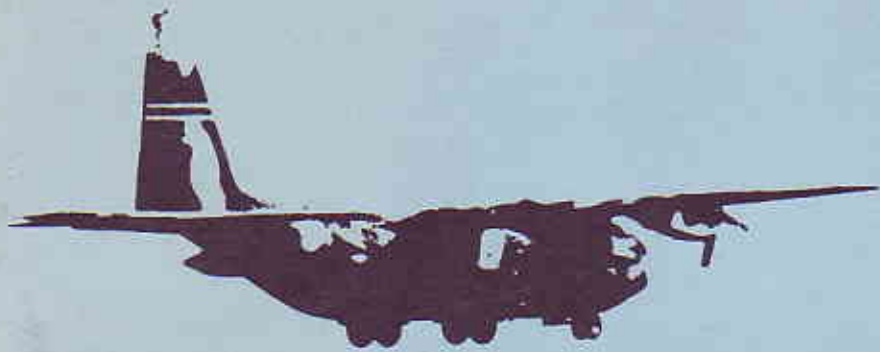


**You've come a long way
baby**

Nov 1977



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 176th TACTICAL AIRLIFT GROUP (MAC)
KULIS ANG BASE, 6000 AIR GUARD ROAD
ANCHORAGE, ALASKA 99502



LETTER OF WELCOME

1. Welcome to Kulis Air National Guard Base and our Twenty-fifth Anniversary Open House. Ours is a proud history of accomplishment and progress as you will see from the photos and text of this brochure.

2. Your Alaska Air National Guard is composed of individuals of high motivation, a variety of talents, and a full measure of dedication to service. We are in a never ending search for individuals who possess these qualities to join our unique organization to help us better serve the community, state, and nation. If you or an acquaintance of yours fit this description, we would urge you to consider joining those of us who proudly wear the blue uniform. We come from all walks in life. We are your next door neighbors in Anchorage, Fairbanks, Kenai and scattered areas throughout the state. We have one thing in common. We are Guardsmen and Guardswomen and we take pride in serving you.

3. Kulis Air National Guard Base is growing and so is the role of the 176th Tactical Airlift Group. Our mission has changed and our aircraft have changed. Our mission today is worldwide as well as that of supporting the United States Air Force, the Alaskan Air Command and the needs of the state. We train constantly to be ever ready for an emergency worldwide or locally.

4. We hope that you will enjoy the activities we have arranged for you. Tour our new facilities and see our display of aircraft. Introduce yourself to the many fine people we have working here. We encourage you to ask questions. Our members will be more than pleased to make your visit interesting, educational and a memorable experience.


EDWARD A. BELYEA, LVCol, AKANG
Commander

PROGRAM

1200 to 1500 hours	Open House
1330 to 1500 hours	Entertainment (in main hanger)
1200 to 1500 hours	Air Fair - Carnival & Aerial Demonstration (Main hanger area)

HISTORY - Alaska Air National Guard

The Alaska Air National Guard was organized in February 1952 as the 8144th Air Base Sq. It started with 16 men and a single T-6 aircraft. Flying at that time was done from Elmendorf AFB.

In 1953, with the acquisition of F-80's and T-33's, the unit was renamed the 144th Fighter Bomber Squadron. In 1955, the Squadron moved to its present location at Kulis ANG Base, adjacent to Anchorage International Airport. The base was named after 1Lt Albert Kulis, an Air Guard pilot who lost his life while flying a training mission.

In July of 1955, F-86 Sabrejets became the new aircraft and with them the unit became the 144th Fighter Interceptor Squadron. The mission of the Air Guard was changed in 1957 to airlift. The 144th was redesignated an Air Transport Squadron with the arrival of the familiar C-47 "Gooney Bird." This mission turned out to be a "natural" of the Alaska unit and has remained the mission of the northernmost Air Guard unit. In 1960, the aging Gooney's were replaced by the larger C-123 Providers, a tactical airlift transport.

In July 1969, the Squadron was raised to Group level and renamed the 176th Tactical Airlift Group, with more than 700 authorized positions. Five years after its formation, the 176th was notified that its aircraft would again be updated, this time with C-130E Hercules. The first of the eight four-engine "Herc's" arrived in early 1976. Their range, speed, and airlift capability are more than double those of the C-123's they replaced.

MISSION

Shortened, the mission of the Alaska ANG is: Provide trained aircrews for possible wartime use, Provide Prime Beef (civil engineering) mobility, Communications response for short notice deployment anywhere, Provide aerial drop capability, Search & Rescue capability, Aeromedical evacuation support, support to remote AAC sites and Logistical support and airlift of cargo and passengers. In addition, the Alaska Air National Guard is a part of the Military Airlift Command which has a worldwide mission. Emergencies within the state, humanitarian missions and constant training are other important tasks of the unit.

then...



Our first aircraft, the famous T-6G Texan. The T-6 was used to train more pilots than any other aircraft in the world. The 144th used this in 1952 while the unit was stationed at Elmendorf.



The first "Hot Jet", the F-86 Sabre was a prime aircraft for early Air Guardsmen. It proved to be an instant winner in the skies over Korea in combat with Russian Migs and was the forerunner of the famous Century Series jets.



The first Jet fighter, the F-80 Shooting Star, was used by the Alaska Air Guard in its early days.



For 16 years, the C-123 Provider was the major mission aircraft of the unit. It had the capability of landing on and taking off from glaciers, ice islands, and unimproved airstrips. The ski equipped aircraft were unique to this unit.



The C-54A (DC-4) was used as an administrative bird for staff visits and special missions beyond the general capability of the unit's mission aircraft. It dates to approximately 1940 and cruised near 180 mph, seating from 20 to 40 passengers.



The C-47 became the workhorse of the unit and was ably suited for Alaska's rugged flying conditions. This same aircraft has found a new home at the Alaska State Transportation Museum near Palmer. Pilots can tell a thousand tales about flying the "Goon". The aircraft served the state and nation well and is still flown in many parts of the world.

... and now presenting

Our present aircraft, the C-130E, began to arrive at Kulis in April of 1976. Aquisition of the Hercules gives the Alaska Air Guard a worldwide capability. The Hercules has a speed of 290KTAS, a range of 4,700 NM and a cargo compartment 41' x 10'3" x 9'. The C-130E is designed to utilize short landing strips and is ideal for the units mission. The E model is a great improvement over earlier C-130's.



Presenting the new C-130E Hercules military transport aircraft.

The C-130E Hercules military transport aircraft is a great improvement over earlier C-130's. It has a speed of 290KTAS, a range of 4,700 NM and a cargo compartment 41' x 10'3" x 9'. The C-130E is designed to utilize short landing strips and is ideal for the units mission.



C-130E on a practice drop near Eagle River. On this first drop our aircrews scored high in proficiency and accuracy.

the Air

There is more to being in the Guard than just the job. There is pride in the organization, the meeting of old friends once a month, a great deal of comradeship, and sometimes, downright fun. You are a part of a team that makes up the fourth



Guard

largest Air Force in the world - The Air National Guard.

It has been a great 25 years - full of memories, full of service. Your Air Guard looks forward to the next 25 years. As we grow, we will be able to better serve you.



PRIME BEEF

The Prime Beef Team trains to go anywhere on a moment's notice to set up and carry out its civil engineering mission. This year the team spent time in Japan on a project for the U.S. Air Force. Members worked long hours to complete the project but had some time to enjoy the sights of Japan.



Loading up the aircraft in Japan.



The local transportation looks the same away from home.

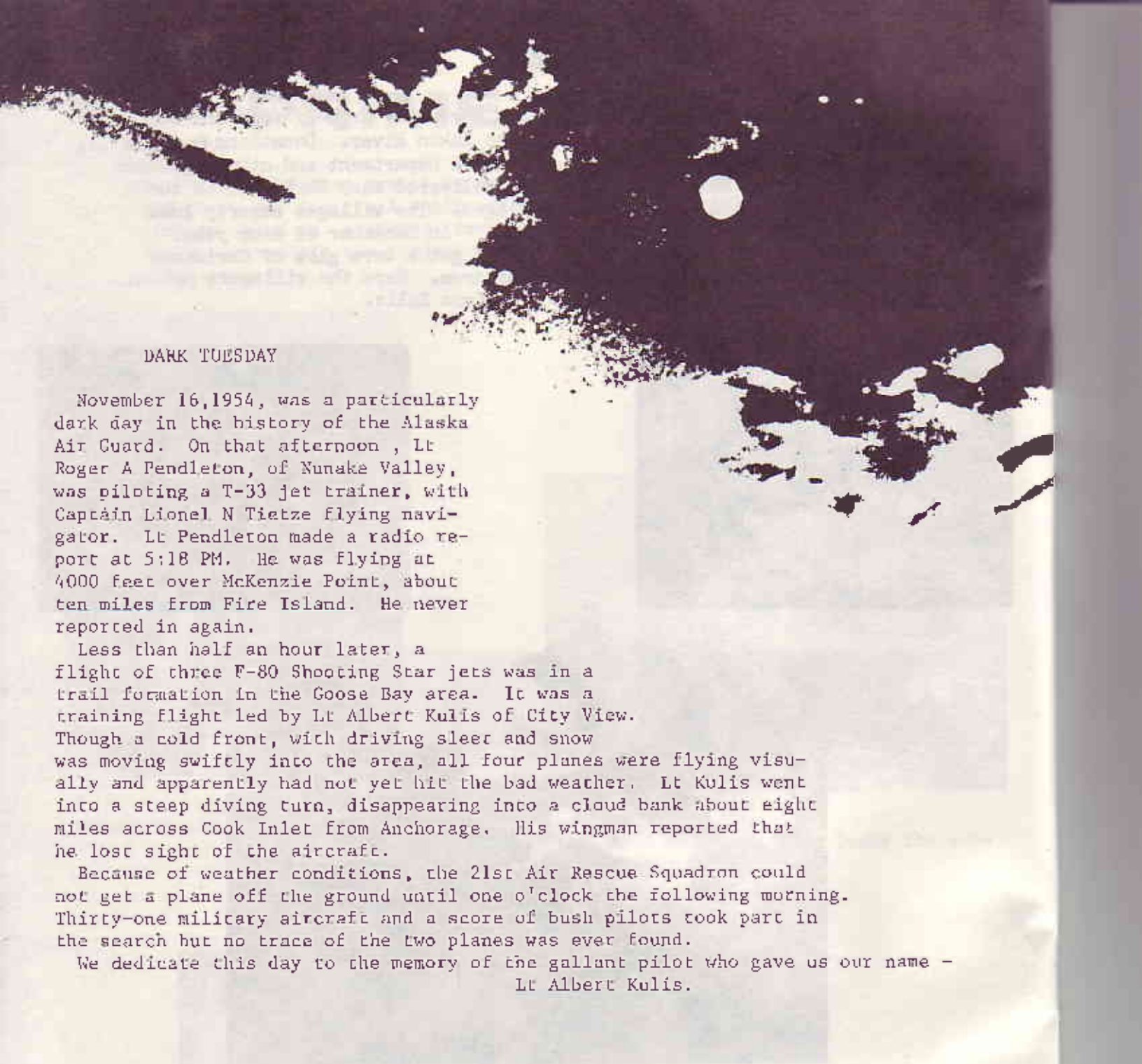


But officer - I bought this on 4th Ave in Anchorage!

OP. SANTA CLAUS

Operation Santa Claus began in 1957 with a mercy air-drop of food and clothing to the village of St. Mary's Mission on the Yukon River. Donations from the Air Guard, the Army Guard, the Anchorage City Fire Department and other agencies in Anchorage and the Matanuska Valley are delivered each Christmas to the Children at the Mission and in other villages. The villages eagerly look forward to their "Santa in the Guard plane" in December of each year. In turn, Guardsmen taking part in the flight get a warm glow of Christmas feeling from seeing the happy faces of children. Here the villagers put on a special Christmas show for the visitors from Kulis.





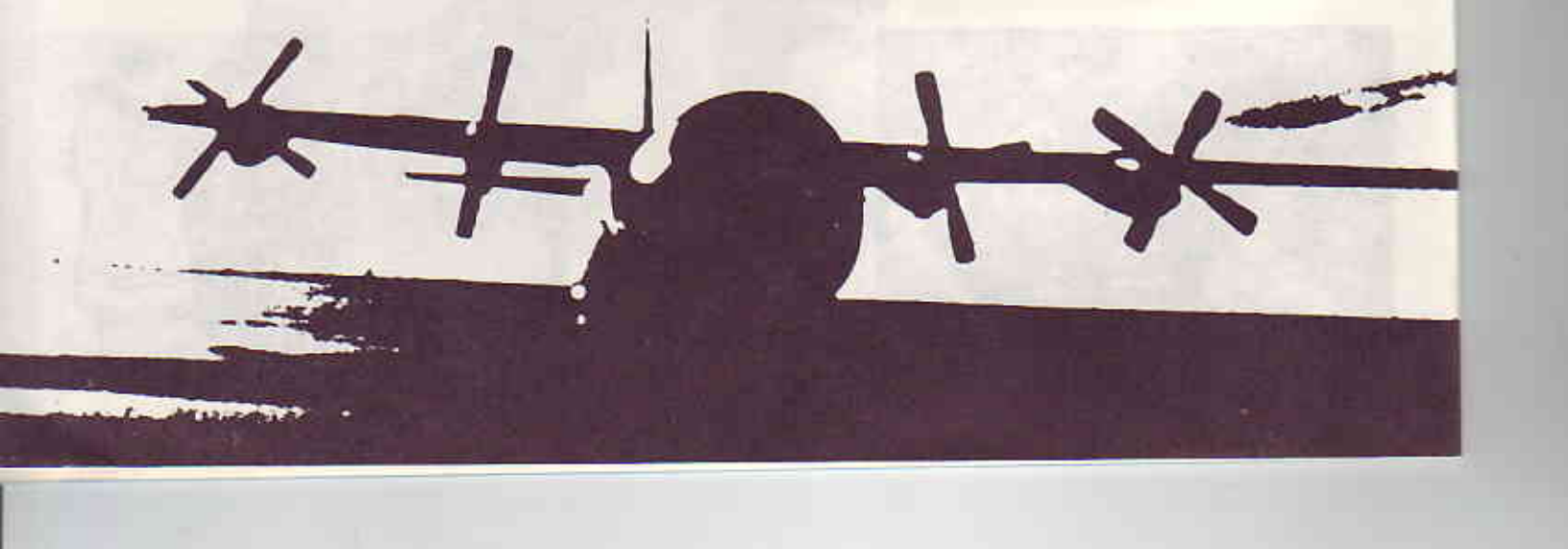
DARK TUESDAY

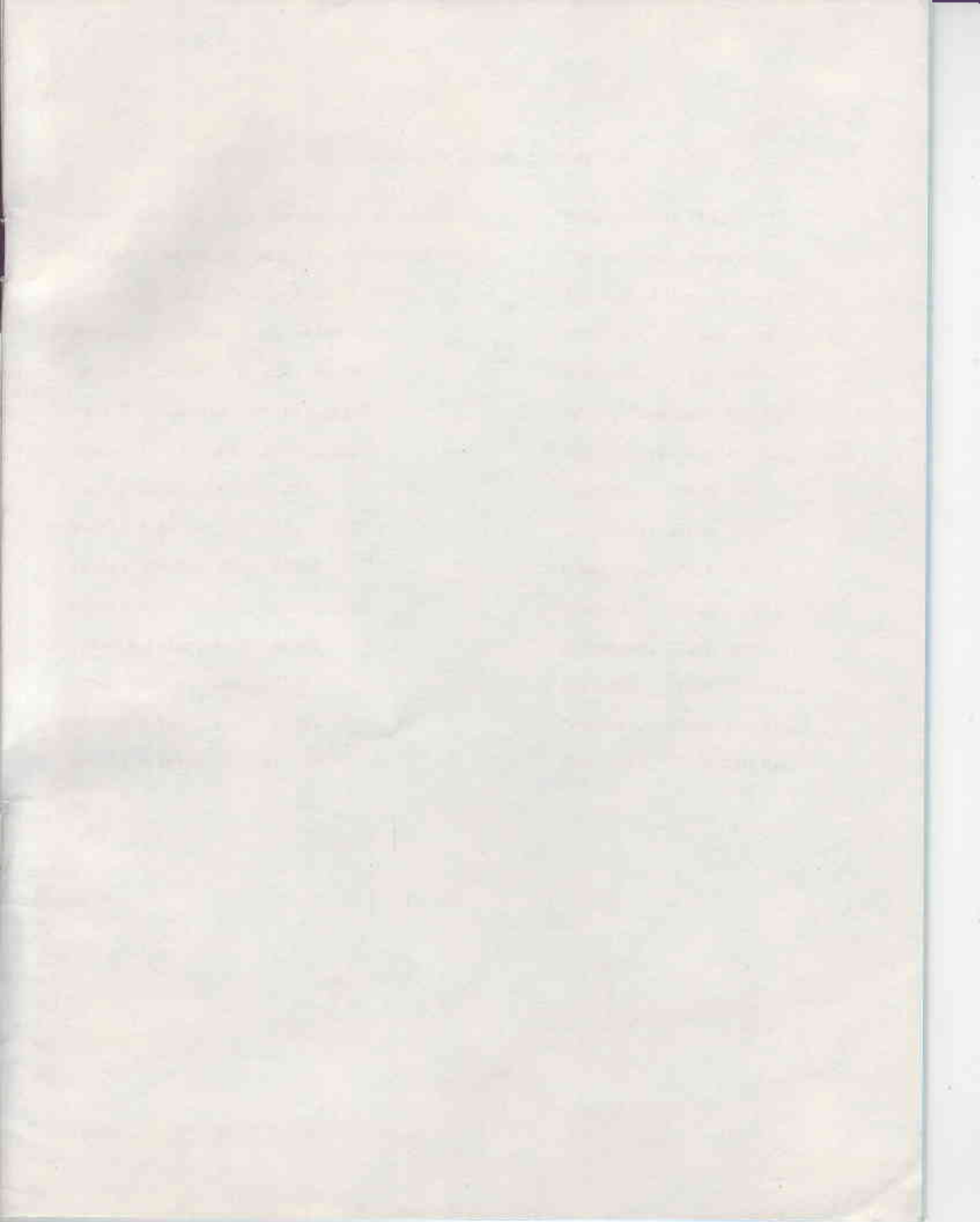
November 16, 1954, was a particularly dark day in the history of the Alaska Air Guard. On that afternoon, Lt Roger A Pendleton, of Nunaka Valley, was piloting a T-33 jet trainer, with Captain Lionel N Tietze flying navigator. Lt Pendleton made a radio report at 5:18 PM. He was flying at 4000 feet over McKenzie Point, about ten miles from Fire Island. He never reported in again.

Less than half an hour later, a flight of three F-80 Shooting Star jets was in a trail formation in the Goose Bay area. It was a training flight led by Lt Albert Kulis of City View. Though a cold front, with driving sleet and snow was moving swiftly into the area, all four planes were flying visually and apparently had not yet hit the bad weather. Lt Kulis went into a steep diving turn, disappearing into a cloud bank about eight miles across Cook Inlet from Anchorage. His wingman reported that he lost sight of the aircraft.

Because of weather conditions, the 21st Air Rescue Squadron could not get a plane off the ground until one o'clock the following morning. Thirty-one military aircraft and a score of bush pilots took part in the search but no trace of the two planes was ever found.

We dedicate this day to the memory of the gallant pilot who gave us our name -
Lt Albert Kulis.





100

The World

The World is a vast and wonderful
place, full of many things
to see and hear. It is a
place of many different
peoples and customs.
There are many different
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of beauty and interest.
We should try to learn
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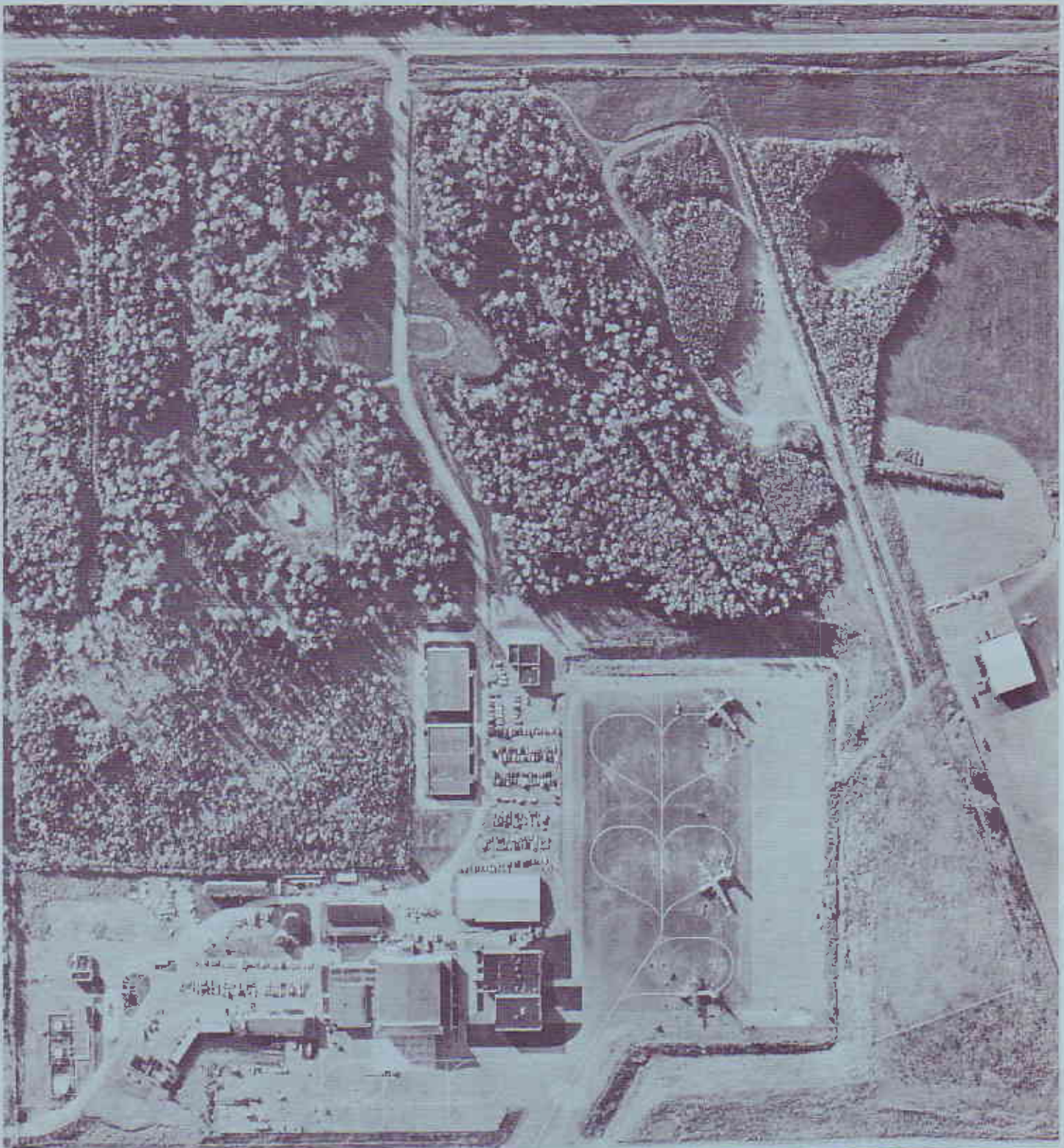
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KEY PERSONNEL, ALASKA AIR NATIONAL GUARD

Jay A Hammond, Governor, State of Alaska	Commander in Chief
Conrad F Necrason, Maj Gen, Alaska NG	The Adjutant General
Clayton D Moore, Col, AKANG	The Asst Adjutant Gen, Air
Robert A Goodman, Col, AKANG	Director, Air Admin Division
Edward A Belyea, Lt Col, AKANG	Commander, 176th TAGp
Paul W Lindemuth, Lt Col, AKANG	Deputy Commander for Operations
Clarence H Ryherd, Lt Col, AKANG	Deputy Commander for Logistics
Gary D Blink, Lt Col, AKANG	Commander, 144th TASq
Walter A Arthur Jr, Maj, AKANG	Commander, 176th CSSq
Robert H Ruhle, Maj, AKANG	Commander, 176th CAM Sq
Robert H Taylor, Lt Col, AKANG	Commander, 176th CE Flc
James K Reker, Capt, AKANG	Commander, 176th COMM Flt
James B Logg, Capt, AKANG	Commander, 176th WSS Flc
George R Vest, Capt, AKANG	Commander, 176th A P Flt
Herold D Bryan Jr, Maj, AKANG	Commander, 176th TAC Disp



Today, Kulis Air National Guard Base is a growing modern facility with up to date equipment. The men and women who serve here are dedicated individuals who know the importance of our mission. This day marks our 25th Anniversary, an important milestone in our history. We are glad you can share it with us.

Brochure prepared by:
Base Historian,
Photo Lab, and
25th Anniversary Project Officer