

201st AIRLIFT SQUADRON



LINEAGE

Air Base Flight H activated 1 Feb 1951

Det 1 HQ DC ANG 14 Jun 1954

201st Airlift Squadron, June 20, 1992

15 Mar 1992: Det 1, HQ District of Columbia ANG redesignated 201st Airlift Squadron without change of station, equipment or mission

STATIONS

Andrews AFB, MD

ASSIGNMENTS

WEAPON SYSTEMS

F-51

T-33A

C-45

F-86,

L-23, 1955

LC-126B, 1955

L-20, 1957

T-29E, 1958

B-26B

C-47

C-53

U-8F, 1963
H-23D
C-54, 1965
C-121C, 1967
U-3A, 1969
O-2B, 1974
C-131D
C-131H, 1977
T-43A
T-39A, 1981
C-21A
C-22B
C-38A, 1998
C-40B, 2002

ASSIGNED AIRCRAFT SERIAL NUMBERS

C-21A
86-0377

C-47
43-15743

C-121C
54-168

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS

Maj Benjamin C. Abell, Jr.
LTC Bernard F. Mattingly, 22 Jan 1972
LTC Kenneth J. Sobzack,, Jun 1982
LTC David F. Wherley, Jr., 22 Mar 1989
LTC Brian McGarry, Dec 1995
LTC Linda K. McTague, 1 Nov 1997
Col Jeffrey R. Johnson, Jun 2005-Jan 2006

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

At the same time, 1995 the 201st Airlift Squadron received its second straight AFOUA.

EMBLEM

The organizational emblem of the 201st Airlift Squadron is described as: on a sky blue disc bordered in Air Force golden yellow, a stylized black eagle, wings elevated with tips touching, tall and tips of primary wing feathers red, all detailed in Air Force golden yellow, standing atop a section of a white terrestrial globe, marked with red lines of latitude and longitude in base. In dexter fess, two shooting stars with flight trails, all red, arching from sinister base through the area enclosed by the eagle's wings, and in sinister fess, one red star. The significance of the organizational emblem is that the eagle, a symbol commonly associated with America's federal government, represents the Squadron's unique "local" mission in support of federal authorities. The globe signifies the worldwide nature of the unit's mission. The red and white colors, stars and stripes, are from the flag of the District of Columbia and identify the unit's home area. The arrangement of two stars, the shape of the numeral "O" formed by the wings, and a single star render the numerical designation.

MOTTO

NICKNAME

OPERATIONS

The 201st Airlift Squadron provides short notice worldwide transportation for the Executive Branch, Congressional Members, Department of Defense officials and high-ranking U.S. and foreign dignitaries in support of the 89th Airlift Wing. The 201st AS provides air transportation support for the Air Force unit deployments, and inspection teams. Additionally, the C-38A aircraft can be equipped as an air ambulance when the need arises. Additional passengers are military teams, bands, and conference groups. Distinguished passengers carried by the Squadron have included congressional and cabinet members, service secretaries, and local civic leaders. Missions are performed utilizing the C-21A or C-22B throughout the United States and its territories of Guam and the Virgin Islands, as well as South and Central America, the European Theater, the Mediterranean, and the Far East.

F-51 Detachment 1 (OLAA) (the term "OLAA" means Operation Location AA) was formed on February 1, 1951 at Andrews with the designation of Air Base Flight "H", Headquarters, and attached to the Air Section of the District of Columbia National Guard. It was first commanded by Maj. Benjamin C. Abell, Jr. when Lyman N. Fairbanks, Jr. was recalled to extended active duty on February 1, 1951 as an air inspector for Korean service. Detachment 1's aircraft included the B-26, C-47, C-53 and F-51. Operating out of Hangar 15 on the East side of Andrews Air Force Base.

During Fiscal Year 1951, the District of Columbia ANG was authorized to form a separate unit at Andrews AFB to provide logistic support for the National Guard Bureau and to maintain tactical aircraft for the use of officers assigned to the NGB but needing to retain their flying skills. Activated as Air Base Flight H on 1 Feb 1951, this unit was initially equipped with B-26Bs, C-47s, and C-53s and with F-51s.

The first aircraft accident in the history of Detachment 1 took place in Dec 1967 when two pilots

assigned to the Guard Bureau bailed out of a T-33A near Dulles Airport at night during bad weather.

In 1968, the 113th and its affiliated units, along with Detachment 1, occupied 14 structures at Andrews prior to the Wing's mobilization. These included two hangars, a large modern headquarters and administrative center, numerous shops, warehouses, and storage structures. Some were used, on a temporary basis, by other agencies since the Wing's post-mobilization transfer to another base. Detachment 1 continued to use the hangar and other facilities.

From April 5 to 16, 1968, Headquarters, DCANG; Detachment 1 and the 231st Mobile Communications Squadron were ordered to federal active duty during the emergency civil support activation. These activated units were commanded by Brig. Gen. McCall. Detachment 1 stood down during this period with no flying activity.

During fiscal year 1969, Detachment 1 flew 4,655 hours without an accident. These included flights to most sections of the continental United States, plus Alaska, Labrador, Puerto Rico, Southeast Asia, Panama, Hawaii and Germany. The assigned aircraft included one T-29E, seven T-33As, two C-121Cs, one U-3A and three B-26Bs.

By June 1971, Detachment 1 had eight officers and 81 airmen, of which 79 were full-time. The unit flew 5,168 accident-free hours, including flights to Puerto Rico, Norway, Spain, Germany, Alaska and England, and all points within the continental United States. The assigned aircraft included two U-3B, two C-121C, three T-29E, one B-26B, and six T-33A. The Army U-6 was transferred to Ft. Belvoir., VA. One B-26B, which suffered wing damage during a tornado, was consigned to the reclamation facility at Brandywine, MD.

On December 18, 1971, Col. Benjamin C. Abell, Jr., the longtime commander of Detachment 1, died of a heart attack while piloting a T-29E over Arkansas. The co-pilot safely landed the aircraft. Abell was buried with military honors.

By June 30, 1972, the strength of the 113th was 100 officers and 716 enlisted. Detachment 1 had nine officers and 82 airmen, of which 84 were fulltime. During the fiscal year, Detachment 1 flew on 672 flights, flying 4,679 accident-free hours to locations such as the Virgin Islands, the Azores, Labrador, Iceland, Alaska, England, Spain, Norway, Germany and Puerto Rico, in addition to numerous points within the United States. During the same period, Detachment 1's aircraft were dispatched on 1,993 flights for 3,755 accident-free hours.

In October 1979, personnel authorizations increased by six full-time employees to 137 for Detachment

At the end of fiscal year 1981, Detachment 1 had 21 officers and 113 enlisted, of whom eight were full-time active duty officers assigned to the 89th Military Airlift Squadron, but attached to the Detachment for flying. The unit operated two T-43 As, four T-39As, and six T-33As. These twelve flew 6,167 hours, transported 55,350 passengers, and flew 137 tactical air intercept missions in support of 112th Tactical Air Command Control. Two of the T-43As were modified with PRIMUS 90 weather radar for better aircrew performance. In September, two T-43 As returned to Mather

AFB, CA and were replaced by four T-39As from Military Airlift Command.

At the end of fiscal year 1983, Detachment 1 operated two T-43A, four T-39A, and six T-33A. It flew 7,158 hours, of which 3,869 were dedicated to Military Airlift Command assigned missions, and 232 hours were flown in the T-33 As in support of the Pennsylvania Air Guard, to provide radar controllers with intercept training. A total of 1,493 hours were flown in support of Guard Bureau missions. More than 5,000 hours were accomplished in the T-43A and T-39A.

During 1983, Detachment 1's two T-43As, four T-39As and six T-33As flew 7,000 hours. The full-time strength by November increased to 129.

Detachment 1 completed the major portion of its move to its new facilities on the west side in May 1984. The new temporary Operations facilities were ready since winter, but the ramp for Detachment 1's aircraft was tied up by fuel trucks. Operations, T-39A, T-43A and T-33A maintenance flights and flight kitchen food and beverage facilities were located in Hangars 8 and 9, co-located with the Military Airlift Command Passenger Terminal. The temporary Operations building (Building 1233) was larger than facilities available previously. This accommodated Detachment 1 's anticipated expansion satisfactorily until permanent facilities were completed in four more years. Col. Sobzack cited the larger ramp as a significant space factor when the number of large passenger aircraft, then T-43As, doubled to four, and its T-39As increased to six. The last parts of the unit to move were the maintenance, transportation, and field maintenance personnel. They occupied Building 3121 at the old site, pending refurbishment of Hangars 8 and 9. The unit increased to 137 full-time and seven "traditional" Guardsmen by May, and finally acquired a night shift.

Fiscal year 1984 levels for Detachment 1 approached 7,000 hours, with 3,180 dedicated to Military Airlift Command. Passenger aircraft flew 1,770 hours in support of the Guard Bureau, and 1,500 hours were flown as T-33A training sorties in support of the Guard Bureau; Headquarters, DCANG, and the 113th Wing-attached pilots. The unit operated two T-43As, six T-39As and six T-33As.

Between September 1985 and April 1987, Detachment 1 converted from the T-43A to the C-22B, which represented an increase in passenger capacity of 280%. Detachment 1's T-43As were transferred to Buckley Air National Guard Base, where they flew support missions with the Colorado Air Guard while Detachment 1 awaited the overdue Boeing 727/C-22Bs. Refurbishment of the airliners at Wichita seemed to last forever, and the unit's maintenance quality control personnel and newly hired 727 "experts", Capt. Bruce McGray and Barry Fuller, spent much time training.

The C-22B (727-100) was first rolled out at the 201st Airlift Squadron (formerly Detachment 1) in April 1986. They were procured from Pan Am Airlines and were to replace the T-43 (twin engine 737-200), originally designed for navigator training, but converted for "mission-support". Pan Am had a history of giving signifying names to their individual aircraft. After their purchase, the 201st researched the tail numbers associated with the names and reassigned the aircraft their former names. 'The Ringleader' (tail #4615), 'The Young Mechanic' (tail #4616), the 'Pacific Raider' (tail #4612) and 'Pathfinder' (tail #4610) were just a few names affectionately given to the C-22.

In keeping with tradition, the names were again painted on the outside of the fuselage. The C-22 wasn't a 'new' aircraft when it arrived at Det 1; it was introduced into the airline industry in 1963, and was at that time a more practical aircraft for their mission. By 1986, Det 1 was completely operational; had purchased four C-22 recognized and serviced around the world. The required standard crew included two pilots, a flight engineer and three to four in-flight passenger service specialists. "The main benefit of converting to the C-22 was safety," said retired Senior Master Sgt Randy Thomas who flew on both the T-43 and C-22. "It was George Cibulas; flight engineer Senior Master Sgt. Rick Sepanski; and flight attendants Senior Master Sgt. LeJuane Robinson, Master Sgt. Vondella Stevens-Maynard and Tech. Sgt. Jennifer Walker that really had hands on interactions with the conversion." Aircrews trained with Western Airlines at Los Angeles. It was also announced Detachment 1's passengers would now enjoy commercial airline food.

The DCANG operates four C-22Bs, which were Boeing 727-100 jetliners with Pan American and National Airlines. The C-22Bs have long-range tanks. They support the Guard Bureau as staff transports and provide 24 VIP seats in first class, and 66 standard seats in the rear.

Detachment 1 completed its missions with two T-43As, six T-39As and six T-33 A trainers. They flew 6,700 hours and carried 33,200 passengers.

During 1986, Detachment 1's strength increased to 189 full-time personnel. Also during 1986, Detachment 1's T-33A, tail number 226, "Old Shiny", became the Guard's calendar aircraft for December.

Detachment 1 passed another milestone with its conversion to the C-21A. This began in January 1987 and was completed by September, only nine months later. In August, four Learjets arrived from the factory. This was the first time Detachment 1 received new aircraft.

During the first quarter of 1987, the ramp at Detachment 1 was completed, and air operations and maintenance were working "together" again. After three false starts, the new Squadron Operations Building began, along with the refurbishment of Hangar 8.

On August 30, 1987, Detachment 1 initiated its first operational C-21A mission, just two weeks after receiving the aircraft. The Learjets arrived on August 15.

During fiscal year 1987, Detachment 1 flew 4,905 hours over 2,929 sorties with 5,356 landings, and carried 23,276 passengers. The T-33As flew 365 hours over 280 sorties with 405 landings. The T-39As flew 1,962 hours over 1,277 sorties with 1,769 landings. The C-22Bs flew 2,330 hours over 1,236 sorties with 2,634 landings.

As of October 1, 1987, Detachment 1 operated five C-22Bs and four C-21 As. This happened after a farewell to the T-39As and T-33As on September 30. During 1987, unit manning increased to 178 full time personnel.

On October 30, 1987, Detachment 1 lost its last T-33A, tail number 226, "Old Shiny", to the Garber Facility of the Smithsonian Institution, located in Silver Hill, MD. This T-33A was manufactured in 1954, and spent over 30 years with Detachment 1. The T-33A flew 9,738 hours.

During April 1988, Detachment 1 moved to its new Squadron Operations Building. The structure became the "talk of the town" for its corporate headquarters appearance.

Detachment 1 gained international recognition in 1988 on several occasions when it carried the Prime Minister of Iceland aboard Air Guard One; transported a Red Chinese delegation; and the Chief of Staff of the Air Force, General Welsh, checked out in the unit's C-22B. The manning reached new heights with 186 full-time members.

During February 1989, Detachment 1 's Hangar 8 facelift was completed, and work began on Hangar 9.

Detachment 1 dedicated its Operations and Maintenance Complex on February 10,1990. Building 1234 honored Col. Benjamin C. Abell, Jr., the first commander. Abell was a member of the DCANG and Detachment 1 from 1940 through 1972, for 32 years of distinguished service.

In November 1990, Detachment 1 supported a congressional delegation mission to the Middle East, which included a stop in Saudi Arabia. For many of the crew, it was their first trip to that part of the world.

Over May 18 to 28,1991, Detachment 1 supported a U. S. Embassy mission to Russia, with stops in Finland, Germany, Belgium, Poland and Hungary. Among the unit's passengers were three ambassadors, their wives, and several members of the intelligence community. The State Department team was on a fact-finding mission to observe rapidly changing political and economic conditions.

Detachment 1 was officially redesignated the 201st Airlift Squadron on April 11, 1992. It was assigned to the 172nd Airlift Group (Military Airlift Command), at Jackson, MS. The squadron's activation coincided with the activation of Air Mobility Command, a part of a major Air Force reorganization.

During 1992, the 201st transported personnel to Florida after Hurricane Andrew to facilitate relief. The 201st flew to Los Angeles, both during and after the riots, shuttling the Guard Bureau to determine the role the Guard would play in restoring peace. With the C-22B, the 201st flew to locations all over the world, including Pakistan, Guatemala, Belize and the Baltic nations. With the C-21A, the 201st flew to Honduras, Panama, and Alaska.

The C-22s were sold individually, but the last one to go was aircraft tail #4615, just two weeks after its sister, tail #4616 departed on Feb. 26, 2004. It was bought by Dodson International and will be based in South Africa as an airliner. The airframe time on these aircraft were at the 60,000 hour mark and if we know these reliable aircraft, they still have plenty of life left.

2006 Nowhere is the concept of teamwork more important than working as a crew chief for the 201st Airlift Squadron at Andrews Air Force Base, Md. It is the 201st's duty to provide transportation for various dignitaries, including heads of state, political figures and top military officers. The 201st Airlift Squadron's mission provides short notice, worldwide transportation for the executive branch, members of Congress, Department of Defense officials and high-ranking

U.S. and foreign dignitaries. The 201st also provides air transportation support for Air Force unit deployments and inspection teams. Additionally, it can be equipped as an air ambulance when the need arises for medical emergencies such as organ transplants. One of the major missions for the 201st, which also flies the C-40, is the support of a program for congressional delegates (CODEL), where the 201st provides national and international flights in support of the delegates' governmental roles and responsibilities. Only a small team of two crew chiefs are responsible for the complete aircraft during most CODELs. This can be a huge undertaking, given the tight schedules of the passengers. Any mechanical delay can have a serious impact. "With Congressional delegates on board, you have to step it up a notch," said Tech. Sgt. Eric Bloomer, a mechanic for the 201st Airlift Squadron. "The importance of being on time reminds you of the significance of our mission." Bloomer and Tech. Sgt. Johnny Holmes, also of the 201st Airlift Squadron, both have nearly four decades of military aircraft maintenance experience. Their duty is to ensure that the aircraft is safe, functional, and mechanically sound. This is by no means an easy job. Bloomer and Holmes rely on each other to guarantee the job is complete, sometimes in the most arduous conditions. At each stop during a recent CODEL trip to Afghanistan and other points around the world, they checked the entire aircraft ensuring all systems are functional and that the aircraft is prepared for the next leg of the mission. Working as a team, they aid in refueling the aircraft, checking the hydraulics, and searching for leaks or potential problems. Other members of the maintenance team inspect the flight deck, check the flight computer and lights. Teamwork is also a key during the interaction between the crew chiefs and pilots. Important information is continually relayed to the crew chiefs from the pilots to ensure potential problems are diagnosed and rectified in a timely manner. There are many variables a crew chief has to deal with during any given mission. Ground support available for the crew chiefs can vary widely from base to base where the Around the World By Staff Sgt. Gareth Buckland 113th Wing Public Affairs 201st lands its aircraft. While some stops have complete maintenance support, others are simply airstrips with little or no support. During a recent mission, the 201st experienced the two extremes of support and equipment availability. When the crew stopped in Ramstein Air Base, Germany, they were on the largest air base in Europe with support for every possible contingency. At Ashgabat airport in Turkmenistan there was very limited support, a language barrier and the crew had to work in sub-zero weather. "The crew chiefs provide a great sense of confidence to the rest of the crew," said Brig. Gen. Linda McTague, Deputy Adjutant General – Air, for the District of Columbia National Guard Joint Force Headquarters. McTague is the former commander of the 113th Wing and of the 201st, where she has also flown as a pilot. The general said the outstanding job of the 201st's maintenance team "allows the pilots to concentrate on flying." Working closely together epitomizes the 201st reliance on team work. The teamwork carries over to the rest of the crew to include the crew chiefs, flight attendants and pilots, all interacting with each other to accomplish one goal, a safe and outstanding ride for its passengers. Many times, pilots, crew chiefs and flight attendants can be seen loading the aircraft or assisting with the service of the meals. "With my crew, it is not about us and them, it is like a family, because we spend so much time together," Bloomer said. "Many times the pilot will be on the phone to the ground crew or have the Boeing crew stand by before we arrive at the destination. This helps us complete the task much quicker." The 201st is a great example of the fact that success is not determined by one individual alone, but rather by how the team pulls together to complete the mission.

2005 7 Sep A C-40 assigned to the 201st Airlift Squadron, 113th Wing, District of Columbia ANG, airlifted eighty-one NGB personnel to Gulfport, Mississippi and New Orleans, Louisiana to assess

hurricane recovery and relief requirements.

The District of Columbia Air National Guard retired its C-38A Courier light airlift fleet, handing the aircraft off to the Navy for use as chase planes this week, unit spokesman MSgt. Craig Clapper told Air Force Magazine on July 28. Two C-38s augmented the 201st Airlift Squadron's larger C-40C Clipper aircraft, which provide executive airlift for the First Lady, members of Congress, and Pentagon officials from JB Andrews, Md. The 201st AS was the sole Air Force operator of the modified Israeli-built business jets, which were delivered to the Guard in 1998. The D.C. ANG will continue flying its three C-40s, but won't immediately replace the C-38 due to budgetary constraints, said Clapper. The squadron also will lose five pilot slots as a result of the fleet-downsize, he added. The last C-38 departed Andrews for NAS Jacksonville, Fla., July 27, 2015

Air Force Order of Battle

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Sources

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