

201st AIRLIFT SQUADRON



MISSION

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.

LINEAGE

201st Airlift Squadron, 15 Mar 1992

June 20, 1992

STATIONS

Andrews AFB, MD

ASSIGNMENTS

WEAPON SYSTEMS

C-22B

C-38A, 1998

C-40B, 2002

COMMANDERS

LTC David F. Wherley, Jr.

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

EMBLEM

On a sky blue disc bordered in Air Force golden yellow, a stylized black eagle, wings elevated with tips touching, tail 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 "0" formed by the wings, and a single star render the numerical designation.

MOTTO

NICKNAME

OPERATIONS

The 201st Airlift Squadron 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.

7 Sep 2005 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 Lineage and Honors

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Updated:

Sources

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The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.