

41st FLYING TRAINING SQUADRON



MISSION

LINEAGE

41st Pursuit Squadron (Interceptor), constituted, 22 Dec 1939
Activated, 1 Feb 1940
Redesignated 41st Fighter Squadron, 15 May 1942
Redesignated 41st Fighter Squadron, Single-Engine, 14 Feb 1944
Redesignated 41st Fighter Interceptor Squadron, 20 Jan 1950
Discontinued and inactivated, 8 Mar 1960
Redesignated 41st Flying Training Squadron, 1 Jan 1990
Activated, 10 Jan 1990
Inactivated, 15 May 1991
Activated, 1 Oct 1998

STATIONS

Bolling Field, DC, 1 Feb 1940
Selfridge Field, MI, 21 Oct 1940
Baer Field, IN, 6 Dec 1941
Paine Field, WA, 15 Dec 1941-21 Jan 1942
Brisbane, Australia, 25 Feb 1942
Ballarat, Australia, 8 Mar 1942
Mount Gambier, Australia, 17 Mar 1942
Bankston, Australia, 7 Apr 1942
Port Moresby, New Guinea, 20 Jul 1942
Tsili Tsili, New Guinea, 16 Aug 1943
Nadzab, New Guinea, 22 Oct 1943

Gusap, New Guinea, 15 Feb 1944
Nadzab, New Guinea, 9 Jun 1944
Noemfoor Island, New Guinea, 16 Aug 1944
Owi Island, New Guinea, 17 Sep 1944
Morotai, Moluccas Islands, 17 Oct 1944
Mangaldan, Luzon, 21 Jan 1945
Lingayen, Luzon, 16 Apr 1945
Clark Field, Luzon, 20 Apr 1945
Okinawa, 30 Jun 1945
Irumagawa, Japan, 10 Oct 1945
Yokota AB, Japan, 25 Mar 1950
Johnson AB, Japan, 14 Aug 1950 (detachments operated from Misawa AB, Japan, 6 Sep 1950-
Aug 1951, and from Niigata AB, Japan, 25 May 1951-31 Oct 1954)
Yokota AB, Japan, 13 Aug 1954
Andersen AB, Guam, 5 Aug 1956-8 Mar 1960
Reese AFB, TX, 10 Jan 1990-15 May 1991
Columbus AFB, MS, 1 Oct 1998

ASSIGNMENTS

31st Pursuit Group, 1 Feb 1940
35th Pursuit (later, 35th Fighter; 35th Fighter-Interceptor) Group, 15 Jan 1942
327th Air Division, 1 Oct 1957-8 Mar 1960
64th Flying Training Wing, 10 Jan 1990-15 May 1991
14th Operations Group, 1 Oct 1998

ATTACHMENTS

6162nd Air Base Wing, 1 Dec 1950-25 Jun 1951

WEAPON SYSTEMS

P-35, 1940-1941
P-39, 1941-1942; 1942-1943
P-400, 1942-1944
P-38, 1943
P-47, 1944-1945
P-51, 1945-1950
F-80C
P-39D
P-39N
P-39Q
P-47D
P-51D

F-80, 1950-1953
F-86E, 1953-1960
T-38, 1990-1991
T-37, 1998

COMMANDERS

Cpt Edward W. Anderson 1 Feb 1940
Cpt Paul B. Wurtsmith Jan 1941-7 Dec 1941
Cpt 1Lt George Cantello, Jan 1942
Cpt Jack A. Wilson, 8 Jun 1942
Cpt Edwin A. Doss, 12 Sep 1942
Cpt Albert W. Schinz, 19 Oct 1942
Cpt Edwin A. Doss, 27 Oct 1942
Cpt Furlo S. Wagner, 6 Nov 1942
Cpt Fred E. Thompson, 20 Jun 1943
Cpt Marion J. Wood, 12 Sep 1943
Maj Fred E. Thompson, 26 Sep 1943
Maj Francis E. Dubisher, Dec 1943
Maj Douglas V.N. Parsons, 17 Mar 1944
Cpt Robert W. Dorothy, 2 Dec 1944
Cpt Morgan R. Beamer, Jr., 1 Jan 1945
Cpt Thomas E. Davis, 1 Jun 1945
Maj Morgan R. Beamer, Jr., 11 Jun 1945
Cpt Leroy V. Grosshuesch, Aug 1945
Cpt Thomas G. Wininger, 20 Nov 1945
Cpt Carlyle F. Whiting, by Jul 1946
Maj James H. Thorne, 1 Jul 1947
Maj Douglas F. Belfield, 10 Nov 1947
Cpt Elmer H. Duff, 5 Jan 1949
Maj Harris F. Krause, Mar 1949
LTC Harvey L. Case, Jr., Jul 1950
Maj Benjamin H. King, 20 Aug 1950
Maj Henry M. Fletcher, Jr., 25 Sep 1950
Maj Besby F. Holmes, 25 Jun 1951
Cpt Robert W. Terry, by Oct 1951
Maj James L. Stewart, 7 Apr 1952
Cpt Freeling H. Glower, 29 Nov 1952-unkn
Unkn, 31 Dec 1952-1955
Maj Roland J. Dufresne, Jul 1955
LTC Lassiter Thompson, Jul 1956-unkn
LTC Glenn E.W. Mann, Jr., unkn-unkn
Maj Roger W. McDonell, unkn-unkn
LTC Clark B. Van Deusen, by Dec 1957

LTC James L. Price, 4 Jan 1959-unkn
Unkn, 30 Jun 1959-8 Mar 1960
LTC John R. DiPiero, 10 Jan 1990
LTC Francis W. Shealy, 8 Apr-15 May 1991
LTC Susan Ross, 1 Oct 1998
LTC Philip L. Koppa, 22 Jul 2000
LTC John Davidson, 7 Mar 2002
LTC Jeffrey D. Kindley, 7 Feb 2004
LTC Kelly Holbert

HONORS

Service Streamers

Korean Service

Campaign Streamers

World War II
Antisubmarine, American Theater
East Indies
Papua
Bismarck Archipelago
New Guinea
Leyte
Luzon
Western Pacific
Ryukyus
Air Offensive, Japan
China Offensive

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citations
Papua, 23 Jul 1942-23 Jan 1943
New Guinea, 15 Aug 1943
Borneo, 10 and 14 Oct 1944

Air Force Outstanding Unit Award
[10 Jan 1990]-31 Mar 1990
1 Jul 1999-30 Jun 2001
1 Jul 2001-30 Jun 2002
1 Jul 2002-30 Jun 2004
1 Jul 2004-30 Jun 2006

Philippine Presidential Unit Citation (WWII)

Republic of Korea Presidential Unit Citation
7 Sep 1950-7 Feb 1951

EMBLEM





41st Fighter Interceptor Squadron emblems



Approved, 10 May 1990

MOTTO

NICKNAME

Flying Buzzsaws

OPERATIONS

The 41st Flying Training Squadron conducts primary flight training in the T-37. Students receive about 81 hours of training in basic aircraft control, takeoff and landing techniques, aerobatics, night, instrument and formation flying. Upon completion of their T-37 training, students go on to advanced training in either the T-38, T-1, T-44, or UH-1. The 41st Flying Buzzsaws train 200 students each year with 50 instructors.

Antisubmarine patrols off the coast of Washington, 14 Dec 1941-21 Jan 1942; combat Southwest and Western Pacific areas, 23 Jul 1942-14 Aug 1945.

On January 12, 1942, the group boarded the USS President Polk en route to Australia. After a short stint in India, the group, redesignated as the 35th Fighter Group (FG) in May 1942, returned to Australia and took control of three new fighter squadrons: the 39th, 40th, and 41st. The group received P-400 aircraft, an export version of the P-39 Airacobra, for their deployment to Port Moresby, New Guinea. The P-400's slow climb rate and in-sufficient speed at high altitude frustrated 35th pilots. Lieutenant Frank Atkins, after a 20 May 1942 mission, commented in his combat diary, "Could have done better with a truck; it's more maneuverable and will go higher."

The 40th and 41st Fighter Squadrons retained their P-400s sprinkled with a mix of newer P-39 models. Despite the fact it took these aircraft 15 minutes to climb to 20,000 feet, they still wreaked havoc on enemy aircraft scoring over 90 kills by the end of 1943. In the final month of 1943, the entire 35 FG transitioned to the P-47 Thunderbolt for the final push across the island of New Guinea and eventually into the Western Pacific. From these new bases the pilots flew long-range missions against airfields in the Philippines in preparation for an invasion. In September 1944, the group moved to the island of Morotai, where it protected the invasion fleet's southern flank.

In March 1945, the group once again switched aircraft, this time to the P-51 Mustang. Two months after receiving their new aircraft, the group moved from the Philippines to a newly captured airfield on Okinawa, Japan. Once there, they found the shortage of airborne foes presented sparse opportunities to add to their aerial victory scores. As a result, they made a request to General Kenney not to send any additional fighter groups for fear it might further reduce those opportunities. Despite the paucity of targets, they found a way.

Air defense of Japan during the Korean War.

Conducted academic training for pilots and managed the accelerated copilot enrichment training program, 1990-1991.

On 28 November 2007, at 12:38 Central Standard Time (CST), two T-6As, tail numbers 01-3613 (MA1) and 00-3579 (MA2), operating out of the 14th Flying Training Wing, 41st Flying Training Squadron, Columbus Air Force Base (AFB), Mississippi, collided in mid-air. The collision occurred three miles northeast of Gunshy Auxiliary Airfield, which is 40 miles south of Columbus AFB. Both mishap aircraft (MA) were conducting flying training on approved Air Education and Training Command syllabus sorties with a mishap student pilot (MSP) in the front seat and a mishap instructor pilot (MIP) in the backseat. The collision occurred while both MA were operating under Visual Flight Rules, in Visual Meteorological Conditions (VMC), in Class D airspace. After the mid-air collision, both MA were determined to be unflyable by their

respective MIPs, and all four crew members safely ejected. They were all treated at Columbus AFB Medical Clinic and released the same day. Both MA were completely destroyed at a total loss of \$10,010,740.08. The collision resulted in debris fields on three separate parcels of uninhabited private property. To date, there are no known claims for damage to any of the properties. Wreckage recovery and environmental remediation is forecasted to cost under \$40,000. Just prior to the collision, MAI approached the Gunshy VFR entry point and executed a preplanned breakout maneuver with a right climbing turn from 1300 to 2300 feet Mean Sea Level (MSL). During the maneuver, MSP1 initially turned the wrong direction, failed to make an advisory radio call, and began an aggressive climb that would overshoot the desired altitude. Correcting these three simultaneous errors resulted in task saturation to the point where MSP1 and MIP1 did not adequately clear their flightpath during their climbing turn. MAI had no awareness of any other aircraft operating in the pattern until they impacted MA2. MA2 was previously established in the Gunshy pattern and also operating in the vicinity of the VFR entry point at 2300 feet MSL after initiating a breakout from the perch point. They had radio Situational Awareness of MAI entering the pattern, but had never acquired them visually. MA2 did not hear or process MAI's late "VFR entry, breaking out" call. At impact, MA2 was flying straight and level, heading 040° with MIP2 at the controls instructing MSP2. Clear and convincing evidence suggests that the cause of this aircraft mishap was pilot error, specifically, failure of the MIPs and MSPs to adequately clear their flightpaths in accordance with Air Force Manual 11 -248.

Air Force Order of Battle

Created: 28 Aug 2010

Updated: 30 May 2016

Sources

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

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

Air Force News. Air Force Public Affairs Agency.