

47th AIRLIFT FLIGHT



MISSION

LINEAGE

47th Transport Squadron constituted, 30 May 1942
Activated, 15 Jun 1942
Redesignated 47th Troop Carrier Squadron, 4 Jul 1942
Inactivated, 22 Sep 1945
Activated, 30 Sep 1946
Redesignated 47th Troop Carrier Squadron, Heavy, 30 Jul 1948
Redesignated 47th Troop Carrier Squadron, Special, 1 Feb 1949
Inactivated, 18 Sep 1949
Redesignated 47th Troop Carrier Squadron, Medium, 26 Nov 1952
Activated, 1 Feb 1953
Inactivated, 8 Jun 1955
Activated, 15 Jun 1964
Organized, 1 Oct 1964
Redesignated 47th Troop Carrier Squadron, 1 Mar 1966
Redesignated 47th Tactical Airlift Squadron, 1 May 1967
Inactivated, 1 Aug 1973
Redesignated 47th Airlift Flight, 1 May 1993
Activated, 31 May 1993

STATIONS

Daniel Field, GA, 15 Jun 1942
Bowman Field, KY, 21 Jun 1942
Florence, SC, 4 Aug 1942
Maxton, NC, 13 Dec 1942-25 Apr 1943

Oujda, French Morocco, 9 May 1943
Kairouan, Tunisia, 16 Jun 1943
Trapani/Milo Afld, Sicily, 1 Sep 1943-17 Feb 1944
Folkingham, England, 1 Mar 1944
Achiet, France, 26 Feb-5 Aug 1945
Camp Myles Standish, MA, 21-22 Sep 1945
Templehof AB, Germany, 30 Sep 1946
Tulln AB, Austria, 5 May-25 Jun 1947
Langley Field, VA, 25 Jun 1947
Bergstrom Field (later, AFB), TX, 15 Jul 1947-22 Oct 1948
Fassberg, Germany, 9 Nov 1948-18 Sep 1949
Mitchel AFB, NY, 1 Feb 1953
Sewart AFB, TN, 2 Oct 1953-8 Jun 1955
Forbes AFB, KS, 1 Oct 1964
Dyess AFB, TX, 6 Jul-1 Aug 1973
Wright-Patterson AFB, OH, 31 May 1993

DEPLOYED STATIONS

Pope AFB, NC, 14 Apr 1948-11 May 1948

ASSIGNMENTS

313th Transport (later, 313th Troop Carrier) Group, 15 Jun 1942-22 Sep 1945
313th Troop Carrier Group, 30 Sep 1946-18 Sep 1949
313th Troop Carrier Group, 1 Feb 1953-8 Jun 1955
Tactical Air Command, 15 Jun 1964
313th Troop Carrier (later, 313th Tactical Airlift) Wing, 1 Oct 1964
463rd Tactical Airlift Wing, 6 Jul-1 Aug 1973
645th Logistics and Operations Group, 31 May 1993
88th Air Base Wing, 1 Oct 1994
88th Operations Support Squadron, 1 Jul 1995

WEAPON SYSTEMS

C-47, 1942-1945
CG-4, 1943-1945
Horsa glider, 1944
C-53, 1944-1945
C-109, 1944-1945
CG-13, 1945
C-46, 1945
C-47, 1946-1948
C-82, 1947-1948
C-54, 1948-1949
C-46, 1953
C-119, 1953-1955

C-130, 1964-1973

C-21, 1993

C-46B

C-46D

C-47A

C-47B

CG-4A

COMMANDERS

HONORS

Service Streamers

None

Campaign Streamers

World War II

Sicily

Naples-Foggia

Rome-Arno

Normandy

Northern France

Rhineland

Central Europe

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citations

Sicily, 11 Jul 1943

France, [6-7] Jun 1944

EMBLEM

Approved, 28 Jul 1970



47th Troop Carrier Squadron emblem

MOTTO

NICKNAME

OPERATIONS

Provided air transportation in the Mediterranean and European theaters of operation during World War II; participated in airborne assaults in Sicily, Italy, Normandy, the Netherlands, and Germany. Took part in the Berlin Airlift, 1948-1949. Conducted routine and special assignment airlift missions under Tactical Air Command, 1953-1955 and 1964-1973. Transported personnel for the Aeronautical Systems Center and Air Force Materiel Command since 1993.

2 February 2002, 1430L (2130Z), at Ellsworth AFB, SD. Mishap Aircraft: C-21 A, S/N 84-0097, assigned to the 47 Airlift Flight, Wright-Patterson AFB, OH that falls under the supervision of the 457th Airlift Squadron, Andrews AFB, MD, and the 375th Airlift Wing, Scott AFB, IL. Summary of Events: The mishap aircraft, call sign Pacer 43, was conducting partern work operations during an off-station training mission at Ellsworth AFB. Shortly before impact, the mishap crew was conducting a simulated single-engine approach to runway 31 at Ellsworth AFB. Subsequent analysis showed that there was a significantly greater amount of fuel in the left wing and left wing tip tank than the right. The gross fuel imbalance resulted from an unmonitored transfer of fuel from the right wing and right wing tip tank to the left that was initiated by the crew approximately nine and one-half minutes before impact. As the aircraft approached the point when it would normally transition to a flare, it leveled off and began a climbing turn to the west, toward the tower. It did not touch down prior to the turn, but veered left immediately during the flare, and then rolled back to wings level momentarily as it climbed. The heavier left wing, and application of power to the right engine for the go-around, caused the aircraft to roll back into a steeper left turn, stayed in a climbing left turn with the bank continuing to increase until it rolled through more than 90 degrees of bank. As the aircraft reached the highest point of the climb (approximately 450 feet), the bank angle was more than 90 degrees, and perhaps slightly inverted as the nose dropped and the aircraft began to descend. The aircraft impacted the ground in a grassy field approximately one-half mile south of the airfield control tower at location N 44 Degrees, 7.762 Minutes, W 103 Degrees, 6.509 Minutes. The aircraft attitude

directional indicators showed that the aircraft impacted the ground inverted with the left wing down 60 degrees and nose down attitude of 58 degrees. Number of Injuries/Death: The pilot, Captain Brian D. Rizzoli and the co-pilot, First Lieutenant William B. Satterly, were killed in the mishap. There were no civilian casualties. Damage Description: The aircraft was totally destroyed upon impact with the loss valued at 53,431,000.00. There was no other damage to government or private property. I find, by clear and convincing evidence, the primary cause of the mishap was the crew's failure to follow flight manual procedures for fuel transfer. As a result, the mishap aircraft experienced a fuel imbalance significant enough to cause the aircraft to enter an unsafe roll to the left from which the pilot was not able to recover.

Air Force Order of Battle

Created: 23 Sep 2010

Updated:

Sources

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

USAF Accident Investigation Board Report.