

## 41 MILITARY AIRLIFT SQUADRON



### MISSION

#### LINEAGE

41 Ferrying Squadron constituted, 9 Jul 1942

Activated, 11 Aug 1942

Redesignated 41 Transport Squadron, 24 Mar 1943

Disbanded, 30 Sep 1943

Reconstituted and redesignated 41 Air Transport Squadron, Medium, 20 Jun 1952

Activated, 20 Jul 1952

Redesignated 41 Air Transport Heavy, 1 Jul 1955

Redesignated 41 Air Transport Squadron, Medium, May 1956

Redesignated 41 Military Airlift Squadron, 8 Jan 1966

Inactivated, 1 Oct 1991

#### STATIONS

Accra, British Gold Coast, 17 Aug 1942-30 Sep 1943

Wheelus Field, Libya, 20 Jul 1952-2 Apr 1954

Charleston AFB, SC 13 Apr 1954-1 Apr 1992

#### ASSIGNMENTS

12<sup>th</sup> Ferrying (later 12th Transport) Group, 17 Aug 1942-30 Sep 1943

1603<sup>rd</sup> Air Transport Wing, 20 Jul. 1952

1602<sup>nd</sup> Air Transport Wing, 1 Jan 1953

1608<sup>th</sup> Air Transport Group (later, 1608<sup>th</sup> Air Transport Group, Medium;1608<sup>th</sup> Air Transport Group, Heavy, 13 Apr 1954

1608<sup>th</sup> Air Transport Wing, Heavy, 18 Jan 1963

437<sup>th</sup> Military Airlift Wing, 8 Jan 1966–1992  
437<sup>th</sup> Airlift Wing 1992

### **WEAPON SYSTEMS**

C-54, 1952 – 1955  
C-121, 1955-1962  
C-130, 1962-1967  
C-141, 1967–1992

### **COMMANDERS**

Unkn, 17 Aug 1942-30 Sep 1943  
Lt Col James A. Price, Jul 1952  
Lt Col Jack C. Bickford, 19 Nov 1954  
Maj Benjamin E. James, 1 Feb 1957  
Lt Col Jack C. Bickford, 21 Oct 1957  
Maj Benjamin E. James, Jun 1959  
Lt Col Melvin Qualls, 26 Oct. 1959  
Lt Col Joseph P. Bilotta, 17 Mar 1961-Unkn  
Lt Col Richard O. Mclean, Jan 1965  
Lt Col Buford E. Stovall, Jan 1966  
Lt Col Louie Franklin, 31 Dec 1966  
Lt Col Clarence G. Summerlin, Oct 1967  
Lt Col Peter W. Almquist, Jul 1969  
Lt Col Jimmy M. Tumbleson, 31 Dec 1969  
Lt Col Cyrus C. Miller, Jr., 1 Jun 1971  
Lt Col Robert E. Kastner, 23 May 1962  
Lt Col John B. Schmidt, 9 Jul 1973  
Lt Col Phillip A. Goodwin, 2 Feb 1974  
Lt Col Donald R. Hargrove, 18 Aug 1975  
Lt Col Frank Pusey, 1 Ju11976  
Lt Col Markwell A. Fletcher, 10 Apr 1977  
Lt Col James A. Caldwell, 19 May 1978  
Lt Col George D. Burgess, 19 Feb 1980  
Lt Col Jack E. Keeter, Jr., 17 Jul 1981  
Lt Col Elmer C. Lavender, 29 Jul 1983  
Lt Col Arthur W. Patterson, 12 Apr 1985  
Lt Col Harold M. Edwards, 5 Aug 1986  
Lt Col James A. Norris, June 1988  
Lt Col Duncan J. McNabb, 2 Nov 1990  
Lt Col John Haulk, 28 January 1992

### **HONORS**

#### **Service Streamers**

EAME Theater

## Campaign Streamers

### Armed Forces Expeditionary Streamers

#### Decorations

Air Force Outstanding Unit Awards

1963-1964

1966-1967

1967-1968

1968-1969

1979-1970

1972-1973

1980-1981

1982-1984

1984-1986

Republic of Vietnam Gallantry Cross with Palm

1 Apr 1966–28 Jan 1973

#### EMBLEM



On an Air Force blue disc a stylized white aircraft fesswise between in dexter (right) chief a globe, water areas light blue, land areas Air Force Golden yellow, in sinister (left) chief an Air Force Golden Yellow increscent noon, and in base an Air Force golden yellow sun issuing from sinister: details Air Force blue throughout. **SIGNIFICANCE:** The emblem is symbolic of the squadron's mission. The squadron, represented by the aircraft, is ready for duty anywhere in the world. As an integral part of the USAF, the mission, symbolized by the globe, is worldwide. The sun and the moon represent the future. The blue background indicates the sky, eternity, and dependence on God. The emblem displays the official Air Force colors, ultramarine blue and golden yellow. (Approved, 11 Dec 1958)

## **MOTTO**

TOUJOURS PREI - Always Ready

## **OPERATIONS**

On June 27, 1942, the United States Army activated the Air Transport Command in Cairo under Brigadier General Shepler W. Fitzgerald. Ten days later, Fitzgerald moved his headquarters to Accra and organized the Africa-Middle East Wing. In late 1942, the United States Army expanded its presence in Accra by activating the 12th Ferrying Group Headquarters, the 41 Ferrying Squadron, and the 42nd Ferrying Squadron. The 41 ferried various aircraft, including A-20s, A-30s, B-17s, B-24s, B-25s, B-26s, B-34s, P-38s, P-40s, C-46s, and C-53s, to destinations in England, North Africa, the Middle East, Iran, and India. Also provided maintenance service for transient aircraft until disbanded on 30 Sep 1943.

The 41 Air Transport Squadron activated in Jul 1952 at Wheelus Fld, Libya. Flew C-54s to Egypt, Saudia Arabia, and Cyprus, and operated the base transport control center. Nine months after activation, the 41 undertook transient maintenance.

In August 1952, during the space of four days, 13 C-54 aircraft from the Military Air Transport Service's Atlantic Division flew 75 missions, airlifting 3,763 Moslem pilgrims stranded in Beirut, Lebanon, to Jeddah, Saudi Arabia. Jeddah was the nearest airport to the holy city of Mecca. The United States State Department agreed to help the Lebanese government when an unusually large number of pilgrims swamped the international airport at Beirut. The operation was nicknamed "Hajji Baba," but was also called "Al Hajj" and "Magic Carpet." Brigadier General Wentworth Goss, formerly the Military Air Transport Service Chief of Staff, served as the task force commander. He consolidated into a single airlift force resources from the 41 Air Transport Squadron based at Tripoli and the 86th Air Transport Squadron at Rhein-Main Air Base, Federal Republic of Germany. Within 24 hours of notification, crews were moving the first pilgrims to Saudi Arabia. The airlift was extended twice, more than doubling the original estimate of between 1,000-1,500 passengers. The 41 flew a daily aircraft utilization rate of just over 13 hours while the 86th rate approached 12 hours per plane. This diplomatic mission did much to restore America's standing in the Middle East, which had been diminished by the United States' position on the Palestine issue.

Ceased flying operations on 1 Apr 1954 to prepare for move to the United States. By 13 Apr, had completed the move to Charleston AFB, and on 10 May made its first scheduled flight. Over the next fourteen months, the C-54s flew to Goose Bay, Labrador; Torbay, Newfoundland; Port Lyautey, Morocco; Tripoli, Libya; England; West Germany; Thule, Greenland; Bermuda; the Azores; and France.

Converted to the C-121C between 15 Sep and 31 Dec 1955, and added destinations in the Caribbean and Central America to operations. In Nov-Dec, made the first of many missions in support of the UN, transporting peace-keeping forces from Colombia and India to Beirut, Lebanon, to enforce a Middle East cease-fire between Egypt and Israel. The airlift of Hungarian

refugees from West Germany to the United States in Dec 1956 was only one of many humanitarian missions flown.

In 1962 the 41 transferred its C-121s to Air National Guard units, and on 11 Aug received its first C-130E aircraft. During the 1960s, annually flew airlift missions to the Antarctic in support of U.S. scientific bases there. In the spring, 1965, helped airlift troops, equipment, and supplies to the Dominican Republic in support of the U.S. backed Government.

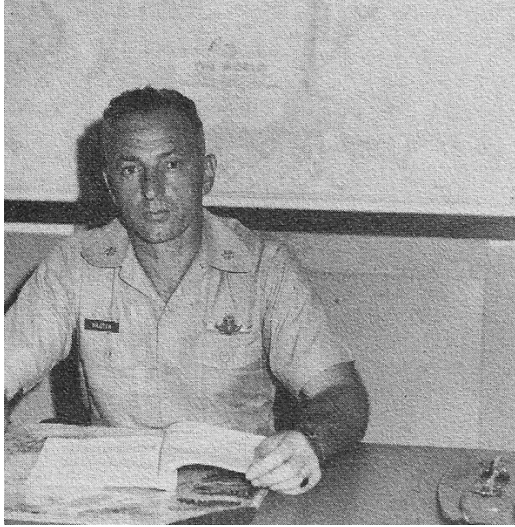
In May 1965, flew first airlift mission to Vietnam. Redesignated 41 Military Airlift Squadron in Jan 1966.

Converted to C-141 aircraft in Feb-May 1967, and expanded operations to destinations all over the world. Flights to Southeast Asia in support of combat operations became more frequent, only ceasing with the withdrawal of the U.S. in Jan 1973. The squadron frequently flew support missions for presidential trips, including President Richard M. Nixon's visit to the People's Republic of China in Feb 1972. Participated in the airlift of military supplies to Israel during the Yom Kippur War in Oct-Nov 1973.

In April 1975, flew missions in support of the evacuation and resettlement of Southeast Asian refugees, as the Communists took over South Vietnam and Cambodia. Between 23 and 29 Oct 1983, airlifted replacement troops and equipment to Beirut, Lebanon, after a terrorist attack on US Marines' barracks killed 241 men.

The 41 MAS provided airlift support for the Grenada operation from 24 Oct to 19 Dec 1983. In recent years, the squadron has participated regularly in tactical air-drop exercises with the Army, and provided support for the U.S. Navy as well.

On March 24, 1992 the 41 Military Airlift Squadron was inactivated and replaced by the 14th Airlift Squadron.



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DEPARTMENT OF THE AIR FORCE ORGANIZATIONAL HISTORIES

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Sources

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

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

Air Force News. Air Force Public Affairs Agency.

Unit yearbook. *1608<sup>th</sup> Air Transport Wing (M)*, Charleston AFB, SC. 1957.