

200th AIRLIFT SQUADRON



For the sake of simplicity this AFOB combines all units that operated the T-43/C-40/C-21 at Buckley and Peterson.

LINEAGE

Operating Location AA

Operating Location BB, 1 Jul 1983

Detachment 1, 1978

Detachment 1, Headquarters Colorado Air National Guard, Jan, 1986,
200th Airlift Squadron activated 15 Mar 1992

STATIONS

Buckley ANGB, CO

Peterson AFB, CO

ASSIGNMENTS

WEAPON SYSTEMS

Mission Aircraft

T-43, 1979

C-40

C-21, 1999

Support Aircraft

ASSIGNED AIRCRAFT SERIAL NUMBERS

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS

Lt. Col. Mel Walden,
Lt. Col. Ron Germano, Jan 1986
Col Ronald S. Rosson
Col Scott Schofield, #2001
Lt. Col. Paul Follett

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

Mission: Provide time critical transport of VIPs and critical cargo.

The 200th Airlift Squadron operates two C-21 aircraft providing Operational Support Airlift (OSA) for TRANSCOM through the Joint Operational Support Airlift Center (JOSAC), transporting the nation's military and civilian leaders as well as time critical cargo during peacetime, war, and contingencies. The unit also supports special airlift taskings for the State of Colorado and the National Guard Bureau (NGB) as well as providing target support for air defense exercises.

The 200th AS began with the assignment of the C-47 to Buckley Base Operations section in 1946. Flown throughout the Vietnam era, the venerable C-47 was the original "Flintstone Airlines." The C-54 (Flintstone II) replaced the C-47 in 1966. Flintstone I and II provided airlift for state emergencies, unit deployments and general requirements of both the Colorado Army and Air National Guard. The C-131 eventually replaced the C-54 and Buckley Base Operations controlled both the C-131 and O-2. In 1979 two Boeing T-43 Bobcats arrived at Buckley and replaced the C-131. The first T-43s arrived in 1979

The Buckley T-43 story started in late 1978, when political pressures over USAF low flying-hour usage of T-43s and congressional funding of the U.S. Air Force Academy flying program

converged on the "airlift support." element of the Colorado Guard. A team of dual-hatted, additional-duty personnel was created under the leadership of the newly selected base commander, Col Stanley C. Wood. Airfield management provided operations, the Buckley transient section provided maintenance, the Boeing company provided contract support, the Air Force Academy provided the navigator instructors, and the USAF at Mather AFB continued phase maintenance support for the original two T-43s.

The COANG announced the acceptance of a new mission with the arrival of two T-43 on June 25, 1979. The aircraft were transferred from ATC to the ANG to enhance DoD training requirements. The two T-43s, retained their navigator training configuration and are used to this day in support of the U.S. Air Force Academy Airmanship Program. There was an increase of 24 positions to accommodate the new mission.

Congress gave the unit its mission to fly primarily in support of the Air Force Academy Airmanship program, with a secondary role of providing airlift for the Military Airlift Command.

The unit began its-support of the Air Force Academy on July 1,1979.

The T-43As are configured especially for navigation training and used as inflight laboratories. Equipped with systems that Air Force operational aircraft use, on-board avionics include celestial, radar and inertial navigation systems, LORAN (long-range navigation) and other radio systems. The unit reached full strength on Jan. 18,1980, thereby completing a major accomplishment of establishing, hiring and training a previously non-existent flying unit.

The mission of the Air Force Academy's Airmanship Training Program is to motivate and provide leadership training for cadets while building a solid aviation foundation and preparation for undergraduate flight training. Ten separate accredited courses ranging from fundamentals of flight to applied astronomy are designed around the capabilities of Det. 1's T-43.

Varying with course requirements, T-43 aircrews may fly six to eight sorties a day for one-hour orientation "Doolie" flights, or an extensive training route similar to that conducted in undergraduate navigation training school. Additionally, missions may require single day "out and back" flights, or low-level navigation training routes in the mountains of Colorado. During these flights, cadets acquire knowledge through operation of the on-board devices and through interaction with the Air Guard and USAF flight crew in performing checklists and monitoring flight progress. In the future, as many cadets reach staff level and higher leadership positions in the Air Force, they will be able to reflect on their first Air Force aviation experience in the T-43A with the Colorado Air National Guard "Bobcats." During the years that the T-43s and the C-131 belonged to HQ COANG/OLAA, base commander and T-43 unit commanding officer Col. Wood retired, knowing he had played a major role in creating a new COANG mission. He was succeeded by OLAA/base commander Lt. Col. Don R. Shields, who had also been a member of the initial T-43 cadre. Under Col. Shields' stewardship, the T-43 unit continued to amass an operational and safety record second to none.

The unit was renamed Operating Location AA (OL-AA) and T-43s served as flying classrooms in support of the U.S. Air Force Academy (USAFA) Airmanship Program from 1979. On 1 July

1983, while under the command of Lt. Col. Mel Walden, the unit separated from other base operations functions and was re-designated Operating Location BB (OL-BB).

Until 1983 the T-43 mission, signified by the first "Bobcat" patch, was integrated with the base support functions operating the Buckley airfield, transient maintenance, special operations, C-131 and O-2. The Rex Riley, Flintstone Airlines and Bobcat patches were simultaneously worn by triple qualified operations and maintenance personnel. The unit consisted of a work force of 11 full-time personnel in operations, seven full-timers in maintenance, plus seven traditional Guardsmen for a total of 25 personnel.

A significant milestone occurred July 1, 1983. LTC Melvin A. Walden, former base operations officer and also an initial cadre member, took command and the T-43s became a "stand alone" unit with the aircraft assigned to Operation Location SB (OL-BB). The C-131 continued under a separate base operations section. During the first six years (1979-1985) of Operation, the T-43's record was impressive. Not one Air Force Academy cadet missed a required flight. In six years the unit's effectiveness rate was 100 percent. During the same time, over 10,000 hours of flying were accomplished without any safety violations.

In Det. 1., Headquarters, COANG (OL-BB), Col. Ron Rosson assumed control of Colorado's T-43 mission from acting commander Col. Mason Whitney.

Another significant milestone took place in October 1985, two additional T-43A aircraft were received, configured for passengers, thereby augmenting and expanding the unit's dual mission. These aircraft, reassigned from resources of the Washington, B.C., Air National Guard, provide additional operational support airlift for the National Guard Bureau.

In January 1986, Lt Col. Ronald N. Germano became commander and the unit took on its current designation as Det. One. The unit flies in excess of 4,700 hours annually and received a successful first Unit Effectiveness Inspection (UEI) in February 1987. The extent and diversity of Det. 1's mission has taken its aircraft and people to every state in the nation and to 19 foreign countries: Bermuda, Brazil, Canada, Chile, Colombia, East and West Germany, Ecuador, El Salvador, England, Guatemala, Honduras, Iceland, Italy, Netherlands, Nicaragua, Norway, Panama and Spain. Dignitaries carried have included Cabinet members, congressmen, ambassadors, the chief of staff of the USAF and numerous foreign military representatives. Each of the unit's four aircraft bears a dedicated Colorado city name: Aurora, Colorado Springs, Grand Junction and Denver.

In addition to the unit's extensive USAFA Airmanship mission, the diversity of its airlift mission is reminiscent of the "anywhere, anytime" Flintstone tradition. During the air traffic controllers' strike, the unit transported Air Force air traffic controllers to civilian airfields to help keep air traffic, both civilian and military, from being crippled. The unit was also tasked

In January 1985 the unit contributed to the humanitarian relief effort for Ethiopia by airlifting 6 tons of medical supplies and equipment to the East Coast for shipment overseas. Additional airlift operations included "Coin Assist" in support of wives of POWs and MIAs, support for the Air University Conclave and support for "Red Flag" deployments.

In October 1985 the unit received two CT-43s configured for passenger airlift, augmenting and expanding into a dual mission. In addition to the USAFA Airmanship Program, the unit flew worldwide airlift missions supporting many dignitaries including the Prime Minister of England, U.S. cabinet members, congressmen, ambassadors, and the Chief of Staff of the Air Force. In January 1986, Lt. Col. Ron Germano took command and the unit was designated Detachment One, Headquarters Colorado Air National Guard (Det - 1, COANG).

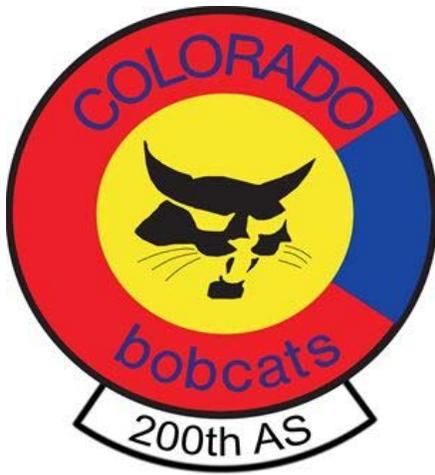
Detachment 1 operates four T-43. Two of the T-43s are configured for navigational training in support of the U.S. Air Force Academy Airmanship program. The other two aircraft are configured with airline seating for up to 64 passengers to serve as mission support aircraft for the National Guard Bureau and the Military Airlift Command.

In April 1988, Col. Mason C. Whitney became Det. 1 commander. Col. Ronald Rosson assumed command in October, 1988. A prime example of the unit's continuing heritage is the call sign and nickname "Bobcats." Col. Stan Wood, the first T-43 commander, was previously in the Air Training Command where his call sign was Bobcat.

In June 1992 the unit was designated the 200th Airlift Squadron (AS) and in November 1997, it received the first of two C-21A aircraft. Lt. Col. Scott Schofield took command on 6 March 1999 at Buckley Air National Guard Base, and the 200th AS moved to Peterson AFB in April 1999. After the 11 September 2001 attacks, the squadron transported emergency responders to New York and Washington D.C., and began a new mission as target aircraft for NORAD air defense exercises. The 200th AS also supported USNORTHCOM disaster relief missions after hurricanes Katrina and Rita in 2005. On 23 March 2006, an inter-fly agreement with the active-duty 311th Airlift Squadron was signed and the 375th Operations Group began Total Force Operations. With the inter-fly agreement, the two squadrons share jets, pilots, and deployments.

In February 2010, the 200 AS participated in its first combat deployment, sending six crewmembers to the CENTCOM AOR in support of Operations IRAQI FREEDOM and ENDURING FREEDOM. Since then, several more 200 AS crewmembers have deployed and the unit continues to support and augment the active duty in-theater mission.





Air Force Order of Battle
Created: 12 Oct 2010
Updated: 17 Jun 2012

Sources
AFHRA