

Class 09-13



T-6A “Texan II” 05-3777
14th Flying Training Wing

Columbus AFB, MS
41st Flying Training Squadron

The 41st Pursuit Squadron (interceptor) was constituted on 2 December 1939 and activated on 1 February 1940 flying Seversky P-35s from Bolling Field, DC. Prior to World War II, the squadron moved to Paine Field, WA, flying coastal patrols in Bell P-39 “Airacobras”. On 15 May 1942, the unit was redesignated the 41st Fighter Squadron and converted to Curtiss P-40 “Warhawks”. The squadron saw combat in the Pacific Theatre, flying from Australia, New Guinea, the Philippines, and later Japan, earning four Distinguished Unit Citations and the Philippine Unit Citation. During the war, the 41st flew numerous aircraft types including the Lockheed P-38 “Lightning”, Republic P-47 “Thunderbolt”, and after the war, North American P-51 “Mustangs”. On 20 January 1950, The 41st was redesignated the 41st Fighter-Interceptor Squadron and received the F-80 “Shooting Star”. The squadron’s mission during the Korean War was the air defense of Japan and distinguished themselves, earning the Republic of Korea Presidential Unit Citation. Following the war, the 41st flew North American F-86 “Sabres” from Yokota AB, Japan, and later, Andersen AFB, Guam, until deactivated on 8 March 1960. The 41st reactivated as the 41st Flying Training Squadron at Reese AFB, Texas, flying the Cessna T-37B “Tweet” as part of Undergraduate Pilot Training until deactivated on 15 May 1991. Reactivated at Columbus AFB, MS, on 1 Oct 1998, the 41st FTS continues the mission of training future pilots for the United States.

As the primary aircraft in the Joint Primary Aircraft Training System (JPATS) the T-6A has replaced both the USAF T-37Bs and the US Navy T-34Cs. A single Pratt & Whitney PT6A-68 free-turbine, turbo-prop engine powers the T-6A “Texan II” with a Hartzell four-bladed propeller capable of producing 1,100 horsepower. The aircraft is capable of speeds in excess of 350 miles per hour, has a pressurized cockpit allowing altitudes of up to 31,000 feet and a zero/zero ejection system. The two-seat tandem cockpit is fully aerobatic to include spinning and is approved for IFR flight. Instructors of the 41st FTS have the demanding job of taking young men and women, and laying the foundation of airmanship in less than six months.

