LINEAGE
302nd Bombardment Squadron (Light) constituted, 13 Jan 1942
Activated, 10 Feb 1942
Redesignated 302nd Bombardment Squadron (Dive), 27 Jul 1942
Redesignated 497th Fighter-Bomber Squadron, 10 Aug 1943
Disbanded, 1 Apr 1944
Reconstituted and redesignated 497th Fighter-Interceptor Squadron, 3 Feb 1953
Activated, 18 Feb 1953
Redesignated 497th Tactical Fighter Squadron, 25 Jul 1964
Inactivated, 16 Sep 1974
Activated, 1 Oct 1978
Inactivated, 24 Jan 1989
Redesignated 497th Fighter Training Squadron, 28 Oct 1991
Activated, 31 Oct 1991
Redesignated 497th Combat Training Squadron, 1 Aug 1994
Redesignated 497th Combat Training Flight, 26 Oct 2006

STATIONS
Savannah AB (later, Hunter Field), GA, 10 Feb 1942
Drew Field, FL, 7 Feb 1943
Harding Field, LA, 4 Oct 1943-1 Apr 1944
Portland Intl Aprt, OR, 18 Feb 1953
Torrejon AB, Spain, 21 Jun 1958-18 Jun 1964
George AFB, CA, 18 Jun 1964-8 Dec 1965
Ubon Airfield, Thailand, 8 Dec 1965-16 Sep 1974
Taegu AB, South Korea, 1 Oct 1978-24 Jan 1989
Paya Lebar Air Base, Singapore, 31 Oct 1991

ASSIGNMENTS
84th Bombardment (later, 84th Fighter-Bomber) Group, 10 Feb 1942-1 Apr 1944
503rd Air Defense Group, 18 Feb 1953
84th Fighter Group, 18 Aug 1955
65th Air Division, 5 Jul 1958
United States Air Forces in Europe, 1 Jul 1960
32nd Tactical Fighter Wing, 18 Jun 1964
8th Tactical Fighter Wing, 25 Jul 1964
831st Air Division, 6 Dec 1965
8th Tactical Fighter Wing, 8 Dec 1965-16 Sep 1974
8th Tactical Fighter Wing, 1 Oct 1978
51st Composite (later, 51st Tactical Fighter) Wing, 1 Jan 1982-24 Jan 1989
36th Air Base Wing, 30 Jun 2005
36th Operations Group, 15 Mar 2006

ATTACHMENTS
65th Air Division, 1 Jul 1960-17 Jun 1964
479th Tactical Fighter Wing, 6-8 Dec 1965

WEAPON SYSTEMS
V-72 (A-31), 1942
A-24, 1942-1943
P-39, 1943
P-47, 1943-1944
F-94, 1953-1954
F-89, 1954-1955
F-86, 1955-1960
F-102, 1960-1964
F-4, 1964-1974
F-4, 1978-1989

ASSIGNED AIRCRAFT SERIAL NUMBERS

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS
Lt Thomas W. Glasgow, Feb 1942-unkn
Unkn, 18 Feb-10 Mar 1943
LTC Fergus C. Fay, 11 Mar 1953
LTC Julian F. Crow, 7 Sep 1953
Maj Robert M. Bell, 17 Jul 1955
LTC Warren A. Bennet, 18 Aug 1955
Maj David V. Severen, 1 Nov 1959
LTC James M. Thomas, 27 Apr 1960
LTC George R. Halliwell, Jan 1961
LTC John S. Clarke, Jr., 16 Aug 1963
LTC James McGuire, Dec 1965
Maj Lawrence F. Gardner, Dec 1966
LTC George R. Halliwell, May, 1967
Maj Theodore J. Baader, 6 May 1967
LTC Jacob A. Morrow, 15 Jun 1967
LTC George R. Halliwell, 21 Jul 1967
LTC Norman M. Green, 9 Nov 1967
Maj Charles Bennett, 9 Jan 1968
LTC John Holman, 4 Feb 1968
LTC William D. Baisley, 23 Feb 1968
LTC Carl H. Cathey, Jr., 3 Feb 1969
LTC Jack C. Trabucco, 3 Jun 1969
LTC Daniel H. Parris, Jul 1969
LTC Robert L. Cass, 21 Oct 1969
LTC William W. Pinner, 6 Aug 1970
LTC Thomas M. Fitzgerald, 24 Feb 1971
LTC Richard J. Montgomery, 28 Jul 1971
LTC Daniel W. Schmarr, 16 Apr 1972
Maj Barrett V. Johnson, 10 Aug 1972
LTC Edward A. Crimp, 23 Aug 1972
LTC Ronald A. Johnson, 7 Jul 1973
LTC Robert D. Goertz, 30 Mar 1974
LTC Edward S. Joiner, Jr., 20 Jun-14 Sep 1974
Maj Nicholas B. Kemp, 1 Oct 1978
Lt Donald R. Brown, 1 Nov 1978
LTC Morris E. Norsworthy, 12 Sep 1979
LTC Charles H. Wimberly, 2 Sep 1980
LTC Robert E. Humphreys, 7 Jul 1981
LTC Gladstone J. Prater Jr., 9 Sep 1981-unkn
LTC Gary A. Van Valin, unkn-16 Jun 1983
LTC Charles M. Heltsley Jr., 16 Jun 1983
LTC Byron L. Huff, 22 Jun 1984
LTC John C. Gonda III, 6 Dec 1985-unkn
Col Robert E. Hammond, 1994
Col Mario S. Cafiero, 23 Sep 1996
Col Phillip J. Mixon, 23 Jul 1998-unkn

**HONORS**

**Service Streamers**
World War II American Theater

**Campaign Streamers**
Vietnam
Vietnam Defensive
Vietnam Air
Vietnam Air Offensive
Vietnam Air Offensive, Phase II
Vietnam Air/Ground
Vietnam Air Offensive, Phase III
Vietnam Air Offensive, Phase IV
TET 69/Counteroffensive
Vietnam Summer/Fall 1969
Vietnam Wing/Spring
Sanctuary Counteroffensive
Southwest Monsoon
Commando Hunt V
Commando Hunt VI
Commando Hunt VII
Vietnam Ceasefire

**Armed Forces Expeditionary Streamers**
None

**Decorations**
Presidential Unit Citations
Southeast Asia
16 Dec 1966-2 Jan 1967
1 Mar 1967-31 Mar 1968
1 Jan-1 Apr 1971

Air Force Outstanding Unit Awards with Combat “V” Device
16 Dec 1965-15 Dec 1966
1 Apr-30 Sep 1968
1 Jan-31 Dec 1970
1 Oct 1971-31 Mar 1972
1 Apr-22 Oct 1972
18 Dec 1972-15 Aug 1973

Air Force Outstanding Unit Awards
20 Mar 1961-9 Feb 1962
1 Apr 1983-30 Apr 1984
1 May 1984-30 Apr 1985
1 Jul 1985-30 Jun 1987
[31 Oct 1991]-1 Aug 1992
1 Jan 1996-31 Dec 1997
1 Oct 2000-30 Sep 2002
1 Nov 2002-31 Oct 2004
30 Jun-30 Sep 2005

Republic of Vietnam Gallantry Cross with Palm
1 Apr 1966-28 Jan 1973

**EMBLEM**

**EMBLEM SIGNIFICANCE**
MOTTO

NICKNAME

OPERATIONS
Served as an operational training unit, providing both cadre personnel and dive-bombing training for other bombardment units, 1942-1943. Moved to Harding Field, LA in Oct 1943 and became a replacement training (later, fighter pilot training) unit until inactivation in 1944. As part of Air Defense Command’s Western Air Defense Force, performed alert commitment for the Portland area, 1953-1955. Trained with F-86 from 1955-1958, then moved to Spain in Apr 1958. Operated jointly with the Spanish Air Defense Command, standing alert and performing air defense training 1958-1963. During this period, was runner-up twice for the Hughes Trophy, 1961 and 1962, and won the trophy for outstanding performance as an air defense squadron for 1963. After moving back to the US in Jun 1964, equipped with F-4 aircraft and took part in tactical exercises, operational readiness inspections, and proficiency training. Combat in SEA, Dec 1964-Jan 1973. During this period, the 497th flew “Night Owl” interdiction missions and armed reconnaissance, led Navy pathfinder missions to numerous targets, and the first B-52s to targets in North Vietnam. Retained a combat capability until the same day, 16 Sep 1974 that the 8th Tactical Fighter Wing, its parent unit, moved to South Korea. In 1978, the squadron was once again assigned to the 8th Tactical Fighter Wing when it was activated at Taegu AB, South Korea, sharing the base with the Republic of Korea Air Force (ROKAF). Aircrews trained to remain proficient in close air support, interdiction, and air-to-air combat skills until 1989. Coordinated combat training and exercises in PACAF, 1991-present.

497th TACTICAL FIGHTER SQUADRON

LINEAGE
302nd Bombardment Squadron (Light) constituted, 13 Jan 1942
Activated, 10 Feb 1942
Redesignated 302nd Bombardment Squadron (Dive), 27 Jul 1942
Redesignated 497th Fighter Bomber Squadron, 10 Aug 1943
Disbanded, 1 Apr 1944
Reconstituted and redesignated 497th Fighter Interceptor Squadron, 3 Feb 1953
Activated, 18 Feb 1953
Redesignated 497th Tactical Fighter Squadron
Inactivated

STATIONS
Savannah AB, GA, 10 Feb 1942
Drew Field, FL, 7 Feb 1943
Harding Field, LA, 4 Oct 1943-1 Apr 1944
Portland Intl Aprt, OR, 18 Feb 1953
Geiger Field, WA, 18 Aug 1955
Torrejon AB, Spain, 21 Jun 1958
George AFB, CA, 18 Jun 1964-8 Dec 1965
Taegu AB, South Korea, 1 Oct 1978

ASSIGNMENTS
84th Bombardment (later Fighter Bomber) Group, 10 Feb 1942-1 Apr 1944
503rd Air Defense Group, 18 Feb 1953
84th Fighter Group, 18 Aug 1955
65th Air Division, 5 Jul 1958;
United States Air Forces in Europe (attached to 65th Air Division), 1 Jul 1960

WEAPON SYSTEMS
V-72, 1942
A-24, 1942-1943
P-39, 1943
P-47, 1943-1944
F-94A, 1953-1954
F-89D, 1954-1955
F-86D, 1955-1960
F-102A, 1960

ASSIGNED AIRCRAFT SERIAL NUMBERS
F102
54034
54041

ASSIGNED AIRCRAFT TAIL/BASE CODES
F-4: GU

UNIT COLORS

By January 1967, the 8th TFW inaugurated the application of tailcodes and squadron colors on assigned F-4Cs, and the three initial F-4C operators started coding with 'F' range tailcodes in early 1967. They were the 433rd TFS 'Satan's Angels' (FG, blue/orange, later green/black), 497th TFS...
'Night Owls' ('FP', blue/orange, later black) and the 555th TFS Triple Nickel' ('FY').

in July 1967. Several other units were assigned to the 8th TFW, including the 13th BS, the 16th SOS and the 25th TFS, flying B-57s, AC-130S and F-4Ds ('FK/FS', 'FT and 'FA'). The 555th TFS was reassigned to the 432nd TRW at Udorn RTAFB in May 1968. During 1967, the 433rd TFS, 497th TFS and the 555th TFS upgraded to the F-4D from the F-4C.

**COMMANDERS**
LTC Julian F. Crow, #1954
LTC Gregory R. Rocco, #1988

**HONORS**
- Service Streamers
  - American Theater
- Campaign Streamers
  - None
- Armed Forces Expeditionary Streamers
  - None
- Decorations
  - Air Force Outstanding Unit Award
  - 20 Mar 1961-9 Feb 1962

**EMBLEM**
On a disc horizontally divided white and black within a narrow black border a red curved sweep with white figurehead outlined in black with black nose issuing from base to chief. In upper left and extending beyond border a red flash explosion. In base and in front of red sweep a yellow lightning flash reaching out in four directions. In upper portion three dark grey cloud formations; all in front of curved black and white counterchanged radar waves reaching throughout from lower right to upper left. (Approved, 11 Oct 1956)

**EMBLEM SIGNIFICANCE**

**MOTTO**

**NICKNAME**

**OPERATIONS**
The 497th began its relationship with the F-102 during early 1960 when the unit's F-86D flight simulator was replaced by an F-102 simulator. During April of 1960, six pilots who already had some experience with F-102s were sent to Bitburg AB, Germany, for transition training. Upon return, these pilots acted as instructors for the rest of the squadron.
On 26 April 1960, the unit's first F-102A (56-1136) landed at Torrejon after its delivery flight from France. The aircraft was piloted by COL Clay Tice Jr., commander of the 65th AD. The remaining twenty-five aircraft were delivered over the next three months with the last arriving on 13 July 1960.

The number of F-86Ds was gradually reduced with three Sabres being withdrawn each week. By the end of March 1960, all the F-86Ds had been retired. On 1 May the 497th was relieved of its alert commitment to complete transition to the F-102s. By 1 August the unit had completed transition and combat crew training and, after a deployment of all its F-102s to Wheelus AB for weapons proficiency training (22 August to 10 September 1960), the pilots of the 497th were declared operationally ready in the Delta Dagger.

The squadron assumed air defense alert on 14 September 1960 and on 1 April 1962 the 497th deployed six aircraft to Wheelus AB for two weeks of weapons training and live missile firing. By 26 May, the entire squadron had rotated through Wheelus AB.

During the 1962 deployment, one flight set a new record at the Wheelus range. Some 84.3 percent of high altitude intercepts were successfully completed, while 87.7 percent of all low altitude intercepts were completed.

During August of 1961, the 497th was notified that it was to represent USAFE in the William Tell Tournament at Tyndall AFB, Florida, during October. In the event, the world situation did not permit the participation of overseas squadrons in the meet.

One of the unit's officers received a "Well Done" award during May of 1962. CAPT Nathaniel O. Devoll was praised for his high degree of ability and professionalism in saving an F-102 from damage or loss. CAPT Devoll was on initial approach to Wheelus Air Base at 1,500 feet (three miles from the approach end) when the engine flamed out. Immediately, he attempted a "relight" first using the emergency system, then the normal system. Neither worked. CAPT Devoll declared an emergency and, holding off on extending his gear and speed brakes until the runway was assured, smoothly executed a dead-stick landing.

The 497th FIS was a runner-up for the coveted "Hughes Trophy" during 1961 and 1962, and won it in 1963. In August of 1961, the 497th was chosen as the recipient of the 65th Air Division Award for the "Outstanding Fighter Interceptor Squadron" (1 January through 30 June 1961).

During 1962 the 497th received the "Air Force Outstanding Unit Award" for the period 20 March 1961 to 9 February 1962 and the squadron's two TF-102As were painted with the chevron on the fin.

While the aircraft carried no unit markings while in Spain, some retained a part of the markings of their earlier squadron, the 82nd FIS. A number of aircraft later carried a large squadron emblem on both sides of the fin.
The squadron has a remarkable safety record with none of its F-102s being lost, although one was damaged. 56-1121 was damaged at Torrejón on 2 October 1961. It received temporary repairs and was flown to Chateauroux AB, France, for overhaul, The aircraft returned to the squadron on 18 June 1962.

One minor incident involved a Spanish flight surgeon, CAPT Luis de la Serna. He had been invited to take a supersonic ride in a TF-102A by LTCOL George Halliwell, commander of the 497th. For the first part of the orientation flight everything went smoothly, but when near the speed of sound at 33,000 feet, half of the windshield shattered. Emergency procedures were started and LCOL. Halliwell instructed his passenger to prepare for a possible ejection. Since the cockpit was pressurized, the pressure had to be released in order to reduce the chances of the glass blowing out. The aircraft headed back to Torrejón and made a successful emergency landing with both the glass and the passenger intact.

On 25 July 1964, the squadron was redesignated a Tactical Fighter Squadron and was assigned to the 8th TFW at George AFB, flying the F-4C Phantom II. The entire inventory of F-102As were reassigned to other European squadrons, although the two TF-102As were returned to the U.S. The last F-102A (56-1062) left Torrejón on 3 June 1964, destined for Hahn Air Base, in Germany.

497 FIS
F89
5111441
5111370
497th FIS Portland IAP, Oregon, commencing Spring 1954 with F-89Ds replacing F-94as. Squadron became a F-86D unit on August 18, 1955, under Project Arrow.

The 497th FIS had been activated at Portland International Airport, Portland, Oregon, on February 18, 1953, and was the last ADC squadron to be assigned F-94As. At this time they were assigned to the 503rd ADG. In the spring of 1954 they began to receive the first of their F-89Ds, and by the end of June they had twenty-four on hand.

On August 18, 1955, as a part of Project Arrow, the 497th FIS designation was moved to Geiger AFB, Washington, and they rejoined their original parent 84th Fighter Group. (At Geiger they replaced in obligation the 520th FIS, a F-86D squadron that was inactivated.)

Effective on this date, August 18, the ex-497th FIS contingent at Portland became redesignated as the 460th FIS, which had been transferred "Less Personnel & Equipment" from McGhee-Tyson AFB, Knoxville, Tennessee, under Project Arrow. They were now assigned to the newly reactivated 337th Fighter Group (Air Defense), of which they had no previous relationship. Colonel George Ceuleers was the new Group commander. In May 1958 the 460th FIS converted to F-102AS. Both the 497th and 460th FIS's were under the operational control of the 27th Air Division.
Reconstituted and designated as the 497th Fighter Interceptor Squadron on February 3, 1953, the 497th FIS was activated on February 18 and was the last USAF squadron to receive the F-94A. In June 1953 the F-94As were returned to Lockheed for upgrading to F-94B standards and the squadron re-equipped with F-94Bs obtained from other ADC squadrons. They were based at the Portland International Airport, Portland, OR and assigned to the 503rd Air Defense Group. In the Spring of 1954 after having F-94S for only one year, they commenced cross-training into F-89s and their F-94s were flown out to other units.

The first two F-94Bs to be assigned to the 101st FIS. 50-867 had previously been assigned to the 438th FIS, while 51-5338 came from the 497th FIS. These two examples arrived in February 1954, and in July the 101st officially became a F-94 unit where their last F-51H was sent to McClellan AFB for disposal.

497th F-I Squadron: activated 18 Feb 53 at Portland IAP, OR, assigned to 503rd AD Group and flying F-94B acft; converted to F-94A by Dec 53; cony to F-89D acft by Jul 54; transferred to 84th Ftr Group (AD) and changed to F-86D acft and moved to Geiger Field, WA on 18 Aug 55, IAW Project Arrow; transferred to USAFE and moved to Torrejon AB, Spain in Jun 58; transferred to SAC 5 Jul 58.

F4C/D FO

497 TFS
F4E
GU
69-0297

iger Field was born on March 11, 1941, when the Department of Defense purchased Sunset Field, southwest of Spokane, WA. The 17th Bombardment Wing, 2nd Bomber Command planned to facilitate training on WWII B-17 and C-47 crews. The name was changed to Geiger Field in honor of Major George Geiger, an Army aviation pioneer.

The winters at Geiger, as many of you will attest, were not conducive to training. The first squadron was redeployed to Texas. Many B-17 Bomb Groups and squadrons transferred in and out of Geiger during WWII.

On August 3, 1942, the 922nd Engineer Aviation Regiment was activated at Geiger Field.

In 1944, Geiger Field was completely devoted to training U.S. Army Air Force aviation engineers. Very few transient aircraft flew into Geiger at that time. The aviation engineers were responsible for building air strips, roads, dams and bridges in
war zones all over the world.

The 445th FIS was born on the 20th of March in 1953 at Geiger Field. In July, the first F-86D aircraft were assigned. The pilots and airmen were relatively inexperienced and the maintenance crew small. Within eighteen months, this group became the finest combat unit in the Western Air Defense Force.

The highpoint in July 1954 was "Operation Checkpoint," a joint SAC-ADC exercise that extended for 3 days. With sunny days and early takeoffs, the pilot’s proficiency increased rapidly and aircraft maintenance became the best in ADC.

In September of 1954, the 445th FIS was named tops in Western Air Defense, and led in hours flows, 810:30 per U.E., aircraft, scramble to airborne and turn around time.

On 20 November, rocketry training began at Yuma County Airport. When the smoke had cleared, every important Air Defense Command record in FHRT Air Rocketry had been broken.

In March of 1955, the 445th FIS became the first squadron in the 9th Air Division and the second in the Air Defense Command to fly over a thousand hours (1007:45). Outstanding maintenance was a key factor.

In July, the W.A.D.F. Shoot Off was staged at Yuma County Airport. The 445th FIS, once again, took, the 9th Air Division Rocketry trophy.

On July 2, Geiger Field Base Commander, Col. Willcox, presented the 445th FIS with its first Flying Safety plaque. 2,750 hours flown without an accident.

On 17 July 55, Lt. Colonel Squire T. O’Connor was reassigned to Air Command and Staff School at Maxwell AFB, Alabama.

The new squadron commander was Lt. Colonel Warren A. Bennett from the 518th FIS, George AFB, CA. He had been assigned as Executive Officer at George.

On February 18, 1953, the 497th FBS was reactivated as a fighter interceptor squadron assigned to the 503rd Air Defense Group based at Portland International Airport in Oregon. The 497th FIX initially flew F-94A Starfires until the spring of 1954, when the F-94A’s were replaced with the F-89D.

In August, "Project Arrow" replaced the 445th FIS with the 497th FIS that was moved up from Portland. The 445th FIS was transferred, on paper only, to Oscoda, MI in CADF. The 498th FIS sister squadron, was also activated at Geiger Field in August of 1955. One of the 497th FIS key assignments was to protect the 498th!!

The first accident free year was achieved on October 9, 1955, earning a second Flying Safety award. At years end, the Western Air Defense Force honored the 497th FIS with its Ground Safety award for the period.
In February 1956, the squadron made its second deployment to the Yuma desert. The result surpassed the ’54 competition. The Air Force record of 225 hits was equaled and all other existing rocketry records were broken.

The 3rd consecutive Flying Safety award was achieved on the 9th of April with 14,005 hours. The flying safety record continued 23 months for a total of 17,217 hours. A minor accident in September, caused by material failure, ended the streak. This achievement was the result of the outstanding teamwork of the men of the 497th FIS.

The squadron was not only very proficient at combat readiness, it also excelled at intramural sports. In 1955 and 1956, the 497th FIS made a clean sweep with championships in softball, basketball, golf, volleyball, and football.

Torrejon AFB, Spain, opened on June 1957. The 497th FIS was chosen to deploy to Torrejon based on outstanding achievements in maintenance (combat readiness), rocketry proficiency, and flight safety.

Torrejon Air Base History

During the Cold War, the facility was known as Torrejon Air Base and was the headquarters of the United States Air Forces in Europe Sixteenth Air Force, as well as the 401st Tactical Fighter Wing.

Aircraft based at Torrejon were rotated to other USAFE airbases at Aviano AB, Italy, and at Incirlik AB, Turkey. Torrejon was, in addition, a staging, reinforcement, and logistical airlift base. The USAF withdrew its forces on 21 May 1992.

Torrejon Air Base was originally the home of the Spanish National Institute of Aeronautics. However, following the U.S.-Spanish Defense Agreement of 26 September 1953, construction began at Torrejon on a new 13,400-ft. concrete runway to replace the existing 4,266-ft. grass airstrip and on a massive concrete apron and other necessary maintenance and shelter facilities to accommodate the largest United States Air Force Strategic Air Command bombers, supporting SAC Reflex missions.

Torrejon was one of three major USAF Cold War airbases in Spain, the others being Zaragoza Air Base near Zaragoza and Moron Air Base near Seville.

Strategic Air Command

USAF support activities began under the 7600th Air Base Group located in Madrid in July 1956, to support construction and base organizational functions. Torrejon Air Base opened officially on 1 June 1957 with the SAC activating the 3970th Strategic Wing on 1 July 1957.

Torrejon Air Base was a major SAC command base, hosting Sixteenth Air Force as well as SACs 65th Air Division (Defense) where it cooperated with Spanish Air Force units in the Air Defense Direction Centers (ADDCs). The 65th Air Division directed base construction, and the establishment of off-
base housing and radar sites. The division’s fighter squadrons flew air defense interceptions over Spanish airspace. The division also controlled the operations of numerous attached tactical fighter squadrons that were deployed to Spain for temporary duty. Assigned or attached units of the division participated in numerous exercises with the Spanish Air Defense Command, and in some instances, with the U.S. Sixth Fleet.

In addition to the command and control mission, Torrejon Air Base hosted SAC reflex operations. Reflex operations consisted of rotating Boeing B-47 Stratojet wings overseas for extended duty as part of a dispersal program. Another reason for establishing Reflex bases was the relatively short range of the B-47, unlike the intercontinental range of the Convair B-36 "Peacemaker" and Boeing B-52 Stratofortress which could remain based permanently in the United States. Also, in this way SAC could spread out its potential as a Soviet target by placing its aircraft, weapons, and personnel on many more bases, with each bombardment wing having two additional installations to which it could disperse.

Reflex bases located from Greenland to North Africa projected American nuclear might to within striking distance of the Soviet Union heartland.(1)

On 5 July 1958, the 497th FIS arrived at the new Torrejon AFB, Spain. Many of the facilities were still under construction. The new barracks were outstanding, the hanger, under construction. The 497th FIS F-86Ds were transported to Spain by ship from Mobile, Alabama.

In time, all the F-86Ds arrived from the States. Construction was completed and gear put away.

The new base for Rocketry Training was Sidi Slimane, Morocco. The competition between squadrons had ceased because now the 497th FIS was under SAC. SAC may have been the only down side to being at Torrejon.

Spain proved to be some of the best duty in the Air Force.

There were sad times at Geiger Field and Torrejon. Aviation can be a dangerous occupation. Several airmen and aviators were lost while assigned to the 497th FIS. Frederick Davis, III was lost in a T-33 accident, Richard Dill in an auto accident in Spain, and Jim Seigers in an F-86D crash by Torrejon. An airman was killed on the ramp at Torrejon. Sorry, we don’t have all the names. (2)

On 26 April 1960, the 497th FIS transitioned to the F-102A Delta Dagger and operated under SAC control until its transfer to the USAFE 86th Air Division (Defense) at Ramstein Air Base West Germany on 1 July 1960. This transfer was made in order that all USAF fighter assets in Europe could be concentrated in one command. It operated F-102s until 3 June 1964, when the squadron was reassigned to the 8th TFW at George AFB, California as an F-4C Tactical Fighter Squadron. Its F-102A aircraft were transferred to other USAFE FIS squadrons. (3)

The 497th FIS survivors are in the autumn of their years. Many members have passed on. The
squadron has afforded many wonderful memories and more than a small measure of sorrow. When all is said and done, as we approach the end of our days, we have our memories. (2)

(1) Wikipedia (Madrid/Torrejon Airport)
(2) Dave Paup
(3) Wikipedia (Madrid/Torrejon Airport)

497th Fighter Interceptor Squadron Lineage

The 497th began similarly to the 496th, as the 302nd Bombardment Squadron (Light) on 10 February 1942, as part of the 8th Bombardment Group. Based at Savannah AB, Georgia, the unit flew the Vultee V-72 Vengeance and A-24 until August 1943, when it was redesignated the 497th Fighter-Bomber Squadron. Starting out with the P-39, the 497th FBS soon transitioned into the P-47. On 4 October 1943, the unit moved to Harding Field, Louisiana, where it remained until 1 April 1944, when the 497th FBS was inactivated.

On 18 February 1953, the 497th FBS was reactivated as a Fighter Interceptor Squadron assigned to the 503rd Air Defense Group. Based at Portland International Airport in Oregon, the unit initially flew the F-94A. The Starfire remained with the 497th FIS until the spring of 1954, when the unit traded them in for the F-89D. Project Arrow moved the 497th FIS on 18 August 1955, a few hundred miles away, taking over the 445th FIS F-86Ds at Geiger Field in Washington. Assigned to the 8th Fighter Group, the 497th FIS remained at Geiger Field until 20 June 1958, when it was transferred to SAC.

The 497th FIS was assigned to the 16th Air Force in Europe and was based at Torrejon AB in Spain. The unit continued to fly the F-86D while in Spain, operating the type until the arrival of the F-102A on 26 April 1960. The F-102A remained with the 497th FIS until they were traded for the F-4C in 1964. Concurrently, the 497th FIS moved to George AFB in California as a Tactical Fighter Squadron.

In December of 1965, the 497th TFS moved to Ubon, Thailand as part of the 8th Tactical Fighter Wing. Still flying the F-4, the 497th TFS flew combat missions over Vietnam for the next eight years. While there, the unit developed night mission tactics during "Night Owl" FAC and interdiction missions. In 1974, the 497th TFS was deactivated when the 8th Tactical Fighter Wing moved to Kunsan AB in Korea. The unit was reactivated in 1978 at Taegu AB in Korea, where it remained until deactivation in 1988.

The designation returned to Air Force ranks on 31 October 1991 as the 497th Fighter Training Squadron based at Paya Lebar Air Base in Singapore. The unit was redesignated the 497th CTS Combat Training Squadron in August of 1994, and continues to operate out of Singapore today,
holding the Singapore Sling combat training program on a regular basis.

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<th>440103</th>
<th>P-47D</th>
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<th>84FBG</th>
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Updated: 5 Jun 2012

Sources

Air Force Order of Battle
Created: 16 Nov 2010
Updated: 5 Mar 2015

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