

466 FIGHTER SQUADRON



MISSION

LINEAGE

466 Fighter Squadron, Single-Engine constituted, 5 Oct 1944
Activated, 12 Oct 1944
Inactivated, 25 Nov 1945
Redesignated 466 Fighter-Escort Squadron, 19 Jun 1952
Activated, 1 Jul 1952
Redesignated 466 Strategic Fighter Squadron, 20 Jan 1953
Inactivated, 11 May 1956
Redesignated 466 Tactical Fighter Squadron, 23 Jun 1972
Activated in the Reserve, 1 Jan 1973
Redesignated 466 Fighter Squadron, 1 Feb 1992

STATIONS

Peterson Field, CO, 12 Oct 1944
Pocatello AAFld, ID, 25 Oct 1944
Bruning AAFld, NE, 15 Nov 1944
Fort Lawton, WA, 21 Dec 1944-1 Jan 1945
Kahuku AAB, TH, 6 Jan 1945
Mokuleia AAB, TH, 25 Feb 1945
Bellows AAB, TH, 16 Sep-25 Nov 1945
Turner AFB, GA, 1 Jul 1952-11 May 1956
Hill AFB, UT, 1 Jan 1973

DEPLOYED STATIONS

Misawa AB, Japan, 8 Feb-5 May 1953 and 16 Feb-16 May 1954

ASSIGNMENTS

508 Fighter Group, 12 Oct 1944-25 Nov 1945
508 Fighter-Escort (later, 508 Strategic Fighter) Wing, 1 Jul 1952-11 May 1956
508 Tactical Fighter Group, 1 Jan 1973
301 Tactical Fighter Wing, 25 Mar 1973
508 Tactical Fighter Group, 17 Oct 1975
419 Tactical Fighter (later, 419 Fighter) Wing, 1 Oct 1982
419 Operations Group, 1 Aug 1992

WEAPON SYSTEMS

P-47, 1944-1945
P-51, 1945
AT-6
UC-78, 1945
F-84, 1952-1956
F-105, 1973-1984
T-33, 1973-1980
F-16, 1984
F-35

COMMANDERS

None (not manned), 12 Oct-8 Nov 1944
Maj John J. Lynch Jr, 9 Nov 1944
Maj Edwin T. Bayley, 19 Aug-25 Nov 1945
None (not manned), 1 Jul-Sep 1952
Lt Col Howard E. Cody, Sep 1952
Maj Vasseur H. Wynn, 10 Aug 1953
Maj Harris W. Mani, 1 Apr 1955
Lt Col Garry Oskamp, 25 Oct 1955
Unkn, 9-11 May 1956
Unkn, 1 Jan-Jun 1973
Lt Col Larry M. Davis, 1973
Lt Col Thomas E. Flowers, 15 Feb 1977
Lt Col Michael D. Reich, 27 Apr 1978
Lt Col Clayton B. Lyle III, Sep 1980
Maj Wayne F. Conroy, 14 Nov 1983
Lt Col Reese R. Nielsen, 1 May 1984
Lt Col Tom L. King, 12 Mar 1988
Lt Col Barry D. Wyttenbach, 29 Oct 1989
Lt Col David J. Towers, 9 Jun 1991
Lt Col F. P. Bernard, 1 Jun 1992
Lt Col Wayne F. Conroy, 1993
Lt Col Thomas Ward, 10 Dec 1995
Col R. Benjamin Bartlet, 1997

Lt Col John T. Winters, 7 Mar 1999
Lt Col Gary Batinich, 9 Sep 2000
Lt Col Patrick Wade January 2008 - March 2011

HONORS

Service Streamers

World War II
Asiatic-Pacific Theater

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Awards

1 Aug 1981-31 Jul 1983
2 Aug 1983-2 Aug 1985
1 Jul 1987-31 Aug 1989
1 Apr 1994-31 Mar 1996
1 May 2004-30 Apr 2006
1 May 2006-30 Jun 2007
1 Oct 2011-30 Sep 2013

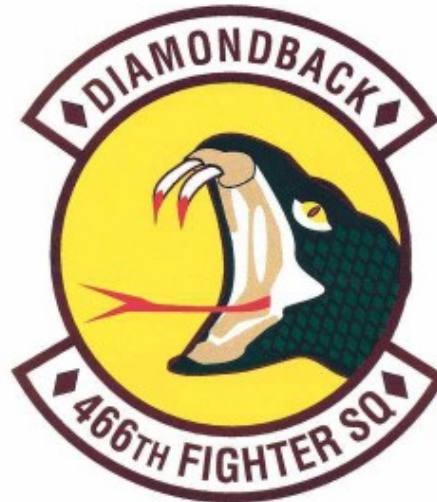
EMBLEM



466 Fighter Squadron, Single-Engine emblem

On a light blue disk, a red cobra, on and over a black irregular crescent shaped cloud throughout the base, with hood raised and his tail ending in red flames against yellow clouds extending to top of disk, and holding in his mouth a lighted cigarette in a white holder and with a white flash issuing downward from each fang. **SIGNIFICANCE:** The twin bolts of lightning, together with the swift striking cobra signify the rapid and destructive capabilities of the unit. The cigarette and holder depict the unit's confidence and ability to remain calm in the face of adversity. The red of the cobra signifies courage, the yellow of the flame the blazing fury of

attack; also, the unit's fiery method of propulsion. The black indicates the dark clouds of world conflict. The blue of the sky and the 'White of the lightning are shown in their respective natural colors. (Approval, 23 Sep 1953)



466 Fighter Squadron emblem: Or the head of a rattlesnake striking issuant from sinister base bendwise Vert eyed of the first pupil Gules, mouth Yellow and White, armed of the last tipped Red and langued of the like; all within a diminished bordure Azure. Attached above the disc a Yellow scroll edged with a narrow Blue border. and inscribed 466th FIGHTER SQDN in Blue letters. Attached below the disc a Yellow scroll edged with a narrow Blue and inscribed " DIAMONDBACK " in Blue letters. Border **SIGNIFICANCE:** Blue and yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The rattlesnake reflects the Squadron's ability to strike quickly and decisively and its constant state of readiness in the defense of peace. The Yellow disc also suggests the sun and the position of the snake alludes to the fighter pilots' time-honored tactic of attacking out of the sun. (Approved, 29 Mar 1995)

MOTTO

Diamondbacks

OPERATIONS

Defense of Hawaiian Islands and replacement training, Jan-Aug 1945.

Provided air defense of Japan during deployments in 1953 and 1954.

Since 1973, has trained to fly interdiction, close air support, and counter-air missions.

Deployed periodically for contingency operations, or for training exercises with other units.

Hill's 419th Tactical Fighter Wing, United States Air Force Reserve, was the last F-105 unit and retired the Thunderchief, or "Thud" as it was called, with honor. On 1 October 1982, the Air Force Reserve inactivated Hill's 508th Tactical Fighter Group and activated the 419th Tactical Fighter Wing. The Wing's 466 Tactical Fighter Squadron flew F-105s until March 1984. On 4 June 1983, the unit began to retire the Thunderchief with a 25-ship launch and picture-perfect "diamonds on diamonds" flyover.

4 February 1997 An General Dynamics F-16D Block 30J Fighting Falcon, 87-385, of the 466 Fighter Squadron, crashed about ten miles northeast of Wendover, Utah, near the Utah-Nevada state line after suffering engine flame-out. The crew was from the 419th Fighter Wing at Hill Air Force Base, Utah. A Hurlburt Field crew flying an MC-130E Combat Talon I on a mountain terrain exercise were diverted to help search for the jet's crew. After refueling in mid-air, the Hurlburt crew found the two flyers and sent up flares to pinpoint their location for search helicopters. Major Edward G. Goggins was the pilot and Captain Mark C. Snyder a passenger flight surgeon. One suffered a broken ankle and the other had burns.

On 13 November 2002, 1400L (2100Z) an F-16 fighter aircraft, S/N 88-0397, call sign Thud 3, crashed on the Utah Test and Training Range. The aircraft, assigned to the 419th Fighter Wing, Hill AFB, Utah, was participating in a four-ship, opposed Surface Attack Tactics (SAT) training mission simulating the delivery of Laser Guided Bombs (LGB) when it impacted the ground in an 80° degree banked left turn and 9° nose down pitch. The pilot was killed and the aircraft was totally destroyed upon impact. There were no civilian casualties. The UTTR is part of a military operating area (MOA) owned by the Bureau of Land Management (BLM) and the Department of Defense (DOD). Therefore, there was no injury to civilians or damage to civilian property.

By clear and convincing evidence, the primary cause of the mishap was determined to be the pilot's loss of situational awareness, resulting from channelized attention and a visual illusion caused by unusual environmental conditions. On the day of the mishap, the white salt flat covering the range was covered by two to three inches of clear, calm water, which created a mirror between the ground and sky. This mirror effect diffused the horizon, giving the illusion that there was unlimited maneuvering space, when in fact; the mishap aircraft was operating perilously close to the ground. By substantial evidence, the contributing factors were determined to be the preset volume of the low altitude voice warning system, the lack of the "PULL UP, PULL UP" voice warning in Block 30 aircraft, the unrealistic recovery parameters in the Ground Collision Avoidance warning system, and the lack of clear, consolidated, written guidance on the various low altitude warning systems in the F-16C.

The last of the 419th Fighter Wing's F-16 Fighting Falcon aircraft left Hill AFB, Utah, on 28 June 2007, signifying the end of one era and the beginning of another. The pilots and maintainers from the Air Force Reserve Command wing will now team with Hill's active duty 388th Fighter Wing to carry out a joint flying mission, The transition is part of the Air Force's total force integration program, which joins similar units to increase overall combat capability. The 419th entire fleet of Block 30 F-16 aircraft is now assigned to other Reserve and Air National Guard units. The Reserve wing has flown and maintained its own F-16 aircraft for more than twenty years. 2007

Air Force Reserve F-16 pilot Lt. Col. Paul "Buster" Delmonte flies several types of aircraft as part of his full-time civilian job, but instead of dropping bombs he delivers an entirely different kind of weapon. Delmonte, the 466 Fighter Squadron commander, is an aerial firefighter and aviation safety manager with the U.S. Forest Service. Between May and October each year, he flies above fiery mountain ranges to drop smokejumpers and direct the delivery of fire retardant. He's currently in Durango, Colo. with more than 1,400 forest service personnel to extinguish the West Fork Complex Fire, which as of today has consumed more than 83,000 acres. He's also working alongside Air Force Reserve and Air National Guard aircrews deployed there with specially equipped C-130s that are dropping thousands of gallons of retardant on the blazing wilderness area. Just like flying in a combat zone, conditions above wildfires are often rough and the drop zones are always challenging.

"Typically, we drop the smokejumpers over tight clearings in the forest canopy," Delmonte said. "It takes about 30 minutes to empty the plane and it can be challenging to maneuver through narrow canyons while steering clear of trees and other obstacles." "If the fire is big, often times smoke combined with the angle of the sun will make it extremely difficult to see," he added. When transporting smokejumpers, Delmonte flies either a DHC-6 or DC3-TP aircraft.

Both are known for their ability to fly at slow speeds and in tight circles. The smokejumpers jump from the aircraft, parachuting into rugged terrain to reach areas that are hard to access by road. When fire retardant is the weapon of choice, Delmonte flies as "lead plane" in a Beech King Air, a smaller, highly maneuverable aircraft. His role is to orchestrate the location and timing for large forest service tankers to drop the retardant, foam or water. "We have a smoke generator onboard - similar to airshow aircraft - so we can mark the start point and designate the best course for the tankers," Delmonte said. "Piloting the lead plane is much like being an F-16 FAC-A (forward air control - airborne).

I get the objectives and priorities from the ground incident commander and then go to work sequencing other aircraft over the target." The forest service can send Delmonte anywhere in the U.S., but he typically covers hot spots in the western U.S. like New Mexico, Arizona, Idaho, Montana and California where wildfires are most common in the hot, dry summer months. During a busy season, a lead plane pilot can assist in putting out as many as 60 fires, he said. So far this year, he's been called to New Mexico, California, Idaho and Colorado. But with weather reports calling for a record-setting heat wave across the western U.S. this weekend, things are likely just warming up. "I expect I'll get busier real soon, as July and August are typically our biggest months," he said. 2013

F-16 pilots from Hill AFB, Fla., conducted the first air-to-air combat training missions alongside F-35 Lightning IIs since the fifth-generation fighters were assigned to the 33rd Fighter Wing at nearby Eglin AFB. "This mission allowed us to train seamless integration of the Air Force's fourth and fifth generation fighters and provided invaluable insight into the future of fighter operations at Hill AFB," said Lt. Col. David Castaneda, commander the 466 Fighter Squadron, which falls under the Air Force Reserve's 419th Fighter Wing. Hill F-16 maintainers also got an "in-depth overview of ALIS," the F-35's Autonomic Logistics Information System, states an April 24 release. "The F-35 is going to be an important aircraft for the future of the Air Force," said TSgt. David Sudak, 419th FW crew chief. "It will provide flexibility both for maintenance and air

crews. The new computer system seems to be more integrated. It's going to make our job a lot easier." 2014

USAF Unit Histories

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Sources

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