

492 FIGHTER SQUADRON



MISSION

LINEAGE

55 Bombardment Squadron (Light) constituted, 20 Nov 1940
Activated, 15 Jan 1941
Redesignated 55 Bombardment Squadron (Dive), 28 Aug 1942
Redesignated 492 Fighter-Bomber Squadron, 10 Aug 1943
Redesignated 492 Fighter Squadron, Single-Engine, 30 May 1944
Inactivated, 7 Nov 1945
Redesignated 492 Fighter-Bomber Squadron, 25 Jun 1952
Activated, 10 Jul 1952
Redesignated 492 Tactical Fighter Squadron, 8 Jul 1958
Redesignated 492 Fighter Squadron, 1 Oct 1991

STATIONS

Savannah, GA, 15 Jan 1941
Will Rogers Field, OK, 23 May 1941
Savannah, GA, 7 Feb 1942; Key Field, MS, 28 Jun 1942
William Northern Field, TN, 20 Aug 1943
Walterboro, AAFld, SC, 27 Jan–13 Mar 1944
Ibsley, England, 29 Mar 1944
Deux Jumeaux, France, 18 Jun 1944
Villacoublay, France, 29 Aug 1944
Cambrai/Niergnies, France, 15 Sep 1944
St Trond, Belgium, 30 Sep 1944
Kelz, Germany, 26 Mar 1945
Kassel, Germany, 18 Apr 1945

Illesheim, Germany, 25 Apr 1945
Laon, France, 5 Jul–Aug 1945
Seymour Johnson Field, NC, 9 Sep–7 Nov 1945
Chaumont AB, France, 10 Jul 1952
RAF Lakenheath, England, 11 Jan 1960

DEPLOYED STATIONS

Taif, Saudi Arabia, 2 Sep 1990–15 Mar 1991
Incirlik AB, Turkey, Sep–Dec 1991

ASSIGNMENTS

48 Bombardment (later, 48 Fighter-Bomber; 48 Fighter) Group 15 Jan 1941–7 Nov 1945
48 Fighter-Bomber Group, 10 Jul 1952
48 Fighter-Bomber (later, 48 Tactical Fighter; 48 Fighter) Wing, 8 Dec 1957
48 Operations Group, 31 Mar 1992

ATTACHMENTS

48 Fighter Wing [Provisional], 2 Sep 1990–15 Mar 1991
7440 Composite Wing, Sep–Dec 1991

WEAPON SYSTEMS

A-18, 1941
A-20, 1941–1942
A-35, 1942–1943
P-40, 1943
P-39, 1943–1944
P-47, 1944–1945
F-84, 1952–1954
F-86, 1953–1956
F-100, 1956–1972
F-4, 1972–1977
F-111, 1977–1992
F-15, 1992

COMMANDERS

1st Lt Robert F. Strickland, 15 Jan 1941
Maj Norman R. Burnett, 7 Dec 1941
Maj Clinton V. True, 16 Jan 1942
1Lt Charles G. Ketelman, 4 Feb 1942
1st Lt William C. Hunter, 7 Apr 1942
1st Lt Samuel Hanley, 31 Jul 1942
Capt Samuel R. Beckley, 1 Jan 1943
Capt Byron H. Foreman, 4 Mar 1943
Lt Col Jerome J. McCabe, 7 Dec 1943

Maj Thomas T. Tierney, 7 Nov 1944
Maj James M. Updike, 10 Nov 1944
Maj Norman S. Orwat, 19 Feb 1945
Maj Ray Robinson, 28 Jun 1945-unkn
Maj Staryl C. Austin Jr., 10 Jul 1952
Lt Col William A. Norris, 4 Feb 1953
Maj Donald J. Gravenstine, c. Nov 1953
Maj John E. Tuchsens, Jul 1955
Lt Col Thomas M. Hergert, Oct 1955
Lt Col Neil J. Graham, 9 May 1956
Maj Aubrey C. Moulton Jr., c. Apr 1958
Lt Col Albert W. Fell, c. Sep 1958
Maj John J. Innis, Apr 1959
Lt Col James R. Jarrell III, c. Jan 1961
Maj Roy J. Girard, c. Jul 1963
Maj Winfield W. Scott Jr., 26 Jun 1964
Maj Raymond Waski, c. Jun 1966
Maj Robert Marshall, Aug 1966
Lt Col Harold S. Reece, Dec 1966
Lt Col William E. Skinner, Mar 1968
Maj Robert H. Savage, Jan 1969
Lt Col Alan B. Engle, c. Apr 1969
Lt Col Edward E. Seaman, 1 Feb 1971
Lt Col Charles M. Zeitner, 1 Nov 1971
Lt Col William B. Paul, 1 Jul 1972
Lt Col Sidney J. Wright, 27 May 1973
Maj Richard A. Bedarf, 20 Jul 1975
Lt Col Richard R. O'Connor, 21 Jul 1977
Lt Col John R. Harris, 25 Jul 1979
Lt Col Donald R. Joyner, 2 Jul 1981
Lt Col Vernon Handel, 11 Feb 1983
Lt Col Robert P. Andrews, 11 Jan 1985
Lt Col Donald A. Lamontagne, 31 Jul 1986
Lt Col Thomas G. Runge, 6 Nov 1987
Lt Col James E. Brechwald, 26 May 1989
Lt Col Gale W. Larson, 9 Nov 1990
Lt Col William D. Carpenter, 6 May 1992
Lt Col James F. Slaton, 15 Jan 1993
Lt Col Mark B. Rogers, 24 Mar 1994
Lt Col George T. Doran, 26 Jun 1995
Lt Col William G. Polowitz, 17 May 1997
Lt Col Robert E. Suminsby, 23 Jul 1999
Lt Col Steven L. Kwast, 5 Jan 2001
Lt Col Jay B. Silveria, 17 May 2002

Lt Col Christopher P. Dinenna, 22 Jan 2004
Lt Col James McGovern, 30 Jun 2005
Lt Col Troy Stone, 2 Nov 2006
Lt Col Christopher Short, 21 Nov 2007
Lt Col Dan Lamontagne

HONORS

Service Streamers

Campaign Streamers

World War II
Antisubmarine, American Theater
Air Offensive, Europe
Normandy
Northern France
Rhineland
Ardennes-Alsace
Central Europe
Air Combat, EAME Theater

Southwest Asia
Defense of Saudi Arabia
Liberation and Defense of Kuwait

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations
ETO, 15 Oct 1944
Germany, 6 Dec 1944

Air Force Outstanding Unit Awards

1 Jul 1961–29 Feb 1964
1 Jul 1966–30 Jun 1968
14 Oct 1976–31 Dec 1977
1 Apr 1978–31 Mar 1980
1 Jul 1984–30 Jun 1986
1 Jul 1986–30 Jun 1988
1 Jul 1988–30 Jun 1990
20 Aug 1990–11 May 1991
1 Jul 1984-30 Jun 1986
1 Jul 1986-30 Jun 1988
1 Jul 1988-30 Jun 1990

20 Aug 1990-11 May 1991
1 Jul 1992-30 Jun 1994
1 Oct 2000-24 Sep 2002
1 Oct 2002-30 Sep 2004
1 Oct 2004-31 Oct 2005
1 Nov 2005-31 Dec 2006
1 Jan-31 Dec 2007

Navy Meritorious Unit Commendation
(Libya), 10–16 Apr 1986

Cited in the Orders of the Day, Belgian Army
6 Jun–30 Sep 1944
1 Oct–17 Dec 1944
18 Dec 1944–15 Jan 1945

Belgian Fourragere

EMBLEM



55 Bombardment Squadron emblem



492 Fighter Squadron emblem: On a disc Azure, a kestrel bendwise sinister Gules, couped at the neck and leg, detailed Argent and Sable, beak and talons Or, grasping in sinister claw a bomb of the fourth point to base detailed of the third, and peering through a sight bendwise sinister and terminating to dexter side of the same, all within a narrow border Red. Attached below the disc, a White scroll edged with a narrow Red border and inscribed "492D FIGHTER SQ" in Red letters. **SIGNIFICANCE:** Ultramarine blue and Air Force 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 kestrel, a type of falcon which, when angered or hungry, attacks by diving fiercely on its prey. The bomb and bomb sight are indicative of the Squadron's mission. The grim expression of the kestrel depicts the unit's resolution to destroy its objectives.

Emblem (Originally approved 25 February 1943. Replaced by another emblem 9 June 1964. modified 11 February 2005)

The men of the 492 proudly wear their insignia, a swooping hawk ready to drop a bomb as he zeros in on an enemy target through his bombsight. This Tubular bombsight, though no longer in use, recalls the pre-war days when the squadron was equipped with the A-24 attack bomber in which such a sight was used for divebombing.

MOTTO

OPERATIONS

Antisubmarine patrols, Mar–Apr 1942. Replacement training, 1942–1943. Combat in ETO, 20 Apr 1944–4 May 1945. Participated in the air raid on Tripoli, Libya, 14/15 Apr 1986. Combat in Southwest Asia, Jan–Feb 1991.

Odyssey Dawn Units Identified: The Air Force has identified units that participated in the attacks against Libyan military targets in the opening salvos of Operation Odyssey Dawn this

past weekend. In addition to B-2 stealth bombers from the 509th Bomb Wing at Whiteman AFB, Mo., the Air Force sent F-15Es from the 492 Fighter Squadron and 494th FS at RAF Lakenheath, Britain, as well as F-16Cs from the 480th FS at Spangdahlem AB, Germany. The B-2s struck combat aircraft shelters at Ghardabiya Airfield in Libya, and, based on post-strike photos that the Pentagon displayed, precisely hit them. The F-15Es and F-16Cs attacked ground forces loyal to Libyan ruler Muammar Gadhafi that were advancing on opposition forces in Benghazi and threatening civilians. KC-135s of the 100th Air Refueling Wing at RAF Mildenhall, Britain, refueled the strike aircraft en route to an unnamed forward air base. C-130Js from the 37th Airlift Squadron at Ramstein AB, Germany, moved ground equipment and personnel to the forward base, as did theater-based C-17s. Pentagon officials also said EC-130 Commando Solo psychological operations aircraft participated. The Pennsylvania Air National Guard's 193rd Special Operations Wing in Middletown operates these aircraft. 2011

On August 2, 1990, the United States began Operation Desert Shield to protect Saudi Arabia following the Iraqi invasion of Kuwait. The first USAFE Wing to deploy from Europe was the 48th TFW from RAF Lakenheath. The initial contingent of 19 aircraft left for Taif on August 25, 1980. It was made up of contingents of both the 492 TFS and the 494th TFS. A second group of 14 followed on September 25, made up mostly of aircraft of the 493rd TFS. The remainder of the 492 TFS and 494th TFS, which stayed behind at Lakenheath, was reorganized as the 492 TFS. This new 492 TFS was deployed with 12 aircraft to Taif on November 29. The next group of 11 aircraft deployed on December 11. A final group of six aircraft transferred to Taif brought the total to 67 aircraft deployed at the start of Operation Desert Storm on January 17, 1991.

The 48th TFW(P) was inactivated during March 1991, with command of the elements of the 492 TFS remaining at Taif until May 10, 1991, reverting to the 48th TFW at Lakenheath.

After one mid-1970s NATO exercise in which bad weather had grounded all flights except Upper Heyford's F-111Es, it was decided NATO needed more F-111s. The result was Operation Creek Swing/Ready Switch, which transferred the F-111 Fs to RAF Lakenheath, England. Under Operation Creek Swing/Ready Switch in July and August 1977, the 366th converted from F-111FS to F-111 As. The F-111FS of the 366th TFW transferred to the 48th TFW at RAF Lakenheath. The 48th TFW consisted of three Tactical Fighter Squadrons; the 492 TFS, 493rd TFS, and the 494th TFS. A fourth squadron, the 495th TFS activated within the 48th TFW in 1977 to provide difference training for aircrews coming from other F-111 models.

The last elements of 48th TFW returned from Taif to Lakenheath during May 1991. The F-111 Fs were transferred to the 27th TFW at Cannon during 1992 as they were replaced at Lakenheath with F-15s. The 492 and 494th converted to F-15Es in 1992. The 493rd and 495th were inactivated in December 1992. The 493rd was activated with F-15C/D s on January 1, 1994.

70-2368 The aircraft was delivered to the USAF on October 14, 1971. 70-2368 is seen here on December 3, 1983. It was Pave Tack modified. While assigned to the 492 TFS, 48th TFW, 70-2368 crashed and was destroyed on May 2, 1990, over Sculthorpe, England. While inbound to RAF Sculthorpe, the crew of REX 62 heard a loud thump. A first stage fan failure had caused the

noise and resultant fire. The crew ejected successfully. The aircraft crashed in a forest, two miles from RAF Sculthorpe. At the time of the crash, the aircraft had accumulated 1,692 flights and 4,269.8 flight hours.

70-2418 was delivered to the USAF on April 24, 1972. It is seen here in April 21, 1984, with the blue tail cap of the 492 TFS, 48th TFW. It was Pave Tack modified. While assigned to the 492 TFS, 48th TFW at RAF Lakenheath, the aircraft crashed and was destroyed on February 23, 1987 near Newmarket, UK. The aircraft experienced a split slab condition (the two sides of the horizontal tail moved in opposite directions) causing loss of control. The air crew successfully ejected, but were injured as a result of failure of the forward parachute bridle holding the parachute to the capsule. This caused the capsule to hit nose first. When the aircraft crashed, it had accumulated 1,425 flights and 3,637.7 flight hours.

72-1447 was delivered to the USAF on July 20, 1973. It is seen here on March 1978. It was Pave Tack modified. While assigned to the 492 TFS, 48th TFW, the aircraft crashed and was destroyed on June 23, 1982 while flying low level TF near Kinloss, Scotland. The aircraft began violent pitch and roll oscillations, and the crew ejected. They received only minor injuries. The aircraft had accumulated 771 flights and 2,016.1 flight hours when it crashed.

On 12 Feb 02, at 1528 local time (1528 Zulu), an F-15E, S/N 91-0308, experienced a left engine fire on takeoff. The F-15E, assigned to the 492 Fighter Squadron, 48th Fighter Wing, RAF Lakenheath, United Kingdom, was number two of a two ship basic surface attack mission. The Mishap Pilot and Weapon System Officer, both of the 492 Fighter Squadron recovered the aircraft safely. There were no injuries to military or civilian personnel and no property damage. The aircraft experienced a compressor stall on takeoff followed immediately by engine stagnation and fire. The primary cause of the mishap was engine stall, stagnation, and fire due to several factors including engine operation in secondary mode, reduced stall margin, and high fuel flow rate into the mishap engine. There was no damage to the aircraft as fire was confined to the engine casing. There was approximately \$1.2 million in damage to components of the mishap engine.

On 12 September 2000 at 1839 local time (1739 Z), an F-15E, S/N 96-0203, crashed at RAF Lakenheath, United Kingdom. The F-15E, assigned to the 492d Fighter Squadron, 48th Fighter Wing, RAF Lakenheath, was part of a redeployment from Exercise Green Flag at Nellis AFB, Nevada, with an intermediate stop at Langley AFB, Virginia. The pilot, from the 492d Fighter Squadron, sustained minor injuries. The Weapons Systems Operator, from the 494th Fighter Squadron, sustained severe injuries to his left arm as a result of the accident. The aircraft came to rest off the left side of the runway after landing and sustained extensive damage. The mishap aircraft experienced an unsafe gear indication on gear retraction during takeoff from Langley AFB on the mishap sortie. The landing gear was cycled in accordance with flight manual procedures, which resulted in a safe gear-up indication. The remainder of the flight was uneventful until landing at RAF Lakenheath. Approximately 1,180 feet after touchdown, the mishap aircraft left main tire blew out, followed by failure of the left main gear strut. The mishap aircraft began a yaw to the left when the left wing external fuel tank contacted the

approach end arresting cable, and eventually departed the left side of the runway 3,400 feet from the approach end. After departing the runway, the right main gear collapsed causing the right wing tip to dig into the ground, and the aircraft to pirouette nose low onto the radome. The forward section of the fuselage, including both cockpits, separated from the aircraft and came to rest on its right side while the mishap aircraft came to rest upright. Additional government property damage included the runway, runway lights, approach end barrier, and grounds adjacent to the runway. The cause of the mishap was failure of the left main landing gear connecting link, which caused the left main wheel to be oriented approximately 90 degrees to the aircraft flight path (outside rim facing forward) on gear extension. Once the left main gear tire and strut failed, the mishap pilot lost directional control and the mishap aircraft departed the left side of the runway.

On 16 April 2003 at approximately 1530 local time, an F-15E, S/N 97-0217, suffered engine failure in the #1 (left) engine while in flight. The mishap aircraft (MA), assigned to the 492d Fighter Squadron, 48th Fighter Wing, RAF Lakenheath was on a basic surface attack training mission at the Donna Nook Range approximately 60 nautical miles from RAF Lakenheath. Mission planning and briefings were normal. Ground operations, preflight inspection, engine start, taxi, and takeoff were uneventful. Flight to the range was uneventful. Descending through 1,300 feet above ground level (AGL) at 450 knots indicated air speed on final approach to the target, the aircrew experienced a compressor stall with severe vibrations from the mishap engine (ME). The Mishap Pilot (MP) initiated a climb and retarded the ME throttle to idle. The stall ceased and engine indications returned to normal. There were no other abnormal engine indications noted. At approximately 3,000 feet AGL the MP slowly advanced the ME throttle to midrange power. The ME stalled and the vibrations returned. The MP retarded the engine to idle in accordance with checklist procedures and the ME indications returned to normal. The MP declared an in-flight emergency and returned to RAF Lakenheath with the engine in idle for an otherwise uneventful single-engine procedural approach and landing. There were no injuries or fatalities as a result of this mishap. The aircraft suffered approximately US \$.012 million in damage confined to the ME. There are no claims for damage to government or private property and no media inquiries have been received. The primary cause of this mishap was the liberation of a small piece (approximately 4.8 cm by 3 cm) of a second stage stator vane, a known problem for this series of engines. The piece liberated due to high cycle fatigue and was ingested into the ME causing further damage. Preventative maintenance action including replacement of the second stage stator vane assembly with an improved stator vane assembly is currently being accomplished Air Force wide. There is no evidence that maintenance procedures at RAF Lakenheath were a contributing factor in this mishap. No other causal or contributing factors were found.

F-15E STRIKE EAGLE, T/N 91-000304 NEAR BENGHAZI, LIBYA
20 MARCH 2011

On 21 March 2011, at approximately 2129 hours Zulu (Z), an F-15E Strike Eagle, tail number 91-000304, departed controlled flight and entered into an unrecoverable spin during a night combat mission in support of Operation ODYSSEY DAWN. The mishap aircraft (MA), operated

by the 492d Expeditionary Fighter Squadron based out of Aviano Air Base (AB), Italy (IT), was destroyed on ground impact in an unpopulated area near Benghazi, Libya. The mishap aircrew (MC), consisting of the mishap pilot (MP) and the mishap weapons system officer (MW), ejected safely with minor injuries and was recovered by friendly forces. Financial loss of the MA and associated equipment totaled \$48,190,996.50. There were no known civilian injuries or damage to other property. At 1713Z, the MC performed a standard takeoff from Aviano AB, IT, for night contingency operations over Libya. The MA was number two (wingman) of two F-15Es in formation. At 2104Z, after refueling uneventfully a second time, the MC proceeded on its mission tasking. Within five minutes, the MC relayed a fuel imbalance of 2,500 pounds trapped in the right external tank. At 2111Z and again at 2112Z, the MC reported that the trapped fuel was feeding slowly. At 2127Z, with the MA advancing approximately two miles ahead in the formation, the two aircraft released munitions and attempted target egress by executing a turn away from each other. At 2128Z, the MC radioed they were in a spin, a "Mayday" call followed, and at 2129Z, the MC ejected from the MA. The Accident Investigation Board President found by clear and convincing evidence that the cause of the mishap was the MA's sudden departure from controlled flight during a combat egress maneuver when the MP momentarily exceeded aircraft controllability performance parameters. There was sufficient evidence to determine that one or a combination of the following factors substantially contributed to the mishap: (1) ambiguous F-15E technical order guidance concerning maneuvering limitations with aircraft lateral asymmetry while configured with external stores; (2) unknown or misunderstood combat-loaded F-15E aircraft performance while operating at or above 30,000 feet mean sea level; and (3) unpublished, therefore, unfamiliar dynamic lateral directional stability as a function of external stores asymmetry caused by weapons release.

15 July 1961 Two North American F-100 Super Sabres of the 492d Tactical Fighter Squadron, 48th Tactical Fighter Wing, based at RAF Lakenheath, Suffolk, suffer mid-air collision during routine gunnery exercise on the Holbeach Range, both aircraft coming down in the sea five miles off King's Lynn. Pilot 1st Lt. L. C. Marshall parachuted from North American F-100D-45-NH, 55-2792, rescued from his dinghy by helicopter, but 1st Lt. D. F. Ware rode 55-2786 to his death.

Eight airmen from RAF Lakenheath suffered minor injuries when a Greek F-16 crashed on Monday during NATO training at Los Llanos Air Base in southeastern Spain. Their injuries included scrapes, burns, and smoke inhalation, reported Stars and Stripes. The Greek F-16 slammed into a group of parked French and Italian combat aircraft and personnel shortly after takeoff, claiming the lives of eight French service members and the two-member Greek F-16 aircrew. Another 21 French and Italian personnel were injured, some seriously; as of Tuesday morning, one of the French servicemen had succumbed to his injuries, bringing the number of dead to 11, reported Voice of America. The injured US airmen were part of a contingent of some 80 personnel from Lakenheath's 492 Fighter Squadron that deployed to Los Llanos with F-15Es for the training, which was held under NATO's Tactical Leadership Program that builds tactical air capabilities between NATO partners. The accident showed the "significant cost and personal sacrifice made every day by allies and partners alike" in pursuit of better capabilities to

assure and deter, said Gen. Frank Gorenc, commander of US Air Forces in Europe-Air Forces Africa, in a statement offering his condolences. 2015

Lakenheath Airmen Escaped Serious Injury in NATO Training Mishap Eight airmen from RAF Lakenheath suffered minor injuries when a Greek F-16 crashed on Monday during NATO training at Los Llanos Air Base in southeastern Spain. Their injuries included scrapes, burns, and smoke inhalation, reported Stars and Stripes. The Greek F-16 slammed into a group of parked French and Italian combat aircraft and personnel shortly after takeoff, claiming the lives of eight French service members and the two-member Greek F-16 aircrew. Another 21 French and Italian personnel were injured, some seriously; as of Tuesday morning, one of the French servicemen had succumbed to his injuries, bringing the number of dead to 11, reported Voice of America. The injured US airmen were part of a contingent of some 80 personnel from Lakenheath's 492 Fighter Squadron that deployed to Los Llanos with F-15Es for the training, which was held under NATO's Tactical Leadership Program that builds tactical air capabilities between NATO partners. The accident showed the "significant cost and personal sacrifice made every day by allies and partners alike" in pursuit of better capabilities to assure and deter, said Gen. Frank Gorenc, commander of US Air Forces in Europe-Air Forces Africa, in a statement offering his condolences.

Eagles and Strike Eagles from RAF Lakenheath, UK, fanned out to exercises in southern Europe this month to continue training while Lakenheath's runway is under repair. Fifteen F-15Es and 300 airmen from the 492 Fighter Squadron relocated to Aviano AB, Italy, for two weeks of dissimilar air combat training with resident F-16s. "Different aircraft allow both crews to accomplish training missions that typically wouldn't happen," 492 FS Operations Director Maj. Timothy Dowling said in a release. Meanwhile, a dozen F-15C/Ds and 250 pilots, maintainers, and support personnel from Lakenheath's 493rd FS are taking part in exercise Anatolian Eagle at Konya AB, Turkey, officials announced. "Anatolian Eagle is a great opportunity for our aircrews to hone their operational skills from a forward operating location," 493rd FS Commander Lt. Col. John Stratton said. NATO allied aircraft from Germany, Spain, Turkey, and the United Kingdom, as well as Pakistan took part in the exercise June 8-18. 2015

Airmen Train with Greek, Israeli Partners American, Israeli, and Greek airmen are training together in Greece as part of INIOHOS, an international exercise to enhance interoperability, capabilities, and skills. About 260 airmen from the 48th Fighter Wing, RAF Lakenheath, England, as well as 12 F-15E Strike Eagles from the 492 Fighter Squadron, are participating in the training exercise at Andravida AB, Greece, according to a Lakenheath release. The exercise allows the partners to work on operational skills, as well as promote peace and stability, said Lt. Col. Matthew Hund, commander of the 492 Fighter Squadron, in the release. "We get to look at specific training that meets our needs for the United States, but we also get to train with our allies. Any time we have the chance to get better, to learn from and teach our allies, is a great opportunity." The Hellenic Air Force organized the first INIOHOS in 1988, but this is the first year the 492 Fighter Squadron has participated in the exercise. 2016

AN outstanding and important asset to the 48th TFW aerial team is the 492 Tactical Fighter Squadron commanded by Major John J. Innis. The 492 has been stationed here at Lakenheath since January 15, 1960, when it came over from France.

The history of the 492 dates back to January, 1941. With its organization, the members of the 492 set out upon a peace-time training program, but with the coming of the war in December of that year, they began preparations for the eighteen months of combat they were to endure in the air war over Europe beginning in March, 1944. Based first in England, and later in France, Belgium, and Germany, the squadron received seven battle credits, among which were Normandy, the Ardennes, Central Europe, and the Rhineland. For action over Germany in December of 1944, the squadron received the Presidential Unit Citation.

F-84

51-707 - Salvaged, bad landing at Dijon Airport, France, 26 JUN 53, no fatalities.

51-737 - Salvaged, bad landing at Chaumont AB, 16 FEB 53, no fatalities.

51-760 - Crashed, bad landing at Wheelus AB, Libya, 23 AUG 53, 1 fatality.

51-824 - Crashed, midair collision near Chaumont AB, France, 13 JUL 53, no fatalities, pilot ejected.

51-862 - Salvaged, midair collision near Chaumont AB, France, 13 JUL 53, no fatalities.

51-882 - Crashed, letdown/bad weather, near Chaumont AB, France, 4 DEC 52, 1 fatality.

51-883 - Salvaged, bad weather landing at Furstenfeldbruck AB, West Germany, 9 AUG 52, no fatalities.

51-884 - Crashed, bad weather/emergency landing, at Chaumont AB, France, 14 JUL 53, 1 fatality

51-887 - Crashed, hit ground in simulated attack, near Bitburg AB, West Germany, 23 JUN 53, 1 fatality.

51-889 - Crashed, hit embankment on take-off, Chaumont AB, France, 14 AUG 53, 1 fatality.

51-10397 - Crashed, bad landing/weather, at Chaumont AB, France, 5 APR 53, no fatalities.

52-5329 - Salvaged, ran off runway at Wheelus AB, Libya, 26 MAY 54, no fatalities.

52-5353 - Salvaged, bad landing on Wheelus AB, Libya, 6 MAY 54, no fatalities

52-5361 - Crashed, hit target area at Siegenburg Range, West Germany, 14 JULY 54, 1 fatality.

52-5279 - Crashed, landed short at Wheelus AB, Libya, 27 MAY 54, 1 fatality.

52-5376 - Salvaged, bad landing at Furstenfeldbruck AB, West Germany, 1 MAY 54, no fatalities.

53-1158 - Crashed, fuel exhaustion, 19nm SE of Langres, France, 15 SEP 55, no fatalities, ejected.

53-1165 - Crashed, landing/jet turbulence on Cazaux AB, France, 21 NOV 54, no fatalities.

53-1181 - Crashed, letdown/bad weather, 5nm W of Chaumont AB, France, 8 JUL 55, no fatalities, ejected.

53-1183 - Crashed, take-off, engine and barrier failure, on Sembach AB, W. Germany, 27 APR 56, 1 fatality.

53-1184 - Crashed, engine explosion, near Wheelus AB, Libya, 5 JUL 56, no fatalities, ejected.

53-1203 - Crashed, near Chaumont AB, France, 8 JUL 55, 1 fatality.

53-1205 - Crashed, engine failure at take-off, on Chaumont AB, France, 29 DEC 54, no fatalities.

53-1208 - Crashed, hit by leader's drop tanks, near Sembach AB, W. Germany, 18 DEC 56, no fatalities, ejected.

F-100

54-2142 - Crashed on Sidi Slimane AB, Morocco, NOV 56, no fatalities.

54-2153 - Crashed at Chaumont AB, France, APR 57, no fatalities.

54-2155 - Crashed, approach/bad weather, 3nm NE of Hahn AB, West Germany, JUN 57, 1 fatality.

54-2178 - Crashed, fuel/exhaustion, 13nm E of Chaumont AB, France, AUG 58, no fatalities, ejected.

54-2180 - Crashed, bad night landing on Boulhaut AB, Morocco, DEC 56, no fatalities.

54-2181 - Crashed, engine failure, 6nm S of Chaumont AB, France, SEP 57, no fatalities, ejected.

54-2197 - Salvaged, ran off runway on Chaumont AB, France, DEC 58, no fatalities.

54-2209 - Crashed, engine failure, 22nm E of Wheelus AB, Libya, DEC 57, no fatalities, ejected.

54-2225 - Crashed, engine failure, 9nm SW of Boulhaut AB, Morocco, DEC 56, no fatalities, ejected.

54-2232 - Crashed, bad landing at Chaumont AB, France, JULY 57, no fatalities.

54-2255 - Crashed, bad landing at Chaumont AB, France MAY 57, no fatalities.

54-2258 - Crashed on Sidi Slimane AB, French Morocco, JUN 57, no fatalities.

55-3658 - Crashed, landing/bad weather, at Chateauroux AD, Fr, 11 NOV 56, no fatalities.

56-3202 - Crashed, engine failure, near Wheelus AB, Libya, 5 JULY 56, no fatalities, ejected.

56-3824 - Crashed, engine explosion near Wheelus AB, Libya, 19 OCT 58, no fatalities, ejected.

51-16535 - Crashed, hit hill/weather, 1.3nm SE of Herrenwies, W. Germany, 20 MAY 57, 4 fatalities.

52-9868 - Salvaged, emergency landing at Chaumont AB, France, 22 JAN 59, no fatalities.

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, Virginia.

Air Force News. Air Force Public Affairs Agency.

Unit yearbook. *48 Tactical Fighter Wing. RAF Lakenheath, England, 1960.* Nd.