

495 TACTICAL FIGHTER SQUADRON



MISSION

LINEAGE

9 Reconnaissance Squadron (Light) constituted, 20 Nov 1940
Activated, 15 Jan 1941
Redesignated 88 Bombardment Squadron (Light), 14 Aug 1941
Redesignated 88 Bombardment Squadron (Dive), 28 Aug 1942
Redesignated 495 Fighter-Bomber Squadron, 10 Aug 1943
Disbanded, 1 Apr 1944
Redesignated 495 Tactical Fighter Squadron
Inactivated

STATIONS

Savannah, GA, 15 Jan 1941
Will Rogers Field, OK, 26 May 1941
Savannah, GA, 7 Feb 1942
Key Field, MS, 28 Jun 1942
William Northern Field, TN, 20 Aug 1943
Galveston AAFld, TX, Mar-1 Apr 1944
RAF Lakenheath, England, 1 Apr 1977

ASSIGNMENTS

48 Bombardment (later Fighter Bomber) Group, attached on 15 Jan 1941, and assigned on
14 Aug 1941
407 Fighter Bomber Group, Mar-1 Apr 1944

WEAPON SYSTEMS

B-18, 1941
A-20, 1941-1943
P-39, 1942-1944
P-40, 1942-1944
A-35, 1943
A-24, 1943
P-47, 1944
F-111

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Antisubmarine, American Theater

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Armed Forces Expeditionary Streamers

Decorations

EMBLEM

None

MOTTO

OPERATIONS

Antisubmarine patrols, Mar-Apr 1942. Replacement training, 1943-1944

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 492nd 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 492nd 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.

Colonel Sam W. Westbrook, 48th Tactical Fighter Wing Commander, summed up the base's feelings during the 14-hour ordeal: "We held our breath during that fourteen-hour period. People didn't really smile a whole lot and conversation remained somewhat subdued. But when our people saw the first F-111s on approach, the whole flightline workforce let out a sigh of relief and seemed to breathe once again." However, despite the success of the mission, the reality of the danger experienced by the wing's pilots hit home. As the strike force recovered at Lakenheath, both air and ground crews were given the somber news that "Karma-52", aircraft 70-0389, and its crew Major Fernando L. Ribas and Captain Paul Lorence of the 495th Fighter Squadron, were missing.

74-0183 was delivered to the USAF on June 2, 1976. It is seen here with the green tail cap of the 495th TFS, 48th TFW. The aircraft was the last F-111F modified for Pave Tack. 74-0183 crashed and was destroyed on October 10, 1990, during a Desert Shield training mission over the ASKR Range, north of Taif, Saudi Arabia. The callsign was Cougar 41. Captain Frederick A. Reid and Captain Thomas R. Caldwell were killed. The aircraft had accumulated 1,432 flights and 3,430.1 flight hours when it crashed.

DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

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