

460th FIGHTER INTERCEPTOR SQUADRON



LINEAGE

1st Airdrome Squadron constituted, 7 Nov 1942
Activated, 20 Nov 1942
Redesignated 460th Fighter Squadron, 14 Jul 1944
Inactivated, 20 Feb 1946
Redesignated 460th Fighter Interceptor Squadron, 23 Mar 1953
Activated, 18 Mar 1954

INACTIVATED Mar 1966
ACTIVATED Sep 1968
INACTIVATED 15 Jul 1974

STATIONS

Syracuse AAB, NY, 20 Nov 1942
Biggs Field, TX, 2 Feb-17 Apr 1943
Sydney, Australia, 21 May 1943
Dobodura, New Guinea, c. 20 Jun 1943
Gusap, New Guinea, c. 23 Oct 1943
Nadzab, New Guinea, 23 Jul 1944
Noemfoor, New Guinea, 23 Sep 1944
Tacloban, Leyte, 10 Nov 1944
Tanauan, Leyte, 12 Dec 1944
San Marcelino, Luzon, 6 Feb 1945
Floridablanca, Luzon, 15 May 1945
Ie Shima, 12 Jul 1945
Itazuke, Japan, 24 Nov 1945-20 Feb 1946
McGhee-Tyson Aprt, TN, 18 Mar 1954
Portland Intl Aprt, OR, 18 Aug 1955

Oxnard AFB, CA 1968-1969
Kingsley Field, OR 1969-1971
Grand Forks AFB, ND 1971-1974

ASSIGNMENTS

Air Service Command, 20 Nov 1942
Second Air Force, 28 Dec 1942
16th Bombardment Training Wing, c. 15 Feb 1943
Fifth Air Force, c. 1 Jun 1943
V Fighter Command, 14 Jul 1944
348th Fighter Group, 23 Sep 1944-20 Feb 1946
516th Air Defense Group, 18 Mar 1954
337th Fighter Group, 18 Aug 1955

ATTACHMENTS

310th Bombardment Wing, 1 Feb 1944
85th Fighter Wing, c. 16 May-14 Jul 1944

WEAPON SYSTEMS

A-20, 1944
P-47, 1944-1945
P-51, 1945-1946
F-86D, 1954
F-89D, 1955-1958
F-102A, 1958
F-106A

ASSIGNED AIRCRAFT SERIAL NUMBERS

F-106

57-0235 (A)	57-2464 (A)	57-2487 (A)	58-0775 (A)	58-0790 (A)
57-2453 (A)	57-2470 (A)	57-2490 (A)	58-0777 (A)	58-0791 (A)
57-2456 (A)	57-2478 (A)	57-2491 (A)	58-0779 (A)	58-0797 (A)
57-2457 (A)	57-2480 (A)	57-2492 (A)	58-0780 (A)	59-0007 (A)
57-2458 (A)	57-2481 (A)	57-2518 (B)	58-0781 (A)	59-0008 (A)
57-2459 (A)	57-2482 (A)	57-2520 (B)	58-0782 (A)	59-0011 (A)
57-2460 (A)	57-2483 (A)	57-2522 (B)	58-0784 (A)	59-0136 (A)
57-2461 (A)	57-2485 (A)	57-2533 (B)	58-0786 (A)	59-0146 (A)
57-2463 (A)	57-2486 (A)	57-2535 (B)	58-0788 (A)	

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS

LTC W. W. Maitland, #1963

HONORS

Service Streamers

None

Campaign Streamers

Air Offensive, Japan
China Defensive
New Guinea
Bismarck Archipelago
Western Pacific
Leyte
Luzon
Ryukyus
China Offensive

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citation
Philippine Islands, 24 Dec 1944

Air Force Outstanding Unit Awards
Mar 1954-Jul 1959
8 Jun 1960-30 Apr 1962
1 May 1962-31 Jul 1963

Philippine Presidential Unit Citation

EMBLEM

On a shield green, edged white, a tiger's head, affronte, proper. (Approved, 17 Jan 1955)

EMBLEM SIGNIFICANCE

MOTTO

CAVE TIGRIM--Beware of the Tiger

NICKNAME

OPERATIONS

Combat in southwest and western Pacific, Aug 1944-15 Aug 1945. William Tell 1959, First place, F-102.

460th Fighter Interceptor Squadron is originally a World War II Fighter Unit, that saw its beginning at the Syracuse Army Air Base, New York on 20 November 1942. Its first designation was the 1st Airdrome Squadron.

On 14 July 1944, it was redesignated the 460th Fighter Squadron.

Arriving in Australia on 21 May 1943, the squadron in a succession of combat service moved through New Guinea, Netherlands, East Indies, Leyte, Luzon, the Ryukyu Islands (Okinawa) and

finally on to the Southern Island of Japan proper (Kyushu).

In this series of air combat service, the 460th Fighter Squadron left behind an impressive record with its air compliment of P-47's and P-51's. 52 enemy aircraft were destroyed, 77,000 tons of enemy shipping sunk in a total of 15,507 hours of flying.

On 20 February 1946, the 460th Fighter Squadron was inactivated, but not before the organization had been awarded the Presidential Unit Citation for their effective combat service.

After 8 years of retirement, the 460th on 18 March 1954. was reactivated and redesignated as a Fighter Interceptor Squadron at McGhee-Tyson Air Force Base, Tennessee, and a year and a half later, moved to Portland (30 September 1955).

The move to Portland was the beginning of new laurels to past glories.

During 1956 the 460th deployed to Moody Air Force Base, Georgia and broke all existing records for rocket hits. In addition to rocketry excellence, the Squadron was cited for 34 months of accident free flying. However, in March 1958, a T-33 trainer jet crashed after takeoff.

In June 1958, the 460th Fighter Interceptor Squadron converted from the F-89-D jet aircraft to the F-102-A Delta Dagger jet craft.

During the 460th career at Portland, the squadron has consistently been rated as outstanding on all of its tactical evaluations. For these accomplishments it has been awarded the Air Defense Command "A" Award and a like award from the Western Air Defense Force. In addition, they have been presented with the Air Force highest peacetime award for their performance of duty, The Outstanding Unit Award.

In October of 1959, the 460th Fighter Interceptor Squadron competed in the 7th World Wide Weapons Meet (William Tell) at Tyndall Air Force Base, Florida. Here they captured 1st place in their category (F-102-A). During this meet, they were compelled to fly under hurricane conditions, but proved their superiority by overcoming almost insurmountable odds of the elements.

The climax of all awards came when the Air Force announced the 460th Fighter Interceptor Squadron had been awarded the 1960 Hughes Achievement Award Trophy, the highest recognition that can be awarded any Fighter Interceptor Squadron on a world wide basis.

The 408th Fighter Group (FG) became activated at Kingsley Field in 1956, followed by a move of the 322 Fighter Interceptor Squadron (FIS) from Larson AFB, Washington. This created a fully operational Air Defense Command airbase with heavy Air Defense Alert commitments. An official dedication of the facilities on 3 July 1957 changed the name of the base to Kingsley Field, in honor of Second Lieutenant David R. Kingsley. Redesignation of the 322 FIS in 1968 changed the unit to the 59 FIS and in 1969 the 460 FIS moved to Kingsley Field from Oxnard AFB, California. An extensive reorganization in 1970 caused a redesignation of the host unit from 408 FG to the 4788th Air Base Group (AD) (ADC).

Prior to 1971, the assigned military strength totaled as many as 2,000. With the movement of the 460 FIS from Kingsley Field in 1971, personnel strength decreased to about 500 organizational personnel. During that period, the designation of the parent unit on base changed to the 827th Air Defense Group. At the same time, a small alert detachment, 318 FIS, Detachment 1, moved to the airport to maintain an Air Defense 5-minute Identification Alert capability with the F-106A aircraft.

460th FIS

Assignments

The following F-106s were assigned to the 460th FIS. The 460th operated from three locations during its F-106 history. First, from Oxnard AFB CA from 30 Sep 68 to 01 Dec 69 after redesignation from the 437th FIS. Second, from Kingsley Field OR from 01 Dec 69 to 16 Apr 71. Third, from Grand Forks AFB ND from 16 Apr 71 to 15 Jul 74. During this time at Grand Forks AFB ND, the originally assigned F-106s were sent to the 186th FIS/120th FIG at Great Falls MT ANG in April 72 and were replaced with the F-106s from the discontinued 319th FIS from Malmstrom AFB MT. The 460th FIS was discontinued 15 Jul 74 with the majority of the F-106s being assigned to the 194th FIS/ 144th FIG at Fresno IAP CA ANG. Total assigned F-106s with the 460th FIS at the three locations was 44 with a loss of 1 aircraft.

Grand Forks AFB, ND

Oxnard AFB, CA

Kingsley Field, OR

44 F-106s were assigned the 460th FIS at its three locations: Oxnard AFB CA 30 Sep 68 - 01 Dec 69, Kingsley Field OR 01 Dec 69 - 16 Apr 71 and Grand Forks AFB ND 16 Apr 71 - 15 Jul 74.

The 460th FIS was activated in March 1954 at McGhee Tyson Airport with F-86Ds. In August 1955 the unit designation was transferred to an F-89D squadron at Portland Airport. The squadron transitioned into F-102As in May 1958 and was deactivated in March 1966. In September 1968 the squadron was reactivated at Oxnard AFB with F-106's from the 437th FIS, which had just been deactivated, keeping the same tail flash colors as the 437th FIS, which had been carried over to them from the 456th FIS. The squadron moved to Kingsley Field in November 1969 and then to Grand Forks AFB in April 1971. During its time at Grand Forks AFB the originally assigned F-106s were sent to the 186th FIS at Great Falls MT ANG in April 72 and were replaced with the F-106s from the discontinued 319th FIS from Malmstrom AFB MT. The 460th FIS was deactivated on 15 Jul 74 with the majority of the F-106s reassigned to the 194th FIS Fresno CA ANG.

The 460th FIS changed its markings to those seen on this page. Basic colors were yellow (FS 13538) and black, and the striped rudder was retained from earlier markings carried by the 456th and 437th FIS.

F-106A, 58-0779, is shown as it appeared in 1972 at Grand Forks AFB, North Dakota.

The tiger insignia consisted of a black, yellow, white, & red tiger on a blue shield. There was a gold scroll with black letters for the words "Cave Tigrim." The ADC badge was on the right side of the tail.

460th FIS F-106s often carried a yellow rectangle outlined in black under the standard armament rectangle. The markings on the fuel tank are noteworthy, and were standard on 460th FIS aircraft with these markings. A color photograph of a 460th FIS aircraft appears on page 31.

The black and yellow markings of the 460th FIS can be seen in September 1972. The "Cave Tiger" insignia is in the white disc on the tail.

460th F-I Squadron: activated 18 Mar 54 at McGhee-Tyson Mun. Arpt., TN, as the 516th AD Group; flying F-86D acft; transferred to 337th Ftr Group, changed to F-89D acft and moved to Portland TAP, OR, 18 Aug 55, IAW Project Arrow; cony to F-102A acft in May 58; organized at Oxnard AFB, CA 30 Sep

68 and flying F-106A; moved to Kingsley Field, OR and reassigned to 408th Ftr Group (AD), 1 Dec 69; relieved from assignment to the 408th Ftr Group (AD) and assigned to Hq 25th AD 1 Oct 70; moved to Grand Forks AFB, ND o/a 16 Apr 71; discontinued 15 Jul 74.

460 FIS

T-33

58672

460th FIS Portland IAP, OR August 18,1955 under Project Arrow with F-89D. (Replaced 437th FIS.) F-102A May 1958.

On June 30, 1958, the ADC had 342 F-89s in its inventory, with 231 considered combat ready, their highest number of combat ready Scorpions. All were either Hs or Js with the exception of the 460th FIS at Portland that still had Ds. (These figures not including the 57th FIS in Iceland.) In late 1958 those remaining early F-89Ds were phased out of ADC's inventory and went into service with the ANG, which in turn phased out their by now ancient F-89Cs. The F-89H also started going to the ANG during this time frame, with the 123rd FIS at Portland receiving the first batch having been allocated to the ANG the previous November. They were all removed from ADC's inventory by September 1959. In December 1960 the F-89J began leaving ADC's fleet for duty with the ANG, being replaced by the F-101 and the F-106. Briefly in 1962 the F-89D would return to ADC when the last operational USAF squadron so equipped, the 57th FIS, was transferred to their control from the Military Air Transport Service in Iceland, and these would be replaced by F-102s.

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.

The 460th FIS designation was transferred to Portland International Airport, OR from McGhee-Tyson AFB on August 18,1955 under Project Arrow. At Portland IAP the 460th FIS replaced the 497th FIS, whose designation had been transferred to Geiger AFB, Washington, to replace the 520th FIS.

At Portland, the 460th FIS was assigned to the 337th FIG, which replaced the 503rd ADG under Project Arrow, Colonel George Ceuleers was their commanding officer.

The 460th FIS retained their obtained F-89Ds during their Scorpion era, and by May 1958 they had converted to F-102As.



F102

Air Force Order of Battle

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Updated:

Sources

Unit history. 25th NORAD Region. 1963.