

458th AIRLIFT SQUADRON



MISSION

LINEAGE

458th Bombardment Squadron (Heavy) constituted, 1 Jul 1942

Activated, 6 Jul 1942

Inactivated, 1 Apr 1944

Redesignated 458th Bombardment Squadron, Very Heavy and activated, 1 Apr 1944

Inactivated, 27 Dec 1945

Redesignated 458th Troop Carrier Squadron, Medium, 26 May 1952

Activated in the Reserve, 14 Jun 1952

Inactivated, 14 Jul 1952

Redesignated 458th Troop Carrier Squadron and activated, 12 Oct 1966

Organized, 1 Jan 1967

Redesignated 458th Tactical Airlift Squadron, 1 Aug 1967

Inactivated, 1 Mar 1972

1401st Military Airlift Squadron designated and activated, 1 Apr 1975

458th Tactical Airlift Squadron consolidated with 1401st Military Airlift Squadron, 1 Dec 1991

Redesignated 458th Airlift Squadron, 1 Dec 1991

STATIONS

Salt Lake City AAB, UT, 6 Jul 1942

Alamogordo, NM, 1 Aug 1942
Biggs Field, TX, 1 Sep 1942
Alamogordo, NM, 29 Nov 1942
Biggs Field, TX, 5 Apr 1943-1 Apr 1944
Walker AAFld, KS, 1 Apr 1944
Dalhart AAFld, TX, 25 May 1944
Walker AAFld, KS, 1 Aug 1944-7 Jan 1945
North Field, Guam, 18 Feb-21 Nov 1945
Camp Anza, CA, c.22-27 Dec 1945
Greater Pittsburgh Aprt, PA, 14 Jun-14 Jul 1952
Cam Ranh Bay AB, South Vietnam, 1 Jan 1967-1 Mar 1972
Scott AFB, IL, 1 Apr 1975

ASSIGNMENTS

330th Bombardment Group, 6 Jul 1942-1 Apr 1944
330th Bombardment Group, 1 Apr 1944-27 Dec 1945
330th Troop Carrier Group, 14 Jun-14 Jul 1952
Pacific Air Forces, 12 Oct 1966
483rd Troop Carrier (later, 483rd Tactical Airlift) Wing, 1 Jan 1967-1 Mar 1972
89th Military Airlift Wing (later, 89th Military Airlift Group), 1 Apr 1975
375th Aeromedical (later, 375th Military Airlift) Wing, 15 Mar 1978
375th Operations Group, 1 Dec 1991

WEAPON SYSTEMS

B-17, 1942
B-24, 1942-1944
B-17, 1944
B-24D
B-24E
B-17E
B-29, 1944-1945
C-7, 1967- 1972
CT-39, 1975-1984
C-21, 1984
C-12, 1984

COMMANDERS

HONORS

Service Streamers

World War II
American Theater

Campaign Streamers

World War II
Air Offensive, Japan
Western Pacific

Vietnam
Vietnam Air Offensive
Vietnam Air Offensive, Phase II
Vietnam Air Offensive, Phase III
Vietnam Air/Ground
Vietnam Air Offensive, Phase IV
TET 69/ Counteroffensive
Vietnam Summer-Fall, 1969
Vietnam Winter-Spring, 1970
Sanctuary Counteroffensive
Southwest Monsoon
Commando Hunt V
Commando Hunt VI
Commando Hunt VII

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citations
Japan, 3-9 Jul 1945
Tokyo, Japan, 8 Aug 1945

Presidential Unit Citations (Southeast Asia)

21 Jan-12 May 1968
1 Apr 30- Jun 1970

Air Force Outstanding Unit Awards with Combat "V" Device

1 Jan-30 Apr 1967
1 May 1967-30 Apr 1968
1 Jul 1970-31 Dec 1971

Air Force Outstanding Unit Awards

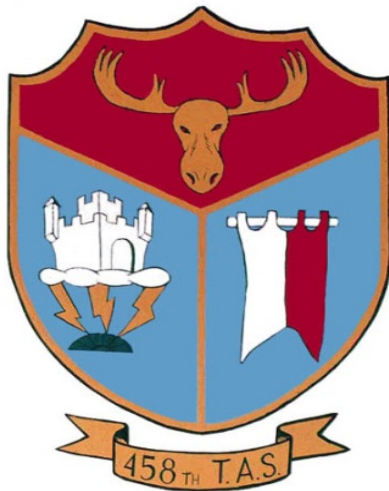
1 Jul-31 Dec 1975
1 Jan 1976-31 Jan 1977
1 Jul 1981-30 Jun 1983
1 Jul 1986-31 Jul 1988

Republic of Vietnam Gallantry Cross with Palm

1 Jan 1967-1 Mar 1972

EMBLEM

458th Bombardment Squadron emblem: Over and through a light blue disc, a gray fortress in a large, white cloud formation, having three, jagged, yellow lightning flashes striking toward base, over the top segment of an ultramarine blue globe, marked with white lines of latitude and longitude. (Approved, 27 Jun 1945)



458th Tactical Airlift Squadron emblem: approved, 27 Mar 1968,

458th Airlift Squadron emblem: On a Blue disc edged with a narrow Yellow border, in chief a sword palewise with the point up White detailed Blue and issuing from the edges of the sword blade eight Yellow rays rising from the base a Red trapezoid terminating below the silhouette of a stylized White aircraft bendwise all between four White five-pointed stars two each in pale at dexter and sinister. (Approved, 18 May 1983)

The 458th Squadron emblem was adapted from the 1401st on 1 Dec 1991 from a design originally approved on 18 May 1983. The blue color represents the sky with a constellation of four stars symbolizing the four locations of the 458th and its flight detachments (Scott AFB, Offutt AFB, Peterson AFB, and Randolph AFB). A stylized jet is symbolic of past, present and future operational support aircraft while the vermilion red stripe at the base represents the red carpet service provided to its customers. The sabre, with the sun's beams reflected, signifies the 458th's sterling commitment to duty.

MOTTO

NICKNAME

OPERATIONS

Replacement training, 1942-1944. Combat in Western Pacific, c. 12 Apr- 14 Aug 1945. Tactical

airlift in Southeast Asia, Jan 1967-Feb 1972.

The 458th Troop Carrier Squadron was formed from the former Army 135th Aviation Company at Dong Ba Thin on 1 January 1967. The squadron was initially based at Cam Ranh Bay, with a Detachment of 4 aircraft at Nha Trang.

Caribou resupply drops by the 457th and 458th Squadrons began on the twenty-fourth. A major difficulty, was the small size of the remaining friendly zone, roughly seventy-five yards square. The first drops were made by a crew under Capt. David M. Rogers flying his final day in Vietnam prior to reassignment. Captain Rogers flew through heavy tracer fire, made a series of turns and evasive maneuvers, and leveled off at three hundred feet only during the final fifteen seconds of the drop. Two separate runs were necessary because of the short drop zone, but all but one bundle landed inside the compound. Returning to Ban Me Thuot, the crew discovered that battle damage was minor and took aboard a second load. On the second mission they encountered heavier ground fire, but again made a successful delivery. A third mission later in the day, by Maj. James L. Montgomery and his crew, also was a success. In the three sorties the Caribous delivered six tons of 105- and 81-mm ammunition and fuses. Two helicopters also made deliveries during the day, bringing in small arms and artillery ammunition.

Late that afternoon the 458th Squadron alert crew at Cam Ranh Bay, commanded by Maj. George C. Finck, was called out for an emergency drop. Major Finck's crew flew to Nha Trang to load and took aboard two Special Forces riggers to help over the drop zone. Finck took off in darkness and steered for the glowing sky over Due Lap. The compound was lit by flares and displayed a single steady light for identification. Enemy fire

was heavy but inaccurate over the drop zone, and the darkened Caribou showed neither lights nor engine exhaust flame. Although the aircrew was told that both passes had been successful, the 5th Special Forces Group later reported that the bundles in fact failed to land inside the compound. This flight is believed to have been the first operational C 7 night drop.

At noon on August 25, Special Forces personnel at Due Lap reported to Nha Trang that prospects for the camp's survival were "doubtful." All materiel resupply on that critical day was by Caribou drops, the helicopters being entirely occupied in airlifting troops. Maj. Hunter F. Hackney and his crew, from the 458th Squadron, loaded cargo at Nha Trang but landed at Ban Me Thuot without dropping the load after learning that fighting at Due Lap was too heavy to permit the troops to retrieve the supplies. Hackney took off again at midafternoon, orbited east of Due Lap, and turned toward the camp immediately after heavy air strikes, hopeful that enemy gunners would have been driven under cover. The hope was mistaken ground fire began two miles from release. The ship received hundreds of hits but managed to complete an accurate first pass. Making the second pass from a different direction in hopes of a safer approach, Major Hackney found enemy fire equally vicious but again made a satisfactory drop. Landing at Ban Me Thuot, the crew discovered fuel leaks from all cells (in spite of "self-sealing" tanks) along the entire length of both wings. Hackney and his crew changed to another aircraft and made a second drop sortie, this time rigging the load to permit quick release of all four

pallets in a single pass. The fresh ship approached Due Lap from still a different angle, received substantial damage, but survived. During the day two other crews also took off from Ban Me Thuot. They were commanded by Lt. Col. Elbert L. Mott and Maj. Charles J. Bishop, both from the 457th Squadron. The four sorties by Hackney, Bishop, and Mott succeeded in delivering over eight tons of water, rations, munitions, and medical supplies. Two other Caribou drops during the day originated from Pleiku. All sorties were unescorted. Crews flew at treetop level until just prior to cargo release then popped up to about three hundred feet, the minimum altitude for the parachute to open.

30 November 1967 C-7B 62-4175

Crew: Maj Thomas Dewey Moore (KIA)

Maj William Jerome Clark (KIA)

SSgt Arturo Delgado-Marin (KIA)

SSgt Stanley Joseph Yurewicz (KIA)

22 passengers (KIA)

A C-7 Caribou crashed during a routine air transport flight in South Vietnam. As the aircraft approached Qui Nhon the pilot was advised that the weather at the airfield had fallen below safety minima. He replied that he would proceed to Nha Trang where the weather was better but the aircraft hit a mountain at 1,850 feet about five miles south of Qui Nhon. The weather at the time consisted of low cloud and rain that reduced visibility to about two miles. The four crew and 22 passengers, including two US civilians, were killed in the accident.

29 May 1968 C-7B 62-4189

Crew: 26 passengers and crew

A Caribou on a trooping flight was hit by small arms fire on the approach to Dak Pek and undershot the runway and swiped off the landing gear. A wing was then torn off and the aircraft was damaged beyond repair but all the passengers and crew survived.

4 April 1970 C-7B 62-4180

Capt James Anthony Gray (KIA)

Maj Frederick W Dauten (KIA)

MSgt Russell Leo Klein (KIA)

After the Caribou was shot down at Dak Seang on the 2nd the airlift was briefly suspended by the Air Force but had to be resumed at the insistence of MACV and a fleet of 18 C-7s was assembled at Pleiku. Eleven more drops were made later in the day on the 2nd and although three aircraft were hit, none were lost. A total of 31 more sorties were made on the 3rd and the 4th but another aircraft was lost and 13 others damaged. A five-aircraft drop was being made in the afternoon when the fourth aircraft in the formation was hit by heavy ground fire shortly after releasing its load. The aircraft crashed two miles from the camp killing the crew.

Military airlift operations worldwide, 1975-1978; worldwide aeromedical evacuation, 1978-1990.

As MAC had consolidated its aeromedical airlift mission under the 375 AAW, it also took steps

in 1975, to consolidate its operational support airlift (OSA) mission—the time sensitive transport of government officials, military leaders, and/or important cargo. On 1 April 1975, MAC consolidated its newly acquired fleet of 106 Rockwell T-39A Sabreliners under an Administrative Airlift Division; activating three OSA squadrons; the 1400th Military Airlift Squadron (MAS) at Norton AFB, California, the 1401st Military Airlift Squadron, at Scott AFB, Illinois, and the 1402nd Military Airlift Squadron at Andrews AFB, Maryland.

1400th Military 1401st Military 1402nd Military Operational support airlift missions were also considered pilot training missions, until after the Air Force OSA mission reevaluation in 1977; after that, pilot training became only a by-product. In reflection of that change, the T-39As were redesignated as CT-39A

On 15 March 1978, MAC realigned the three squadrons (1400, 1401, 1402) and twelve detachments, dispersed across 15 locations, to the 375th Aeromedical Airlift Wing and gave the Wing management and operational control responsibilities for the OSA mission within the continental United States. This was a significant addition to the Wing's mission. In 1978 alone, the Wing's newly acquired fleet of 104 Sabreliners flew 92,000 hours in support OSA missions.

4 Jan 1985 The 1401st Military Airlift Squadron became the first operational support airlift squadron to complete the transition from the CT39A to the C-21A and C-12F.

Airlift in Southwest Asia, Aug 1990-May 1991.

Scott AFB, Ill., is reclaiming the Air Force's sole C-21A schoolhouse from Keesler AFB, Miss. This move will centralize the bulk of USAF's C-21 functions at Scott, which had hosted the training mission for the militarized Lear business transports up until the early 1990s. The Air Force intends to cut the C-21 fleet from 56 aircraft to 28 by Fiscal 2013. As part of these changes, Scott's 458th Airlift Squadron will assume responsibility for the training in addition to conducting its regular operational airlift missions. The squadron will use two of its C-21s for training. The first initial qualification class began at Scott this week; instructor pilot training is set to begin in July. The 458th AS resides under Scott's 375th Operations Group, which manages USAF's C-21 fleet. This realignment makes Scott the "focal point for all things C-21," said Col. Terry Ward, 375th OG commander.

C-21 Instructor Training Takes Off at Scott: Flight training has commenced as part of the C-21A instructor pilot course at Scott AFB, Ill., for the first time since the base's 458th Airlift Squadron regained the C-21 training mission. The 458th AS earlier this year assumed responsibility for the training from the 45th AS at Kessler AFB, Miss. The Scott unit also conducts normal operational airlift missions with its C-21s, which are militarized Lear business transports. The first course flight took place on July 6, 2011

Air Force Order of Battle

Created: 25 Sep 2010

Updated: 25 Oct 2013

Sources

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

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

Air Force News. Air Force Public Affairs Agency.