

## 457<sup>th</sup> AIRLIFT SQUADRON



### MISSION

#### LINEAGE

457<sup>th</sup> Bombardment Squadron (Heavy) constituted, 1 Jul 1942

Activated, 6 Jul 1942

Inactivated, 1 Apr 1944

Redesignated 457<sup>th</sup> Bombardment Squadron, Very Heavy and activated, 1 Apr 1944

Inactivated, 27 Dec 1945

Redesignated 457<sup>th</sup> Bombardment Squadron, Medium, 16 May 1949

Activated in the Reserve, 27 Jun 1949

Ordered to active service, 1 May 1951

Inactivated, 16 Jun 1951

Redesignated 457<sup>th</sup> Troop Carrier Squadron, Medium, 26 May 1952

Activated in the Reserve, 14 Jun 1952

Inactivated, 14 Jul 1952

Redesignated 457<sup>th</sup> Troop Carrier Squadron and activated, 12 Oct 1966

Organized, 1 Jan 1967

Redesignated 457<sup>th</sup> Tactical Airlift Squadron, 1 Aug 1967

Inactivated, 30 Apr 1972

1402<sup>nd</sup> Military Airlift Squadron designated and activated, 1 Apr 1975

457<sup>th</sup> Tactical Airlift Squadron consolidated with 1402<sup>nd</sup> Military Airlift Squadron. Consolidated organization designated 457<sup>th</sup> Airlift Squadron. 1 Dec 1991

### STATIONS

Salt Lake City AAB, UT, 6 Jul 1942

Alamogordo, NM, 1 Aug 1942  
Biggs Field, TX, 2 Sep 1942  
Alamogordo, NM, 29 Nov 1942  
Biggs Field, TX, 5 Mar 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, c19–27 Dec 1945  
March AFB, CA, 27 Jun 1949–16 Jun 1951  
Greater Pittsburgh Aprt, PA, 14 Jun–14 Jul 1952  
Cam Ranh Bay AB, South Vietnam, 1 Jan 1967–30 Apr 1972  
Andrews AFB, MD, 1 Apr 1975

### **ASSIGNMENTS**

330<sup>th</sup> Bombardment Group, 6 Jul 1942–1 Apr 1944  
330<sup>th</sup> Bombardment Group, 1 Apr 1944–27 Dec 1945  
330<sup>th</sup> Bombardment Group, 27 Jun 1949–16 Jun 1951  
330<sup>th</sup> Troop Carrier Group, 14 Jun–14 Jul 1952  
Pacific Air Forces, 12 Oct 1966  
483<sup>rd</sup> Troop Carrier (later, 483<sup>rd</sup> Tactical Airlift) Wing, 1 Jan 1967–30 Apr 1972  
89<sup>th</sup> Military Airlift Wing (later, 89<sup>th</sup> Military Airlift Group), 1 Apr 1975  
375<sup>th</sup> Aeromedical (later, 375<sup>th</sup> Military) Airlift Wing, 15 Mar 1978  
375<sup>th</sup> Operations Group, 1 Dec 1991  
89<sup>th</sup> Operations Group, 1 Apr 1993

### **WEAPON SYSTEMS**

B-17, 1942  
B-24, 1942–1944  
B-24D  
B-24E  
B-17, 1944  
B-29, 1944–1945  
B-29A  
Unkn, 1949–1951  
C-7, 1967–1972  
C-7B  
T(later, CT)-39, 1975–1984  
VC 131, 1975–1977  
C-12, 1976–1977, 1984  
C-21, 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/Ground 1968

Vietnam Air Offensive, Phase III

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 VI

### **Air 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

Navy Presidential Unit Citation

Vietnam, 20 Jan–1 Apr 1968

Air Force Outstanding Unit Award 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 Jun 1981–31 May 1982

1 Jun 1982–30 Jun 1983

1 Jun 1986–31 Jul 1988

1 Jul 1991–30 Jun 1992

#### Republic of Vietnam Gallantry Cross with Palm

1 Jan 1967–30 Apr 1972

#### **EMBLEM**

On a Blue disc with a narrow Yellow border encircled by a stylized Yellow wreath a White star pierced Red all within a narrow Black border. (Approved, 20 Jul 1984; replaced emblem approved, 3 Jul 1967)

#### **MOTTO**

THE WINGS OF COMMAND

#### **NICKNAME**

#### **OPERATIONS**

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

Intratheater airlift in Vietnam, including airland and airdrop assault missions, 1967–1972.

The 457th Troop Carrier Squadron was formed from the former Army 134th Aviation Company at Can Tho on 1 January 1967. The squadron was initially based Cam Ranh Bay, with a Detachment of 2 aircraft at Bangkok, Thailand.

25 July 1968 C-7B 63-9761

Crew: Capt Kenneth James Hoffman (KIA)

A1C Gary Raymond McKendrick (KIA)

A Caribou crashed near Pleiku when the pilot lost control as it was flying close to the stall. The aircraft struck a tree and fell to the ground killing two of the four crew.

26 August 1968 C-7B 62-4177

Crew: Capt Robert George Bull (KIA)

1Lt Ralph William Manners (KIA)

A1C David Frederick Sleeper (KIA)

A Caribou was hit by ground fire in the starboard wing as it was flying close to the Cambodian border on an airlift flight, about 10 miles southwest of An Loc. The aircraft crashed and exploded killing the three crewmen.

6 April 1970; C-7B 63-9746

Crew: Capt Julius Patrick Jaeger (KIA)

1Lt Theron Carl Fehrenbach (KIA)

TSgt Gordon Manson Gaylord (KIA)

The resupply of Dak Seang continued on the 5th when seven Caribous successfully made airdrops, although very few of the loads could be recovered. On the 6th the last of three Caribous to be lost during the siege of Dak Seang was shot down by ground fire as it was pulling up from its dropping run. The aircraft burst into flames and crashed close to the camp killing the crew. Six Caribou sorties were flown on the 6th but, again, most of the loads could not be recovered. The next night three successful drops were made by Caribous in conjunction with an AC-119 gunship that provided spotlight illumination during the final moments of the run in. This technique was used successfully for 68 drops over the next five nights, which enabled the defenders to hold on until the situation improved enough for daylight drops and then landings to be made at the camp.

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.

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.

On 14 January 1987, during a pilot proficiency training mission, a C-21A from Det 4, 1402d MAS at Eglin AFB, Florida, crashed at Dannelly Field (Montgomery, Alabama) killing both pilots. The loss reduced Eglin's unit to just three aircraft—considered an inefficient and uneconomical level by MAC planners. Therefore, over the next six months MAC officials considered a number of options to replace the lost aircraft including purchasing a new jet, closing or combining detachments, and transferring a C-21A from a large (more than four aircraft) unit. In the end, MAC opted for an interim solution consisting of diverting one of the two C-21As originally destined for transfer from Kirtland AFB to Langley AFB (in late 1987 as part of the PDS transfers) to Eglin AFB instead. MAC planners felt that the 12 OSA planes at Andrews AFB in nearby Maryland could be used to make up any lost support for Langley.<sup>151</sup> General Cassidy echoed the decision and reasoning in a letter to the Tactical Air Command (TAG) commander, Gen Robert D. Russ, on 30 June 1987. In addition, General Cassidy told General Russ that MAC analysis personnel would "embark on a long-term study of our OSA basing requirements [and would] also provide a current objective assessment of our mission requirements." As a result of

the decision, in late 1987 Kirtland's four C-21As all went to different locations—Yokota, Peterson, Langley, and Eglin.

Pilot readiness training, 1975–1984 and administrative airlift, 1975–1993. Supported intratheater airlift in Southwest Asia, Aug 1990–Apr 1991. Airlift support for high-ranking dignitaries of the US and foreign governments, 1993.

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Air Force Order of Battle

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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.

Air Force News. Air Force Public Affairs Agency.