

60 FIGHTER SQUADRON



MISSION

LINEAGE

60 Pursuit Squadron (Interceptor) constituted, 20 Nov 1940
Activated, 15 Jan 1941
Redesignated 60 Fighter Squadron, 15 May 1942
Redesignated 60 Fighter Squadron, Two Engine, 8 Feb 1945
Inactivated, 8 Dec 1945
Redesignated 60 Fighter Squadron, Single Engine, 17 Jul 1946
Activated, 20 Aug 1946
Redesignated 60 Fighter Squadron, Jet, 14 Jun 1948
Redesignated 60 Fighter Interceptor Squadron, 20 Jan 1950
Inactivated, 30 Apr 1971
Redesignated 60 Tactical Fighter Squadron, 18 May 1971
Activated, 1 Sep 1971
Redesignated 60 Fighter Squadron, 1 Nov 1991
Inactivated, 1 Oct 2009
Activated, 20 Aug 2021

STATIONS

Mitchel Field, NY, 15 Jan 1941
Bolling Field, DC, 8 Dec 1941–12 Oct 1942
Port Lyautey, French Morocco, 10 Nov 1942
Casablanca, French Morocco, 17 Nov 1942

Oujda, Algeria, 6 Dec 1942
Telergma, Algeria, 26 Dec 1942
Youks-les-Bains, Algeria, 6 Jan 1943
Telergma, Algeria, 17 Feb 1943
Berteaux, Algeria, 2 Mar 1943
Ebba Ksour, Tunisia, 12 Apr 1943
Menzel Temime, Tunisia, 22 May 1943
Sousse, Tunisia, 10 Jun 1943
Pantelleria, 21 Jun 1943
Licata, Sicily, 17 Jul 1943
Paestum, Italy, 13 Sep 1943
Santa Maria, Italy, 18 Nov 1943 (operated from Paestum, Italy, 1–31 Dec 1943)
Cercola, Italy, 1 Jan–5 Feb 1944
Karachi, India, 20 Feb 1944
Shwangliu, China, 17 Apr 1944
Nagaghuli, India, 1 Sep 1944
Sahmaw, Burma, 20 Nov 1944
Myitkyina, Burma, 8 May 1945
Piardoba, India, 1 Oct–15 Nov 1945
Camp Shanks, NY, 7–8 Dec 1945
Neubiberg, Germany, 20 Aug 1946
Bad Kissingen, Germany, Jul–25 Aug 1947
Andrews Field, MD, 25 Aug 1947
Roswell AAFld (later, Walker AFB), NM, 16 Sep 1947
Otis AFB, MA, 16 Nov 1948
Westover AFB, MA, 10 Aug 1950
Otis AFB, MA, 18 Aug 1955–30 Apr 1971
Eglin AFB, FL, 1 Sep 1971–1 Oct 2009
Eglin AFB, FL, 20 Aug 2021

DEPLOYED STATIONS

Dhahran AB, Saudi Arabia, 15 Jan–15 Mar 1992; 17 Mar–15 Jun 1993
Doha, Qatar, 25 Jun–1 Sep 1996
Shaikh Isa, Bahrain, 20 Jan–2 Apr 1998
Incirlik AB, Turkey, 23 Jul–12 Sep 1998
Prince Sultan AB, Saudi Arabia, 19 Dec 1998–12 Jan 1999; 10 Mar–11 Jun 2001

ASSIGNMENTS

33 Pursuit (later, 33 Fighter) Group, 15 Jan 1941–8 Dec 1945
33 Fighter (later, 33 Fighter Interceptor) Group, 20 Aug 1946
4707 Defense (later, 4707 Air Defense) Wing, 6 Feb 1952
33 Fighter Group, 18 Aug 1955
4735 Air Defense Group, 18 Aug 1957
Boston Air Defense Sector, 1 Aug 1959

35 Air Division, 1 Apr 1966
21 Air Division, 19 Nov 1969–30 Apr 1971
33 Tactical Fighter (later, 33 Fighter) Wing, 1 Sep 1971
33 Operations Group, 1 Dec 1991-1 Oct 2009
33 Operations Group, 20 Aug 2021

WEAPON SYSTEMS

P-39, 1941
P-40, 1941–1944
P-47, 1944–1945
P-38, 1945
P(later F)-51, 1946–1949
F-84, 1948–1950
F-86, 1950–1955
F-94, 1955–1959
F-101, 1959–1971
F-15, 1979–1980, 1981

COMMANDERS

Maj Franklin W. Horton, Jan 1941
Capt Charles H. Duncan, 20 Nov 1942
Maj Henry H. Norman, 17 Dec 1942
Maj Levi R. Chase, 5 Jan 1943
Maj Edward J. Daly, 2 Jul 1943
Maj Samuel T. N. Carter, 13 Dec 1943
Maj Morgen S. Tyler Jr., 26 Jun 1944
Capt Charles R. Langdon, Feb 1945
Capt Frank A. Duncan, Apr 1945
Lt Col Theodore H. Erb, May 1945-unkn
Lt Col Alex C. Jamieson, 20 Aug 1946
Lt Col Shannon Christian, 21 Jun 1947
not manned, 25 Aug-15 Sep 1947
Maj Kendall E. Carlson, 15 Sep 1947
Maj William R. Young, Jan 1948
Lt Col Edward F. LaClare, May 1948
Maj Raymond J. Lien, Sep 1949
Lt Col Glenn T. Eagleston, 3 Feb 1950
Lt Col Donald S. Glover, 11 Nov 1950
Maj Ernest W. Mack, 11 Feb 1952
Lt Col Charles K. Peters, 19 Mar 1952
Maj Alphonse J. Coleman, Dec 1952
Maj Daniel James Jr., 18 Aug 1955
Lt Col Oramel H. Skinner Jr., Jul 1956
Col Stanford K. Moats, Jan 1958

Lt Col August E. Weil, Sep 1960
Lt Col Henry L. Warren, 1 Aug 1962
Maj T. F. Horan, Aug 1964
Lt Col Thomas Wille, c. Sep 1964
Lt Col Mervin M. Taylor, 16 Jul 1965
Lt Col Elwood A. Kees Jr., 23 Nov 1966
Lt Col Harold D. Hadder, 20 Mar 1968
Lt Col Clarence W. Lewis Jr., 23 Aug 1968
Lt Col Robert E. Prince, by Oct 1970-30 Apr 1971
None (not manned), 1 Sep 1971-14 Jun 1979
Lt Col Sidney J. Wise, 15 Jun 1979-unkn
None (not manned), 17 Apr 1980-17 May 1981
Lt Col Ronald W. Iverson, 18 May 1981
Lt Col Dennis M. Ridnour, 9 Oct 1981
Lt Col Harvey M. Smith, 11 Oct 1983
Lt Col Wendell H. Ward, 3 Oct 1985
Lt Col John F. Greene, 3 Dec 1986
Lt Col Richard Lane, 5 Dec 1988
Lt Col Steven J. Knight, 9 Mar 1990
Lt Col Felix Dupre, 2 Apr 1992
Lt Col Thomas K. Ayers, 12 Feb 1993
Lt Col Mark W. DeBolt, 6 Jul 1994
Lt Col William C. Louisell, 29 Feb 1995
Lt Col Steve Miller, 18 May 1997
Lt Col Jay T. Denney, 26 Feb 1999
Lt Col Bradford P. Young, 12 Jan 2001
Lt Col Mark E. Lee; 3 Jul 2002

HONORS

Service Streamers

Campaign Streamers

World War II
Algeria-French Morocco with Arrowhead
Tunisia
Sicily
Naples-Foggia
Anzio
Rome-Arno
Air Combat, EAME Theater
India-Burma
Central Burma
China Defensive
Air Combat, Asiatic-Pacific Theater

Armed Forces Expeditionary Streamers

Panama, 1989–1990

Decorations

Distinguished Unit Citation

Central Tunisia, 15 Jan 1943

Air Force Outstanding Unit Awards

15 Jun 1979–22 Apr 1980

1 May 1984–30 Apr 1986

1 Apr 1990–31 Mar 1992

1 Jun 1996–31 May 1998

1 Jun 1998–31 May 1999

EMBLEM



60 Pursuit Squadron emblem 60 Fighter Squadron, (WWII) emblem: On a disc of green within a border of black, piped blue, a caricatured crow of black; feet, beak, and tie yellow, wearing an aviator's helmet of blue, goggles white, and a checkered vest of alternate blue and white checks, holding in his wings a "tommy" gun of red. (Approved, 15 May 1942)



60th Fighter Squadron, Jet emblem





60 Tactical Fighter Squadron emblem: On a disc quartered saltire-wise, Red at top and bottom and chequy Red and White on the sides, a Green disc bearing a Black caricatured crow with

White eye, Black pupil, Yellow beak, feet and bow tie detailed and fimbriated Black, wearing a Blue aviator's helmet, with White goggles and a Blue and White checkered vest holding in his wings a Red tommy gun all fimbriated with Black and all within a narrow Red border. The crow, being a bird, represents the fact that this is an Air Force squadron. As portrayed, it shows the independent, cocky, and aggressive spirit of this organization. The submachine gun represents the fire power of the Pursuit Squadron. (Approved, 1986)

MOTTO

FIGHTING CROWS

OPERATIONS

Air defense of US, Dec 1941–Oct 1942.

Combat in MTO, 10 Nov 1942–2 Feb 1944, and CBI, 29 Apr 1944–2 Aug 1945.

Part of US occupation forces in Germany, 1946–1947.

Air defense of US, 1947–1971.

On 9 October 1953 tragedy struck the squadron when an F-86D 51-5948 piloted by Capt Joseph Vitale crashed on takeoff at the end of runway 06.

"At approximately 3:15 A.M. the pilot called the tower for taxi and takeoff instructions. Instructions were given and the pilot was further advised of an obstruction noo-feet northeast on the overrun of the active runway 06. This obstruction consisted of a 15-foot wide trench, about 8-feet deep running across the overrun at a 90-degree angle. The earth excavated from this trench was piled in a windrow about 6-feet high parallel to the open trench. Highway barriers were erected on the southeast side of the trench and were lighted by three kerosene-type flares.

Capt Vitale taxied his aircraft into takeoff position on Runway 06 Prior to starting the takeoff roll the pilot acknowledged receipt of takeoff, seat pin and canopy check instructions. The weather was clear with visibility at 10-miles and wind calm. The takeoff roll was started at 08i8Z (3:18 A.M. local time); navigation lights were on and landing lights off. The takeoff roll appeared normal up to the intersection of Runways 06 and 19 when, witnesses stated, the aircraft appeared to slow down or appeared to have inadequate speed for takeoff. As the aircraft continued its roll past the intersection of Runways 06 and 33 and onto the overrun the tower operator gave the crash alarm.

The aircraft passed the end of the runway, continued along the overrun and struck the windrow of earth and burst into flames. It was not definitely determined that the aircraft was airborne but the point of first contact of the landing gear and windrow of earth was 24-inches above the surface level.... After initial impact the aircraft 'planed' off the windrow of earth. The second impact occurred 200-feet northeast on the overrun and slightly left of the center line.... The pilot had been ejected from the aircraft. It could not be determined if the pilot intentionally ejected

himself or if the ejection resulted from impact or a malfunction... .The pilot was unconscious from a severe brain concussion... . The pilot did not regain consciousness. Death occurred on 16 October 1953, seven days after the accident."

Captain Vitale had been assigned to Westover since January 1953 upon his return from Korea where he flew 100 combat missions, and who also evaded capture from the Germans in France after being shot down on his 22nd combat mission in World War II. He received the Distinguished Service Cross, the nation's highest award for valor, the Air Medal with four oak leaf clusters, the Purple Heart from World War II and three battle stars for the Korean War. He lived at Westover with his wife and four children. He was 35 years old

The squadron suffered another tragic aircraft accident just five weeks later. On 17 November 1953 another veteran combat pilot Capt Charles E. McDonald, flying F-86D 51-6004 crashed while attempting an emergency landing on Westover's runway 33 at 2:45 P.M. "At 1437 (2:37 P.M. local time) on 17 Nov 53, Gilbert Green Flight Leader Capt Charles B. McDonald, was cleared by Westover Tower for takeoff with his wingman, Lt Nelson N. Williams Jr. The takeoffs were made on runway 33 with afterburners.

Shortly after takeoff during right climbing turn to join wingman, Captain McDonald contacted Westover Tower declaring an emergency. He informed the tower that his forward fire warning light was on and requested clearance for a flame out landing on runway 06. A few seconds later he requested a change to land on runway 33. Both of his requests were received and acknowledged by Westover Tower. Captain McDonald arrived over Westover with approximately 3000-foot altitude and set up a flame out pattern for runway 33. At an early point in this pattern Captain McDonald requested the tower, his wing man, and mobile unit to check for signs of smoke or flames coming from his aircraft. Both the tower and wingman acknowledged his message and replied with a negative answer.

Up to this time Captain McDonald seemed to be making a satisfactory flame out pattern. While making a continuous left turn toward final he further informed the tower that he might land with gear up. A second or two later he was seen sinking rapidly in a left turn on final and disappeared into trees approximately 3500-feet from the end of runway 33. Smoke and flames immediately indicated the place where the crash occurred. The pilot had jettisoned his canopy shortly before crashing into the trees. Captain McDonald was found by a fireman and three-base construction workers approximately 40-feet in front of the wreckage. He was conscious, though badly burned. Due to complete destruction of the pilot's compartment, and the fact the pilot never recovered for full questioning, his escape from the burning aircraft was not completely determined.

Efforts to salvage as much of the flaming aircraft as possible were hampered by detonation of the plane's rockets which started firing periodically, while the pilot was being carried to a nearby ambulance and lasted for approximately one hour. It was established by the Accident Investigating Board that the aircraft crashed in a wing level attitude. Captain McDonald died at 10:05 A.M. EST on 25 Nov 53 in Brooks Army General Hospital, Ft. Sam Houston, Texas."

Captain McDonald saw service in World War II as a Spitfire pilot for the Royal Canadian Air Force in England, and flew 100 combat missions in Korea as an F-86 pilot. He was the holder of the British Military Medal and the Star Ribbon from Great Britain, and the Air Medal with one Oak Leaf Cluster, along with theater ribbons for service in Europe, Asia, and Korea, from the United States. He also held the American Defense, UN Service and World War II Victory Medal. He lived on Westover with his wife. They had no children. His funeral was held in his hometown of Shreveport, Louisiana.

On 7 December 1954 the flying safety record came to an end for the 60th, with the loss of 1st Lt Edward Dillon and F-86D 52-4248.

"Lieutenant Dillon was scrambled on an Active Air Defense mission at 5:17 A.M. local time. After a successful intercept and identification of the unknown aircraft, Lieutenant Dillon began his return toward Westover. Shortly thereafter, he contacted the Ground Control Intercept (GCI) controller and stated that he was having all kinds of problems, and a few seconds later, the pilot advised the controller that he was bailing out. Radar was tracking the aircraft at about 7,000 feet as it started making a shallow right turn for about one and one-half minutes after his last radio transmission, and then the aircraft faded from the radar screen at 5:48 A.M., about 25-miles ESE of Otis AFB, over Nantucket Sound, somewhere near the vicinity of Monomoy Point, Massachusetts. Weather in the area at the time of the crash was cold with light snow. No trace was ever found of either the pilot or the aircraft, even after an extensive and exhaustive air and sea search."

14 November 1967 Two McDonnell F-101B Voodoos of the 60 Fighter-Interceptor Squadron, out of Otis AFB, Massachusetts, collide over Maine during a cross-country formation flight. Aircraft 57-376 is destroyed crashing on Mount Abraham after the two-man crew ejects with minor injuries. The uninjured crew of moderately damaged aircraft 57-378 makes an emergency landing at Dow AFB, Maine.

Not operational, 1 Sep 1971–15 Jun 1979.

F-15 training of PACAF crews, 15 Jun 1979–16 Apr 1980. In 1979 the unit participated in the "Kadena Ready Eagle" program in which the members of the 60 trained new F-15 pilots stationed at Kadena AB, Japan.

Not operational, 17 Apr 1980–1 Jul 1981.

The 60 made its first combat deployment since World War II when it sent ten F-15s to Grenada in support of Operation Urgent Fury, the rescue of American medical students held in Grenada in the mid-1980s. The unit continued to train and hone its combat fighting skills until it was called upon to fly support missions for Operation Just Cause

Supported combat operations in Panama, Dec 1989–Jan 1990 and Southwest Asia, 26 Aug 1990–12 Apr 1991.

Final Sortie for 60 FS: The 33rd Fighter Wing at Eglin AFB, Fla., planned to deactivate its 60 Fighter Squadron after the unit's final sortie on Dec. 4. Some 20 remaining airmen and 12 F-15s of the 60 FS will go to the other 33rd FW squadron, the 58th FS, as the wing continues its drawdown and transformation into the Joint Strike Fighter Integrated Training Center. "While we are sad to see one of our nation's top air superiority squadrons close their doors, it is a necessary move as the wing prepares for the future," said Col. Todd Harmer, 33rd FW commander.

6/29/2005 For the second time in less than 10 years, the 60 Fighter Squadron is the winner of the Raytheon Trophy. Started in 1953 by Hughes Aircraft Company, the trophy is given annually to the top air-superiority or air-defense squadron in the Air Force. "It's quite an honor - bottom line it's the highest achievement that an air-to-air superiority squadron can get in the entire Air Force," said Lt. Col. Andrew Toth, 60 FS commander. "It took the entire team for this to happen; it's not just us, it's the entire (33rd Fighter Wing)." During 2004, the squadron's Airmen flew 10 missions supporting Operation Noble Eagle, racking up 140 sorties and 516 hours. Some of these missions included guarding the sky over the president's Texas ranch, and 24-hour airborne coverage of the G-8 Summit in Sea Isle, Ga. They also flew 4,749 sorties and 5,837 hours supporting peacetime operations. While at Tyndall Air Force Base, Fla., for the weapons system evaluation program, the squadron's Airmen conducted 10 live-missile firings and 24 live-aerial gunnery sorties. They also amassed 105 sorties and more than 137 flying hours, all the while maintaining a better-than 93-percent deployed mission-capable rate. Perhaps the biggest key to earning the trophy is the relationship between operations and maintenance. "It's the teamwork, the bond and the relationship between that we have with our aircraft maintenance unit," Colonel Toth said. "We have the best operations-maintenance relationship that you can see anywhere in the United States Air Force. Without their efforts there's no way we would have accomplished the award." "The Raytheon Trophy is a huge accomplishment and one of the few awards that really captures the efforts of both operations and maintenance," said Col. Brett Williams, 33rd FW commander.

The 60 FS winning the trophy was not lost on the maintenance side of the house. "That they're the best air-to-air squadron in the Air Force validates the work that we do to provide them quality aircraft so our pilots can train and stay proficient at tip of the spear of combat air superiority," said Senior Master Sgt. John Davis, 60 Aircraft Maintenance Unit superintendent. "It gives us satisfaction on what we do day in and day out." "The 60 FS clearly displayed its superior ability to mobilize, deploy, fly and dominate the sky anywhere in the world," said Air Force Chief of Staff Gen. John P. Jumper, a former 33rd FW commander.

16 Dec 1998 The 60 FS participated in Operation DESERT FOX while deployed Prince Sultan AB, Saudi Arabia. The goal was to degrade Saddam Hussein's ability to make and use weapons of mass destruction, diminish Saddam's ability to wage war against his neighbors, and demonstrate to Saddam the consequences of violating international obligations.

27 Mar 2007 The 60 FS deployed 16 F-15 Eagles and 245 Airmen to Elmendorf AFB AK as part of the deployment for RED FLAG 07-1 scheduled for 5 April through 21 April 2007. RED FLAG-Alaska, a Pacific Air Forces (PACAF)-sponsored exercise, was originally named COPE THUNDER. It was moved to Eielson Air Force Base, Alaska, from Clark Air Base, Philippines, in 1992 after the

eruption of Mount Pinatubo on June 15, 1991 forced the curtailment of operations. COPE THUNDER was redesignated RED FLAG-Alaska in 2006.

5-21 Apr 2007 The 60 FS deployed from Eglin AFB, FL to participate in RED FLAG-Alaska 07-1. The Wing deployed sixteen F-15Cs and 245 pilots and maintainers that joined more than 1,100 service members from the United States, France and Australia. RED FLAG-Alaska, a series of Pacific Air Forces (PACAF) commander-directed field training exercises for U.S. and coalition forces, provided joint offensive counter-air, interdiction, close air support, and large force employment training in a simulated combat environment. These exercises were conducted on the Pacific Alaskan Range Complex with air operations flown out of Eielson and Elmendorf Air Force Bases.

4 Dec 2008 The 60 FS flew their last sortie leading to the drawdown of the F-15 fleet for conversion to F-35 Operations. 60 FS personnel merged into the 58 FS until they all received new assignments. The 60 FS remained actively attached to the 33 FW throughout the transition from ACC to AETC.

26 Jul – 9 Aug 2008 The 60 FS deployed 183 personnel and 12 F-15 Eagles to Savannah International Airport (IAP, Travis Field), GA for Dissimilar Air Combat training (DACT). Dissimilar training combines members and airframes from the other services, and occasionally members and airframes from different countries, in exercises to train each of the aircrews to the particularities of the different services. This included tactics, communication and procedures. The concept was to prepare for the eventuality of a combat situation where interfacing with the different units.

DEPARTMENT OF THE AIR FORCE ORGANIZATIONAL HISTORIES

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Sources

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Steven E. Clay. *US Army Order of Battle 1919-1941*. Combat Studies Institute Press. US Army Combined Arms Center. Fort Leavenworth, Kansas. Nd.