



PASS IN REVIEW

“Shedding Light On Idaho’s Military History”

2nd Quarter

June 2005

WWII/D-DAY COMMEMORATION OPEN HOUSE

On June 4, 2005, the Museum held an Open House to commemorate the June 4, 1944, invasion of Normandy. The event kicked off at 0830 with a soldiers breakfast served WWII Chow-line style. Scrambled eggs, juice, coffee and the old GI favorite, **S.O.S!**



Museum Visitors enjoy a GI breakfast

Both Allied and Axis bivouac sites were set up and WWII Re-enactors were on hand to demonstrate or explain the equipment and answer any questions. They also had firing demonstrations of WWII weapons.



WWII Re-enactor and IMHS Board Member Russ

Trebbly explains the function of the German MG34 machinegun and tripod

The Historian for Mountain Home Air Force Base’s 366th Wing gave a presentation on Close Air Support during the Normandy Campaign and best of all; we were joined by **D-Day Veterans who we presented with Certificates of Appreciation for their service.** In addition, several Museum exhibits were unveiled featuring D-Day specific as well as WWII artifacts.



D-Day Veteran Hank Meyer proudly displays his Certificate presented to him by WWII Re-enactor and IMHS

Vice President Rick Johnson

If you were not able to attend the event, you need to stop by the Museum for a look, you won’t be disappointed!

CURATOR’S CORNER

To update you since the last edition, our D-Day/Normandy Campaign Open House was a tremendous success. Thanks to Rick Johnson’s planning and preparation, our GI chow line was a great fundraiser and has set a good precedent for future operations. The day’s activities included camp displays of German and Allied forces with blank firing demonstrations of World War II weapons.

The 75mm pack howitzer, on loan from the Idaho State Historical Museum, provided the biggest bang. Seven D-Day/Normandy Campaign veterans were on hand or represented

to receive certificates of appreciation from the IMHS, which was followed by a seven-gun salute from the 75 howitzer.



Gary Keith and Bryan Johnson pose with D-Day Veteran Bert

Chandler and his wife

Numerous World War II Re-enactors were in attendance to discuss the Normandy campaign and what it was like for the soldiers of both sides fighting there.



Don Beck, former crew member on 75mm pack

howitzers during WWII did the honors of firing the first salute

Mr. Robert Sherwood, author of *Certified Brave*, was on hand to sell and sign copies of his book. This is about 8th Air Force B-24s in the ETO and he participated in the Normandy campaign. Mr. Sherwood donated the profits of his book sales that day to the IMHS, which was a very pleasant and appreciated surprise.

Thank you to the following volunteers who helped with the D-Day open house; Don Beck, Doug Doehle, Rick Johnson, Bryan Johnson, Guen Johnson, Jerre Kauffman, Lisa and Yancy Mailes, Mike Sibley, Josh

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Bernard, Ken Swanson, Harlan Andrijeski, Jim Davisson, Kurt and Kyle Kahm, Gayle Alvarez, Jim Doering, Russ Trebby, Gerritt Vance, Petty Officer Hodges (USNR) and Ed Carlson.



D-Day Veteran Robert Sherwood

Heath Robison made a unique and valuable contribution to the event with the Hedgehogs.

Russ Trebby donated the money for Heath to build four replicas of the obstacles seen on the landing beaches in Normandy.



D-Day Veteran Oscar Stauff

These are full scale, made of plywood and are most impressive. They added

very nicely to the demonstrations put on by the WWII re-enactors that day. One will be on exhibit in the Museum so be sure and stop by to view this neat addition to our exhibits.



One of the Hedgehogs is visible in this picture taken during a weapons demonstration

In closing, I would like to remind you about our next big event, the

Mountain Home AF Base Airshow. It will be 17-18 September this year and the IMHS will have an important role in the Heritage Hangar. I have met with MHAFB personnel to plan the Museum's role in the airshow and it is going to be a major event for us. We still need volunteers to staff the dog tag machines, which will provide us with a major source of fundraising.

Ideally, we would need six people per day for two dog tag machines. Oh, did I mention that the **Thunderbirds will be performing on the 18th**? Please feel free to contact me at the Museum at 422-4841 if you have any questions!

- Gary Keith

NEW MEMBERS

Special Welcome to:

- ★ Alexis Boguslawski
 - ★ Trent Boguslawski
 - ★ Larry Gebert
 - ★ John T. Heimer
 - ★ Jeffery Packer
 - ★ Boyd Pedersen (upgrade to Life Membership)
 - ★ Rachel & Ian Smythe (welcome back!)
- ★ ★ ★ ★ ★

RECENT DONATIONS

This list is by no means all-inclusive, but highlights some interesting items that have recently been donated to the Museum.

MG Lafrenz – Officers tropical worsted khaki uniform jacket and shirt that belonged to his father, a WWII veteran.

CW4 (Ret) Kenneth Hays – Photos and information on his great grandfather John Henry Hays, Civil War Medal of Honor Recipient buried in Idaho.

Mr. Ralph Longfellow – Photos and information on his grandfather, Richard Moses Longfellow, Philippine Insurrection Medal of Honor Recipient buried in Idaho.

LTC Mark Winters - 10 Psyops Flyers from Desert Storm. (Leaflets

dropped from planes to Iraqis telling them how to surrender.)

Roy Jost – Vietnam era Marine Corp Field Gear.

Neil Ramey – Desert Combat Uniform from his deployment in Operation Iraqi Freedom.

Charles McDowell, Foxfall Medals – 2 publications, *The Certificate of Merit, US Army Distinguished Service Award 1847-1918* and *Index To Recipients of The Distinguished Service Cross* ★

ENDOWMENT UPDATE



Our Endowment balance currently stands at **\$34,618.46.** (Goal is \$500,000)

Recent Endowment Donors include:

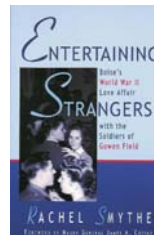
- Frank & Gene Boguslawski**
(Dedicated to the 116th BCT in Iraq)
- Caroline Kreiger**
- Ronald Jennings**
(in memory of Robert Estell)

Don't forget, you can also make a credit card donation on *on-line*. Look for this link on the Museum's webpage:



Thank you for supporting The Idaho Military History Museum. ★

NEW GIFT SHOP ITEM!



Entertaining Strangers: Boise's WWII Love Affair With The Soldiers of Gowen Field.

I'm sure many of you remember Rachel Smythe and her efforts to record some of Gowen Fields early history; I know she interviewed some of you! I am pleased to be able to report that her project is complete, the book is published and the IMHS is proud to be able to offer it to you in the Museum Gift Shop.

Rachel has graciously autographed each of the books and also **donated two copies which were raffled at our recent D-Day Open House.** ★

VOLUNTEER OF THE QUARTER



Please meet Rick Johnson

This quarter's volunteer has a history with Idaho's Military Division, since it brought him here from the Kansas Army National Guard.

A little about Rick- he was sent an 'invitation' to join the Army in 1970 and served two combat tours, one in Korea then one in Vietnam. After that, he returned home, attended Kansas State University and was enlisted in the Kansas ARNG. Rick was appointed to OCS and commissioned a 2nd Lieutenant with the Kansas Guard. He came to Idaho as part of the M60 tank school, which opened in 1985. He served with the 'school house' after it transitioned to the M1 Abrams tank and later moved to the 116th Cavalry Brigade. Rick served in the S-3, or Operations and Training, section of the Brigade. In 1996 he retired as a Lieutenant Colonel after 26 years of active service.

To keep busy, Rick has attended Boise State University and earned a Degree in Social Studies/Secondary Education and a teaching certificate in the state of Idaho. He participates in World War II living history and has done numerous school visits as well as displays at different locations including the Idaho Military History Museum. Besides being active in college, he authored an article which was published in *Military History Magazine* in 2004.

As Vice President of the Idaho Military Historical Society's Board

of Directors, Rick made a tremendous difference in organizing the fundraiser breakfast and overall event planning. Rick spent a lot of time planning this as well as coordinating the logistics and contacting donors. His efforts led to a very successful fundraiser and an



outstanding event.

Rick explains the different types of grenades used during WWII

Please join me in thanking Rick Johnson for all of his

hard work for the Museum.

Thank you Rick, we deeply appreciate all your hard work. You are our Volunteer of the Quarter!

UPCOMING EVENTS

Here are **some** of the events we currently have scheduled; more details will be posted on the webpage as more information becomes available.



8-11 September 2005 – 148th FA WWII Reunion. The Annual Reunion for the 148th FA WWII Veterans will be held in Boise, Idaho. Bill Heath is one of the chairmen and the Museum will be part of the event. To learn more, contact Bill at wahboi@rmci.net.



17-18 September 2005 - Mountain Home Air Force Base has invited us to have a booth at their Open House. **The Thunderbirds** will be performing on the 18th!!!



October will be the month for our annual membership meeting and elections. There is currently one opening on the Board and three Board members will be up for reelection. More details will be provided in our next newsletter.



12 November – Veterans Day Open House. ★

NEWS FROM THE FRONT (IRAQ)

By LTC Russ Johnson, Commander TF 1-148 Field Artillery

May 2005 - Time marches on here in Iraq, as we approach the mid-way point of our deployment. One soldier recently told me, "The days are often long, but the weeks sail by." I concur. Another quote from one of our warriors: "Don't count the days – make every day count!" Well said. As spring rapidly turns to summer, temperatures rise, and the days are lengthening, it is all taken in stride by the Scorpion soldiers. We are now into our sixth month in Iraq, and these brave young men and women continue to tackle a myriad of problems, and generate unique solutions with continued zeal and enthusiasm.

In late April, we fired our 500th round from our 155MM Paladin self-propelled howitzers, reaching yet another milestone in our deployment and Iraq's historic quest for freedom and democracy. The collective efforts of our cannoneers, fire direction personnel, observers, meteorological team, and fire support officers have directly enabled both the Iraqi security forces and coalition forces to continue improving the stability and security throughout this fragile region.

Our motorized artillery batteries have logged thousands of miles in their daily combat patrols throughout northeast Iraq. In concert with the Iraqi Border Patrol, our teams have patrolled remote villages, monitored border control points, conducted sustainment training, and provided humanitarian support to the citizens. Additionally, they have conducted traffic control operations, incident response, deliberate roadway clearance, and proactive vehicle and personnel searches.

In April, we assumed a greater role in training and assisting the Iraqi Security Forces throughout our area of operations. We established specialized training teams to work with the senior commanders and coordinating staff leaders, to provide them with the essential baseline capabilities to plan, resource, employ and control their security forces. Agencies involved include

the Iraqi Army, the Iraqi Police, and the Joint Coordination Centers (911 call centers). The Scorpion soldiers assigned to these teams have aggressively taken the reins, and are making a significant impact on these critical security organizations. They grow stronger every day.

The achievements of your soldiers continue to expand. During the month, our warriors safely logged 96,484 vehicle miles in supporting our missions. They drew and transported 26,310 liters of bottled water, 13.5 tons of food, 12.4 tons of ordinance, 9,450 gallons of fuel, and 23.6 tons of barrier and construction material to some very remote locations. These missions consumed nearly 14,000 gallons of high-grade diesel fuel. The miles traveled equate to 178 round trips between Idaho Falls and Boise, or 190 round trips between Salt Lake City and Boise.

Unit promotions surged in April for many deserving Scorpion soldiers. SFC Curtis Howard from Rexburg was promoted to Master Sergeant and will be laterally appointed to 1st Sergeant upon redeployment home. Eight other soldiers and non-commissioned officers were promoted across our Batteries, and have assumed position of greater responsibility. More promotions are in the pipeline for many of our deserving soldiers.

Many of our soldiers received awards during the month, many for achievement, several for service. We pinned eight Army Achievement medals, six Army Commendation Medals, and two Purple Heart Medals on proud warriors, during unit formations throughout the month. More awards are being processed.

One of our keys to success is maintaining our equipment to the highest state of readiness possible. From the weapons we carry to the radios, generators, vehicles,

facilities, and living areas we occupy - all subject to very hard use. This means lots of maintenance every day. Many parts are ordered, received and installed. Our mechanics continue doing an outstanding job of maintaining our fleet of vehicles and generators. In April, they performed 43 scheduled services (these are extensive preventative maintenance actions), and recovered six vehicles that required evacuation from remote areas. Additionally they devoted time and effort to renovating a newly-acquired maintenance bay, formerly used as an Iraqi Air Force warehouse.

Maintenance of our most important asset, our soldiers, is perhaps the most important thing we do. We are blessed with a dependable and capable Chaplain (CHP Nicholson) and Chaplain's Assistant (SGT Farmer), along with many LDS group leaders. Collectively, they strive to meet the religious needs of the men and women working long, arduous hours. The Chaplain constantly travels to even our most remote Forward Operating Bases, and can regularly be seen conducting pre-combat patrol prayers.

Our aid stations, clinics and medical facilities are state of the art and well equipped. The medical staff is the absolute best, hands-down. Your soldiers receive high quality, prompt, and professional medical support for even the most routine illnesses and aches. Our Physicians Assistant, CPT Travis Weiszhaar, and his staff of dedicated medical people work long hours administering care to soldiers and Iraqi citizens. They recently planned, coordinated and completed several comprehensive and successful Medical Assistance Visits (MAVs) to remote villages in the steep mountains of northeast Iraq. For many of the children they immunized and treated, this was the first time in their lives that they received treatment from professional medical personnel.

We have a platoon of specially-trained observers, medics and marksmen. They have been credited with

identifying more than 14 roadside bombs, two bomb-laden vehicles, and the capture of numerous enemy fighters. They work day and night along with the Iraqi Army and Police, to bring peace and stability to the people of Iraq.

April was historic for us and the 116th Brigade Combat Team, as we participated in a formal ceremony, during which each soldier was given the 116th BCT Snake River Brigade combat patch. They wear it proudly on their right sleeve, and they have earned it through countless hours of hard and dangerous work, worry, and selfless service. We were also honored with a visit by Major General Lafrenz, Commander of the Idaho National Guard, and his Sergeant Major, CSM Rusty Lewis. They conveyed their sincere appreciation for our efforts and sacrifice, throughout a tough, challenging deployment.

Our soldiers remain committed to driving forward and completing this historic deployment. Every soldier, family member, employer and friend, can be proud of the many accomplishments of these brave men and women. We now have soldiers from 14 different states, representing the finest that America has to offer. They work each day with purpose, enthusiasm, and distinguishable pride.

I again extend my thanks to everyone on the home front for your undivided support. All have played a major role in our successful deployment. Your continued efforts enable us to maintain our focus on the mission. Please continue this tremendous support – we welcome and need your continued support.

*Editors Note: Thanks again to **Bill Heath** for making this article possible. ★*

IN MEMORIAL

It is with regret that we inform you of the passing of Mr. Luther Estep and Mr. Warren Anderson. Our deepest sympathies go out to the Estep and Anderson families.

Many of you have probably heard that two Idahoans and members of Idaho's 116th Brigade Combat Team recently died in Iraq. Our deepest sympathies go out to the family of SFC Virgil Case and Corporal Carrie French. ★

**IDAHO FILE
INTO HISTORY**



**THOMAS G. LANPHIER, JR.,
RECIPIENT OF THE NAVY CROSS
WWII FIGHTER ACE
FOUNDING FATHER OF IDAHO
AIR NATIONAL GUARD**

Navy Cross Citation:

“For extraordinary heroism while attached to a Marine Fighter Command in action against enemy Japanese forces in the Solomon Islands on April 18, 1943. Leading a division of fighter planes at dangerously low altitude in the longest planned interception mission ever attempted, Captain Lanphier contacted the assigned objective, consisting of two enemy bombers and six escort fighters, with complete tactical surprise and launched a fierce, determined attack. In the ensuing engagement he operated with such daring courage and excellent marksmanship that he sent the leading bomber crashing in flames, and subsequently shot down one of the hostile fighters when it furiously attacked his plane. The outstanding professional skill and inspiring leadership displayed by Captain Lanphier under extremely adverse conditions contributed greatly to the remarkable success of this vital mission and were in keeping with the highest traditions of the United States Armed Services.”¹

Thomas G. Lanphier, Jr., was born on November 27, 1915, in Panama

City, Panama. His father, Col Thomas G. Lanphier, Sr., was a military aviation pioneer. “Tom learned to fly in Army trainers, soloing at the age of 14.”² He graduated from Leland Stanford University in January 1941, and joined the Army Air Corps for flight training. Lanphier visited McCall, Idaho around this time and met a lady by the name of Phyllis Fraser whom he later married.³

He received his wings at Stockton Field, California on October 31, 1941, and was assigned to the 70th Pursuit Squadron, 35th Pursuit Group. When the war began, he went to Fiji with the 35th Pursuit Group. His squadron, the 70th, was soon moved to Guadalcanal, joining the 347th Group. Lanphier flew 97 missions both in P-39’s and P-38’s, out of Henderson Field.⁴ He made his first kill on Christmas Eve, 1942,⁵ shooting down a Zero.

He was promoted to Captain in March 1943 and when the Japanese struck Guadalcanal on April 7, with 67 Judy dive bombers and 110 Zero fighters, Lanphier along with all the other ‘Cactus’ fighter pilots, scrambled to intercept. He claimed three Zeroes over Cape Esperance.⁶

Then dawned April 17, 1943. Thomas Lanphier recounted that day in an article in the December 1966 *Readers Digest*. What follows are excerpt from that article.

“Late on the afternoon of April 17, 1943, I was ordered to report to the operations dugout at Henderson Field. I arrived with Maj. John Mitchell, commanding officer of the 339th Fighter Squadron and the leading ace on Guadalcanal. As we pushed into the musty dugout we saw instantly that something big was up. Most of the top brass on the island were there. Face tense, a Marine major handed us a cablegram marked Top Secret.

“Yamamoto and his senior staff officers were arriving at Bougainville by air on 18 April, the dispatch said. ‘Squadron 339 P-38 must at all costs reach and destroy. President attaches

extreme importance this operation.’ It went on to say that Yamamoto and his staff would be flying in two bombers escorted by six Zeros, and then gave a detailed schedule of the flight. It was signed ‘Frank Knox’-the Navy Secretary.

“Yamamoto was not only chief of the Japanese navy: he was the architect of the sneak attack on Pearl Harbor that had crippled the U.S. Pacific fleet and had taken some 2000 lives!...Bougainville was 300 miles away. Our Lockheed Lightnings were the only planes on Guadalcanal with enough range to intercept the Admiral.”⁷

“The decision to attack his plane was not taken lightly. The opportunity came as a result of one of the biggest secrets of the war – the fact that U.S. cryptographers had broken the Japanese code, enabling us to decipher the enemy’s secret messages. When it was learned that Yamamoto would come within striking distance, President Roosevelt was consulted. So was Navy Chief Adm. Ernest J. King. Was this warfare or murder? The crux of the matter, it was finally agreed, was posed by Adm. Chester W. Nimitz: ‘Does Japan have anyone to take his place?’

“The consensus was, it did not. Since Yamamoto was a vital element in the enemy’s war effort; he must be eliminated.

“Yamamoto was due at the big Kahili airstrip on Bougainville at 9:45 the next morning; we finally determined to intercept him in flight ten minutes earlier, at a point 35 miles north of there. It was a long-shot gamble. We had just 18 planes for the mission, while the Japanese had more than 100 at Kahili. Moreover, even with extra fuel tanks, our planes could not carry enough gas to allow them to tarry over the target area. The mission would require clocklike precision to have even the remotest chance of success.

“Later, on a grassy ridge near the airfield, Major Mitchell briefed our group. ‘Takeoff will be at 0725,’ he said. ‘My section of 14 planes will be at 20,000 feet to take care of the fighters from Kahili. Lanphier’s section of four planes will be at 10,000 feet to make the interception.’

“An Army intelligence officer told us how important Yamamoto was to the Japanese navy, and what a blow to enemy morale his loss would be. ‘He’s a perfectionist,’ the officer added. ‘Our intelligence stresses his promptness. You must be on the dot.’

“Sunday, April 18, broke clear but humid on Guadalcanal. As I taxied over the muddy steel matting of the runway, I got a wave and a grin from my wing man, Lt. Rex Barber. At exactly 7:25, Mitchell roared down the runway and into the sky. Barber and I followed. But of the two other planes in my group, one blew a tire on the runway and the second one’s belly tanks were not feeding properly. The mission was only minutes old and already we had lost two planes.

“Mitchell waved his second element-Lts. Besby Holmes and Raymond Hine-over to join me. Then we all headed north, flying just over the waves to escape detection by Japanese radar. We were swinging in a zigzag arc toward our rendezvous at Kahili.

“As we roared along under the blazing mid-morning sun, our 16 tightly grouped Lightnings maintained strict radio silence. For most of two hours we were out of sight of land.

“Finally we saw the Treasury Islands on the northwest horizon. Then Bougainville loomed ahead, a big island whose matted jungle crowded to the water’s edge. As we crossed the coastline Mitchell put his plane into a rocketing climb, leading his section toward 20,000 feet. My group was right behind, climbing for 10,000 feet. I glanced at my dashboard clock-9:33 a.m. Two minutes to go.

“9:34-one minute to target time. As we climbed I scanned the immensity of sky, saw nothing but a few cumulus clouds. Any minute we would surely be spotted by Japanese

planes flying in and out of Kahili. Where was the punctual Admiral?

“A moment later a pilot in Mitchell’s section broke silence. *‘Bogeys. Ten o’clock high,’* he said quietly.

“Sure enough, in the distance was a V formation of dark specks. As they neared I made them out: two green-camouflaged, twin-engine Betty bombers, escorted by six Zeros. My clock showed 9:35 - the Admiral was precisely on schedule! And so were we. The concerted effort of a multitude of people had brought us to this exact spot in the vast Pacific sky at the exact moment. Now it was up to us.

“I dropped my bulky belly tanks and prepared to attack. Ahead and above, the Japanese formation flew toward us, still oblivious to our presence.

“Suddenly our luck took a turn for the worse: Holmes the leader of my second element, couldn’t release his belly tanks. Kicking and slewing his ship in an effort to jar them loose, he turned off down the coast, and his wing man, Hine, had no choice but to stay with him. Now Barber and I would have to do the job alone.

“We were about a mile in front of the Japanese formation and closing fast when the Zeroes spotted us. Dropping their belly tanks, they nosed over to head us off. The lead bomber plunged toward the jungle while the second zoomed directly at us. As I dove for the first bomber three Zeros plummeted down on me. I horsed back on my wheel bringing my guns to bear on the lead Zero. We almost collided head on before the stream of bullets from my guns ripped one of his wings away. He twisted under me, trailing flame and smoke.

“At that moment, in an almost vertical climb, I kicked my ship over on its back and looked for the bomber I had lost in the melee. Sheer panic does wonders for the vision. In one glance I saw Barber tangling with some Zeros even as two other Zeros bored in on

me. Then I saw a green shadow streaking across the jungle below-the bomber, skimming just over the trees. I followed it down to treetop level, and began firing a long steady burst. Its right engine and right wing began to burn. Then the wing fell off, and the bomber crashed in the jungle.

“By this time, Barber had splashed the other Betty in the ocean. Time to hightail it out of there.

“I went skidding and slewing over the jungle, trying to shake the Zeros off my tail. Suddenly, I was blinded by dust-unwittingly I had flown over one corner of the Kahili airfield. The dust was being kicked up by swards of Japanese fighters scrambling into the air. I barreled straight ahead, across the harbor and out over the sea. Then I put my Lightning into the speed climb for which it was built and gradually pulled away from the Zeros.

“It was a suspenseful flight home with some planes shot up and all of us running low on fuel. I was the last of our group to land and my gas tank was empty as I rolled to a stop. A crowd of fliers, mechanics, Marines and GI’s swarmed over the plane, hauling me out of the cockpit and thumping me on the back until I felt like a halfback who has just scored the winning touchdown.

“Barber too had had a field day. In addition to the other bomber, he had shot down two Zeros. We lost one man: Ray Hine, a good friend and a top flier.

“That night we dined on steak, bamboo shoots and cold beer-compliments of Gen. ‘Lightnin’ Joe’ Collins. There was a message from Adm. ‘Bull’ Halsey, commander of U.S. Naval forces in the South Pacific: ‘Congratulations Major Mitchell and his hunters,’ it said. ‘Sounds as though one of the ducks in their bag was a peacock.’

“It wasn’t until after the war that we learned the full results of the mission. The bomber shot down by Barber had crashed in the sea, and Admirals Ugaki and Kitamura were rescued, badly injured, from the wreckage. The other bomber was found in the jungle-and with it the body of

Admiral Yamamoto, still clutching his ceremonial sword. When his ashes were returned to Tokyo, millions of Japanese turned out for his state funeral. It was the greatest display of national mourning for an admiral since the London funeral of Viscount Horatio Nelson, who died at Trafalgar.

“A month after his death, Tokyo radio finally admitted that he had been killed. But for the duration of the war the United States revealed no details...it was feared that the meticulously planned interception might make the enemy realize that their code had been broken.”⁸

Ironically, the downing of Yamamoto’s plane occurred one year to the day of the Doolittle Raid and from the moment the two pilots touched down after the mission there were two versions of events. Both Lanphier and Barber claimed to have shot down the plane carrying Yamamoto.



Maj John Mitchell (L) and Capt Thomas Lanphier, (R)⁹

The Commander Aircraft Solomon Islands in 1943, “recommended Medals of Honor for the leading AAF pilots on the mission. However, one of the pilots bragged to a reporter and word leaked out. Admiral William F. Halsey, the South Pacific theater commander, was apoplectic; he canceled the recommendations.”^{10 11} Both men were awarded the Navy Cross.

“In the 1950’s, the U.S. Air Force Historical Division was ordered by the Air Staff to verify aerial victory credits. When in 1978 they published a computer compilation of World War II victory credits, both Barber and Lanphier received half credit for destroying the bomber carrying Yamamoto.”^{12 13}

(Con’t on page 8)

THE 190TH FIGHTER SQUADRON,

IDAHO AIR NATIONAL GUARD: THE FORMATION AND EARLY HISTORY BY William C. Miller, Col (Ret), IDANG

The forerunner of Idaho's 190th Fighter Squadron was constituted on 25 May 1943 under the designation of the 405th Fighter Bomber Squadron (FBS). During World War II, the 405th served in combat roles in England, France, Luxembourg, Germany, and Belgium. Equipped with P-47s, the 405th flew in combat air campaigns in Normandy, northern France, the Rhineland, and central Europe. It was awarded the Presidential Unit Citation for outstanding performance of duty in action against the enemy in Germany, and with the end of World War II, was inactivated on 19 November 1945.



Ralph Schreiber mounts an Idaho Mustang

The postwar pressure to reduce our national budget plus an emphasis on maintaining fewer active duty forces forced the nation to use ‘reserve components’ to fill the gaps. Hence, the addition of ANG units. In 1946, General Harry Abendroth, Idaho Adjutant General and personal friend of President Truman, asked Lieutenant Colonel Tom Lanphier to organize an air National Guard unit for the state of Idaho.



General Abendroth

Lanphier at that time was the managing editor of the *Idaho Daily Statesman*. Idaho's new Air National Guard unit adopted the number and history of the 405th FBS, whose number was reactivated on 13 October 1946 & was immediately re-designated the 190th Fighter Squadron, Single Engine, of the Idaho

air National Guard. The Army Air Corps had leased the Gowen Field site from the city of Boise during the War and returned it to the city following the War. The 190th's founders got an agreement between the city of Boise and the Army Corps of Engineers for rent-free use of hangars, shops, and other buildings at Gowen Field. The state of Idaho eventually formalized this lease with the city for Gowen Field facilities. A similar lease between the Idaho Air National Guard (IDANG) and the city remains in effect today.

After the War, hundreds of P-51s were transferred to the many newly organizing Air National Guard squadrons and in November 1946 Idaho received its first of 25 P-51D Mustangs. The “Mustang” proved its superiority in WWII performing roles as long-range escort fighter, air-to-air fighter, and ground attack bomber.



Lt. Earl Hayes poses with the P-51 Mustangs

Under its excellent leadership, the 190th trained pilots and support personnel into a highly effective combat team.

With the mandate from NGB and Idaho’s Adjutant General, the 190th's new commander Lt. Col. Lanphier put out a call for members for a new flying squadron...Lanphier was an active recruiter, and quickly began contacting the Boise and surrounding communities...his influence and community contacts helped spread the word of the city’s new military unit.

William D. Fitzgerald, one of the charter members of the new unit describes how he was inducted: “It was in the paper--Lanphier must have put it in. It said they wanted people to run an aircraft squadron. Anyway, nobody wanted to join because they’d just got out of the service and they hated war by now. But some of us went out there and filled out the forms and signed up.”

Lanphier's call was answered, and 37 charter members were sworn in on ‘day

one' of the 190th Fighter Squadron, 13 October 1946. In a short while, the main sign-up of men was complete, and the Squadron increased to sixty-seven--23 officers and 44 enlisted--all of whom had served in the War.

New 190th members knew they would have Gowen Field as a home, and they knew they would fly and maintain a squadron of P-51 Mustangs. But equally important, they knew they would remain based at Gowen Field and be 'shipped out' only as a unit, and then only in cases of serious national emergencies. Their ultimate mission was to ensure the pilots and aircraft were combat ready. Therefore, first priority was recruiting and retaining enough officers and men to operate a squadron-sized fighter unit, about 250 personnel.

The full-time personnel worked under a civil service system and were "...air technicians that operate the squadron daily, making it possible for the unit to conduct its training function. They are the airplane mechanics, the radiomen, the weather men, the instrument trainer men, the propeller and instrument repairmen, the parachute riggers, and others who must be constantly employed to keep the equipment in flying condition." The majority of these people had served in World War II, and within two years after its formation, the 190th had 314 members--57 officers and 257 enlisted men.

Many were interviewed and signed up downtown at the reserve facility, better known as Boise Barracks. But they didn't hold their training meetings there, as Fitzgerald discusses, "We were interviewed down there at Boise Barracks and the Air Advisor was there, too, to make sure they were getting Air Force people, and so forth. And we were sworn in down there, but I don't remember having meetings

(Con't on page 9)

LANPHIER CONTINUED



Lanphier, Holmes and Barber shortly after the mission¹⁴

Shortly after the war, Margaret Ailshie, owner of *The Statesman*, enticed the Stanford University journalism graduate to try his hand at editing and writing editorials. He also became the editor for the *Boise Capital News* as well as a special assistant to the chairman of the National Security Resource Board^{15 16}

After WWII, the military was downsized and the nation began to form and rely on reserve components to fill in the gaps. In 1946, Idaho Adjutant General Harry Abendroff asked Lieutenant Colonel Tom Lanphier to organize an Air National Guard unit for the state of Idaho.

Special Order No 86, dated 15 August 1946 made it official, "...Thomas G. Lanphier, Jr., XXXXXXX, is appointed Lieutenant Colonel, Idaho National Guard, and is assigned for duty as Commanding Officer, 190th Fighter Squadron, SE, with station at Boise, Idaho, effective 13 August 1946... W.H. Abendroth, Brig. General, The Adjutant General - Idaho"

"In November 1946 the fledgling 190th Fighter Squadron received its first of 25 P-51D Mustangs...Lanphier put out a call for members for a new flying squadron. With the war barely one year over, there should be plenty of experienced men to form a new unit. Lanphier was an active recruiter, and quickly began contacting the Boise and surrounding communities."¹⁷ Lanphier's influence and community contacts were of great benefit to the

new unit. "Lanphier's reputation and personality were such that he 'opened doors' that no one else in the unit could do."¹⁸

"Lanphier's call was answered, and 37 charter members were sworn in on 'day one' of the 190th Fighter Squadron, 13 October 1946."¹⁹

"Lanphier said, 'Our initial mission after we got P-51s was to acquaint the people of Idaho that there was such a thing as the Air National Guard. We flew to every little airport in the valley and put on our shows and displays to gain enlistments and build our strength.'²⁰

Lanphier even recruited a young Bernie Fisher who went on to receive the Medal of Honor for actions in Vietnam. Lanphier told Fisher, "Sign up and I'll take you with me to the airshow in Pocatello." Bernie "signed up on the spot."²¹

During this time, Lanphier continued working with the Air Force Association and traveled frequently to Washington D.C. "One Friday, he checked out a P-51 and flew it to D.C. He was so engrossed in his project that he took a commercial flight home, forgetting that his P-51 was parked in Washington. We had to send someone to fly it back to Boise."²²



Thomas Lanphier piloting a P-51 at Gowen Field

"The change of command to our next commander was quite abrupt--occurring at the Moses Lake summer camp--as a result of Lanphier's attraction to and recruitment by larger interests. And that's where he turned the reins over to Jim Trail, and went back to Convar to fly an F-86 against the B-36."²³

Lanphier also served as the AFA President, in fact, the first elected President, from 1947-1948.²⁴ "Lanphier left Boise in 1949 as an advisor to Stuart Symington, who was chairman of the National Security Resources Board."²⁵ He was promoted to colonel in the Air Force Reserves in 1950²⁶

and moved to San Diego in 1951 to become vice president of the Convair Division of General Dynamics. He remained in that position until the early 1960s at which time he started a consulting business.²⁷



Thomas Lanphier at Falcon Field, Mesa AZ which was then home to the Fighter Aces Museum²⁸

Aces Museum²⁸

In an interview in 1976, Lanphier recorded, "You are not proud of having killed a man, but after all he was leading the war against us. Eliminating him had a great effect in our favor."²⁹

Thomas G. Lanphier, Jr., died after a yearlong battle with cancer on November 26, 1987, one day before his seventy-second birthday. "He was survived by his wife, Phyllis of San Diego, and their children, Patricia Mix of San Diego, Judith Strada of San Diego, Janet Lanphier of New York, Kathleen Lanphier of San Francisco and Phyllis Lanphier of San Diego."³⁰ He was buried in Arlington National Cemetery. At the time of his death, he was working on a book about the Yamamoto mission. His widow Phyllis later wrote, "Being a member of the Idaho Air National Guard was one of his proudest achievements."³¹

Lanphier flew a total of 112 combat missions and is credited with 5 1/2 aerial victories. Along with the Navy Cross, he was also awarded the Silver Star with one Oak Leaf Cluster (OLC), the Distinguished Flying Cross with one OLC and the Air Medal with 5 OLCs.^{32 33}

Editors Note: Special thanks to Bill Miller, Dale Hendry and Dick Tobiason who contributed to this story. ★

190th CONTINUED



Pictured here are 26 of the 37 charter members of the 190th FS

down there--all our meetings were out in the hangar." Holly Moore remembers "... the first meeting, it was advertised in the paper." And the commander, Tom Lanphier, was there along with Bill Bozman, who "...tells who he is, and then we introduced ourselves and told him what we did. He said, 'Well, we're going to need someone like you,' and 'what's your experience?' I told him all, and he basically said, 'You're hired.' I asked Boz what our longevity would be, and he said, 'Well, I really don't know.' It turned out to be pretty good!"

Several of our senior enlisted personnel were also commissioned officers in the reserve. Our first Sergeant, Bill Bozman, was a former B-26 pilot who returned to his commissioned status when the unit was mobilized for the Korean War.



Bill Bozman

Lanphier later credited several members with being especially helpful and organizing the

190th: James Trail, Bill Bozman, Bill Coburn, Ken Nordling, and the Air Advisor, Ltc McDowell.

Captain Dave Johnson, Public Information Officer, reported in 1951 a strength of 50 officers and 286 enlisted men. Johnson said "...42 are flying officers--the ones who operate the basic weapon.



Dave Johnson

The others are those who clothe, feed, house the pilots and keep the weapon in such shape that it can be operated. It takes roughly seven men on the ground for every pilot."

Pilots as well as support personnel were needed. Without the benefit of the draft to help fill their ranks, National Guard units had to conduct their own recruiting programs.

Dale Hendry came to the 190th "Fresh out of business college, and I was hired in 1949 as a clerk-typist to replace a professional secretary. There were about 50 full-time employees when I came to work as an Air Technician.



Dale Hendry

As my paperwork was being processed, a cutback in funding eliminated several of the more senior

positions, and I wasn't too sure that I had a job even after I had been hired. Without the support of Col. Trail, Sgt Bozman, and Sgt Kester, mine might have been one of the shortest military careers in history!" (Dale Hendry actually served a not-so-short military career of 39 years, retiring as a Colonel, then continued service for another 8 as a civilian staff officer to the Adjutant General!)

On recruiting, Fitzgerald recalls, "We used to go recruiting to the high schools, we'd use lists, go to the homes, knock on the doors, and say, 'We want to talk to your son George,' and we'd talk to them. Holly and I took a cutaway engine down to a Buick showroom in one town.... the engine would turn, and they'd come in and we'd talk to possible recruits in there. I remember I recruited with Holly. Everybody had a turn at it."

Holly Moore adds "We spoke in every high school from Ontario to Glenn's Ferry...the war hadn't been over too long, it was still fresh in everybody's mind the guys that were in the War--especially the guys that

had *really been in it*—weren't too eager to get back in so, several squadron technicians got the job of recruiting. There's two or three of us that got it" "In addition to our other tasks!" Fitzgerald adds. Didn't the squadron have recruiters? "No! It was our additional job," says Moore.

Dale Hendry recalls when personnel strength "... became a critical issue, we'd be down to where you weren't going to survive if we didn't have people, so, as Technicians working full time, we were given a quota, and they'd say 'We're going to close the base down for a few days, and quit flying, and you guys are going to go out and recruit people and bring them back, and if you don't bring them back, you don't have a job!'"

Fitzgerald noted "They had to do that, because if they didn't they were going to lose their federal recognition." Hendry added, "See, in those days, there was a requirement that if you didn't keep a certain level of strength, and a certain level of participation, the officers didn't get paid."

Herb Brewer related, "In the old days when we were just a squadron, we knew all of the Guardsmen and their wives and kids by name. It was very personal."

The squadron soon boasted 25 P-51Ds and several 'support' aircraft used for initial, instrument, and refresher training; gunnery target-towing; observation; and personnel



transport.
Martin Johnson in an Idaho AT-6 Texan

By December 1948 additional support and training aircraft were provided for the 190th including two T-6 advanced trainers, three Douglas B-26 light attack bombers (earlier called A-26), two C-47 transports, four L-16 and one L-5 light liaison aircraft. Louis Jausoro remembered, "In 1948 we had one truck for the entire squadron. It was an old olive drab pickup and I had it at Supply. Then we got another vehicle for Operations, an old Plymouth sedan."

The crew chiefs and mechanics who formed the 190th's initial workforce were also WWII veterans and brought to the job plenty of knowledge and experience.



Neal, Mike, Paul & Curly

When new or inexperienced members were recruited, most would be trained on-the-job by these full-time squadron Technicians. Most were just 'raw' recruits.

Summer camps provided Guardsmen a two-week period for more concentrated training. The 190th was called to active duty during the Korean War, and Glass, Vail, and 440 others were ordered to duty, and served 21 months--initially at Moody AFB, Georgia and their remaining 12 months at George AFB California.

Editors Note: The preceding is from a draft Manuscript *FIRST CLASS...OR NOT AT ALL: The Story of the Idaho Air National Guard 1946 to 1975* under development by William C. Miller, IMHS Member and Retired Colonel, Idaho Air National Guard.

He is actively searching for members and former members of the Idaho Air National Guard to interview for this upcoming book. If you were a member of the Idaho Air National Guard during 1946-1975, he would like to talk to you. You may reach him at (208) 853-8585. ★



MOST WANTED

➤ **Docents.** Many of our volunteers have re-entered the workforce

➤ **Artifact preservation supplies** (acid free paper and boxes)

➤ **USS Boise and USS Idaho Artifacts**

➤ **116th Engineer related items from Vietnam**

➤ **133rd Combat Engineer Bn, 183rd & 951st Field Artillery items from WWII**

➤ **Desert Storm field gear** ★

Footnotes: A detailed listing will be included on our webpage
1, 28 Dick Tobiason collection
2, 29, 31 IMHS archives
3, 15, 16, 27 *Idaho Statesman*
4, 6 <http://www.acepilots.com/pto/lanphier.html>
5, 26, 33 <http://www.475thfghf.org/Friends/lanphier.htm>
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11 US Pacific Fleet, Memorandum, 10 May 1943
12 *Air Power History*, Spring 1992, pg 42
13 Donald B. Rice, Secretary USAF, Jan 11, 1993
14 McNally, Richard, Maj., "Aerial Ambush" *Airman Magazine*, June 1989, pg 17
17-20, 22, 23 *Miller, William C., Col, (Ret), First Class or Not at All - The Story of the Idaho Air National Guard, 1946 to 1975*, a draft manuscript
21 Col (Ret) Bernard F. Fisher, M.H., telephone conversation, 10 March 2005.
24, 32 *Air Force Magazine*, January 1988, page 37
25 *Idaho Air National Guard, 1946-1977*, 124th TRG
30 <http://www.arlingtoncemetery.net/lanphier.htm>

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