# 190 FIGHTER SQUADRON


**MISSION**

**LINEAGE**
405 Fighter Squadron constituted, 25 May 1943
Activated, 15 Jul 1943
Inactivated, 10 Nov 1945
Redesignated 190 Fighter Squadron and allotted to ANG, 24 May 1946
190 FS (SE) extended federal recognition at Gowen Field, 13 Oct 1946
Redesignated 190 Fighter-Bomber Squadron, Sep 1951
Redesignated 190 Fighter Interceptor Squadron, Jan 1953
Redesignated 190 Tactical Reconnaissance Squadron, 18 Oct 1975
Redesignated 190 Tactical Fighter Squadron, 16 Oct 1991
Redesignated 190 Fighter Squadron, 15 Mar 1992

**STATIONS**
Richmond AAB, VA, 15 Jul 1943
Camp Springs AAFld, MD, 1 Oct 1943
Millville AAFld, NJ, 13 Dec 1943
Camp Springs AAFld, MD, 5 Jan 1944
Richmond AAB, VA, 20 Jan-14 Feb 1944
Bisterne, England, 7 Mar 1944 (operated from Ibsley, England, 21 Apr-14 May 1944)
Beuzeville, France, 17 Jun 1944
Perthes, France, 12 Sep 1944
Dole/Tavaux, France 3 Oct 1944 (operated from Dijon, France, 11 Nov-23 Dec 1944)
Tantonville, France, 21 Dec 1944
Metz, France, 13 Feb 1945
Frankfurt/Eschborn, Germany, 4 Apr 1945
Furth, Germany, 5 May 1945
Horsching, Austria, 16 Aug 1945

Stuttgart, Germany 13 Sep-Oct 1945
Camp Shanks, NY, 9-10 Nov 1945
Boise, ID

**ASSIGNMENTS**
371st Fighter Group, 15 Jul 1943-10 Nov 1945

**WEAPON SYSTEMS**
**Mission Aircraft**
P-47, 1943
P-51/F-51, 1946
F-86, 1953
F-94, 1954
F-89, 1956
F-86, 1959
F-102, 1964
TF-102, 1964
RF-4C, 1975
F-4, 1991

**Support Aircraft**
T-6
B-26
T-33, 1953
C-54, 1966-1972
C-45
U-3
C-47, 1947-1966
C-131, 1972-1989
B-25
L-5
**L-16**

**COMMANDERS**
LTC Thomas G. Lanphier
Maj Kenneth E. Nordling, #Dec 1958
Maj Kenneth B. Keim
Maj Dan J. Abbott, #1964
Maj Ronald B. Weinert, Oct 1967
LTC Michael A. Nolan August 2004 - January 2005

**HONORS**
**Service Streamers**
None

**Campaign Streamers**
Air Offensive, Europe
Normandy
Northern France
Rhineland
Ardennes-Alsace
Central Europe
Air Combat, EAME Theater

**Armed Forces Expeditionary Streamers**

**Decorations**
Distinguished Unit Citation
Germany, 15-21 Mar 1945

1969 — First Air Force Outstanding Unit Award.

Cited in the Order of the Day, Belgian Army
6 Jun-30 Sep 1944

**EMBLEM**

**MOTTO**

**NICKNAME**

**OPERATIONS**
The Idaho ANG's 190 Fighter Squadron actually began as the 405 Fighter Bomber Squadron. Formed on 25 May 1943 the 405th served World War II combat roles flying in England, France, Luxembourg, Germany, and Belgium.

The 405th P-47s flew combat air campaigns in Normandy, northern France, the Rhineland, and in central Europe; 12 Apr 1944-9 May 1945. The 405th was awarded the Presidential Unit Citation for outstanding performance in action against the enemy in Germany, and Ralph Schreiber Mounts an Idaho Mustang with the end of World War II, was deactivated on 19 November 1945.

The postwar pressures to reduce the national budget along with an emphasis on maintaining fewer active duty forces forced a national decision to use 'reserve components' to fill the gaps. In 1946, General Harry Abendroth, Idaho Adjutant General and personal friend of President Truman, asked Lieutenant Colonel Thomas G. Lanphier Jr. to organize an air National Guard unit for Idaho. Lanphier responded, and Idaho's new air National Guard unit adopted the number and history of the 405$^{th}$ FBS, and upon activation 13 Oct 1946, was immediately redesignated

the 190 Fighter Squadron, Single Engine, of the Idaho air National Guard. The Army Air Corps had leased the Gowen Field bomber training site from the city of Boise during the War, but returned it to the city following the War. The 190's founders got an agreement between the City of Boise and the Army Corps of Engineers for rent-free use hangars, shops, and other buildings at Gowen Field. In 1950 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.

Under its excellent leadership the 190 trained pilots and support personnel into a highly effective combat team. Forming this great team required the elements of manpower, aircraft, aircraft maintenance, training programs, buildings and facilities, and a suitable nearby flying training area.

With the mandate from the National Guard Bureau (NGB) and Idaho's Adjutant General, the 190's new commander LTC 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 Boise and surrounding communities. He held a position as editor with the city's newspaper, the Idaho Statesman, and his influence and community contacts helped spread the word of the city's new military unit.

Lanphier's call was soon answered, and 37 charter members were sworn in on 'day one' of the 190 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.

These new members of the 190 knew they would have Gowen Field as a home, and they also knew they would fly and maintain a squadron of P-51. But equally important, they knew they would remain based at Gowen Field and be 'shipped out' only as a unit-and then just for serious national emergencies. Their ultimate mission was to ensure the pilots and aircraft were combat ready. 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 are 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 two years after its formation, the 190 boasted 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 according to Fitzgerald they didn’t hold their training meetings there, "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 down there-all our meetings were out in the hangar.

Dale Hendry recalls, "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"

Captain Dave Johnson, Public Information Officer, in 1951 reported a unit strength of 50 officers and 286 enlisted men. Johnson said 42 are flying officers the ones who operate the basic weapon. The others are those who clothe, feed, house the pilots and keep the weapon in such shape that it can be operated. It takes Pilot and Info Officer Dave Johnson roughly seven men on the ground for every pilot.

Pilots as well as support personnel were needed. "Col Lanphier began to recruit pilots, of which only him at that time was a fighter pilot. We had B-17 pilots, we had B-26 pilots—we had everyone that flew everything the Army Air Corps ever had" Without the benefit of the draft to help fill their ranks, National Guard units had to conduct their own recruiting programs. Despite the following statement in the Air Guard's biannual report to the Legislature, the needed recruits didn't just come flocking in: "The units of the Air National Guard offer the youth of southwestern Idaho a real opportunity for training in this branch of the service. Many high school and college boys have enlisted while still attending school. Many of these boys will, no doubt, at a later date make application for Air Cadet Training. The people of Idaho are becoming familiar with his vital arm and recognize it as the first line of defense of our nation."

When Dale Hendry came to the 190 he was "...fresh out of business college, and 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. 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 Colonel Trail, Sgt Bozman, and Sgt Kester, mine might have been one of the shortest military careers in history!" Hendry actually served a not-so-short military career of 39 years, retiring as Colonel, and continuing service for another 8 years 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.

Was recruiting a problem? "Oh yes. Hell yes! It was a problem, and because the war hadn't been over too long, it was still fresh in everybody's mind. And 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.

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 further notes 'They had to do that, because if they didn't they were going to lose their federal recognition." Hendry replies, "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."

Dale Hendry remembers "One time Bozman enlisted a whole softball team from Boise. We weren't too particular, as we needed the manpower strength figures-enough people on board-so we could get everybody paid. Some members of that ball team got out a few days later, but some stayed on the books for a while. Soon we were notified we'd be mobilized for Korea, and the rest of the team came out and cleared the base".

For one pilot, the induction process was not a quick and simple sign-up. Chauncey Reese explains his long wait to join the squadron: "Well I was the station manager for Standard Oil Company at 8th and Jefferson, in downtown Boise. And two or three of my customers were Air National Guard people—Dave Johnson for one. I applied in early 1948 for a spot in the 190, but there weren't any. So, I got on their books and didn't get a call until the end of 1948. Finally in 1948 they had us go to Hamilton Field in a C-47 to get a physical to see if we were still fit. I think I came on board in January of 1949," nearly one year later.

"Although the United States Air Force became a separate service in 1947," Hendry remembers "we continued to follow Army personnel policies, use Army regulations, and wear the Army uniform until the Korean conflict era. This included wearing of brown shoes! "Herb Brewer recalls "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."

A good supply of proper functioning aircraft is the heart of a fighter squadron. The squadron soon boasted 25 P-51Ds, The 190 also had several 'support' aircraft used for initial, instrument, and refresher training; towing gunnery targets; observation; and personnel transport. By December 1948 additional support and training aircraft were acquired by the 190 including two T-6, three B-26, two C-47, plus four L-16 and one L-5.

"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 of the 190's initial workforce were veterans of the recently won Second World War, and brought to the job plenty of knowledge and experience. When new or inexperienced members were recruited from the local area, most would be trained on-the-job by these full-time squadron Technicians.

Part-time Air Guardsman Eardley "Ed" Glass of Boise came to the job and learned P-51 maintenance and servicing on the job. Milton Vail had completed instruction at the A&E school

in Pocatello, and enlisted just months before the Korean activation, bringing to the job good comparable civilian training. Most men were just 'raw' recruits.

Summer camps provided Guardsmen a two-week period for more concentrated training. When the 190 was called to active duty during the Korean War, 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.

The Technicians each had their specialties, but were also expected to help in any capacity the unit needed. Holly Moore explains "The one thing I always admired Bill Coburn for, and one of the smartest things he ever said was 'everybody out here's got to learn how to do two jobs.' He said 'you've got to learn something else, so we can do all this stuff. So from day to day you might be out there cleaning up the ramp as when we first started this thing or you might be doing something else." Like night-man duty, or building the Saylor Creek gunnery range, or making recruiting visits, or being a parachute packer, or manning a fire truck-to name a few. "The only reason I didn't wind up out there, I had the only little toy' [Link Trainer] that guys like you [pilots] could fly. Some of them would stand in line to fly it, because that's all they had! So that's one of the good things, and we were a big team on everything and in getting the unit going. I went to Mountain Home and became a licensed parachute rigger, and worked in the parachute shop, packing parachutes.

Dave Johnson in his 1948-1949 report explained: "The pilots must meet the minimum Air Force requirements as to night time and instrument time, in addition to stringent squadron regulations that are about double the Air Force minimums. Pilots who cannot meet those requirements are asked to resign for the good of the service, and their places are filled with others from the waiting list."

What was the training like for 190 pilots? When did they perform their 'drills'? Usebio "Seb" Arriaga flew with the 190 from 1948 through the Korean activation. Seb remembered that many part-time pilots would actually come out pretty much when they had time, meet the crew chief at the plane, and simply 'go fly'. Simple missions, and many were flown as 'single-ship'. Not all missions were set up as flights of four with tow targets or other planned activities. The monthly requirement to fly 4 hours was many times met by just 'going flying'. During most of the P-51 era the weekly drill' meetings were on Thursday nights for two hours, and included all personnel.

Roy "Mickey Thompson remembers "Almost all of our P-51 pilots were part-timers and held jobs down town. Sometimes during their lunch hour, they would come out to the base and fly. There was no pre-mission briefing like we have now, nor was there any debriefing. After they landed, they would get in their car and go back to their civilian jobs and put in a full afternoon's work. Sometimes they would fly in their street shoes and baseball caps, not taking the time to My change into flying clothes."

Seb Arriaga was a typical part-time pilot. "We all tried to schedule during the week; just go up and get The Business End of a P-51 flying time some days. We had to get 4 hours per month, and if you needed an hour-and-a-half, just come out and see if we have a spare aircraft. A lot of it single-ship, and it was a loose organization then." For example, following the 190's Korean War activation, Seb had been checked out in F-86 at Luke AFB and stopped by Boise before continuing on his USAF tour. He asked 'If he could have one last flight in the P-51", explaining: "I just flew the F-86 yesterday and was up at 50,000'--and it was no problem" He got his last P-51 flight. Whether you call it a 'loose' organization, or say it was just less regulated, it was certainly 'more flexible' than today.

Did an Air Force unit come in help with the initial checkout in the P-51? Many pilot recruits weren't P-51 pilots. The Squadron received no outside instructors to teach their prospective P-51 pilots. In the earlier days of the squadron, only single-seat P-51s were available. So pilots would read the 'Dash-One' (flight manual) real well, study the cockpit and instrument panel layout and switch locations, then after 'enough' flights with an instructor in the T-6, would be carefully briefed, and allowed to 'solo' the P-51-with an instructor pilot flying 'chase' in another P-51

Holly Moore amplifies, saying "You learn to fly it—teach yourself. There's the airplane, go out and sit in it, get familiar with the cockpit. And it's got a big four-bladed prop and a lot of torque to it so get on that right foot when you start to take off. Hold that rudder". Fitzgerald also remembers "Yeah, that torque takes you this way [motioning left], so you gotta hold in a lot of right rudder, so you wouldn't pull that way." Dale Hendry recalls watching from 'Ops', the flight operations office up in the hangar: "Yeah, I can remember in Ops, when guys like Stan Woolley checked out, that we used to take bets on whether they'd get it airborne or not!"

As a flight line crew chief, Bill Fitzgerald sometimes got to perform engine run-up checks after engine changes or other maintenance: 'We used to tie them down, for a new engine, to run it in. And, you had to put a bar through the tail and tie it down onto the ramp. I was doing it one day, and the whole thing broke! 'Had it at full throttle, and found myself six foot in the air! All you got to do is remember to take the stick back, and pull the throttle back, and you're okay".

"I was out at the end of the runway one night when a flight of F-51s came in for landing. One after another, the pilots pulled back the power and you could hear the engines go 'pop, pop, pop'. The last guy to land pulled his power back too, but he flared a little bit high—about 40 feet high. The '51 hit and bounced several times and then he added power and went around. He landed again—this time at the right altitude, and after he got stopped we looked at the airplane. The wings had bent at the point where the gear struts attached, and the airplane looked just like a Navy gull-wing aircraft

The buildings and other facilities used by the Idaho ANG were mostly 'freebies', that is, they didn't have to be purchased. But maintaining and upgrading them would take an extra allotment of state funds. Much of this expense would be more than offset by the large federal expenditure for operating the unit. Dave Johnson, in a report to the Legislature, issued a gentle

warning: "While the state has not bought or had to provide any equipment for the 190, the state must keep the equipment entrusted to it in good repair, or the government will withdraw it. This refers almost entirely to safekeeping of equipment. , from time to time, it The 190's Home Until a New Hangar was Built in 1957.

Combat training for pilots flying fighter aircraft requires large unpopulated areas over which to conduct the aerial gunnery, bombing, and ground gunnery practice. A firing range was located less than 60 nautical miles southeast of Gowen Field just over 10 minutes away in a P-51which made the Squadron's training quite easy to schedule and conduct. This training area Saylor Creek Range-had been used during World War n. It was one of many sites used for bombing and gunnery practice by airmen training for duty in the World War, and which was closed after the war. This particular range was on BLM-managed unpopulated desert land. In the 190's first years, several Technicians performing 'as-required' duty, as earlier described, went to the range site and constructed additional surface features for P-51 gunnery and bombing practice,

"Before we were activated for Korea, Mountain Home Air Force Base had been abandoned after WWII and had not been re-activated yet. In order to save flying the 44 miles from Saylor Creek gunnery range to Boise, we used to truck all of our armament and turn-around equipment to Mountain Home and fly off of their abandoned runway. We could get in more sorties at the range that way".

The Squadron's use of the Saylor Creek range and its participation in three unit summer encampments resulted in some impressive training statistics. For the two years 1950-51 the 190 expended "...more than 1,000 practice bombs (100 pounds), 1,114 airplane rockets (5-inch), and 322,834 rounds of .50 caliber machine gun ammunition dropped and fired. The .50 caliber ammunition is fired in air-to-air gunnery, from 10,000 to 20,000 feet above the earth, with pilots shooting at a cloth banner towed behind another fighter plane on a long cable."

In 1950, the airmen and their Mustangs were called to active duty the only full-scale mobilization in the Idaho Air Guard’s history to replace Air Force units sent to Korea. Idaho entered the jet age in 1953, trading aging Mustangs for the F-86A, America’s first swept-wing fighter.

In December 1951, Air Force Senior Air Instructor Major Robert Fitzsimmons (Air Advisor) reported the status of the Air Guard's facilities in the Adjutant General's biannual report to the Legislature, reporting that the building and hangar facilities "are considered as fair. Inasmuch as these facilities are approximately eleven years old, maintenance is a big problem to all concerned", but Fitzsimmons noted that the Adjutant General's staff had done "everything in their power" to provide upkeep. Fitzsimmons' report was the usual urging of the Idaho legislature to accept financial responsibility for the windfall facilities the Air Guard was using. "It should be noted that the Air National Guard facilities located in the States of Washington, Oregon, and Utah are considered far superior to the Idaho facilities. Timely and correct expenditures of funds relative to these facilities require extensive planning on the part of all responsible personnel." In other words, Fitzsimmons was saying, the Idaho legislature hasn’t

kept up, and needs to get with it. An independent voice, such as a regular Air Force advisor, was valuable to a National Guard unit, because he could speak out candidly on such sensitive topics without fear of repercussion.

After release from Korean activation the 190 Fighter Squadron was redesignated the 190 Fighter Interceptor Squadron. This interceptor aspect of the mission addressed a new continental defense role dictated by America's evolving Cold War strategy. A majority of ANG squadrons in the US would now be tasked for air defense under the North American Air Defense Command,

The 190 had steadily earned a reputation as a highly qualified unit, and frequently was the best or among the best shooters in competitions. "We had great people", said Seb Arriaga, "which made for a very capable unit—disparate personalities and varied backgrounds. Using the same uniforms and equipment as the USAF, we were a fairly private organization. And, we didn't have to pay the fuel bill!

In December 1951, Major Robert J. Fitzsimmons, noting the organizational changes described above, reported: "The 190 Fighter Squadron and the 190 weather station appear to be capable of performing their federal mission on mobilization plus thirty days. There appears to be no doubt that these units will bring great credit to the State of Idaho in the event of being assigned to combat duty. The present personnel strength is within the number prescribed by law. Some personnel vacancies exist. The present recruiting drive should fill these vacancies. Equipment on hand is considered sufficient for the unit to perform their present training missions. The overall state of training is considered superior

Three months later, the first contingent of the squadron was headed for Georgia to re-open Moody AFB as part of the Korean War activation with the remainder of the 190 and other gained units of the 146th Fighter Bomber Wing soon joining the party at Moody. Although most 190 personnel knew they weren't planned to enter the Korean combat arena, they couldn't be absolutely sure, so individuals were generally very focused on performing their jobs in "superior" or better manner.

"One time we had a review of the squadron. Colonel Lanphier was on the reviewing stand. All of the Guardsmen marched by and Colonel Lanphier stood there, returning salutes and reviewing the troops-with a toothpick in his mouth", remembers Frank Kester.

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 in both the Pentagon and aircraft industry. "And that's where he turned the reins over to Jim Trail, and went back to Convair to fly an F-86 against the B-36. The last time I saw Tom, I was flying for Bonanza Airlines.

A 190 founding father, Bill Coburn remembers James Trail assuming command when the 190 was at summer camp at Moses Lake. Coburn puts it this way "We were at Moses Lake when

Tom got that call from the Pentagon, and he turned the reins over to Trail. I remember Colonel Dodson the Group commander from the Portland Guard-Dodson says: 'Well I just don't know how to handle this Tom', and then Tom says 'Well, make it VOCO [verbal order commanding officer] of the Commanding General; that'll do it'. Dodson looked at Trail, and he says' She's all yours! And then Lanphier left"! Trail was commander for only a brief period.

During this era in military aviation, accident analysis, prevention, and safety training were far less sophisticated than in later decades. Many aircraft accidents which today would be considered 'preventable' occurred with regularity. Like the flight to Moscow Idaho: "One time we went.... up to north Idaho, and ol' Noel Brewer came in and forgot to put the landing gear down-bellied it right in. Here comes a beautiful P-51, made a beautiful landing..." except the gear wasn 't down!

Kenny Keim learned about accidents in 1948 shortly after he'd enlisted in the 190. A fatal night-flight mid-air between a P-51 and a T-6 occurred over Boise, claiming the life of Keim's high school buddy, James D. McNeil, and P-51 pilot John Breach. Eugene Smith, the T-6 pilot escaped with his life. Keim had (luckily) declined to take that back-seat flight that claimed his friend McNeil's life, and this brush with fete really shocked him.

The 190 first two-week summer training encampment the 190 was at Hamilton Field, CA. Hamilton is only 20 nautical miles north of San Francisco on San Pablo Bay. This summer camp was the first time the 190 FS had come under Air Force control since its inception. "We were the only unit summer training at Hamilton" recalls Bill Fitzgerald. Bill Coburn adds: "We had our first summer camp on the dikes, living in tents. And we had floating docks for our air-to-ground gunnery target panels. So we shot our gunnery out there in the Bay, right P-51 Flyby at Hamilton Field off to the side of Hamilton Field. And then we'd fly out over the Bay that's the picture I showed you where Kenny [Nordling] and all them were out there checking the target real closely!

"During summer camp at Moses Lake we discovered an arsonist among us. When on stand-down', pilots taking afternoon naps were in for quite a surprise. Bill 'Waxy' Wheeler would lay a sheet of newspaper over the sleeping pilot, then light the wall of the old tarpaper barracks and wait until it got burning good, then light the newspaper. Needless to say, when the subject pilot awoke from the fire and heat, he would bail out the nearest window head-first, while Waxy the Pyromaniac had a most satisfied look I in his eye."

"The Korean War started as we were finishing summer camp. I remember, we came home and by the time we got home, the Ops people were all talking about whether we were going to get involved in this thing or not. And most of us hadn't even heard of Korea, and didn't understand what the regional politics were, or any of those things. And then it was a short time later, we got the word to start preparing for possible mobilization."

In June 1950 as the 190 FS returned from its third summer camp, this time at Walla Walla Washington, North Korean forces crossed the 38th parallel invading South Korea. Idaho

National Guard officials believed the squadron would eventually be activated; the Air Force was very short on personnel and aircraft following the WWII build-down. The USAF eventually ordered the 190 and its support units to active duty effective 1 April 1951 and also ordered activation of twelve ANG Wings, and the Air Force Reserve. The 190 was part of the 146th Wing comprised of P-51 units from Idaho, Montana and South Dakota. Some Guard leaders believed the 146th Wing could expect Korean duty, but a recent change in national policy limited sending to Korea only those Guard units that had more than a year remaining in their call-up commitment. Otherwise, Korean assignments were limited to individuals who had signed indefinite active duty contracts or who volunteered for regular Air Force status.

The USAF came to Boise and conducted a mass swearing-in at Boise High School, activating the entire 190. An initial detachment deployed in early April followed in 2 weeks by the rest of the unit. Their destination: Valdosta Georgia, to re-open Moody AFB, a WWII Aviation Cadet training base. The 146 Wing now came under control of General Curtis LeMay's Strategic Air Command. In this role, Wing units practiced high-attitude bomber interception missions and air-to-air gunnery. Around Christmas time 1951, the Wing transferred to George AFB, Victorville, California, and was redesignated a fighter-bomber unit.

When the Wing arrived at George AFB, command of the 146th FBW transferred from SAC to the Tactical Air Command. Effective November 15, 1952 the 190 came under the Ninth Air Force, headed by Maj. Gen. Edward J. Timberlake. Now under TAC, Wing squadrons conducted training in the nearby Mojave Desert, practicing air support of ground forces. The 146th Wing completed the remaining 12 months of its activation at George AFB, and on 1 January 1953, the 190 was released back to state control, and returned to Gowen Field with a new designation: the 190 Fighter Interceptor Squadron.

The 190 was preparing to return from the 142nd Wing summer encampment at Walla Walla in late June 1950 when the Korean War broke out. It was obvious the world situation was getting very tense, and around the Squadron the worst possible scenarios were imagined. Could a conflict in a remote northeast Asian country set off a major confrontation between two emerging world powers?

Idaho's governor C. A. Robins had attended reviews of his Korean Activation Unit Swearing-in
Air Guard's June encampment at Walk Walla, and in November 1950 Idaho's new Governor-elect, Len Jordan, also reviewed the squadron's flying and gunnery activity. As the Idaho Statesman reported, "The governor-elect said he was particularly impressed with the squadron's aerial gunnery record." Jordan remarked that if the rest of the squadron's performance was on a par with their shooting success, "then the unit is capably carrying out its mission of being prepared" With the prospect of reserve units being activated or even sent to combat, state governors were paying much closer attention to their guard units' readiness.

In January 1951 word was received the 190 would be activated on April 1. The squadron's training increased, becoming more focused and serious. Speculation began within the Squadron

about the Guard's role, and a popular rumor was that the 190 along with the North Dakota P-51 of the 142nd FW other members of the 142nd Wing would assemble at Gowen Field.

The final answer came on 01 February 1951: the 190 FS along with the 186th FS of Montana and the 178th FS of North Dakota would move to Valdosta Georgia forming a new 146th Fighter Bomber Wing. This new 146 Wing, assigned to 15th Air Force, Strategic Air Command, was to reopen Moody Field. This assignment to a new Wing ended the 190's 3-year affiliation with the 142nd Wing. On 1 April 1951, less than five years after its creation, the 190 was called to active duty.

The 28 officers and 408 airmen of the 190 FS were thus activated, with the 190 Weather Station's 1 officer and 5 airmen also activated, but sent to Mountain Home Air Force Base. With their transfer to Moody Field, all the 190 436 personnel became part of the 146th fighter Bomber Wing. An advance detachment was sworn in and readied in mid-February, and departed Gowen Field on 17 April to prepare a deactivated Moody Field to receive the mobilized units. The remainder of the 190 followed the advance detachment in about three weeks.

"During our activation processing, several failed the active duty physical examinations. At a Squadron formation, Colonel Martin Johnson asked for those who didn't want to go to step forward. Several did, including a couple of Air Technicians, who were then terminated on the spot. Fortunately, we had a waiting list of people wanting to join, longer than what we needed to activate, so we went on active duty fully manned" Dale Hendry recalls.

"He assembled us all out here in April of 1951. When we were all gathered out here, he said You'll get your travel money in advance, and I'll see you at ten o'clock Sunday—that's Georgia time-in ranks at the flagpole at Moody Field in Valdosta Georgia. And don't get in trouble!' And we had quite a trip. I was with the Thirty Four—Al Schreiber, Al Winkleman, Dean Salmeier, and I. The third day out, we were in Salt Lake and we'd been to Las Vegas and back! And they were laying odds at Moody Field about whether we'd get there or not, because people had seen us at various places. We'd been seen at St Louis, we'd Advance Detachment to Moody Field been seen some place else we stopped at St Louis to get 'pumped up' a little bit with another pay voucher. And we got down to Moody Field at Valdosta Saturday night. And they said We've got till ten in the morning', so we borrowed some money and went to Jacksonville!" And that pace Chauncey Reese maintained throughout their deployment!

Milton Vail of Boise enlisted just prior to departure to Moody, and performed duties as a P-51 crew chief. Describing his departure for his new adventure, Vail says: "On April first of 1951, the Idaho Air National Guard was activated in Boise, Idaho and a month later sent to Moody Air Force Base at Valdosta, Georgia. We were given $150 for transportation purposes in which Dick Wallace, Jim Shawver, Jim Smith, Frank Demark and I made the trip together. Frank Kester recalls: "When we were activated and transferred to Georgia, Dave Nicholas rode his motorcycle all the way down there. I got pretty concerned about him, not only because I was his first sergeant, but also because I was the agent who was carrying his vehicle insurance!"

Crew Chief Milton Vail and Pals Bill Coburn was at Air Command and Staff School in Montgomery" and got back just when we got orders to go to Moody. We took the 25 P-51 s down there. California, Idaho, North Dakota, and Montana made up the 146th Wing with General Dunham from the California Guard as our commander."

During training exercises in November at Gowen Field, officers had learned that future exercises might see them training in fighter roles more akin to ground support of front-line troops, unlike the air defense activities conducted at the Walla Walla summer camp. But the 190 soon learned they'd get a change in mission and tactics only much later in their activation, when they were reassigned in early 1952 from the Strategic Air Command at Moody to the Tactical Air Command at George AFB. Under TAG and in a fighter-bomber role, the fighter pilots and their aircraft were again doing the jobs they had always been doing, jobs they felt could play a role in conflicts like the Korean battle the country was now deeply involved in.

Major Dave Johnson, the 190 FS commander [after the unit deactivated] reports: "At Moody AFB the training program was devoted to interception of bombers, and individual air combat. The unit was being directed into the overall concept of aerial warfare as practiced by General Curtis LeMay's Strategic Air Command." Hendry adds, "When we were mobilized, we were assigned to Strategic Air Command as a fighter unit, and now our mission in life was bomber escort. There was absolutely nothing General LeMay hated more than a fighter-and we were under General LeMay. He didn't want any fighters, he didn't want anything to do with them, and in his mind everything was going to be solved with bombers, and that's all he cared about. So, we were very low on the priority list for getting anything, while we were under Strategic Air Command. The whole mission in life though, was to escort bombers on long-range missions, assuming that we use the same concepts we did during WWII escorting the bombers in and out,? Milton Vail's scrapbook reports: "Many weeks and months passed and still we were at Moody. The summer heat, people, and the swamps were getting on our nerves, until we went great distances to get away from it. Over the weekends we seen Atlanta, Tallahassee, and St. Petersburg, having fun all the way. Still, here at the base, life went on, as we had Basic and Inspections."

"Shortly after arriving in Georgia when we were activated, a couple of Yankees from Idaho became unpopular for trying to paint a statue of General Sherman blue instead of its traditional gray."

Percy Herrera remembers work at Moody: "We was flying, I had two airplanes flying, and I was there working by myself at night, pilots come and I park them, then go get another one parked. Well, I parked this one airplane and I didn't put the chocks, and the pilot didn't put the brakes on the airplane, so he just jumped out and left it, and the other plane came in front of it and I parked that one. And I got the pilot going and I went to the back to check on the other plane and it wasn't there! I couldn't figure out where the heck it was. I looked everywhere, even in the hangar, and called the-who was our maintenance guy there, Percy Herrera: a Popular Crew Chief Hendricks? Anyway, he come over and said, 'What are you looking for? I said, "I'm looking for an airplane, I lost it.' And him and I looked for it and finally found it on the other side of the

ramp. That second airplane, you know, when he pulled out, the prop blew it back and it rolled clear back over there. He said Don't say anything about this! "Never did tell anybody about it."

We'd flown, I think, two and a half hours, of course the vertigo was just eating me alive, you know, if you just didn't weld your eyes on lead's airplane, why, you had no reference. So we come in echelon and I peeled off, come around, and honest to God, I could see the runway, and it looked like 30-foot borrow pits on each side of it. You know, I was delicate trying to get it on. And we had a runway control at the end, a guy'd be there in a jeep. Martin came by and he had vertigo—he didn't tell you—but he had vertigo so bad and it was eatin' him up too. And he got low, and when he turned his landing lights on, they shined on a big red barn it was right off the end of the runway-Augh! Nordling come in and he was so hot, he touched on the wheels, and he's a' rolliri, and he thinks he's got it made, and runway control said "Nord, you'd better slow down', he says 'you've only got five hundred feet left'. Oh, boy! Joy turned to panic! These were a few of our memorable incidents."

Dale Hendry recalls "We lost a bird off the end of the runway there at Moody, that took us half of a day to get to. We could see him hanging in his parachute out there in a tree". "O'Neal. Harry O'Neal. Remember, the airplane had been damaged, and sent up to Warner Robbins to get it fixed? And when it came back, Winkleman was flying it and the right gear wouldn't go all the way down, so he had to land on the opposite side of the runway, and kind of let it ground loop. So they took it up and fixed it again. The next time, the same thing happened! Something was wrong in the actuator, or something, but this time OTSfeil was in it, and we were sitting out in mobile control and Wink said to him "Now if you just wheel 'er in, and take it real easy, and get way over on the left side of the runway made it in good shape'. And OTSTeil replied 'Wink, I always figured you were lucky. And I don't think this airplane needs to be fixed again, so I'm going to put it where it can't befixed. And he bailed out and let 'er go in the swamp! And do you know, they wanted me to get a trailer and go in there and get that. And you couldn’t walk ten feet; they wanted the classified equipment on it as if anybody didn't know what it was! But Weil buried it, he says 'They'll never fix this one again!' So he put her in the swamp, real deep". Hendry says "And it took a long time to get out and get him, he was hanging out there in some trees. The runway ran right into the Okefenokee Swamp, and it wasn't a friendly place to be wandering around in." "Unless you could find one of those girls with a horse!" Reese quips.

Arriaga was at a gunnery range off the coast of Florida doing gunnery with a flight of four. "We weren't very good in those days, and many of us had little air-to-air experience. We were out there over the ocean and had all fired, and as lead, I went in and slowed down, flying past the 'sleeve' to identify our hits, and just then somebody says 'He just bailed out'! One of the flight members had become so engrossed in also trying to check the rag [a no-no], that he ran into a third flight member, rendering his aircraft uncontrollable." Orlando Dalke was in the flight, and remembers that Jack Bowman had the collision, with Ed West the one who bailed out. Arriaga sent the controllable aircraft back to base, and stayed to verify that the parachuting West made it safely into the water and into his raft-which he did-and to alert and dispatch rescuers. "That was a real 'downer' day around the Squadron"

The Air Force decided to assign all these units under Tactical Air Command (TAC) so they could train and be employed as fighter-bombers in Korea, So, after nine months at Moody, on 1 January 1952, the Wing had transferred to TAC's 9th Air Force at George AFB near Victorville California. George had been an active fighter base in World War II, and like most other wartime bases had been deactivated at war's end. But during the post-war period it was being used as a summer encampment site for the California Air National Guard, and with the national preparation underway due to the Korean War, was re-opened as the home of the 131st Fighter Wing. The 131st and now Idaho's parent 146th Wing would share air base facilities at George. The 190 was ordered to George AFB November 10, but their departure was delayed until December 15. They were effectively in place by January 1 of 1952.

Arriaga tells of his flight's misfortune: On the flight from Moody to George, they made a refueling stop at Bergstrom AFB, Texas. Martin Johnson was leading the four-ship, and Arriaga was the element lead. After the refueling stop and on takeoff, Johnson's wingman, a North Dakota pilot, lost power immediately after takeoff, with his gear up and too low to bail out, fatally crashing straight ahead. Johnson returned to Bergstrom to handle the situation, and directed Arriaga to continue the flight to George. The accident was fatal for their flight member, and Arriaga was impressed because of the tragedy, and also because they failed to brief any contingency for him to become flight leader in such a situation, but they made it to George okay.

At George, reports Dave Johnson" in the Mojave Desert, the 146th Wing and the 190 were released from assignment under SAC, and handed over to TAC, the outfit that practiced the business of close support for friendly ground troops." Milton Vail also noticed the different atmosphere, sense of urgency and pace of operations at George. In February, Operation Longhorn took members of the Squadron to Waco Texas to practice close air support of Army units in the field. Tragedy befell the deployment, , for as Hayes recalls, flight member Cliff Mcllveen had been having a fuel problem, and when he put the landing gear down for the flight's refueling stop in Amarillo, this caused the fuel fumes to ignite, and as fire overwhelmed Mcllveen's aircraft, it crashed on final approach, killing him. With the tragedy behind them, the squadron enjoyed tents and Texas hospitality in this new field training environment.

When we were on active duty at George in 1952 we often had some intra-squadron fun. One afternoon, most of us were at the pool and five of us decided to throw Colonel Martin Johnson in. All five of us wound up in the water, while Colonel Johnson remained very dry and laughed at us.

Lt. Earl Hayes was an element leader in a flight of four P-51s returning from a gunnery mission over the Mohave Desert near George AFB in July 1952. The number four aircraft's engine failed, and pilot Col Purinton tried to land it on a dry lake bed, but landed short on rough terrain. The aircraft was almost totally demolished and began burning. Purinton was apparently unconscious and remained in the cockpit. Hayes made two passes and then saw Purinton climbing out of the cockpit engulfed in flames. Right then Hayes decided to land on the dry lakebed, and did so, but could only taxi to within a mile, but got out and ran the distance in the

100-degree desert heat with his seat-pack parachute still hanging behind him, hitting his knees as he ran. Helped by a civilian who also arrived at the scene, Hayes wrapped his parachute around the Colonel to protect his injuries from the elements until a rescue plane arrived. Purinton later died from his burn injuries, but Hayes was awarded the Soldier's Medal for his "heroism involving the voluntary risk of his life in an effort to save the life of a fellow pilot"

Earlier in the activation, President Truman had declared that nobody would be assigned overseas unless they had at least one year remaining in their commitment. And by the time we got to George, right after the first of January, and due to disband on December 31, we as a unit were not authorized to be sent overseas. But they did select some individuals who earlier had signed contracts that extended beyond the first of the year or those who had at least a year remaining on their obligation, these people were authorized to be shipped overseas" [to Korea]. Although the Idaho unit as a whole never left the United States, more than a dozen individual members served on active duty in Korea. The 190 remained in California until it was released from active duty on 31 December 1952, after completing its 21-month active service tour. The 190 on 1 January 1953 was released back to the ANG, and at that same time re-designated 190 Fighter Interceptor Squadron.

March 30, 1952 Capt. Clifford G. Mellvee died in the crash of his F-51.

February 24, 1954 Capt. William T. Sproat did in the crash of his F-86A.

Immediate steps were taken to buy approximately 80 buildings at Gowen from the City. Anticipating usage by late summer 1953, the State under Capt. James Brooks—who years later would become Idaho Adjutant General-used informal contracting procedures, and during May, June, and July repaired and restored administration and operations buildings, and prepared recreational and training facilities on Gowen Field and Saylor Creek Range. It was because of the project's urgency that the more stringent normal contracting procedures were waived, allowing expedited contracts and start of construction. This rush job had the PFTS ready for its first customers, the California ANG, by August 1953. Future work under federal contract by the Army Corps of Engineers would lengthen the runway, construct motor vehicle and storage shops, build a 2,000-man mess hall, build an additional hangar, and make other improvements.

Ltc Charles M. Rountree, ID ARNG, in 1953 was appointed Gowen Field Site Commander, and transferred to IDANG. Rountree also later served the IDANG as pilot of the unit's support aircraft—the C-47, C-54 and C-131,

Twenty-nine emergency missions were flown by the Idaho Air Guard in their first two full years of existence. Their personnel and equipment assisted with medical transport of people in need. In an annual report to the Legislature, public information officer Capt Dave Johnson said: "Twenty-eight times, some 190 pilot has taken an airplane from the ground in response to a mercy call. Passengers have been people of little means who could not possibly afford a trip by air to some medical center, or, they have been people to whom time was the essence and the 190 offered rapid transportation. Some have been children, sick with polio. One man was an

Indian, suffering horribly with crushed legs and a broken pelvis. He was flown from a remote part of the Owyhees to a federal hospital in Spokane. A child with a brain tumor was rushed to San Francisco, with squadron personnel tenderly caring for the little fellow in route. A squadron pilot flew through almost impossible weather to get an 'iron lung' to Lewiston. Another took a water purifier to a flood stricken northern Idaho community. Pilots have engaged in searches for lost aircraft, flying their F-51 fighter planes at low altitudes over rugged mountain country." An outbreak of polio in Idaho created much of this opportunity for the Idaho Air National Guard to fly mercy missions for the state population: in 1947 eight missions were flown to transport iron lungs to locations where patients were in critical condition with the disease, and in 1948 nine iron lung transport missions were conducted.

The 190 got their first jets, T-33A trainers, followed very soon by F-86A, which replaced their P-51s.

The 190's role as a Fighter Squadron remained unchanged, but its title had changed just as the unit returned from its 21-month Korean War activation, Along with the new fighter interceptor designation, many fighter units became assigned under the USAF's Air Defense Command (ADC), which was a part of NORAD, the North American Air Defense Command.

Beginning in the early post-war period, our U. S. national defense strategy anticipated a possible nuclear attack by the Soviet Union's long-range bombers. Due to the limited range of its existing interceptor aircraft, the Air Force couldn't fully protect our west coast. To fill this defense gap, the Idaho Air Guard and other ANG units began a fourteen-hour daylight alert commitment, supplementing Air Force defense of the Pacific Northwest. Runway alert required that the 190 launch two armed interceptors within 5 minutes of the 'scramble' call, and intercept and identify any unknowns, and if necessary, shoot down any found to be hostile.

Armed interceptors' for the NORAD alert commitment meant F-86As, each equipped with six .50 caliber machine guns. The F-86As were considered 'day fighters' because they lacked an all-weather and night intercept capability. This problem was being addressed by the Air Force through the development of the F-94 and F-89, and a radar-equipped version of the F-86, the F-86L. The 190 would eventually fly all these interceptors. The changeover to the 'interceptor' role motivated the squadron to redesign its squadron insignia and aircrew patch, and it now had a new swept-wing, high-altitude look— an appropriate depiction of their new mission.

The 190's three commanders during this new jet era were Martin Johnson, Dave Johnson, and Bill Coburn. Martin Johnson was our commander during the Korean activation, and continued briefly after the Squadron's return to Gowen Field. In early 1953 Martin Johnson was assigned the position of Chief of Staff, Headquarters Idaho Air National Guard, and Maj Dave Johnson became commander. Dave Johnson had been the 190 Public Information Officer as well as squadron pilot, and was also employed for some time at the Idaho Statesman newspaper. Dave Johnson was Squadron Commander for approximately 10 months, and later became a

corporate pilot with Boise Cascade Corporation. Maj Bill Coburn returned from his tour flying F-94Bs in Alaska, and in June 1954, took over the squadron from Dave Johnson.

During this F-86 era, the size of the Squadron held steady, having increased up to a fully-manned 452 personnel when they were activated for Korea, but soon began increasing as more specialists were trained and employed to support the alert commitment. By the end of this F-86A era, the counts increased to 54 officer and 446 enlisted personnel, respectively. A further increase lay just ahead, when in 1956 the Squadron converted to the two-man radar-equipped F-94B.

A recruiting bus, designed to appeal to young prospects, toured the Boise Valley. This allowed recruits to take a test, receive a physical, and enlist, all within two hours. The Squadron also had a decommissioned F-86, with detachable wings and a patriotic paint job, which they took to many communities as a recruiting attraction. They had it in parades, and displayed the jet at other public functions, enhancing the image of the Idaho Air National Guard.

The Idaho Air Guard lobbied actively for the passage of Public Law 810, which provided retirement benefits for part-timers after twenty years of service, once they reached the age of 60. Without the law in effect, all we had to look forward to was our next 'drill' check," remembers Jim Trail. "Our Guard checks used to come every quarter instead of monthly like they do now. They sure weren't very much, especially by today's standards. My drill checks used to be between twenty and thirty dollars for three months of drills."

Jim Frazier, a part-time pilot recalls "We were only paid for the drills we did on weekends, the rest of the time we flew for free. A few came out here and flew Thursday night flying, or whatever it was. You were on your own when you came out here. Weekends when you weren't having drill, you were on your own." Another part-time pilot, Sam Corn reflects, "So yeah, we had a lot of fun. I'd be working' at the store, and they'd call and say "Hey, we need another for a flight of four this afternoon, so I'd go up with 'em—go fly!" Did you serve as a part-timer, Sam? "Yeah, I worked at my store-Nampa Auto Parts—and when I went to work for the Guard full-time, I then became part-time at my store, obviously!"

The F-86A brought more complexity and modern equipment to the squadron. A radar-ranging gun sight, improved instrumentation and radios, more hydraulically-operated components, and its jet engine required more personnel and more training. A mobile training unit (MTU) was a regular Air Force traveling technical program brought in to help the 190 train its pilots and mechanics. This sped up the initial conversion to the F-86 and thereafter the Squadron trained many part-timers by sending some to USAF technical schools, while others received on-the-job-training at Gowen Field.

Cal Goode remembers some communications from Operations to Maintenance: "Colonel Trail was starting a T-33 one time and had a little trouble with the starting fuel switch. Bill Wallace jumped up on the wing and instructed Trail to try again and to jiggle the switch. Trail

tried it and it worked. Major Flaherty's face was a little red the next day when the word came down to Maintenance mat if a switch needed jiggling, it needed fixing!"

Due to the increasing complexity of the equipment and the technical skills needed by maintenance personnel, the traditional two-hour evening drill periods were finally replaced in the mid-fifties by weekend drills-two consecutive eight-hour day drill periods, one weekend per month. Also the 'summer camp' fifteen-day Squadron active duty training encampments continued as before, greatly aiding training and squadron-wide organization.

The Squadron pilots became proficient in air-to-air gunnery, especially after they started using the Sabre's radar-ranging gunsight. Eventually seven 190 pilots achieved gunnery scores of over 50% and Lt Sam Com scored an exceptional 87% on one mission! Sam explains radar-ranging gunnery in the F-86A: "Yeah, we put a radar reflector on the sleeve [towed target], and we should have done it earlier, because nobody that flew the P-51 believed in radar. They were so used to ranging with the throttle control, and Chauncey says 'We're going to try that', so he and I did."

It was July 1955 when the squadron learned it would soon convert to the F-94B. The Unit's new mission and aircraft arrived in September 1955, and their mission now took more people to operate the aircraft and more trained technicians to maintain the added equipment, now consisting of radar detection and fire control. The 190 focused on converting to the new aircraft, and took extra efforts to recruit officers to fill the new radar observer (RO) positions, hi 1955, the Squadron's personnel consisted of 54 officers and 446 enlisted, for an even 500. One year later the unit attained fall manning with the F-94B, the officer and enlisted numbers rose to 70 and 553, respectively totaling 623

The Idaho ANG's 190 Fighter Interceptor Squadron received 25 F-94B in September 1955. This aircraft made a new demand on the unit, being its first aircraft using an additional crewmember, a radar operator (RO). The F-94B's RO operated the aircraft radar, and this necessitated the addition of a flying Radar Observer trainer to allow local training of radar observers. The 124th soon received a B-25, specially modified for radar operator training. The F-94 armament consisted of four .50- caliber machine guns mounted in the nose. The squadron also had several support aircraft, including one C-45, one C-47, and three T-33s.

During the mid 1950s, the Air Force began allowing enlisted Guardsmen into their programs for Basic Training and the Technical Schools. Before this, new enlistees were trained at their home units by the Air Technicians. Because the quality and content of training needed to be standardized, it was taken over by the regular Air Force. This change produced a higher standard of training for ANG enrollees in both basic and technical training. The Group's need to recruit and train ROs was helped by the unit's in-house recruiting program along with the unit's B-25.

Dale Hendry knew well the crew shortage problems "We only had four or five ROs total so we never could get combat ready in that airplane because we didn’t have enough RO's." Jim Frazier

adds: "I remember we flew a lot without RO's ... anyhow, it was the '94 I really didn't care for." Frazier called it a glorified T-33 with an afterburner that gulped fuel. "If you put that thing in afterburner you'd better be looking for an airport. Of course the F-86L wasn't much better!"

During the mid-50s, enlistees with no prior service began attending basic training at Lackland Air Force Base, Texas, for indoctrination to military life. Recruits previously received limited basic training by their Air Guard units, the quality of which varied from state to state. Guardsmen now received more formal training than before, as the Air Force began allocating them technical school positions, providing them the same training as their active duty counterparts. Due to the ever-increasing complexity of skills required in the Air Guard, the traditional two-hour evening drill periods were replaced with two consecutive eight-hour day drill periods, one weekend per month.

The F-94B spent less than a year with the Idaho Air National Guard, arriving at Gowen Field in the summer of 1955 and leaving in the spring of 1956. This airplane marked our first encounter with the GIB (Guy in Back), as in addition to the pilot, there was an additional aircrew member called the radar operator. The F-94B's armament consisted of four fifty-caliber machine guns in the nose of the airplane. Our "Starfires" helped the 190 to contribute to the overall success of a surprise test of the Air Defense Command's national alert system in 1955

June 27, 1956 Cadet John S. Murdock, F-89

"The F-89 was an interesting airplane, too," Ken Keim recalls. "We had the factory people come up—the Northrop people—and then we had demonstrations, like the factory guy... do you ever remember Bob Love? Well, he was a Northrop factory demonstrator, and he'd come up here, and ask the crew chief, or line chief Which one is the worst 'dog' on the flight line?', and that's the one he would fly. And that's the way he'd instill confidence in the aircrews, he'd take that worst dog and put on a good show in it. They'd say 'Wow, if you can do that in that ol' crate, why, we can take the good airplanes and perform better than that.'"

In June 1956 the 124th Fighter Interceptor Group began receiving their twenty-five F-89B. Its large fuel capacity gave the F-89 an extended range, and these Scorpions, with their elevated tails and distinctive and colorful Idaho Air Guard markings, became a familiar sight in the skies over the Treasure Valley. By November 30 all the 190s F-94Bs but one have been transferred to other units, and 16 F-89Bs were assigned and available.

July 15,1956 Capt. Lloyd W. Brown and Lt. Clyde D. Osborne died in the crash of their F-94.

190 crews performed 14-hour 'daytime' runway alert with the F-89 in mid-1956, continuing this important duty until September 1958. In 1957 the North American Air Defense Command (NORAD) was created, taking full responsibility for air defense of the entire North American continent. The governments of the U. S. and Canada and their air, land, and sea forces

cooperated in this 'specified command', which was responsible for protecting the U. S., Canada, and Alaska from air attack. Later, NORAD's charge also included defense against missile attack.

"The airplanes were old and they had had two problems: wings coming off, and canopies. So they put a girder right through in front of the back seat—in fact it went right under your knees. 'Big heavy I-beam so the wings never come off. I don't think you could ever pull them off. And then the canopy got brittle. It was a great huge canopy over the two cockpits, and the fix was to cut it in two, then fiberglass it together. These problems recalled by Chauncey Reese were in addition to the canopy latching problem related above, and posed challenges for both the Maintenance and Operations supervisors. Joe Lysinger recalls "When we went to Casper they grounded all the aircraft because they had a couple canopy implosions there. For that reason, or they couldn't get canopies for them, I don't know which. It happened often enough that they quit flying for a while. And then the troops went home, and they later went back and got the airplanes."

John Schey was a jet engine specialist, and remembered the F-89's low intakes needing protective screens during ground operations to prevent ingestion of objects that could damage the engine compressor. "They were real thin metal, the inlet guide vanes, and were easy to damage. But," he said with a big smile, "an F-89 can take off with the screens on and make it around the pattern and land... there were some really red faces on the flight line troops and aircrew.

The job I remember most was fixing problems in the F-89's fuel quantity indicating system. On top of each wing were several access plates that covered of the fuel quantity tank sensors, that measured fuel quantity in proportion to the electrical capacitance sensed from the amount of fuel in the tank. Under these access plates were electrical connectors, and moisture would sometimes enter this area, causing the pilot's fuel gauges to give erroneous or erratic readings. Our fix was to clean and dry these connectors, and apply Dow Corning compound, a jelly-like insulating material, filling the connector area to isolate it from moisture. Mel Adamson, my companion in the Instrument Shop, also worked on these problems, and recalls a scary incident while fixing a fuel quantity problem on the F-89B, 'Talking about being up on the wing ... Oh, yeah, I was up there once, and somebody was fueling. And the fuel leaked over my way and got right under my boots-the soles of those boots—and it just started carrying me away. It was just greased up, and away I went! I was grabbin at the canopy rails, and finally got a good hold on a canopy rail and hung on, 'cause I was going over the edge of that wing! And those wings were what, seven or eight feet up there? They 're a long ways up... and hard concrete below!"

Second Lt. Jim O'Neal escaped with slight burns on the back of his neck 8 January 1957, when his F-89 crashed, exploded and burned west of Gowen field. The 190 Ftr Sqn pilot blew the canopy off his airplane by the explosive escape mechanism just as the fatting plane crashed to the ground, and fled from the flames before the aircraft stopped sliding, a recent Statesman newspaper stated. Lt. O'Neal was responding to an Air Defense command scramble order when the crash occurred. It was the first accident at Gowen field since five Idaho ANG pilots, including O 'Neal as an alternate, began standing a sunrise to sunset ADC alert. Major Kenneth Nordling;

commander of the 190 Ftr Sqn to which O'Neal was attached, said that an investigation board will convene shortly to determine cause of the accident, Lt. O'Neal was unable to maintain altitude after breaking ground. The Gowen field control tower reported that after reaching a height of about 200 feet, his airplane began mushing back toward the ground.

In the summer of 1957, the 124 performed their two-week summer camp at Casper, Wyoming. Ken Keim, already a fairly experienced Squadron pilot, recalls flight training for the newer pilots, "We went to Casper, I think, for summer camp in the '89s, and I was a flight commander by then, and I was trying to bring the training along. And I'd take "Blue Four' and move him up into lead position, and say 'If you think this is a piece of cake, you try this.'"

December 1958 The 124th Fighter Group (AD) will attend summer field training at Gowen AFNG Base 15-29 August 1959. It was decided at a recent meeting at Fourth Air Force Headquarters, Hamilton AFB, California, according to Colonel Martin H. Johnson. He reported that the selection of the late summer period will enable the 190 Fighter Interceptor Squadron pilots to complete the F-86L transition phase much sooner than would be possible otherwise

Starting in 1961, recruits were all required to attend technical training in their assigned field, But in 1958 what we got was on the job training—OJT, as it was called—by our shop supervisor and his assistant. We started our maintenance careers on the F-89B training as instrument repair technicians.

On 15 September 1958 the Idaho Air National Guard was relieved of its "Watchdog" duties of standing runway alert Planes of the 124th Air Defense Group at Gowen Air National Guard Base, Boise, as the one above shown being scrambled, have been participating for the past one and one-half years on alert duty to supplement the Regular Air Force in the Air Defense of. the Northwest Under the plan, two of the F-89 flown by the 190 Fighter Squadron of the Idaho Air National Guard's 124th Fighter Group have been standing by every day on alert for enemy air action or identification of unknowns. At all times at least two Idaho Air Guard pilots and two Radar Observers have been on duty in the alert room of the 124th Fighter Group's hangar located on the military side of Gowen Field at Boise.

"In case of a 'scramble ' signal from an Air Force Radar Site, the pilots—already 'garbed to go'—had only to" leap into their aircraft as the crew chief started the engines," Colonel Martin H. Johnson, Commander of the 124th, stated.

Colonel Johnson pointed out that in addition to the contribution this unit was making to supplementing the Air Defense Network, it also was providing the Aircrew members with excellent training. The alert commitment will, for a while, be handled by other Air Guard Units in the Northwest, to be returned to the 124th, in about 18 months

Col. Johnson announced in the Dec 1958 124 Defender that the Group would be converting to the F-86L in May 1959. That same issue of the Defender also carried the news that the Group's annual summer camp would be held in late summer, to make the best use of a mobile training

unit, or MTU, that would be available for conversion training of aircrews and maintenance personnel in early summer.

Another chapter in the history of the Idaho Air National Guard began in 1959 when the 190 Fighter Interceptor Squadron became equipped with the F-86L, a radar-equipped interceptor—and a big brother of the earlier F-86A. This Sabre had a fully automated fire control system, an afterburner, twenty-four 2.75-inch air-to-air rockets, and all-weather capability. Idaho ANG Aircraft Performance which compares IDANG's first 6 combat aircraft. These technical advances in this version of the Sabre eliminated the need for a radar operator, so the squadron once again performed single-seat operations. Of course, this meant that the ROs who'd been back-seaters in the F-89Bs were out of a job, at least a cockpit job

Our F-86L's were placed on a 24 hour alert status in 1961, as part of a nationwide air defense system. In February of 1964, our pilots helped to repel a mock invasion of the United States, staged by the Strategic Air Command.

The 124th flew and maintained the F-86L until November 1964, when the F-102A replaced it.

124th held periodic alert call-ups, or recalls, of all members. This helped the unit keep telephone call rosters current and to evaluate how completely and quickly the unit could assemble and begin operations. The recalls were usually begun on Sunday of a monthly weekend Unit Training Assembly (UTA). One such recall was conducted on 10 April 1960. Colonel Martin H. Johnson, Group Commander, in a report to the Idaho Statesman said, "The 700 guardsmen were at their stations in 'record time'.

A good illustration of activities during the F-86L era is the 1960 summer camp held at Gowen Field. This 15-day active duty period included short deployments of aircraft, pilots, and support crews to Wendover Field Utah, where Army Air Corps A-bomb bomber aircrews trained during World War II. The Group had been training on the F-86L at Boise for just over one year, and this two-location approach to summer training would test the readiness of the pilots, maintenance and other support crews, and still permit ancillary training of all personnel. The entire Group assembled on Saturday, and on Monday the first detachment of aircraft and support personnel traveled the 300 miles to Wendover, and performed rocketry firing and minimum base operations. This detachment returned Friday, and the second detachment departed the second Monday of the camp, essentially repeating the timing and operations of the first detachment.

This was the first year the 190 pilots had fired live rockets from their F-86Ls and their first year at the Wendover firing range. Their firing missions in armed F-86Ls took place over Wendover Air Force Base rocketry range. With 2.75-inch rockets, their 'kill' was to hit Delmar tow-targets towed a mile behind T-33As. The remaining pilots flew intercept missions from Gowen Field on "mythical enemy" targets, and their 'kill' information was the electronically recorded radar scope presentations on the NADAR data recording cassettes in each aircraft. The rest of the Guardsmen refreshed their skills, performing normal duties and receiving other training. 'This year marks the first Idaho Air Guard summer camp that combat pilots and crews will work with

live, 2.75-inch "Mighty Mouse" rockets to be fired from the F-86L on Delmar tow-targets, according to Col Johnson." The Statesman report listed the other training events scheduled for the aircrews and support personnel, including intercept missions from Gowen Field, while "... other guardsmen are refreshing their skills, performing their normal duties and engaged in other training."

The first group of 50 support personnel departed Gowen Field early Monday on a chartered bus to Wendover, and were joined Tuesday by the 190 Squadron pilots who flew the first live missions over the Wendover Range. This initial detachment of pilots and support personnel was replaced by a second detachment on Monday of the second week of camp.

Each pilot's mission results were recorded electronically on the NADAR tape, which recorded the signals going to the pilot's radar scope during the attack. Playback of the NADAR tape's recorded signals showed the attack display, range, steering accuracy, and firing point, just as the pilot saw them during his attack. Each mission was replayed on the NADAR machine which had its own radar scope, allowing a supervisor to evaluate and score the pilot's attack results.

There was a high spirit of competition among these summer camp competitors, as their mission results were scored and 'high-man', standings-to-date, and Flight and Squadron percentages were posted. The mission results from the Wendover and Boise missions were combined.

Back at Gowen Field the main body of fliers began night missions involving six F-86Ls against a T-33 target aircraft. The next deployment of aircraft and support troops left for Wendover the second week, and the 124's C-47 carried local VIPs and media personnel on Tuesday 19 July to observe Wendover operations. Meanwhile, other support personnel "are performing tasks vital to a successful flying and ground training operation, including refueling, availability of fire-crash rescue service, feeding the troops, providing transportation, supplies, base security and law enforcement. Non-medical personnel in Group are getting first aid instruction. Nordling expects that all combat-ready pilots will have qualified in firing the 2.75-inch "Mighty Mouse" rocket by Thursday, and that they will have completed all other flying requirements before camp ends next Saturday, 23 July.'"

190 Squadron pilots flying missions from Gowen Field flew 18 SAGE missions with Data Link. With SAGE data link missions, weapons controllers monitored the automated attacks and used radio calls only if necessary to override the data link and for routine safety procedures. Each control facility had its own radio call sign, for example, Challenge and Violin early in SAGE's operations. Using Data Link, SAGE sent 'scrambled' UHF radio signals to the interceptors to provide in-cockpit displays of target information and attack guidance. This Data Link SAGE intercept control and communication was a non-voice secure countermeasure to defeat enemy communications jamming. Collectively, the above procedures were referred to as Ground Controlled Intercept, or GCI.

Toward the end of the second week of camp, Col Frank Frost, 142nd Air Defense Wing Commander arrived with his staff for a one-day visit. On Thursday his Wing staff had breakfast

with the Group staff and squadron commanders, received a briefing on the 124th's camp activities, observed operations, and later flew back to Wing Headquarters at Spokane's Geiger Field. The Group staff reported to Frost that the Group's Broken Arrow response is improving, and the Air Police had trained 50 auxiliary responders, to augment the APs during any Broken Arrow response. SAGE Data Link intercept missions were flown under control of Challenge (Larson AFB) and Violin (Cottonwood Site). Chief of Maintenance Capt Flaherty reported that the 1960 Summer Camp Flight Operation aircrafts receiying equipment was Ky their biggest problem to iron out But Coll Frost said he believed this year's training had been most successful, and mentioned the Group's flying safety record of 14 months without a major accident, and lauded the 124 for being the first 142nd Wing unit to qualify 100 percent of their pilots 'combat ready'.

Summer camp the next year was the last of these traditional camps where the entire Group trained as a unit. The Group encampment on 10-24 June 1961 ended these traditional encampments which began after the Idaho Air Guard was formed in late 1946. On 1 July 1961 the Texas Plan' of individual annual training was inaugurated Group-wide..

With the conversion to F-86Ls complete, all Group personnel trained, and pilots all combat qualified, the only step remaining for a combat unit like the 124th, was to pass an Operational Readiness Inspection (ORI). A big step , and CONAC had just such plans for the Idaho Unit, for the Group next learned their ORI was scheduled for the August 1960 UTA, just a month after this summer camp. In anticipation, the unit held a practice alert on Saturday, 6 August, with the Cottonwood GCI Station initiating a call-up of the 124th Group at 2:30 in the afternoon. The Cottonwood GCI station "...started the exercise with a call to the Air Guard Base Operations at Boise's Gowen Field. An alert roster plan was immediately put into effect. Within less than 30 minutes air technicians, pilots and ground-support personnel began reporting to their duty stations. The Saturday afternoon practice caught Air Guardsmen in the midst of typical weekend activities and scattered throughout southern Idaho. Some were as far away as Idaho Falls, and reported several hours after the alert sounded."

This 'surprise alert' was unusual, because unit personnel were normally advised ahead of time when such recalls would occur. Furthermore, recalls were usually held in conjunction with a scheduled weekend training assembly. This alert was called two weeks before the August UTA weekend. The exercise period lasted for 24 hours, and was terminated mid-afternoon Sunday.

Col Johnson in September announced, "The 190 Fighter Interceptor Squadron of the 124th Fighter Group, Idaho Air National Guard, will go on a 14-hour alert status effective 1 January 1961..." and explained that units accepting the alert provide "...a five-minute alert of two combat-ready aircraft manned by qualified crews selected on a voluntary basis. Aircraft and crews remain on a five-minute readiness schedule seven days a week, 14 hours a day during daylight hours." He also said that this alert commitment provides active duty pay for the crews and authorizes extra Air Technician personnel to support it. The alert program the Group had been relieved of two years earlier was about to be resumed.

The 190 FIS staged from Wendover in July 1960, not to return for 48 years. The Wendover air base was used in WWII in connection with A-bomb tests and flights involving B-29s. The Enola Gay and bomb were housed in a large hangar there, and Joe Lysinger remembers "We worked out of that same hangar the time we went down there." The base was completely closed by 1965 and in 1977 was turned over to the city. A large number of original buildings are gone, but the Historic Wendover Airfield Foundation, formed in 2001, is now busy with preservation and restoration.

The Group announced on 5 June that the 1961 summer camp would be held June 10-24. This was the first summer camp under ADC's 28th Air Division SAGE system, and also the first time the unit would stage from Hill AFB for rocketry missions on the nearby Utah Test and Training range (UTTR). During this camp some missions would involve an all-out simulated air defense tactical intercept exercise for 48 hours around-the-clock, without prior notice. The exercise objective was to engage targets day or night during the continuous 48 hour commitment, under sector control, simulating hostile airborne attackers. Ltc Nordling said "... this camp is the culmination of individual UTAs through the year ...and now the Group must work as a total unit."

Owing to the tense international environment, military units were increasingly focused on preparing for attacks that could contaminate facilities and personnel by chemical, biological, and radiological (CBR) agents. Then-current regulations required each unit to have a disaster preparedness plan, and this year's summer camp provided disaster preparation familiarization. Ltc Jack Shaw conducted half-day briefings for all 700 attendees, covering preventive and recovery actions in case of CBR attacks.

The summer camp began normally, but on Tuesday, as F-86Ls were departing for Hill AFB for rocketry training, a serious accident occurred. Lt Robert P. Sharpies, recently returned from F-86L training, encountered engine problems during a formation takeoff with Capt Bill Free, and made a forced landing in a field west of the airport immediately after takeoff. The report in Wednesday's Statesman newspaper said, "A young ANG pilot was seriously injured Tuesday afternoon when his F-86L crash-landed and burst into flames in a field about two and a half miles west of Boise Air Terminal." Witness accounts said the plane "... just kind of belly flopped." Another nearby resident ".. .thought the plane was going to hit one of the trailer houses." Bill Free recalls "You know, we took off, and on the takeoff roll pretty quick I thought 'man this kid can't fly formation, he's lagging back: I'll have to talk to him about this'...it really bothered me that he wasn't maintaining position. And all of a sudden, I saw something down on the ground, you know, a streak go across the ground. I remember saying 'Did you see that?' And, I looked around and 'where is he?' and realized, 'Hey, that was him!' And I thought 'What on earth has happened here?" Sharpies' aircraft landed about 100' from a trailer park, struck a ditch and a fence as it skidded on its belly, crossed another ditch, and rotated to a stop in a hayfield. Jake Leppert said he was in his hayfield with his two sons stacking hay, and they Sharpies' F-86L Crashed Near Gowen Field saw Sharpies trying to remove the canopy [it was jammed], and then moments later, eject himself through the canopy and "up into the air about 15 or 20 feet..." then watched Sharpies land head-first on the tail. Leppert said he and his 10-

year old son Harold "immediately drug him from the burning plane. He could talk ... but he was not burned." General Trail later said "there was no question that Leppert's quick action may have saved Sharpies' life," and noted that this was the Squadron's first accident in 25 months. Sharpies was severely injured and remained hospitalized for several months and eventually received a disability discharge from the Idaho ANG. Bill Free remembered visiting Sharpies "... at the hospital, and of course, some of the guys were going down to see him and sneaking stuff in to him!"

During camp in a two-day Regional exercise, 98 F-86L sorties were flown and a "Broken Arrow" disaster exercise was sprung to test the Group's disaster control plan. The exercise was initiated to task CFR (crash, fire, and rescue) units, EOD (explosive ordinance disposal) personnel, and to place medical personnel on standby. Near the end of this exercise, the inspectors arranged for a T-33 to land, simulating a nuclear weapon aboard, to test the unit's response. The response involved parking the aircraft in a designated decontamination area, and taking precautions to protect workers and base facilities, and to make proper notification. Squadron pilots flying F-86Ls continued to conduct rocket firing exercises, launching from Hill AFB and firing over the nearby R-6406 complex.49 This exercise was requested by the 142nd Air Division Headquarters at Spokane and involved cooperation of the 25th, 28th and 29th NORAD Divisions.

The 124th was expecting to begin a 24-hour 5-minute alert with 2 F-86L armed aircraft and combat-ready pilots. Up to this time the 124th's alert commitment had been only for a 14-hour daylight 'watch'. Major John Bangs, Alert Detachment Commander said the 190 is one of 26 ANG units nationwide to maintain 'runway alert'. Formerly, fewer ANG units held the 24-hour alert, but now more and more of air defense was being assigned to the ANG, more squadrons were performing the 24-hour alert. Our pilots served on short active duty tours of from 2 to 20 days, depending on their availability, while performing this alert duty.

On June 23, the last Friday of this camp, Capt Oscar F. Pearson ejected from his F-86L near the traffic pattern and parachuted safely with only minor injuries. His aircraft had an engine failure, and crash-landed, skidding across the UPRR tracks just a few miles southeast of Gowen Field. With this second accident of the summer camp, General Trail said "... we decided to keep the planes on the ground for a few days except for actual scrambles," thinking it best to wait for the results determined by the accident investigation teams.

As this June 1961 summer camp and exercises concluded, General Trail complimented the training and supervision provided by the ADC, and said it's the "... best the Idaho unit has experienced.... since 1946". He also pointed out that 26 pilots were "qualified or re-qualified" in aerial rocketry on targets above 35,000' during the rocketry missions flown from Hill AFB on the R-6406 Range during this 15-day camp. This 1961 summer camp also marked the end of these traditional mass summer camps, which had been used by the Idaho Air Guard since its birth in 1946. Beginning July 1, 1961, the Texas Plan of individual annual training was adopted and remains the annual training method to this day

In October the 124th aircrews participated in a North America-wide air defense exercise for the second year. Skyshield II was a half-day exercise in which only military aircraft of US and Canada were in the air, To test the North American air defense system, NORAD arranged 'secret' launches of friendly bomber aircraft simulating air attacks on key targets, while the air defense system had to detect, intercept and identify all such intruders. The Idaho Statesman on 8 October ran a story with the following headline: "Giant Air Defense Test Set for This Saturday—For 12 hours next weekend the skies over the United States and Canada will be cleared of commercial planes and jet fighters will streak aloft to defend North America against mock enemy bomber attack. The exercise, called Operation Sky Shield will last from 1 p.m. Oct. 14 until 1 a. m. [EDT] Sunday, regardless of weather conditions." Unarmed U. S. B-52 and B-47 jet bombers played the role of the attackers. Operating against them were U. S. and Canadian-based interceptors which made an estimated 6,000 intercept sorties against the aggressor force. This wasn't to be an anti-intercontinental ballistic missile exercise, because a defense against ICBMs had not yet developed. "All resources of the far flung North American Air Defense command will be brought into play in Skyshield. These will include radar fighter craft, antiaircraft missiles, and communications and control stations, among other things. Missile crews ringing many cities will scramble to their battle stations, but they won't fire any of their rockets at the 'enemy' planes.
"The exercise will spread far northward to the Arctic and out to sea. Joining in will be Navy picket ships off the coasts, the Air Force's radar-carrying patrol planes and Texas Tower radar stations out in the ocean. Three radar warning networks strung across Canada and the Far North will be brought into play. These are the DEW Line (Distant Early Warning Line) in the Arctic, the Mid-Canada Line, and the Pine Tree Line close to the U. S. border."56 The Pentagon estimated that 2,100 commercial flights in the US and Canada would be grounded, and many privately owned aircraft as well.

Moses Lake in 1949Capt Ed Lungren was leading a flight of three F-86Ls, with wingmen Lt Jay K. 'Kent' Haacke and Capt Jim Frazier. They'd launched out of Hill AFB for rocket firing over the nearby range, and something had gone wrong with either the T-33 tow aircraft, or the Delmar, but for some reason the target aircraft was unavailable. So Lungren decides they would descend down low and salvo their rockets (rather than return to Hill with live ammo). Frazier recalls the event, "Okay, so we're going down there and we're smoking', doing 500 knots and we're maybe a thousand feet in the air, I don't know. Well, Ed says, 'Spread out so we don't shoot each other down.' So, we spread out and I fire off my rockets, and it's kind of fun to watch them go off at lower altitude - you can see them better. And I watch Ed and I see a couple of them go off and just then I see all sorts of smoke, and actually it was hydraulic fluid streaming out, and Ed says 7 got a problem.' And his whole annunciator panel was lit up. Well I told him 'I see some vapor, but actually it was hydraulic vapor and a very little smoke from the rockets." What happened was the rocket pod did not extend below the aircraft normally, and stayed retracted in its non-firing position, but the rockets fired anyway. The rocket pod circuits were designed to prevent firing unless the pod was extended, but today it fired while F-86D Fires Rockets From Retractable Pod retracted! Frazier continues, saying "It fired internally, and of course it wiped out the front of the airplane, the hydraulics. And Ed said, 7 don't have any control of this airplane.' And he says, 'I'm going to get out.' 'Couple of hundred yards from us

all! And like I say, we're really moving. And he gets out - he ejects - and I mean, we were going so fast he didn't go up very high— just right over the tail. And I swear he hadn't gone over the tail ten feet and his parachute opened. He had a zero-second lanyard connected [intended to provide immediate parachute opening for tow altitude ejections, but not at high altitude or speeds], and I said to myself 'Oh my God, he just broke his back and neck and everything else.' That wasn't the worst. Well, Lungren had failed to fasten the parachute harness leg straps, and as Frazier circles back around, he sees Lungren "...and he's just kind of hanging there on the chest strap by his armpits. So when he lands I told Kent Haacke, I says 'You go up higher so we can talk to someone.' So Kent went into an orbit over him at 10, 15 thousand feet and I flew down on the deck with him [Lungren]. And Ed was on the ground in probably less than a minute. So my first pass I went by and he was just laying there. And I thought 'Oh, shoot, he's dead.' Then I remember there's Dugway Proving Ground around there so I get on the Guard channel [emergency radio frequency] and call Dugway and I'm not very high because I'm keeping track of him—and boy, just like that, they answer, Dugway tower answers/ 'We just lost an airplane with a downed pilot and do you have a helicopter?' 'Yeah, we've got a helicopter.' Meantime Kent's trying to talk to Hill Air Force Base. So anyway, those people at Dugway had that helicopter in the air in just a few minutes. So I say Til stay here as long as I can, so I can direct you in here.' And I gave the helicopter the heading toward where we are, because there were no landmarks or anything else. But old Ed, being as lucky as he was, lit on the only piece of sand on the whole desert there, a nice big soft spot, but with big jagged rocks all around. So my next pass he's up and waving at me which made me feel real good. I felt sure that opening shock had just snapped him. So he's up waving at me and so I'm trying to direct the helicopter in there and pretty soon they spot our airplanes and they come in there and as soon as they spot him I bug out because I'm down to zilch in fuel. The helicopter crew picked him up [visually]; they came there and they looked him over, and he didn't need immediate medical attention so they waited for the Hill base helicopter to take him back to Hill."

The 'Cuban Missile Crisis' was a short-lived international incident involving the Russian's attempt to ship to and install offensive missiles in Cuba. This took place in October 1962 and had the 124 on high alert status. Lee Bernasconi was a 190 pilot then, and tells how it affected the 124th, "Mostly we just sat alert; didn't do much. That was when we had F-86Ls, and they upgraded the DEFCON, and we pulled some alert, but that's about all. Yeah, there were more airplanes loaded, and that kind of thing. I mean, it's 3,000 miles to Cuba, so it wasn't too big of a threat! That went on for 2 weeks, or something like that." The operations did increase over normal; there was no direct involvement by the 124th. Some Air National Guard units were involved.

In July 1961 the Group instituted a new method for its members to get their 2 weeks 'annual training'. Instead of the previous summer camps where the entire Group assembled for a 15-day period, now individuals could receive their 15 days of 'annual training' on a year-round basis. This so-called 'Texas Plan' was first tested by the Texas Air National Guard, and under it, officers and airmen could complete their annual training one day at a time, a week at a time, or in any other combination — with their supervisors' approval—as long as they accomplished

fifteen days per fiscal year . This flexible schedule proved appropriate and efficient for technical training, as it allowed for the needs of both the unit and the individual.

Many of the advantages of a full-unit encampment were foregone by this new annual training plan. The spirit of unity and cooperation produced when an entire unit assembles together were forsaken. Also lost was the chance to stage unit deployment or mini-deployments such as the ones at Wendover The Texas Plan offered less opportunity for assembling and interacting, for building teamwork, and for developing esprit d' corps in a general military environment. Opportunities for emerging officer and enlisted leaders to perform in a more realistic wartime or activated environment were also lost. The 190 and 124th traditional full-unit summer camps left a definite impression on the unit members who attended, and were distinct and memorable historical benchmarks of the unit's past. I distinctly and fondly remember the four I attended.

When the 124th got its rocket-armed F-86Ls the tactics and training changed from close-in gunnery attacks performed visually, to a longer-range, higher altitude GCI radar-directed intercept under night or all-weather conditions. Accordingly, practice intercept training areas required higher altitudes and larger lateral dimensions. With the interceptors' higher speeds and larger airspace dimensions, it was impractical to use the smaller traditional firing ranges such as Saylor Creek. The gunnery range at Saylor Creek that had served our unit from earlier years was now insufficient for the 124th's purposes. Instead, intercepts could soon be evaluated and scored using electronic methods, in our case, magnetic tape recordings of the aircraft's radar scope attack and firing displays. This obviated the need for a large fallout area because the majority of training and scoring no longer required firing live ammunition.

In much of the nation, Intercept Training Areas (ITAs) were established to accommodate the high-speed and high-altitude requirements of interceptors. These blocks of airspace were Military Operations Areas (MOAs) with prescribed limits and which could be reserved in coordination with FAA when needed for practice intercepts under radar control, with other air traffic denied entry until the training was finished. It was not uncommon for an ITA reservation to include a large vertical block of airspace, say from 20,000 to 40,000 feet during exercises or when certain intercept tactics were being practiced.

The 124th used several ITAs during the F-86L and F-102A eras. One was located southwest of Boise approximately 80 nautical miles distant. Another was farther south near Goose Lake Oregon; another located south of Lewiston, Idaho, and yet another over the UTTR using the radar control unit of the Utah Air National Guard, whose tactical call sign was Clover Control.

Ltc David N. Johnson By early 1964 the 124th knew for certain they would soon face another major transition—this time to a modern, supersonic, and missile-armed interceptor, the F-102A. Even before the conversion date the unit had been 'working' countless issues necessary to make this large transition.

The F-102 conversion is ahead of schedule. Approximately 50 key people visited F-102 units at

Knoxville, Portland, and Sioux Falls for advanced orientation, familiarization and procedures. Four pilots completed 30-day transition courses at Perrin AFB with 3 others there now. Our 2 most recent Undergraduate Pilot Training (UPT) graduates have completed the Perrin course, and the next 3 UPT graduates will also get Perrin's 6-month F-102 course.

The MTD with fifteen instructors is already operational and will stay 6 months. Eight F-102s are now enroute to Boise, to arrive 20 April, and 12 more will depart 2 June. Two of the 20 are TF-102AS.

By April 1964 the IDANG began receiving the first of their 20 F-102A The 'Deuce', as the new aircraft was more universally known, brought the Idaho Air Guard into the supersonic age. The F-102 could fly above 50,000 feet, carry six radar or infrared (IR) air-to-air missiles plus twelve 2.75-inch rockets, and had the speed and range necessary for air defense interceptor duty,. During the transition from the F-86L to the F-102A, the 124th continued its runway alert commitment with the F-86L until the unit became 'combat ready' in the F-102 by passing their first ORI. 124th interceptors typically carried AIM-26Bs, armed with 'conventional' HE (highly explosive) warheads. The nuclear-warhead AIM-26A was neither used nor stored by the 124th.

Aircraft on alert would be 'cocked'--set up with switches, controls and pilot gear readied for a minimum-time startup, taxi, and takeoff. From the sounding of the scramble horn until liftoff took slightly less than 5 minutes, if the aircraft were cocked and positioned near the runway. Before the 124th's alert hangars, or 'barns', were built in 1968, the alert aircraft parking area was on the fight line in front of the main hangar, requiring about one mile of taxi distance to the runway. Taxiing this distance added several minutes to a scrambled aircraft's taxi time; the alert barns were located immediately adjacent to Runway 28 Left, enabling 5-minute scrambles.

With the 124th's conversion to the F-102, tighter security was implemented around the hangar, Operations, and other base areas. After 1 July only individuals with properly designated security badges could enter the fenced areas without an escort. The only entrances to the base were the main south gate and the Gross Street gate. Parking areas were also designated within the fenced area, and the main hangar and flight line area, Group Command Post, Base Supply, pilot area, fuel storage, and missile and rocket storage area all became 'Restricted Areas'.

November 1965 124th Defender, Ltc Nordling said, "Because of the possibilities of sabotage or other physical breakdown of telephone service during a national emergency, our present alerting system could prove to be ineffective" Use of a buddy system was being considered to facilitate recall. 'Key' personnel would be placed first on the telephone company's priority list. In an emergency they would be notified first, then they would be responsible to notify members in their assigned residential areas.

For routine training, Squadron Operations would schedule pilots and aircraft to fly practice intercepts under the control of the ADC Sector Controllers with whom the squadron supervisor would coordinate the their mutual mission requirements, airspace reservations, and other details. Interceptor crews, bomber crews, and GCI Controllers each needed to accomplish

specified numbers of intercepts semiannually to maintain their combat-ready status. The Air Defense Sector would send an 'airborne order' through its command network and to FAA's Air Traffic Control Centers giving command heading, altitude, and radio communication frequencies. The 190 pilots would comply with these airborne order instructions, and arrive in the Military Operation Area, or Intercept Training Areas (ITAs) as we called them. Normally, pilots knew what and where the mission was to be, these daily protocols would be identical for exercises, live scrambles, or for bona fide combat missions, should attackers have penetrated any NORAD air defense zone. Taxiing for takeoff, the pilot of Tango Hotel Zero-One would receive his clearance from an FAA controller, who would say, for example, "Tango Hotel 01: Vector 230, Angels 35, contact Whitewater on designator 4, backup 11"; meaning, fly an initial heading of 230 degrees, climb to 35,000 feet, and upon entering the combat airspace, call the ADC Sector Controller (radio call sign: Whitewater})on pre-established frequency 4, and if no contact there, use backup frequency 11. Upon check-in, the Controller initiated a radio check and required the 'players' to verify "Armament safe", meaning that any weapons on board were in a safe configuration for practice intercepts. Once the interceptor reached the ITA, the Controller would position the target aircraft. The target aircraft were T-33s, other F-102s, EB-57s, B-52s and rarely, B-58s, in ascending order of difficulty mainly due to electronic countermeasures, or ECM. Then the intercept—conducted by voice or data link—would begin. Normal intercept tactics employed two interceptors flying in-trail formation. During exercises or evaluations, with no immediate target to commit the interceptors on, a common procedure was for the Controller to assign the fighters to a fixed location while awaiting targets, with interceptors flying an orbit or 'racetrack' pattern. This common fighter tactic was called combat air patrol, or CAP. The Controller gave voice commands over the radio, positioning the interceptor to a point where the pilot could make radar or visual contact with the target, and eventually take over the intercept, with the Controller then remaining silent except to inform the interceptor and target the interceptor had closed to an established minimum safe range. The Controller always called 'Minimum Range', a procedure requiring the pilot to acknowledge and respond by either discontinuing the attack, or declare 'Judy' (I have contact with the target and am taking over the intercept). Data Link intercepts were identical, except all attack information guidance was via UHF radio-encrypted signals received by the PCS and presented as visual displays. In data link intercepts the Controller would make only the safety calls: 'Check armament safe', 'Minimum range', and 'What slate', asking for interceptor's fuel and armament remaining. These Pilot-Controller procedures were standard NORAD-wide, which meant interceptors could be deployed anywhere within North America with nothing new to learn, except local airfield procedures and watering hole locations.

The Group maintained four 'Deuces' on alert status around the clock—two on 5-minute status, and 2 on 15-minute status. During weekdays the alert crews could be engaged in training flights to maintain proficiency, receiving emergency procedures training in the flight simulator, studying procedures and tactics, or engaging in 'hangar flying'. Even though a pilot was assigned to alert status, he could be given a 'release' from alert long enough to fly on a local training flight, and upon return be placed immediately back on alert. The squadron supervisor obtained the release and coordinated status changes through the Air Defense Command sector supervisors at Corvallis Oregon.

The regulations changed in 1965, requiring the 124th to schedule and conduct at least one surprise alert annually. Such alerts had to last at least 4 hours and couldn't be held concurrently with a scheduled UTA. The unit also needed to conduct at least one telephone alert annually, with members responding "quickly, but safely".

Ten F-102s and additional support crews were used in the overnight exercise 'Snow Time' in June. Snow Time had 190 pilots flying against SAC bombers, including the B-58 and SR-71 aircraft, which flew simulated attacks against the western cities of Vancouver BC, Seattle, Portland, San Francisco, and Los Angeles. By 0230 and war's end, some young pilots and a few maintenance troops were mighty thirsty, so the NCO Club was quickly opened, allowing these fighters a dark place to re-fight the war, rehydrate, solve many world problems, rehydrate, and emerge hours later totally stunned by the heat and glare of a beautiful June morning.

In October four pilots went to Bitburg AB for the Coronet East program, which had ANG pilots ferrying F-102s back to the states as their European squadrons began getting F-4s. Ferrying F-102s back to the U. S. were Ltc Sam Corn, Maj Wilbur Wortham, Maj Gene Winchester, and Capt Larry Leach.

Three camouflaged F-102s were flown all the way to Gowen to join the 124 fleet. In April six more 190 officers traveled to Ramstein AB Germany to ferry five more F-102s to the U.S. They were Capt John Byrd, Capt Alvie Johnson, Lts Gary Brewington, Jim Hunt, Bill Miller, and Bruce Whittig.

On the night of 24 November 1971 a man who became known as D. B. Cooper boarded a Northwest Airlines 727 in Portland OR and then demanded $200,000 in cash and five parachutes, ransom money, and crews to open the back door and he parachuted out of the Seattle-bound plane with the ransom money. He was never found, nor was any validated evidence of him. Beginning in ca. 2000 a youth reportedly found scraps of the marked ransom money along the Columbia River near Vancouver WA. Other reports spotted fragments of his parachute; this has been repudiated. The 190 FIS scrambled two armed F-102A interceptors to shadow the hijacked plane, but the hijacker's cleverness and the nighttime conditions prevented very close observation of the airliner. 190 Pilot Major Gene Winchester recalls the incident and his story in this chapter reveals how carefully planned and executed was 'Cooper's Caper'. In October, the 190 alert crews were called on to assist in what has become known as the D B Cooper Affair. Lee Bernasconi was the 190's Alert Detachment Commander at the time, and when I asked him about it and who was on alert when it happened, he replied, "Ahh, Winchester ... and I can't remember who else was on that night, Thanksgiving night, or maybe the Friday after Thanksgiving. [Laughing] I was at my home on Cole and Victory, and the phone rings, and two airplanes takeoff. I said, "That's my alert birds!" My home was at Cole and Victory. I said, "Hey, that's my alert birds! What's going on?" They [the night crew in the CAC] said they didn't know—so that's about all I knew. And our interceptors got over there and got generally behind him, but they didn't get there until after he crossed the Columbia River, and I think Cooper was already gone by then. And they followed him for a ways, and finally went in ...

refueled, and came home. They didn't have radio contact with the airliner, and... probably stayed two miles back most of the time Gene Winchester remembers that Thanksgiving very well when he and Jack Newland were on alert, and at about 4:50 p.m. "... we got a telephone call saying there was a hijacking taking place, and they were airborne at the time and ... they told us to stand by. And then I guess they landed at Seattle first, and picked up the money and four parachutes and ... then they went over to Portland and landed again and let some of the passengers off. They called us and said this guy has commandeered the plane, and he's got the chutes and the money, and he's at Portland and ... ''what we want you to do is be at Portland in the traffic pattern—don't get too close that you'll bother him or startle him—but we'll put you on him in trail' and they figured he's going to bail out somewhere and so you just follow him, and don't get too close to scare him. The thing was, they told us 'when he bails out the commercial pilot would turn all his lights back on bright flash', and we would fly a triangle pattern to mark this spot on the radar. That was our briefing. "So Jack Newland and I took off and ... watched him take off from Portland and we snuck in to ... about a mile in trail—and it was a little difficult, he was only going 150. And he was staying about 10,000 feet." Recalling his previous cargo plane flying days, Winchester figured "... he'd maintain that altitude and airspeed as a safety factor because if he bailed out at a higher velocity... I had a little trouble keeping flying, so I'd get up on the perch and when I was about to stall, I'd go over and sit on the other side. And the lights never came on—the 'bright-flash' signal—when he jumped out. And I was told that he had displayed a weapon and told the crew to shut the cabin door. So they never knew exactly when he bailed out, that's why they didn't turn the lights on." Winchester continues, "So, evidently he went out there, and we had no way of knowing, and we followed that airliner to Reno—Jack and I, it was Thanksgiving evening, I remember that. We were worried about getting home for Thanksgiving dinner! But our briefing was 'he was going to land at Reno and refuel, and we don't want you to land on the same base with him', so we went over to Hamilton, I believe it was, and they would call us when he took off. I watched him land and that back door of that airplane was dragging on the runway and shooting sparks like—you know when you put a knife on the grinder?!It looked like the sparks was going 50 feet in the air! It's dark, and we probably.... got up there about somewhere around 6 o'clock—it was VFR, it was great—a clear night and we could see other airplanes ... and there were a couple F-106s out of McChord, they came down and were available for a while, then they went back. And we asked Maj Gene Winchester 'What are our instructions?' They said 'Well, we don't know if he's still on the airplane, or if he went out the back door when it stopped, he might be here, we 're going to make a cordon, a perimeter off, and do a ground search... And you go over there and get out of the way and fill up 'cause we think he might be going to Mexico; you might be following him to Mexico And I thought 'That sounds interesting!' So we sit over there for, I don't know, several hours. And then they called us and said 'you could go home'. We got back here about 7:00 a.m., Jack and I."1 Winchester had no direct radio contact with the airline crew, only with FAA Controllers. In the darkness and following in-trail at a safe distance, they never saw Cooper leave the airliner.

I was in mobile that day Weinert had his problem. His flyby down runway 10R showed nothing amiss, but he next circled onto an 'outside downwind' to begin another approach. Jeff Frank was flying chase, and remembers, "As we rolled out on downwind Ron's radio quit completely. I

declared an emergency with Boise Tower and moved into a loose chase position again. We turned final and I recall that I was about 5 ship widths out, when all of a sudden an orange ball of smoke erupted and the canopy departed the aircraft" From Mobile I was watching them through binoculars, and at a mile out, Weinert's canopy suddenly shot upward, Maj Ron Weinert then Weinert immediately shot upward but was abruptly jerked to a stop by his blossoming parachute. Frank watched Weinert's parachute "...canopy deploy with his body still horizontal... I believe that new system saved his life because we were 300 feet above the ground in a 750 foot-per-minute descent." The aircraft's new escape system—the Stencil Dart—ballistically deployed the parachute. Weinert ended up swinging and was obviously okay a few hundred feet in the air. But everyone's next concern was the trajectory of his F-102. During ejection the plane appeared to level off and was heading right toward us—unpiloted! People in the CAC scattered. anticipating the worst, as did I, bailing out of mobile to better dodge this 20,000-pound Dagger. But the engine had quit right before Weinert ejected, and soon the loose Deuce began sinking, landing nose-low a half-mile away, with only a small cough of black smoke. Weinert landed safely near a small farm just off Victory Road, but as he floated down, he remembers yelling at his machine, "Crash, you son of a bitch, Crash!" Reporting on this 20 March event, the 124 Defender said this was "the first aircraft accident of any kind in over 5 years." Weinert's aircraft had an improved ejection seat system which had been installed only a month and a half earlier.

Off again to Tyndall AFB went pilots, maintainers, and loaders in May for 'personnel training and weapons qualification'. The 190 pilots fired missiles on Ryan Firebee drones to see how well weapons perform with latest modifications. After returning to Gowen Field from their favorite training (and recreational) site at Panama City, the 124th in June passed their first no-notice ORI, receiving an overall rating of ‘Satisfactory', with several areas rated 'Outstanding'.

Two IDANG pilots, James Trail and James Hunt and flight engineers Melvin 'MR' Smith and Abe Wilson, took a long flight in the Group's C-54 on 10 August, delivering our C-54 to the country of Iran. They also ferried a different C-54 back to the U.S. and delivered it to the AMARC facility, or 'boneyard', at Tucson's Davis Monthan AFB. To replace the C-54, the 124th received a C-131B, This 'B' model C-131 was replaced in two years by a 'D' model configured as an executive transport.

While pilots were on alert, there was always plenty to do besides play pool and wait for the scramble horn to blow. We needed to know our aircraft, instrument, and tactical procedures thoroughly, and had study guides and publications to help us. Knowledge of our aircraft Emergency Procedures was paramount, which of course we all mastered, particularly the 'Bold Face', or critical action steps. The F-102's several Bold-face emergency procedures had to be committed to memory, and if only one step was missed on a written exam, in the simulator, or on a flight evaluation, it was considered a 'bust'. Needless to say we kept up on our procedures. For interceptor crews ADC published a monthly Interceptor magazine for ADC pilots, weapon controllers and maintenance crews, and ADC also published several flight crew pamphlets in an effective 'programmed learning' format.

1973-In January the 124th deployed 13 F-102s to Kinglsey Field, Klamath Falls Oregon for three days to participate in Operation Snowtime.14 Again in March the 190 took part in Snow Time which involved the 25th NORAD Region defending against simulated enemy attacks by aircraft. NORAD interceptors and Nike Hercules missiles were scrambled and made simulated launches against the simulated intruders. Snowtime was just one part of a continuous effort to test the effectiveness and readiness of NORAD's regional air defenses.

Some parting news came from the 124th Defender as the F-102 program wound down and the RF-4C program cranked up: "In preparation for the transition to TAC, the 124th FIG was scheduled to relinquish its ADC alert commitment at 0900 hours on 1 October 1975. But, at 0850, telephones rang, scramble horns blew, and pilots dashed to their aircraft. With engines roaring, the pilots released their brakes at the end of the runway and the two aircraft leaped skyward.

With the RF-4C and its more complex systems, a growth in staffing necessarily took place, and accordingly, more construction. Total unit personnel increased to over 1,000, and at the peak, total assigned aircraft increased to 36 RF-4Cs. Two additional training Flights were added, an RF-4 RTU (Replacement Training Unit) and an RWS (Reconnaissance Weapons School).

In 1975, the 190 Fighter Squadron changed its name and mission to join the newly-formed 124th Tactical Reconnaissance Group as the 190 Tactical Reconnaissance Squadron, flying the RF-4C.

Idaho's first Phantom, the unarmed RF-4C, carried high resolution cameras and electronic sensors, which soon proved their worth to thousands of people in Idaho. Phantom jets tracked flood waters pouring from the ruptured Teton Dam within hours of the dam's collapse to show officials where flood waters were headed in time to warn people living in endangered areas.

Aerial photographs taken immediately after the Challis earthquake helped emergency response crews locate and evaluate damage. Idaho aircrews excelled in their military mission as well. Two Idaho fliers were named "Best Aerial Reconnaissance Aircrew" at an international competition. The 124th was named "Best Flying Unit in the Air National Guard" and received the prestigious Spaatz Trophy from the National Guard Association. Idaho airmen and Phantom jets went to Canada and Norway to provide critical tactical reconnaissance capabilities to U.S. and NATO forces.

The RF-4C that landed in Boise in the Fall of 1975, were equipped with high speed cameras and electronic monitoring devices, rather than the offensive weaponry found on all of our previous aircraft. Our ground crews found themselves processing film from the two-seated jet rather than loading ammunition or rockets.

Our RF-4Cs have traveled through the world, providing aerial reconnaissance support to military units of the United States and their allies. Here in Idaho, the RF-4C's have photographed snow packs, range fires, earthquake damage, and provided invaluable

information to state officials during the Teton Dam disaster in 1976.

September 2, 1976 Maj. Alton J. Bunderson, and Capt. Dale White, died in the crash of their RF-4C

28 July 1989. As directed by Governor Cecil Andrus, Idaho Air Guard RF-4Cs from the 190 Tactical Reconnaissance Squadron at Boise began flying missions to provide aerial photo coverage of forest fires plaguing the state.

28 June 1993. A 124th Fighter Group, Idaho ANG, F-4G was illuminated by Iraqi surface air defense radar while escorting Joint Task Force Southern Watch aircraft over the southern no-fly zone in Iraq. The F-4G pilot launched a High Speed Anti Radiation Missile at the radar site and destroyed it before returning safely to base.

1 December 1994. The 124th Fighter Group, Idaho ANG, deployed personnel and F-4G Turkey to participate in Operation Provide Comfort II, the protection of the Kurdish population in northern Iraq. The Idaho Guardsmen ended their rotation on 31 December 1994.

The 190 Fighter Squadron, 124th Wing, Idaho Air National Guard, located at Gowen Field, Boise Air Terminal, outside Boise, Idaho began converting to the A-10 when their first aircraft arrived from the Massachusetts Air National Guard on March 20, 1996. The 190 sent their last F-4, (the last combat F-4 in the U.S. military), an F-4G Wild Weasel to AMARC at Davis-Monthan on April 20,1996. Local area training in the A-10 began in August of 1996, with an operational commitment to begin in October, 1997.

The 190 Fighter Squadron has been flying the A-10 “Charlie” variant for more than two years. In October 2011, the Air Combat Command inspector general recognized them as the best A-10 unit seen to date and awarded them the overall grade of “outstanding.” In November 2011, the men and women of the 190 FS gained more praise, as they hosted Air Force instructors, students and maintenance personnel for two solid weeks of combat training sorties. “It’s nice to be validated by who you consider to be the best of the best in the A-10 business,” said Lt. Col. Ryan Odneal, 190 FS commander. The 66th Weapons Squadron from Nellis AFB, Nev., may be bringing students back through Idaho to train with the 124$^{th}$ Fighter Wing every six months, according to 190 FS director of operations, Lt. Col. Shannon Smith. “This was a win-win,” Smith said. “We accomplished the kind of training that we usually need to travel for right here at our ‘home drome.’ It doesn’t get better than that. We’ve got a history of sending successful students to graduate from the weapons school program. “To stay relevant in your (aircraft) community, you need to engage the other squadrons, and everyone recognizes the weapons school as being the leaders in weapons and tactics. They also have a goal to maintain constant contact with the combat Air Forces to make sure their graduates are what the flying squadrons want. “Another huge benefit was our participating in weapons school-style preparation briefs and debriefs that we don’t get to see all the time. Short of getting a new weapons officer out of the experience, we experienced a class act.” The U.S. Air Force Weapons School provides the

world's most advanced training in weapons and tactics employment, and every six months the school produces a new class of graduates who are expert instructors on weapons, weapons systems and air and space integration. Upon completing the course, graduates return to their home stations, taking the latest tactics, techniques and procedures for air-to-air and air-to ground
combat to their respective units.

AIRCRAFT ACCIDENT INVESTIGATION A-10A, S/N 80-0266 Boise Air Terminal, Gowen Air National Guard Base, Idaho 20 Jan 00

On 20 Jan 00, 1842L, an A-10A, S/N 80-0266, crashed 12 miles west of Boise, ED and was destroyed. The mishap pilot (MP), Maj Mark Moynihan was fatally injured. There was no damage to structures or injury to civilians. The mishap aircraft (MA) was assigned to the 190 Fighter Squadron (190 FS), 124 Wing, Idaho ANG, located at Boise Air Terminal. The MP was the instructor and number 2 in a 2-ship, night vision goggle upgrade sortie for the flight lead. The MP's flight was recalled from the Saylor Creek weapons range due to worsening weather in Boise and began, a trail approach to runway 28L. The weather was broken clouds at 600 feet above ground level (AGL) with visibility 2 Vi miles. The flight lead landed and the MP executed a missed approach either due to inadequate spacing or inability to see the runway. The 190 FS Supervisor of Flying directed the 4 A-10 As still airborne to the instrument landing sy stem (ILS) approach for runway 10R and the MP was the last A-10A vectored to the ILS. In post-mishap interviews, these other pilots described the clouds as disorienting and solid from 500 feet AGL to 4,500 feet mean sea level (MSL). Approach control directed the MP to turn base (010 degrees) and then further right (070 degrees) to intercept the ILS course (098 degrees), and descend to 4,200 feet MSL. The MP acknowledged these calls, which were his last transmissions. In the turn to 070 degrees, the MP entered a very steep and rapid descent and leveled off at 3,200 feet MSL that was 1,000 feet low and only 700 feet AGL. The MP made no radio calls indicating problems, but remained at 3,200 feet MSL for 23 seconds. This descent was probably the result of a main attitude director indicator (ADI) malfunction compounded by a cockpit distraction (a faulty radio, a lighting problem, or a bad inertial navigation system). After such a dramatic, turning descent (probably inverted), from above the clouds into a very thick cloud cover, the MP likely suffered severe spatial disorientation. Therefore, the MP did not realize he was 1,000 feet, low and was most likely focused entirely on the standby attitude indicator (SAI), which had precessed 20 degrees in bank The MP continued in a turn, probably due to the SAI precession, as he tried to regain his situation awareness and intercept the ILS course. The MP configured the MA for landing. Shortly after, the MP perhaps saw the ground below him. which was dark with little ground lighting, through breaks in the clouds. Still suffering from spatial disorientation the MP disregarded his flight instruments (some of which may have been faulty), rolled the aircraft to the right and pulled the aircraft toward the ground in the belief he was pulling up and away from the clouds. He had pushed the throttles to maximum power, retracted the speed brakes and still rolling right impacted the ground with no attempt to eject. The A-10A fleet suffers from main ADI problems. Failure modes range from off flags, jittery behavior, failing in bank or pitch and then either remaining failed or returning to

normal function. The MA had 9 discrepancies in the previous 12 months for main ADI malfunctions resulting in its replacement 6 times. The MTBF for the MA was 65.3 hours compared to a fleet average of 431 hours. In addition the MA had other malfunctions in the previous 12 months (heading and attitude reference system (HARS), directional gyro, inertial navigation unit) that could also result in faulty main ADI indications. While post-mishap analysis of these components did not prove any of these were faulty at the exact time of impact (except that HARS was selected indicating a problem with the INS), pre-impact problems could not be ruled out. Given the history of problems in this aircraft and the sequence of mishap events, it is likely that some of these components experienced problems. Further, based on the history of the main ADI, it is probable that a faulty main ADI indication contributed to this mishap. While there is no clear and convincing evidence regarding the cause or causes of the mishap, the factors substantially contributing to this accident indicate the possible mishap scenario. Maj Moynihan was fatally injured primarily due to severe spatial disorientation as a result of flying in adverse weather conditions. This spatial disorientation was probably caused by the display of incorrect information on the main ADI (caused by a potential malfunction) or the pilot's mistrust of the information on the main ADI during a critical phase of flight. Additionally, the spatial disorientation was possibly enhanced by cockpit distractions affecting his navigation, lighting and radio equipment. As a result of the spatial disorientation, the MP mistook the ground for the sky, and pulled toward it thinking he was recovering from his disorientation, and climbing away from the clouds.

AIRCRAFT ACCIDENT INVESTIGATION A-10A, S/N 80-0266 Boise Air Terminal, Gowen Air National Guard Base, Idaho 20 Jan 00

On 20 Jan 00, 1842L, an A-10A, S/N 80-0266, impacted the ground approximately 12 miles west of the Boise Air Terminal and was destroyed. The mishap pilot was killed. The mishap was investigated pursuant to AFI 51-503, and the report was approved on 9 May 00. The Board was unable to determine a cause by clear and convincing evidence. However, by identifying substantially contributing factors, the Board concluded the mishap most likely occurred due to pilot error caused by spatial disorientation during particularly adverse weather conditions. Additional contributing factors included possible distraction of the mishap pilot (MP) due to potential failure of the cockpit lighting, radio or navigation equipment, and possible failure (or MP distrust because of a history of failure) of the main ADI. Following release of the report, a former member of the mishap Wing came forward to dispute the findings of the AIB. Based on his experience working in the A-10 engine maintenance shop, he believed the Auxiliary Power Unit (APU) could have caused a fire on the mishap aircraft (MA) due to a faulty hot air check valve. The Board had previously ruled out APU malfunction, as well as the possibility of a pre-impact fire. Nonetheless, it was decided to re-open the AIB to investigate the new theory. The proponent of the theory was interviewed, and the APU itself and the original report, including the tear-down analysis of the APU, were carefully re-examined. The re-examinations revealed no evidence of a pre-impact fire or explosion. The most reliable witnesses to the mishap ruled out pre-impact fire or explosion. Analysis of maintenance practices on the MA confirmed all maintenance was performed in accordance with existing technical orders, regulations and guidance. Furthermore, analysis of the APU hot air check valve showed no evidence of failure. Based on the foregoing, the Board concluded there was no reason to change its opinion as

stated in the original AIB report.

Idaho Air National Guard A-10Cs deployed to Al Udeid AB, Qatar, this week to fly a trio of international exercises in the Persian Gulf region, US Air Forces Central Command announced. Six aircraft and roughly 120 pilots, maintainers, and support personnel from Gowen Field ANGB near Boise, formed the 190 Expeditionary Fighter Squadron, which arrived over the last two weeks, according to a March 6 unit release. "We look forward to the opportunity to train with our joint and coalition partners in the region," 190 EFS detachment commander Lt. Col. Anthony Brown said. "During these exercises, the focus will be more heavily on the A-10 . in the area of close air support, forward air patrol, and combat search and rescue, among other tactics," he added. AFCENT officials stressed the 190 EFS deployment is a non-combat commitment to relieve pressure on in-theater units engaged in Operation Inherent Resolve against ISIS in Iraq and Syria. 2015

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USAF Unit Histories
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