

# THE SLOW ROLL



## JULY 2024

**President—Frank Moskowitz**  
**Vice President—John Geyer**  
**Treasurer—Oliver Henien**  
**Secretary—Mike Peck**  
**Editor—Bob Purdy**

*The Slow Roll is published by the Sun Valley Fliers by and for its membership to all others interested in the building and flying of radio control aircraft.*



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**FEATURE**  
BY BONNIE O'MEARA  
PHOTOS BY BARRY HINRICHS

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**WARBIRDS AND CLASSICS**  
ARIZONA

## ARIZONA WARBIRDS & CLASSICS

50 years of scale modeling

Barry Hinrichs 1/6-scale BVM F-18 sporting the Canadian Air Force demonstration livery. The paint scheme punctuated the late afternoon skies, evocative of ultra-scale performance. (Photo by Doug Ringering)

**Inside this issue: Cover Photo by Bob Purdy showing Model Airplane News about our event SVF CLUB ending 49 years as a charter club. December 2024 will make it 50 years.**

President Report  
Board Minutes YES  
Minutes YES  
Birthdays  
VIDEOS NO

Happenings YES  
SVF Meeting photos NO  
USSCALE Master flyers  
WTF?

Yamamoto event  
Marty's photos  
Thumbs Up guys are back  
SVF at Goshen

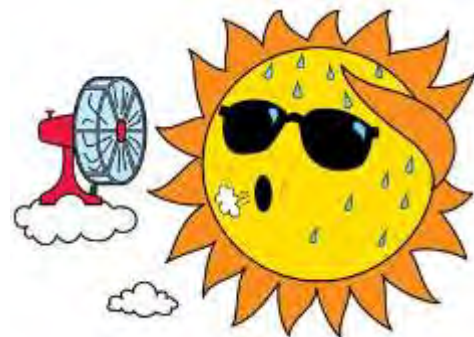
**MEETING AT FIELD JULY 6, at 8AM**

# July 2024 SLOW ROLL PRESIDENTS LETTER

Welcome to the July 2024 Slow Roll.



Summer is here in full force, along with our record-breaking triple-digit temperatures. The next meeting will be at the field on **Saturday July 6<sup>th</sup> at 8 am**. It will not be in the triple digits at that time of day. During the summer, we will keep all our meetings at 8am to avoid some of the heat.



I do have a request regarding locking the gate. Our Ramada construction will be starting any day now and our contractor Tighe will be bringing in the steel needed to complete the installation. **Therefore it is imperative that all members must lock the gate entering and leaving the field.** We do not want anyone who doesn't belong to the club putting eyes on anything. In addition we will be visited by Flood Control inspectors a few times per week over the course of the build. We certainly do not want them to see the gate left open. Thanks for your understanding.



Let us make this year a productive one for our club. Our goal is to increase our membership numbers, so tell all your friends to come and visit. The Ramada will soon be up. Our field is finally returning to something we can all be proud of once again.

I always welcome comments so please feel free to call me anytime you want to chat about club related issues. You can always reach me at 602-809-4195. If I do not answer, please leave a message and I will get back with you. I can receive text messages on that number as well.

Remember, Our next meeting is next **Saturday July 6<sup>th</sup> at 8 am**. Location is our field. Join us for a Saturday meeting and win a raffle prize. The 50/50 could make you very happy \$\$\$\$. You never know what might happen, and you do not want to miss it.

Have fun out there!

*Frank Moskowitz*

President





## Sun Valley Fliers Club Meeting Minutes June 8, 2024

**Officers Present:** Vice-President John Geyer, Treasurer Oliver Heinen

**Board Members Present:** Brian Rhoads, Charlie Beverson, Craig Guest, and Dan Bott

**Meeting Open:** President Frank opened the meeting at 8:01 AM

**Guests:** Horst Zeller, from Germany

**New Members:** One new member this month

**New Solo Pilots:** Phillip Meads, congratulations, Phillip.

**Secretary's Report:** No report, the Secretary was absent. The previous club and Board meeting minutes were published in the Slow Roll.

**Treasurer's Report:** Oliver Heinen reported on the amount of funds in the club treasury, and they are sufficient to meet the club's recurring obligations and expenses for the next year. Trash and toilet expenses have gone up, as well as just about all of our costs.

**Membership Director's Report:** Tony Quist reported that we have 245 members signed up for 2024 to date. The membership director's report was approved without exception.

**Safety Officer's Report:** Kenny Rhoads recommended that members watch out for snakes as it is snake season. Remember that they are most active in early in the day, and they may be resting under your vehicle.

**IT Update:** No report this month, Bobby Santoro was not present. There has been no update to the website.

### **Old Business:**

1. We now have the permit from the City of Phoenix to construct the Ramada. President Frank obtained a \$25,000 bond from his insurance company which has saved the Club considerable money from other bonding sources the Club had reviewed and considered. Thank you, Frank, we all owe you a pat on the back. All documents have now been sent to Maricopa County Flood Control District and that organization is conducting their review prior to issuing final approval for us to start the Ramada build.

### **New Business:**

1. Per the SVF annual Administrative Actions/Submissions Schedule, our Club Charter and insurance documents from the AMA have been sent to the FAA at Deer Valley Tower, to the City of Phoenix Parks & Recreation Department, and to the Maricopa County Flood Control District as well as all officers and Board of Directors members.

**50/50 Raffle:** **The raffle was won by Mike Mohn.**

**Meeting close:** Motioned, seconded, and approved to close the meeting at 8:45 AM.

Respectfully submitted, *Michael Peck*, SVF Secretary



## Sun Valley Fliers Board of Directors Meeting Minutes – June 13, 2024

### **Club Officers Present:**

- President Frank Moskowitz, Vice-President John Geyer, Treasurer Oliver Heinen

### **Board Members Present:**

- Charlie Beverson, Dan Bott, Brian Rhoads, John Gerhardt, Jamie Edwards

### **Guests:**

- Brian O'Meara was present as a guest.

### **Open:** President Frank Moskowitz

1. The Zoom internet meeting was opened by President Frank at 6:02 PM.

### **Secretary's Report:**

1. The Secretary was absent from the Board of Directors meeting, however the March 4, 2024 Board of Directors meeting minutes were approved as published.

### **Treasurer's Report:** Oliver Heinen

1. The club treasury balance was reported by the Treasurer, and it is adequate for the club's recurring needs throughout this year.
2. A gift of \$1000 has been presented to Steve Bargeloh for his work getting the permitting for the Ramada project through the City of Phoenix and to the Flood Control District, per a previous vote by the Board of Directors. BoD members were reminded that paying Steve for the actual work that he has done would have cost the club well in excess of \$50,000.
3. The Treasurer's assessment of the Club's annual operating costs as compared to the Club's income from membership dues is complete. Our customary operating costs exceed the Club's annual dues income by over \$2800 per year, as of this date, and would require an increase in dues of 15% in all membership categories to cover the annual shortfall. Continued inflation is not part of this assessment, and a member of the Board recommended that membership dues should be increased by 20% to cover that anticipated trend, so that the dues amount could remain reasonably stable for the future. The Treasurer suggested the Board give the increase careful consideration for a future vote, as a vote is not immediately required.
4. Oliver also recommended that income from special events such as Winter Warbirds and the Warbirds, Classics, and Scale Jet events should be banked in a Club savings account to fund special projects such as runway resurfacing, and other future high-cost projects, that are not known but anticipated from time to time. This would prevent future special assessments of the membership in addition to member dues.
5. John Geyer reported that his independent review of the Club's financial records was underway and should be completed in the near future for presentation to the Board.
6. The Treasurer's report was approved by acclamation.

### **Membership Director's Report:** Tony Quist

1. Tony Quist reported that we have 245 members signed up for 2024 to date, with one new member since last month.
2. The membership director's report was approved.

### **Safety Officer's Report:** Ken Rhoads

1. There were no reported safety problems or concerns by the Safety Officer this month.

### **Information Technology Report:**

1. No report, and there were no improvements made to the website.

2. President Frank will discuss this situation with Bobby, and Frank has been approached by a Club member who is a retired website developer who is willing to take over the website for the Club. This could resolve several member complaints about the appearance of our website.

**Old Business:**

1. Ramada construction – The Club has the ramada building permit from the City of Phoenix, and we have provided the County Flood Control District with the permit, proof of the \$25,000 performance bond that President Frank obtained through his insurance and using his home as collateral, and all other requisite documents. The County has stated our notice of how and when to proceed with construction should be available after Jun 12, 2024. Our contractor is anticipating starting construction about July 1<sup>st</sup>, however, he will provide the Board with a revised cost quotation that is expected to reflect cost increases due to ramada material storage fees, increases in the costs of labor, and perhaps other things. The Board will review these new costs when everything is available in writing and discussed.
2. Spencer Keys installed sunscreen on the top of the cage at the helicopter area, but the cage blew over and bent its legs. Mike Dolan will bring his welder to the club next Sunday to repair the legs so it can be made upright.

**New Business:**

1. Bob Bayless has requested a proposed date of Dec 7, 2024 for the annual Toys 4 Tots event that he is the CD of. The Board approved the date for the event but needs to deal with some concerns that came out of last year's event. John Gerhardt will draft the concerns and President Frank will meet with Bob to discuss future improvement
2. Brian Rhoads reported on the progress of the Rules Committee review of the Club rules. Because many of the members are out of town during the summertime, the Rules Committee will meet again in September, as there is nothing immediately urgent or critical that needs to be changed at this time.
3. Brian O'Meara inquired if John Gerhardt is still willing to be the contest director for Winter Warbirds and if the date for the event is being considered for change to November or December of this year? John indicated he was planning to be the CD and that he planned for the event to start on January 30, 2024. Brian stated that he and Bonnie were planning on running the Warbirds, Classics, and Scale Jet event again in 2025, but asked that improvements be made to the Club website.
4. Brian also inquired as to the progress the Board had made in getting Todd Inskip working on the Club's community relations. John Geyer said that Todd had accepted the position and had a number of things he wanted to include in developing a vision and objectives to present to the Board. Brian suggested it was very important from his experiences in Colorado to get politically involved with the mayor and city council in Phoenix, as well as the Parks & Recreation Department and the FAA representatives at Deer Valley airport. These governmental entities need to be sensitized as to what we do and what we contribute to the community and charitable organizations. President Frank stated he was well known within the County Flood Control and Parks and Recreation, but not politically involved with elected officials. Todd will complete his vision and objectives for discussion with the Board.
5. Brian Rhoads proposed that the SVF host the 2025 US Scale Masters Championships and he is willing to be the CD. Brian was asked to draft a formal proposal to the Board at the next Board meeting.

**Adjournment:** The meeting adjourned at 7:06 PM.

Respectfully submitted,  
Michael Peck, Secretary

# What's Happening



**SOON!**



**WOW!**



**NUTS!**

A few photos in the background from the July/August issue





# AIR SUPREMACY OVER GOSHEN

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Thanks Brian





# SVF PILOTS HALL OF PLANES

## *Charles Fred Wright*



Bob, attached are a few photos of my scratch built highly modified Ziroli Turbinator powered by a 120 mm Jetfan EDF. The 16 pound thrust EDF is powered by 5000 MAH 12s Lipo batteries providing about a 5 minute flight time. The 17 pound plane is covered lightweight fiberglass cloth and finished with automotive acrylic enamel paint. Fred

*Thanks Fred*



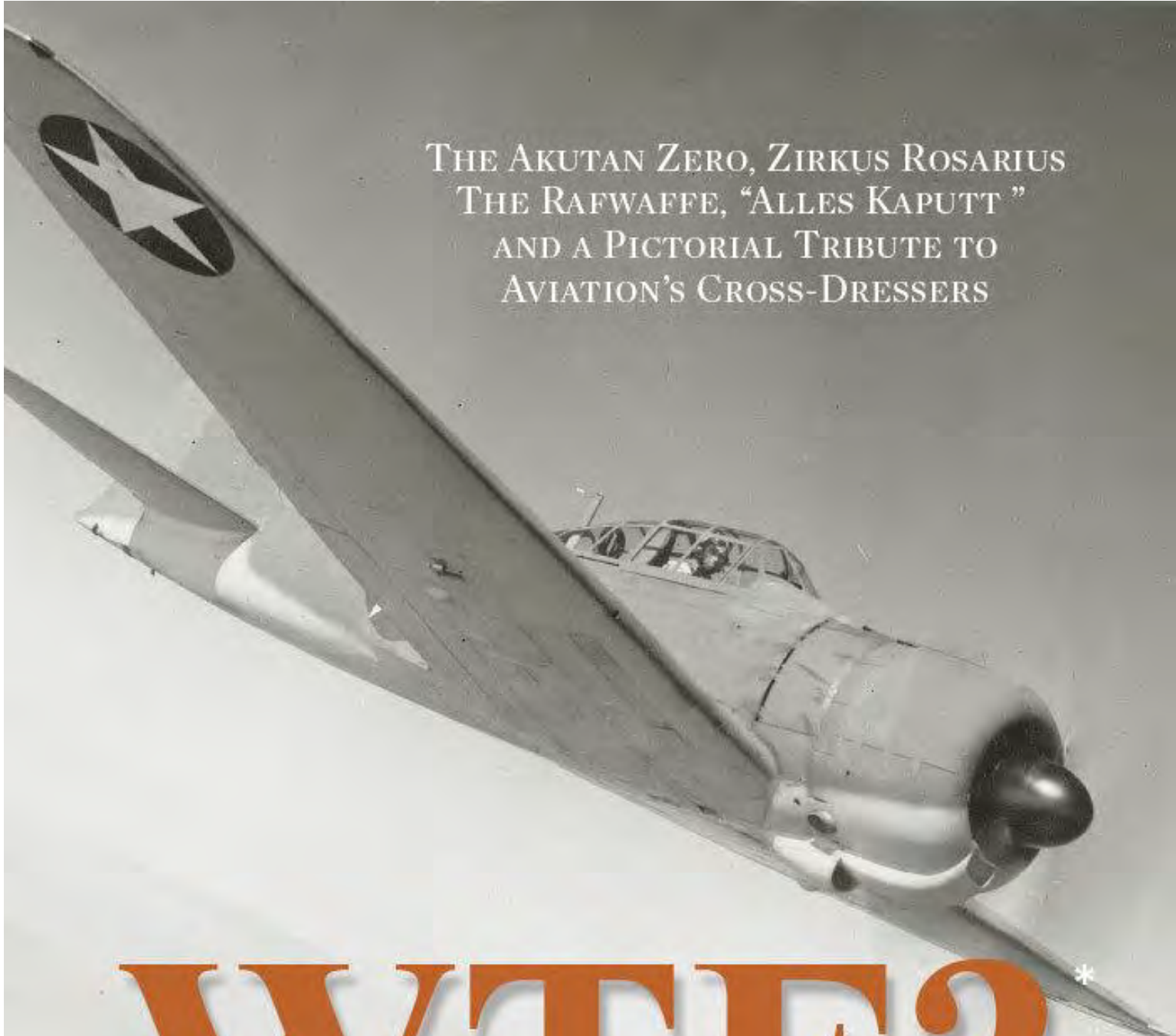
**SVF**   
Sun Valley Flyers

## *Fred Wright* and Arthur Gambino Beaufighter

Art Gamino acquired a beautifully constructed Bristol Beaufighter some time ago and needed the plane to be painted in an authentic WWII paint scheme. I took on the task of painting the plane a few weeks ago. The project started with quite a bit of body work to repair dents and dings plus spot priming to fix the hangar rash that accumulated while the plane was in storage for several years. We settled on a paint scheme that involved masking and spraying 4 major colors followed by application of custom Callie-Graphics plus

The all scratch built plane is covered in fiberglass cloth and is painted with automotive acrylic enamel paint with flattener to create an authentic satin finish. The 111 inch span 1/8 scale plane will be powered by a pair of OS 60 gas engines with retracts and flaps and will weigh about 45-50 pounds ready to fly.





THE AKUTAN ZERO, ZIRKUS ROSARIUS  
THE RAFWAFFE, "ALLES KAPUTT"  
AND A PICTORIAL TRIBUTE TO  
AVIATION'S CROSS-DRESSERS

# WTF?

Captured enemy aircraft were often test flown or even made operational in markings they were never meant to wear.

\*WHAT'S THAT FIGHTER?

<https://www.vintagewings.ca/stories/wtf>



Photos by Martin Jones



## The Man Who Shot Down Yamamoto

March 28, 2024

Reexamining the record, there is now conclusive evidence that credit for the historic shootdown should go to a single Airman.

In the 1962 classic Western “The Man Who Shot Liberty Valance,” Jimmy Stewart plays a U.S. senator whose life and legend are largely built on his having shot and killed a notorious bully, Liberty Valance, played by Lee Marvin. Only later does it come clear that it was not Stewart’s character, but a small-time rancher played by John Wayne who fired the deadly round. The wrong man got the credit—and the fame and fortune that went with it.

The shootdown of Adm. Isoroku Yamamoto provides a similar case study. Yamamoto was a star in the Japanese navy, a Harvard-educated visionary who championed aircraft carriers over battleships and conceived the idea to bomb the U.S. fleet at rest in Pearl Harbor on Dec. 7, 1941. Capt. Thomas G. Lanphier Jr. claimed to have shot down Yamamoto’s plane, killing him in the process, but the evidence indicates it was not Lanphier, but his wingman, Rex Barber, who deserved the credit.

Approaching Bougainville, the P-38s encounter two bombers and six escorts, not one bomber and escorts as expected. Unsure which carried Yamamoto, they had to attempt to destroy both.

The mission to shoot down Yamamoto was launched on April 18, 1943, exactly one year after the Doolittle Raid on Japan. It was also the anniversary of Paul Revere’s famous midnight ride in 1775. American code-breakers in the Pacific theater had discovered that Yamamoto, who had planned the Pearl Harbor and Midway attacks in 1941 and 1942, was scheduled to fly to the vicinity of Bougainville in the Solomon Islands. The Army Air Forces had P-38 Lightnings at Guadalcanal with auxiliary fuel tanks, giving them the range to fly the more than 400 miles round trip to Bougainville, and therefore the ability to target Yamamoto.



In this colorized photo from the Imperial Japanese Navy, Commander-in-Chief Adm. Isoroku Yamamoto, center, and Vice Adm. Matome Ugaki, right, inspect Zero fighters at Lakunai Airfield, Rabaul, New Britain, prior to taking off for Bougainville. U.S. P-38s intercepted their flights, shooting down both planes. Yamamoto was killed, but Ugaki was one of three survivors. **Imperial Japanese Navy**

Maj. John Mitchell commanded the mission. He planned to launch 18 P-38s from Guadalcanal, 14 to fly top cover for an attack flight of four. Two of the planes aborted, leaving 16 Lightnings on the raid. They flew low, in radio silence, changing course several times to avoid flying over Japanese island bases in the Solomons. When the P-38s approached Bougainville, 12 of them climbed to provide top cover for the four-plane attack flight under Lanphier. The other three pilots were Lt. Rex T. Barber, Lanphier's wingman, Lt. Besby F. Holmes, and Lt. Raymond K. Hine.

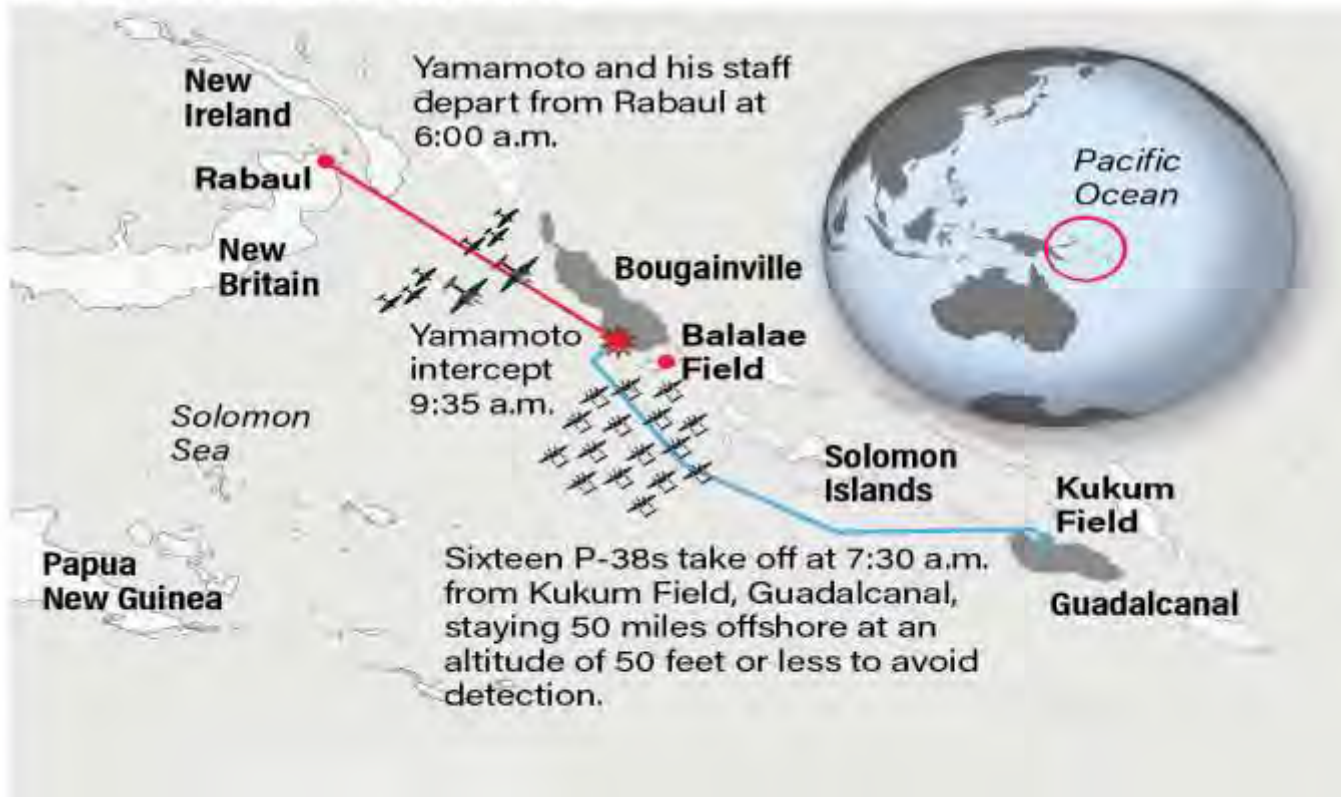
Approaching Bougainville, the P-38s encountered the Yamamoto flight. Meticulous planning, along with Yamamoto's fulfilled reputation for punctuality, benefited the raiders. They had expected to see one Japanese G4M1 Betty bomber with Yamamoto aboard, escorted by six fighters. Instead, the six fighters were escorting two Betty bombers, one carrying Yamamoto and the other some of his staff. Unsure which one carried the admiral, the American attackers had to attempt to destroy both Japanese bombers.

Lanphier flew toward one of the Betty bombers but first had to engage in a dogfight with the escorting Zeroes before he could attempt to shoot it down. He reported shooting down a Zero before circling back. Lanphier's encounter with the Zeroes allowed Barber to chase one of the bombers, firing at it from behind and scoring several hits. Barber momentarily lost sight of the bomber, then spotted a crash and assumed he had shot the plane down over the island. But after Barber scored hits on Yamamoto's bomber, Lanphier saw and attacked it from the right side, claiming to have shot off the plane's right wing before it crashed. What he witnessed might have actually been the result of Barber's having previously fired on the plane.



# Operation Vengeance

When U.S. intelligence indicated an opportunity to exact revenge for Pearl Harbor on the man who conceived the operation, 16 P-38s were dispatched from Guadalcanal to intercept him at Bougainville, the largest of the Solomon Islands.



Holmes and Hine, the other two members of the attack flight, had been delayed. Holmes turned violently to shake off a fuel tank, and his wingman Hine had followed him. Coming into the fight, they concentrated on the other Betty bomber, which was heading out to sea. They fired at the plane and soon after Barber joined them in pursuit. Barber then finished off the second Japanese bomber.

Only three of the members of the four-plane attack flight returned to Guadalcanal's Henderson Field. Hine was lost, perhaps shot down by one of the escorts on the way back. Arriving at base, Lanphier, Barber, and Holmes all claimed to have shot at Betty bombers on the mission. Lanphier claimed to have shot down one that crashed on the island. Holmes claimed to have shot down one that crashed in the sea near the island. Barber claimed to have shot at both bombers before they went down. Apparently, they had no gun camera footage to bolster their claims. The gun cameras must have been left at Guadalcanal to save weight on the extremely long interception mission.

At first, intelligence evaluators thought that instead of two Japanese bombers over western Bougainville that day, there might have been three. They credited Lanphier, Barber, and Holmes with one bomber kill each. But Lanphier continued to claim that he got the bomber that Yamamoto was on, though Barber noted that no one knew which of the bombers carried Yamamoto. It seemed possible that Barber might have gotten him instead, since two bombers apparently had gone down over the island. Early publications seemed to favor Lanphier's version of events.

In the 1970s, USAF historians gathered documents to produce a listing of Army Air Forces aerial victories during World War II, attempting to assign credit consistently for all theaters. USAF Historical Study No. 85, published in 1978, assigned official credit for shooting down Yamamoto's plane to both Lanphier and Barber. By then, Japanese evidence confirmed that there were only two Betty bombers in the Yamamoto flight, that one that went down on the island while the other went down in the sea. Reasoning that since Lanphier and

Barber both claimed to have shot at a bomber that went down over the island, and that Yamamoto was on that plane, they should share credit for shooting down Yamamoto. The record was revised to give each pilot half a credit. The historians also decided to split the credit for shooting down the other bomber between Holmes and Barber.

When Lanphier discovered that the Air Force was officially splitting credit for shooting down Yamamoto between him and Barber, he was upset. Lanphier demanded that the Air Force reconsider the case, and award him full credit. In March 1985, the Air Force reopened the matter, calling together a six-person review board to reconsider the case of who shot down Yamamoto. The six members of the review board were Lt. Col. Frederick E. Zoes, Lt. Col. Donald B. Dodd, Maj. Lester A. Sliter, Col. Benjamin B. Williams, R. Cargill Hall, and myself, Daniel L. Haulman. The board's members were told to consider only the original evidence and no new evidence. This time the board concluded the evidence showed that both Lanphier and Barber had shot and hit Yamamoto's plane, at different times, and that therefore credit should remain split between them. Once again, Lanphier and Barber each received half credit for shooting down Yamamoto's plane. That decision was upheld.

# Shooting Down Yamamoto: Six Stages of Victory

The April 18, 1943, Operation Vengeance which sought to intercept and shoot down Admiral Yamamoto, mastermind of Japan's attack on Pearl Harbor, has been examined and reexamined over the years to determine who, in fact, deserves credit for the kill.

In this most recent analysis, historian Daniel Haulman concludes that Rex Barber was responsible for downing both Japanese Betty bombers that day.



1 Sixteen USAAF P-38s arrive at the intercept point at 9:34 a.m. At 9:35, they spot two Japanese GAMI Betty bombers transporting Adm. Isoroku Yamamoto and Vice Adm. Matzuo Ugaki and an escort of six Zero fighters. Twelve P-38s climb to 16,000 feet to provide air cover while the four-ship kill team of Capt. Thomas Lanphier, Lt. Rex Barber, Lt. Besty Holmes, and Lt. Raymond Hine climb to attack the bombers.



2 The Japanese see the U.S. P-38s climbing to attack. The Betty bombers dive as the closest three Zero escorts engage the kill team. Not knowing which Betty is carrying Yamamoto, both must be attacked and destroyed.



3 Lanphier attacks three Zeros, freeing Barber to go after the Betty transports. Meanwhile, Holmes has trouble freeing his aircraft's drop tank so he breaks off from the kill group. His wingman, Hine, follows to protect him as he attempts to free the tank.



4 Yamamoto's Betty dives for the treetops as Barber comes out of his steep turn. The Betty carrying Ugaki races out to sea to escape the ambush. After freeing his drop tank, Holmes and Hine spot Ugaki's aircraft and pursue it.



5 Barber attacks Yamamoto's Betty and the right engine begins to smoke. He continues firing as he closes the distance. The Betty slows and drops left, but Barber does not see the aircraft crash. Later he sees black smoke rising from the jungle.

Yamamoto is dead. Lanphier claimed he shot down Yamamoto, hitting his aircraft on the right side. But evidence from contemporaneous accounts, physical records, and damage suggests that account was false.



6 After attacking Yamamoto, Barber is jumped by three Zeros—but P-38s flying top cover chase them off. Barber sees Hine and Holmes make a firing pass at Ugaki's Betty, scoring hits, before breaking off and heading back to base. Barber attacks the Betty, which catches fire and explodes, hitting the water. Ugaki and two others survive. Hine was the only American casualty perhaps shot down by one of the Zero escorts.

Source: U.S. Air Force, U.S. Army, Naval History and Heritage Command, National Archives, National World War II Museum, Frank Holman, Robert Dow, Rebecca Stone, Air & Space Museum Magazine.com

Illustrations by Dan Claitor for History.com

Lanphier died two years later, in 1987. By then, Rex Barber and his supporters had determined that new evidence supported Barber's claim to the full credit. An examination of the wreckage site on Bougainville



showed Lanphier could not have shot off the right wing of Yamamoto's plane while it was still in the air, as he had claimed, because while the right wing had come off the wrecked plane, it was laying right next to the fuselage, probably ripped off when the plane crashed into the trees on its descent. If Lanphier had shot off the wing, it would have ended up much farther away. Their examination cast doubt on other aspects of Lanphier's account. After dealing with at least one of the escorting Zeroes, Lanphier had little time to catch up with the Yamamoto bomber and get it in his range. And if he were shooting from the side of a rapidly moving target, he would have had very little chance to hit his target even if it was in range. The wreckage also showed that Yamamoto's bomber had been shot at from behind, aligning with Barber's account, as he was the one who claimed to have shot down the bomber from behind.

Additional new evidence bolstered Barber's case. The Japanese autopsy report on Yamamoto showed the admiral had been killed from bullets fired from his rear, again consistent with Barber's account. A Japanese fighter pilot escorting the plane also noted that Yamamoto's bomber had been shot at from behind. All the new evidence supported Barber's version of the kill, and none supported Lanphier's account.



The men of the 339th Fighter Squadron of the 347th Fighter Group, 13th Air Force, who flew Operation Vengeance. Back row, left to right: Lt. Roger J. Ames, Lt. Lawrence A. Graebner, Capt. Thomas G. Lanphier Jr., Lt. Delton C. Goerke, Lt. Julius Jacobson, Lt. Eldon E. Stratton, Lt. Albert R. Long, Lt. Everett H. Anglin. Front row, left to right: Lt. William E. Smith, Lt. Douglas S. Canning, Lt. Besby F. Holmes, Lt. Rex T. Barber, Maj. John W. Mitchell, Maj. Louis R. Kittel, Lt. Gordon Whitakke. Not pictured is Lt. Raymond K. Hine, MIA and presumed dead. **USAF**

Many of those following the controversy wondered if Lanphier had knowingly claimed the kill due his wingman.

Of course, by then Lanphier was no longer among the living. In 1991, the Air Force called a new Board for the Correction of Military Records to review the case of who shot down Yamamoto. This time, the board faced fewer restrictions, and was able to review evidence not available to previous researchers. The result was split. While none of the members concluded that Lanphier alone had shot down Yamamoto, the new board remained

divided on whether the credit should be shared between Lanphier and Barber, or whether Barber should get sole credit for the kill. Deadlocked, the matter was forwarded to then-Secretary of the Air Force Donald B. Rice, who ruled in 1993 that the credit should remain split between Lanphier and Barber.

Even then, the controversy continued. Barber and his supporters challenged Rice's authority to make the final decision in a lawsuit, filing suit in federal court. The court found in 1996 that the Secretary of the Air Force did have the authority to settle the issue, effectively leaving Rice's decision in place and credit for the shootdown evenly split between Lanphier and Barber.



The wreckage of Yamamoto's battle-damaged Betty bomber lays in the jungle on Bougainville in this circa 1944 photo. **Hiroyuki Agawa**

Now outside organizations took up the cause. The American Fighter Aces Association and the Veterans of Foreign Wars, both independent nonprofit entities, objected.

Having been a member of the 1985 official USAF panel to look at the Yamamoto kill case, and having reviewed new evidence since, I have become convinced that, despite the panel decision and the subsequent Rice decision, credit for shooting down Yamamoto's plane really should go to Rex Barber. Thomas Lanphier does not deserve credit for shooting down Yamamoto. The original evidence suggested that since only one of the Japanese Betty bombers went down on Bougainville, and that both Lanphier and Barber had claimed to have shot at a Japanese Betty bomber that crashed on the island, both should have credit. New evidence shows that Barber was the only American P-38 pilot to have hit the plane. Lanphier was too far away, and his angle would have not allowed him to destroy such a fast-moving target from the side.



Imperial Japanese Navy Commander-in-Chief Adm. Isoroku Yamamoto, left, salutes pilots at Rabaul Air Base hours before his death on April 18, 1943. **Imperial Japanese Navy**

Even if he had been close enough to the bomber for a few of his bullets to have hit it, they would have done little damage, and certainly not enough to take off a wing. The wreckage evidence and the Japanese autopsy evidence showed that Yamamoto's plane was hit from the rear, which is consistent with Barber's version of events. Barber alone should have credit for having shot down Admiral Yamamoto's plane, which deprived the Japanese of one of their most important military leaders. If Barber was the only American pilot to have shot down Yamamoto, he deserved a Medal of Honor for doing so. At least that is what Maj. John Mitchell, commander of the mission, thought.



Adm. Isoroku Yamamoto, left, and Vice Adm. Matome Ugaki. Vice Adm. Matome Ugaki survived the attack. He died Aug. 15, 1945, on a failed kamikaze mission from Okinawa, after the emperor had conceded defeat. **National Diet Library of Japan; Chiran Kamikaze Peace Museum**

## LEARN MORE

Daniel L. Haulman was head of the organizational histories branch of the Air Force Historical Research Agency and participated in several reviews of Operation Vengeance. The author of several books, including "Killing Yamamoto," published in 2015. His conclusions here, based on the full body of evidence, differ from those in that book.

### For this article, the following primary sources were consulted:

- XIII Fighter Command Debriefing of April 18, 1943, mission, subject: Fighter Interception. To Commanding General, USAFISPA [U.S. Army Forces in the South Pacific Area], from Army Intelligence.
- 339th Fighter Squadron History, Oct. 30, 1942-Dec. 31, 1943, by historical officer Kim Darragh.
- Assistant Chief of Air Staff Intelligence Digest of June 15, 1943 (extract from Air Command Solomon Islands Intelligence Bulletin for April 18, 1943).
- Interviews with Maj. John W. Mitchell and Capt. Thomas G. Lanphier Jr. by Assistant Chief of Air Staff, Intelligence, June 15, 1943.
- 1985 Victory Credit Board of Review, March 22, 1985.
- Daily Mission Reports, XIII Fighter Command, April-June 1943.
- Corporal Tommie Moore, Story of 339th Fighter Squadron, Public Relations Office, Thirteenth Air Force, Report of Action, April 18, 1943.
- 70th Fighter Squadron History, Jan. 1-June 30, 1943.
- Operations Letters, Letter: Harmon to Arnold, May 1, 1943.
- History of the Thirteenth Air Force, March-October 1943.

### Books about the Yamamoto shutdown include:

- John Deane Potter, "Yamamoto: The Man Who Menaced America" (New York: The Viking Press, 1965). Gave credit to Lanphier.
- Burke Davis, "Get Yamamoto" (New York: Random House, 1969). Gave credit to Lanphier and Barber.
- Hiroyaki Agawa, "The Reluctant Admiral: Yamamoto and the Imperial Navy" (Tokyo: Kodansha International, 1979). Inconclusive on Lanphier or Barber.
- Edwin P. Hoyt, "The Glory of the Solomons" (New York: Stin and Day, 1983). Gave credit to Lanphier.
- Ronald H. Spector, "Eagle Against the Sun: The American War With Japan" (New York: The Free Press, 1985). Gave credit to Lanphier.
- R. Cargill Hall, "Lightning Over Bougainville: The Yamamoto Mission Reconsidered" (Washington and London: Smithsonian Institution Press, 1991). Gave credit to Lanphier and Barber.
- Carroll V. Glines, "Attack on Yamamoto" (Atglen, Pa.: Schiffer Military History, 1993). Gave credit to Barber.
- Donald A. Davis, "Lightning Strike" (New York: St. Martin's Griffin, 2005). Gave credit to Barber.
- Daniel Haulman, "Killing Yamamoto: The American Raid that Avenged Pearl Harbor" (Montgomery, Ala.: NewSouth Books, 2015).
- Dan Hampton, "Operation Vengeance" (New York: HarperCollins, 2020). Gave credit to Barber.
- Dick Lehr, "Dead Reckoning" (New York: HarperCollins, 2020). Gave credit to Barber.



# JULY SVF Birth Day Boys

- Allard Sylvain
- Allison Joedy
- Ariano Enzo
- Baker Andrew
- Bissell Samuel
- Des Fosses Bethany
- Fried Rusty
- Inskeep Todd
- Kelley Donald
- Kleinhans Spencer
- Parsons Jeff
- Pencak Robert
- Stephens Larry
- Swart Keith
- wanner john
- Wesley Troy



Mon-Fri 9:00 AM — 8:00 PM  
SAT 10:00 AM — 8:00 PM  
SUN 11:00 AM — 6:00 PM



8058 N. 19th Ave. 602-995-1755 Phoenix  
M-F 9:30-8PM, SAT 9:30-6PM 11-5PM  
4240 West Bell Rd. 602-547-1828 Glendale  
M-F 9:30-9PM, SAT 9:30-6PM, SUN 11-5PM

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"Sun Valley Flyers Utilizes a 400ft ceiling for flying model aircraft allowing for only momentary breaks caused by non-sustaining maneuvers.

All pilots must utilize a spotter at all times and abide by AMA Rule 540d" (see and avoid procedures)

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Lunch Provided on Saturday  
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Hemet, CA



# 2024 USSIMLA Championships

OCT  
10-13

Saturday Night  
Banquet

"BEST OF"  
Awards\*



*Jeff Lovitt*  
2023 National  
Grand Champion

- Wednesday: Meet & Greet - Registration
- Thursday: Static Judging & Practice
- Friday - Sunday: Scored Flights 9:30
- Sunday: Awards Ceremony at 1:30

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# THE SLOW ROLL



### Club Officers 2022-2023

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**Mike Peck**, Secretary  
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