



FALCON FOOTNOTE ALUMNI SPECIAL EDITION

USAFA DFH Alumni Association

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Happy Holidays

Greetings from Your Alumni Association Larry Weaver



The year 2022 will soon be in the history books, and we wanted to reach out to everyone one more time before the New Year. This year marked the first full year of the Association's existence, and we focused on organizational efforts. Several people deserve our thanks for the progress we have made.

First, all of us sporadically received the Falcon Footnote over the years. Brenda Roth and Don Bishop solved this problem. They took the Department's contact list and spent extraordinary time and effort updating it and then expanded and updated the

Footnote into an effective communication tool that you will see in the fall and spring each year. Larry Skogen created a website for us. If you haven't looked at it yet, go to <https://usafadfh alumniassociation.com>. The website allows us to collect and spread all things DFH. It also allows us to register members and I encourage you to go online and join using the membership button if you have not already done so.

Mark Wells led the effort to make us an Affinity Group with the AOG. As a result, we now have the AOG's resources to support our efforts to grow. These three key achievements will be vital in 2023 as we focus on refining and expanding our contact list, improving our online presence, and planning for a DFH reunion. In the New Year we will

develop a DFH YouTube channel, conduct mini reunions in several locations where there are concentrations of former faculty members—tentatively in September 2023—launch our first Department reunion in over twenty years.

Finally, we are forging partnerships throughout the history and military communities to broaden our reach. Our first partner is the Air Force Historical Foundation (<https://www.afhistory.org/>)

On your part, we ask that you forward any inputs for the Falcon Footnote, send us any information you have on missing department members (see the list in this edition), and mark your calendars to join us in Colorado in the fall. Meanwhile, all of us want to wish all of you a great holiday season and the best in the New Year.

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Getting Together In the New Year: DFH Reunion Update

The last DFH reunion took place two decades ago. Carson Tavenner organized that highly successful event, and he has agreed to reprise that role in 2023. We originally targeted the first week of November and sought to use the Air Force/Army

game as the capstone event. That game is now scheduled to occur in Denver at 10:00 MST. This plus possible weather issues caused us to reexamine the timing and approach. By decoupling from an athletic event we

have much more flexibility in both date and structure.

Given those details, please plan on an early September 2023 reunion that will include academy and department updates, department and classroom visits,

and a capstone dinner designed to allow everyone to relive the past, visit the present and imagine the future. We will solidify the date quickly, and you will receive an update email in January of 2023.



Air Force Historical Foundation Project PHOENIX

by Lt Col Dik Daso, PhD, USAF (ret) (DFH 1992-1993)

Interim Executive Director, Air Force Historical Foundation

Our first Airmen established The Air Force Historical Foundation (AFHF) at an organizational meeting on 27 May 1953. The list of those who attended the first AFHF meeting is astonishing. Here are a few of the notable attendees: *Gen. Carl "Tooey" Spaatz*, first USAF Chief of Staff; *Gen. Hoyt Vandenberg*, second USAF Chief of Staff (CSAF in 1953); *Gen. Nathan Twining*, third USAF Chief of Staff and first Airman named Chairman of the Joint Chiefs; *Lt. Gen. Thomas D. White*, fourth USAF Chief of Staff; and *Maj. Gen. Benjamin Foulois*, the first Army Air Service pilot (1909-1911).

Here is a portion of the opening paragraph of the founding AFHF documents:

To preserve and perpetuate the annals of American air power, especially the annals of the United States Air Force and its predecessor organizations and of the individuals composing those organizations; to disseminate to the men and women of the Air Force, to the public, and to posterity accurate and complete historical information on air subjects; and to preserve in suitable repositories significant materials depicting the history, culture, and traditions of the United States Air Force.

Even after seventy years, the ideals that these Airmen established for the Foundation are alive and well today. Air Force history IS your history and always has been. The founders believed that was true. From Goddard to McCall and Schriever to Raymond, Space History has been included in the history of the USAF. Look at these early covers of the AFHF journal,

The Airpower Historian (originally Air Power). AFHF has always understood and included Space history as part of its legacy.

The AFHF created **Project PHOENIX**, the rebirth of the organization as envisioned by the founding members of both the USAF and the AFHF. This revitalization effort will boost membership, expand history-related programs, update an outmoded website, host a bi-monthly Book Club (which has been wildly popular), broaden outreach to the national air museum community, and partner with the USAF to produce children's coloring books featuring WW II airpower artwork donated by Disney for distribution at airshows and other public events. These education efforts and others will continue as funding allows.

This coming year, we are going to build our programing with a focus on the end of the War in Vietnam, improve access to our already excellent journal, re-enter the academic publishing world, and expand our awards program in a nationwide effort to highlight the best and the brightest in performance and in practice. The AFHF is defining its working committee structure to focus these efforts. The Foundation is also expanding its outreach

to affiliate organizations like the DFH Alumni. Affiliations help us spread the word and grow memberships at the same time. The AFHF fall membership meeting is being thematically planned to highlight the end of the War in Vietnam. Although a location is not yet finalized, the event will combine traditional symposium events with exhibit tours, and as many members as we can convince to attend (there will also be a ZOOM option for symposium talks and events).

How You Can Help!

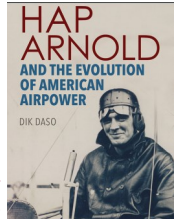
JOIN! A basic membership is only \$25 and the benefits are many.

Become a Member - Air Force Historical Foundation (afhstory.org)

As a member of AFHF you will be enriched by the Foundation's contributions to preserving the history of the USAF—both air and space branches. We could not offer these programs and resources without generous donations and membership.

- Purchase a book for holiday giving from our website—like the Foundation's recently published *75 Great Airmen*, or the AFHF Special Edition of *Hap Arnold and the Evolution of American Airpower*—the subject of December's Book Club

Meeting that will feature the author **Dik Daso**, an '81 Grad and a DFH Alum, and also Hap Arnold's grandson, Robert Arnold, a terrific storyteller. The Book Club is free to anyone that signs up.



Book Club - Air Force Historical Foundation (afhstory.org)

- Sponsor one of the Foundation's annual awards celebrating excellence, determination, and service—for one year or for ten years. Celebrate the AFHF's commitment to the preservation of USAF history by sponsoring the Hap Arnold Project or the 9/12 Oral History Project under development in partnership with the University of Alabama. Help the Foundation to provide a research grant to draft important new books documenting the history of the service. Sponsor the Foundation's annual literary prizes for significant, newly published books and articles that examine air and space history.

- Host the Foundation's Book Club Zoom Meeting or Warrior Stories Night including web advertising and a brief appearance to introduce the meeting. We are also

(Continued on page 3)



(Left) First Successful Liquid-Oxygen gasoline rocket. Launched at Auburn, Mass., 16 March 1926. Dr. Robert H. Goddard stands beside his invention. Vol.V, no.3, July 1958.

(Right) End of the Mission. GEMINI IV is hoisted aboard the USS WASP, June 7, 1965. Astronauts James A. McDivitt and Edward H. White II left the space-craft, climbed into a life raft, and were later carried to the carrier deck by helicopter. The spacecraft had flown over 1,600,000 miles in 97 hours and 56 minutes, making 62 revolutions around the Earth. Vol. XII, no.3, July 1965.





(Continued from page 2)

looking for individuals willing to tell their personal “Nam War Stories” during a one-hour zoom session in 2023. Be one of the first to purchase “info/ads” in the Foundation’s journal—one page, one image, and five hundred words that describe your company’s history with the USAF over the years. There are many opportunities for any donor or sponsor. Contact us for details.

• If you are a published air and space history author, consider donating one of your books or a case of your books (autographed, of course) that we can feature on our book sale web page. The proceeds from sales of those books would boost your visibility and assist the Foundation in its work. Ship them to the foundation address and we will do the rest. The link below will take you to our web site where you will find a completely rebuilt presentation. We welcome all feedback and suggestions during our effort to make AFHF the “go to” for historical issues within USAF and our expanding USSF circles. For AFHF, every day is “Giving Tuesday!”

Air Force Historical Foundation - Know the Past, Shape the Future. (afhistory.org)

The AFHF officers are: Jonna Doolittle Hoppes, President, and General James M. Holmes, USAF (Ret.), Chairman of the Board



Alan Gropman: A Salute



Few former DFH faculty have had an influence on air power and military thought as now-retired Colonel Alan Gropman. A native of Boston’s West End, he graduated from Boston University in 1959 with a degree in history and an Air Force ROTC commission. At the front end of his career, he was a line navigator in the C-130, with 4000 hours, two Vietnam tours, three awards of the Distinguished Flying Cross, six Air Medals, and the Vietnam Cross of Gallantry. Selected for the USAFA Department of History, he earned a master’s degree in history at Tufts, writing his thesis on the Battle of Britain.

• In DFH from 1970 to 1974, he became an assistant professor and the Director for Military History, taught, supervised ten courses and 22 instructors, and taught navigation too. He received his doctorate from Tufts a year later. From then . . .

• On the USAFE staff from 1974 to 1977, he wrote five flying regulations and the international procedures for the Berlin corridors and for near-border flying in Germany.

• During a year at the Air War College, he was a distinguished graduate, and he completed his first book, *The Air Force Integrates, 1945-1964*. It remains a foundational title for understanding the earliest USAF efforts – and the stumbles -- for diversity and inclusion. The book “provides a permanent record of this turbulent period in race relations and constitutes a significant contribution to the history of the Air Force.”

• In 1978 he became a staff officer and section chief at the Directorate of Plans at Headquarters Air Force. A major focus was Long Range Planning. He fit in writing another book, indeed a nonfiction thriller, *Air Power and the Airlift Evacuation of Kham Duc*. It extensively documented the entire evacuation and the Medal of Honor mission by Lieutenant Colonel Joe Jackson.

• From 1981 to 1983 he taught at the National War College and became Associate Dean of the Faculty.

• His final assignment in uniform was as Deputy Director for Air Force Plans and Planning Integration, supervising five Air Staff divisions. He directed long range planning and basic doctrine, and he guided the framing of national strategy documents including NSDD’s, the Defense Guidance, and the Joint Strategic Planning Docu-

ment. He led the production of the Air Force War and Mobilization Plan. When he retired as a Colonel in 1986, he had received the Defense Superior Service Medal and the Legion of Merit.

• A variety of senior positions related to strategy followed. He managed projects for the Joint Staff and Air Staff at SYSCON. From 1996 to 2002 he was chair of the Department of Grand Strategy and Mobilization at the Industrial College of the Armed Forces (now the Eisenhower School). He was an adjunct at Georgetown and George Mason Universities. At GMU he was chair of the advisory board for its School for Conflict Analysis and Resolution. He traveled extensively to teach at the senior defense schools in Australia and New Zealand. For 14 years he wrote a column, “Think Tank Nation.” He is Professor Emeritus of National Security Policy at the National Defense University.

• He has always been in high demand as a speaker on the experience of African Americans in the Air Force during and after World War II. In 2010 he received the General Daniel James Jr. Distinguished Service/Achievement/Leadership Award from the Tuskegee Airmen.

• He wrote and published hundreds of articles and book chapters. In addition to his books on the integration of the Air Force and the evacuation of Kham Duc, he wrote *Mobilizing U.S. Industry in World War II* (1996) and *The Big L: American Logistics in World War II* (1997). [DMB]



Alan Gropman's Account of a Medal of Honor Mission

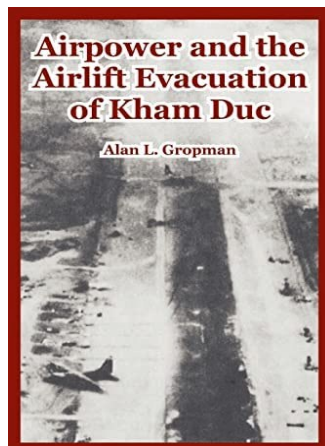
After Alan Gropman taught history at USAFA from 1970 to 1974, he went on to a spectacular career on the Air Staff and in professional military education. In addition to his major works on the Tuskegee Airmen and on logistics in World War II, he wrote a 1976 study, *Air Power and the Airlift Evacuation of Kham Duc, Vietnam*, on May 12, 1968.

The North Vietnamese Army had surrounded the special forces outpost, but four C-130s landed at Kham Duc to evacuate Americans and hundreds of Vietnamese soldiers and their families. One C-130 was lost with all its crew and passengers in a fiery crash; three others, crowded with evacuees, were heavily damaged as they took off. The North Vietnamese succeeded in overrunning the Special Forces camp and airfield, but not before Lieutenant Colonel Joe Jackson landed a C-123 under fire to evacuate the last three members of the Combat Control Team.

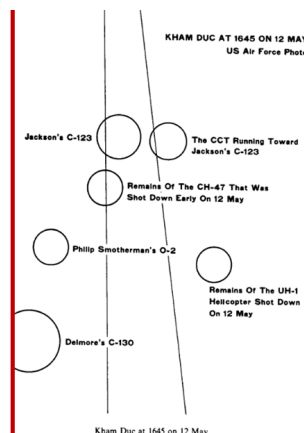
Only a historian with aircrew experience could tell the story of a Medal of Honor mission as Alan Gropman did.

The choice the crew made was to sideslip the airplane so that it would fall as rapidly as possible and present the smallest target to the enemy for the shortest period of time. To have made a standard descent with a normal downwind, base, and final approach would have made their coming known to the enemy and would have markedly reduced their chances. Jackson and Campbell worked together as a crew to accomplish this maneuver, by which the rugged C-123 can be made to descend at rates well exceeding 4,500 feet per minute. With full aileron and full opposite rudder and the throttle advanced on the engine on the top wing to take out any lift that might be developed over the horizontal stabilizer, Bookie 771 fell out of the sky. Jackson and Campbell had to worry about exceeding the flap blowback speed, and Jackson told Trejo to be especially mindful of that. If the flaps came up at all the aircraft might overshoot, a disaster they could not afford. They planned to round out at 50 feet above the ground, 1/4 mile from the runway, and that left no margin for error: they wanted one chance and were employing an unforgiving technique that would permit just that. They dove for the runway; rounded out barely 50 feet above the ground; straightened out; landed on the extremely littered, pockmarked runway; and rolled out. Because of the crashed C-130 and CH-47 and the location of the CCT, they landed on the north end of the field and had only 2,200 feet of runway to stop in. Normally this would not have posed a problem, but Jackson could not reverse his engines; this action always shut down the two small jet engines on the C-123's wing-tips, and the crew could not afford to wait for these engines to come on speed again, because they were critical for an assault takeoff.

Jackson was surprised that he did not blow a tire after landing because of the sharp fragments on the runway and the holes in the asphalt surface, some of which were two feet deep. The crew was also surprised that they made it at all because they could see bullets striking all around them and could hear the sound of the enemy guns and mortars above the roar of their four engines. While the crew was on the ground they could actually see tracer fire pass beneath the airplane. After roll out the crew saw the CCT come out of a ditch and run for the airplane, the two enlisted men firing their M-16s at the enemy all the way. Jackson was turning the airplane to go out to the north, over the same end of the runway he had landed on. He could see bullets striking the runway in front of and behind the men running from the ditch about 100 feet from the airplane. As Grubbs and Trejo pulled the three men inside the airplane, Jackson heard Campbell call: "Look out!" Down the runway, straight at them, came a 122 mm rocket. This weapon, which has a normal range of six to eight miles, had apparently been fired at them from the ridge to the immediate north of the runway. It struck short of the C-123, bounced, spun around several times and skidded to a stop a few feet in front of the nose-wheel--and the warhead failed to explode. Jackson used nosewheel steering to taxi gingerly around the rocket, now bent in a horse-shoe shape; pushed the throttles to the firewall; ran up the jets; and pulled the C-123 off the asphalt runway in about 1,100 feet. He took his passengers to Da Nang.



[Air Power and the Airlift Evacuation of Kham Duc, Vietnam](#)





Alan Gropman: A Tribute

*Mark Clodfelter,
DFH 1983-1984, 1987-1991*

In the spirit of the holidays, and especially Thanksgiving, I must say that I'm enormously thankful to Alan Gropman for making the publication of *The Limits of Air Power* possible. Actually, without Alan's help, I'm not sure that I would have ever completed my dissertation, much less the book that it ultimately became. In early April 1987, I had finished writing the dissertation, with the defense of it scheduled for later in the month. In writing, I had cited many declassified documents from the Air Force Historical Research Agency at Maxwell AFB, as well as from the Truman, Johnson, and Nixon Presidential Libraries. Thus, my dissertation had to be security reviewed before it could be released to the general public. That was not a priority to the individual assigned to do that task; I suspect my manuscript was buried in the bottom of an inbox in a remote corner of the Pentagon. Alan was a colonel on the Air Staff at the time and heard of my plight. He told me not to worry about the review, and two days after he said that, I received notice from Washington that the review was completed and my work was cleared for public release. That act of kindness typified every dealing I ever heard of from Alan—if he knew of a friend or acquaintance who needed assistance, and felt that he could provide it, he would move heaven and earth to deliver the help. A truly exceptional gentleman!

Tom Keaney and "Diamond Lil"

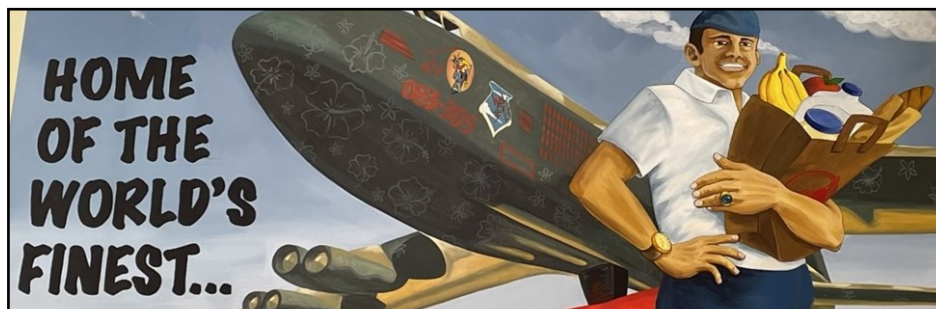
On display near the intersection of Parade Loop and Stadium Drive at the Academy is a B-52D, 55-0083, "Diamond Lil." It is one of the 170 D-models that were built by Boeing. Its original home base was Carswell AFB, Texas, but it was deployed to Southeast Asia in 1972. Flying out of U-Tapao Royal Thai Air Base as part of Linebacker II, it was credited with the kill of a North Vietnamese MiG-21. Wikipedia notes it was "the second and final confirmed kill by a B-52 during the Vietnam War, and also would be the last confirmed kill by a bomber's tail gunner in wartime using machine guns."



When retired Colonel Tom Keaney '62 (DFH 1973-1977) first viewed the aircraft on its hardstand, he thought he recognized the tail number. Checking his old logbooks, he found he had flown the aircraft at Carswell. Although he modestly notes that the aircraft had been crewed by hundreds of different airmen during its 15,000 flying hours, DFHers may claim it for the Department as "Tom Keaney's B-52." Or, to be more contemporary, perhaps "Tom Keaney's B-Fifty-Two-D-Too."

There's more.

The Trader Joe's supermarket in Colorado Springs proudly features a work of art memorializing the aircraft. Art and posters at Trader Joe's are always done by local artists, but alas the store has been unable to give me the name of the artist. It's a tribute to the Academy and to the many airmen who have resided in Colorado Springs. [DMB]



David Martin Selected for Command

Congratulations to **Major David Martin**, who taught in DFH from 2018 to 2022. He has been selected to command the 437th Aerial Port Squadron at Joint Base Charleston, South Carolina.



A Tale of Two Ladders

Ron Boston

DFH 1974-1978

I was recently asked by a former colleague how it was that my DFH experience helped me land a rather unique assignment later in my Air Force career. It made me think, though, that my years teaching history at USAFA opened a second career path which complemented and enlarged on my time as a typical C-130 pilot working up the “ops ladder.”

Thanks to two years as an engineering student at UCLA before I arrived at USAFA, I had enough transfer credits to graduate as an aeronautical engineer with a second major in Military Arts and Science--mostly history courses. DFH courses and my early flying assignments in the Pacific prompted a fascination with Asian history. This set the stage for DFH’s offer to study Japanese history and teach at the Academy. I was a “trencher” teaching mostly the core courses, and I taught the upper division course in Asian history.

After DFH, I returned to the C-130, but with Colonel Al Hurley’s help I negotiated a summer’s permissive TDY (“Academic Leave”) to study Japanese on my way to Yokota AB. There I had the opportunity to set up the first USAF exchange program with Japanese airlift units and even flew their two-engine C-1 transport (which they later augmented with C-130s, I am happy to add).

Following ACSC, I was headed for an unspecified desk at CINCPAC headquarters in Hawaii. Arriving at the Hono-

lulu airport, my sponsor informed me that due to a sudden shift in personnel I was now the Japan desk officer in J-5 Plans & Policy, and did I know anything about Japan? My third year at CINCPAC I was appointed the Political Advisor’s deputy/executive officer; this afforded me a Department of State perspective on military affairs throughout the theater and designation as a Political-Military Affairs Officer.

My subsequent attempt to once again climb the flying ladder fell short. Reporting to the C-130 wing at Clark AB, Philippines, I found myself diverted to a wing desk job with no flying. Coincidentally, PACAF had a position at Clark in Headquarters 13AF Plans and Policy they couldn’t fill. This was around the time of the Philippine Revolution, departure of the Marcos family, and hotly contested base rights negotiations. I was the solution to their vacancy and put firmly back on the “policy ladder.”

At the end of that tour, the question became what to do with a colonel-selectee who seemed to fit anywhere, yet nowhere. I met none of the assignments group’s pressing needs, but thanks to the 13th AF commander’s intervention, they set me

back to C-130s and I became the training group commander at Little Rock AFB. Those two years were terminated when HQ AMC was hauled on the carpet by Congress for being 148 percent manned in colonels. AMC’s chief of personnel was replaced by a classmate who called to say, “Ron, you are one of the few colonels I have with experience outside of airlift, and I got to move you.” It was time to switch ladders.



He suggested a one-year assignment to the Council on Foreign Relations in New York, but with some calls I found a perfectly timed opening as Air Attaché to Switzerland. Hey, somebody had to do it! The job required a pilot, and the colonels’ assignment folks were okay with it. But during my interview, people from Air Force intelligence questioned my background. Why should they send someone with so much Pacific experience to Switzerland, and what did I know about Europe?

Quickly composing myself, I noted that I had taken four semesters of German as a cadet and had flown extensively throughout western Europe and the Mediterranean. **Moreover, I had taught seven semesters of world and military history at the Academy and had a good understanding of the history and events on the Eurasian continent! It would be quite**

straightforward to refresh myself on issues, and I relished the opportunity to improve on my German. The panel chair smiled and said my response was more than adequate.

Three and one-half great years! With less than 18 months to mandatory retirement, I expected a lackluster onward assignment upon leaving Switzerland, perhaps to encourage me to retire early. But one last rung remained on the ladder: I received a call from an Air Force colonel assigned to PM at State asking if I would consider the position of Director of Operations at the United Nations Special Commission in Iraq. They needed someone in New York with diplomatic experience to coordinate multinational inspection teams looking for Saddam’s weapons of mass destruction. What an incredibly interesting job! My four trips in country culminated with the honor of pushing the plunger on an anthrax factory disguised as a chicken feed plant. That demolition team coincidentally was headed by an Air Force Lt Colonel who had sat in one of my History 101 sections 20-plus years earlier.

This tale of two ladders came full circle in 1997. Then-C3C Andrew Boston read my retirement order to a small gathering in the 32nd cadet squadron assembly room, whereupon we celebrated with a cake decorated “Fast, Neat, Average, Friendly, Good, Good.” And it all was.



Kent Tiernan on DFH and the Death of Mary, Queen of Scots

Falcon Footnote: You taught in DFH from 1977 to 1981. What did you do in the Air Force beforehand, and how did you come to DFH?

Tiernan: When I graduated from Stanford with an AFROTC commission, I was assigned to Vandenberg AFB, CA as a Launch Control Officer. That included four rotational 90-day tours to Johnston Island, sand and palms about 700 miles southwest of the Hawaiian Islands. Afterwards, AFIT sent me to Notre Dame. I received a master's degree in Western European area studies and then completed a year-long course at the Defense Intelligence College in Washington. My follow-on assignment was to Task Force Alpha at Nakhon Phanom, Thailand, focused on counter infiltration operations along the Ho Chi Minh trail. Then I spent four years in Germany – first at the Sector Operations Center in Landstuhl as a watch officer and then at USAFE at Ramstein as a command briefer. While I was there, a former DFHer submitted my name to be considered for DFH.

FF: And afterwards?

Tiernan: After leaving DFH, I was a command briefer at CINCPAC at Camp Smith in Hawaii and was then sent to the Pentagon as the J-2 command briefer. I ended my 20-year military career at the Air Force Intelligence Service as Chief of the Special Studies Division -- responsible for identifying, analyzing and countering foreign denial and deception TTPs. For the next 13 years

as a defense contractor, I provided expertise on foreign denial and deception issues to the Joint Military Operations Staff and to the intelligence community (primarily DIA, CIA and NSA). In 2000, after joining the CIA/NIC/Foreign Denial and Deception staff as the training and education action officer, I was promoted to the Senior National Intelligence Service in 2008 as the Vice Chairman and Staff Director for the Foreign Denial and Deception Committee. I retired from government service in July 2014.

FF: Lexington Books has published your new book on the regicide of Mary Queen of Scots (1542-1587), a rival of Elizabeth I with her own claim to the English throne. The title is *The Walsingham Gambit: Deception, Entrapment, and Execution of Mary Stuart, Queen of Scots*. Can you share some of the historical setting? Who was Walsingham?

Tiernan: In the 1500s, the relationship between Church and State institutions in England was teetering on the razor's edge. As the Reformation's storms roiled England, Henry VIII -- and his children, whose reigns lasted more than 50 years -- failed to steer the English "ship of state" into calmer waters. Personal ambitions, disunity of purpose, conflicting governance strategies, and disparate approaches to dealing with the growing Protestant challenge to Catholic orthodoxy -- all exacerbated growing fears that the kingdom was falling into an abyss of

disorder and destruction. It fell to the daughter of Anne Boleyn, Elizabeth (last of the Tudor line), to change the direction and recalibrate the trajectory of England's religious and political future. Sir William Cecil, Elizabeth's Lord Treasurer, in concert with Sir Francis Walsingham, her First Secretary and head of English intelligence, played significant roles in the newly anointed Protestant English queen's success.

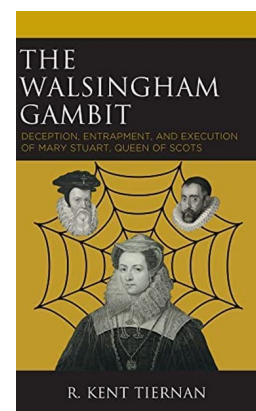
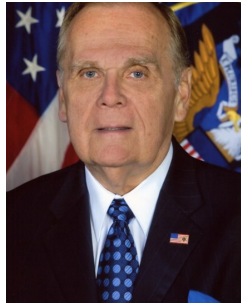
FF: This history and its many dramatic chapters have been addressed by many historians over the centuries. What have you brought to the scholarship and the interpretations?

Tiernan: My book provides a new and unique insight into the "hidden history" associated with the regicide of Mary, Queen of Scots. I trace that "hidden history" in great detail, showing how English deception planners led by Walsingham designed, engineered, and executed a complex 7-year operation to expand the power of Queen Elizabeth I by ending Mary's life. Too often, major historical periods receive a standard working over from the purely political, personal, or special interest group perspectives without probing the hidden dimensions. Those dimensions can include intrigue, guile, and manipulation by secret services in the interests of the reigning authorities. These seldom appear in the accepted, standard narratives or

even in state documents.

FF: Once there was a Tudor-Stuart historian in every history department, so important was that period in shaping the American colonial period and the thinking of the framers. Why is a new look back important for the present?

Tiernan: Historical events, even in the 16th century, continue to underscore the adage that "the more things change, the more they remain the same." Walsingham's and Cecil's efforts to entrap and eliminate Mary Stuart and her conspiratorial supporters provides an early historical example of a successful deception/influence operation against an existential threat. It is a cautionary tale relevant to today's adversarial (Russia, China, Iran, etc.) deception, influence, and provocation trade-craft (excluding cyber tactics) that mirror similar manipulative activities used by English intelligence over 440 years ago.





A British Exchange Officer Remembers: David Oldfield, RAF, (DFH 1991-1994)

My observations on 3 years with DFH? That's a hard one 30+ years down the line but I'll have a go.

Personal: It was an exciting time for my young family and myself - my girls of 6 and 3 arrived wide-eyed and left 3 years later confident and sporting distinct American accents! My wife, Chris, jumped right in with Academy family life and, as well as looking after her own family was also a volunteer Rainbow leader as well as deputy editor of the Aspen Leaves magazine; she also desperately sought a replacement for me towards the end of the 3 years to enable her to stay! I knew of the Exchange posting shortly after joining the RAF through Bob Horne, one of the first incumbents and, after promotion to Squadron Leader, had mentioned my interest in the DFH role to my career manager but had received the rather unhelpful response "Well, we'd all like to have 3 years in the States wouldn't we?" And then he posted me to the Falkland Islands! Imagine my surprise when his successor called me 2 years or so later to ask if I was still interested in an exchange tour with the USAF! No prizes for my reply.

Work: It was the most enjoyable tour I had during my RAF career although I soon realised that I had insufficient knowledge of my role when I arrived and had some work to

do. I had been briefed by a previous incumbent of the post (not Dick) and was convinced by him that everything revolved around a mythical Symposium. I enjoyed the classroom environment and getting to know the cadets especially. The DFH faculty members were great colleagues to work with and I'm still in touch with some to this day. The fact that the 3 year assignment passed so quickly for me indicates just how enjoyable it was.

Colorado & the USA: The sheer scale and beauty of the Rockies overlooking the Academy was amazing, and I had to pinch myself on many occasions. I hope our USAF opposite numbers who served at RAFC Cranwell weren't expecting similar vistas! The Academy buildings, Cadet Chapel, Sports arenas and surrounds were majestic. During our 3 years we travelled in every direction with family and friends who visited and ended our tour driving from the Springs to Washington DC for our flight home via Kansas City, Indianapolis, Toronto, Niagara Falls, Boston and New York.

Sports: I was already a keen sportsman when I arrived and could not have been in a better place to continue my interests. I helped coach the Academy Rugby teams during my first 2 years following the lead of Tony Mason and others. My family and I embraced the snow season enjoying time in Crested Butte and Monarch particularly. Already an NFL fan, I loved

supporting the Air Force Falcons (and especially participating in the tailgate parties). I took up running seriously with John Farquhar and John Terino and played soccer with my fellow exchange officers from Spain, Italy, Mexico and others.

President Truman, General MacArthur, and me, Tom Thomas F. Menza DFH 1974-1978

The day after Christmas, 1961, I visited the Truman Library in Independence, Missouri. I was a senior in high school. Looking at the exhibits on the wall, a *New York Times* headline - "Truman Fires MacArthur" - caught my eye. It was the first time I learned of General MacArthur's relief by President Truman.

In the gift shop I had purchased a booklet with reprints of the World War II surrender documents signed on the *USS Missouri*, and I asked a museum guard if Mr. Truman was available to autograph my booklet. The guard checked, and in a minute he told me "Mr. Truman would be glad to sign your booklet." The guard then ushered me into an office where Mr. Truman sat smiling behind his oval office desk. He called me over to sit by him and wrote in my booklet, "Best Wishes to Thomas Menza, Harry Truman,"

He asked if I had any questions, and with that *New York Times* headline fresh in my mind, I asked "What was the problem with General MacArthur?"

He slowly smiled, and said, "In World War I, I worked for General MacArthur and admired his leadership based on following the chain of command. When I was president, he worked for me, and I was head of the chain of command. During the Korean War, I ordered that no military person should comment publicly about this war. But MacArthur kept giving press interviews on the war. When asked what he would do when he got to the Yalu River, on the border with China, he said would cross it and try to kick the communists out of China. But this was not our government policy. His words were so threatening to the Chinese that they pre-empted him, and their army poured across the border. They pushed the Americans back south and divided Korea into two parts, north and south, still divided today."

Mr. Truman continued, "He violated the chain of command and had to be fired. So, it was no problem at all. I fired him. It was no problem at all," Mr. Truman repeated this a couple more times with a smile on his face.

How many trees have been felled, how much ink spilled, over this one episode in civil-military relations? Having later studied and taught the Korean War, I realize Mr.

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Truman was simplifying the story for my benefit. Captain Truman didn't work for Colonel MacArthur. During the Meuse-Argonne offensive in 1918, Truman's 35th Division and MacArthur's 84th Infantry Brigade of the 42nd Division were at opposite ends of the battlefield. And our brief chat likewise compressed the decision to relieve MacArthur from command. But President Truman's brief account hit the main point – a general who “violated the chain of command.”

I had one last question for him. “Why are you here the day after Christmas?” Pointing through an office window, he replied, “You see that house up on the hill? At this time of the year, it's filled with visiting family. And when you're a retired president with your own library nearby, you have a place to go to get away from them.” No problem at all.

And his autographed booklet sits framed in my home office library.

Help Us Find Them

We inherited a list of former faculty members from the Department which was a huge help to get us started. We broke the list into several sub-lists: email, mail addresses only, gone but not forgotten, and no address folks. Since it is easier to reach people by email, that is our preferred way to send out notes, updates, and of course, the Falcon Footnote. However, we have nearly 50 former faculty members that we have no address at all. We need your help finding them. If you know how to reach out to any of the following, please let us know. Contact either Larry Weaver (laweaverphd@gmail.com) or Brenda Roth (brerot@gmail.com).

- | | | |
|-----------------------|------------------------|---------------------|
| • James W. Barnhill | • Dawn M. Hewitt | • Raymond M. Platt |
| • Charles M. Bowling | • Robert Horne | • Theodore Randles |
| • Christi E. Campbell | • Richard E. James | • Dean E. Rice |
| • Phillip M. Carr | • Laura Johnson | • Roger M. Rickey |
| • Donald M. Clelland | • John J. Jones | • Ted L. Roberts |
| • Dawn R. Conrady | • Richard D. Kennedy | • Deborah Schmitt |
| • Robert J. Cooper | • Mike McDermott | • Aaron Schuett |
| • Alex G. Cummins | • Matthew McKenzie | • Mark E. Scott |
| • Philip L. Driskill | • Nicholas Miles | • Jeff Smith |
| • Robert Duman | • Edward A. Miller | • Laun C. Smith |
| • Scott W. Elder | • William P. Moody | • Rogers M. Smith |
| • Peter Faber | • Richard J. Morrissey | • Jill R. Trout |
| • Theodore M. Faurer | • Brian J. Nicholson | • Charles Wells |
| • Doug Foster | • Charles A. Nicholson | • James M. Wright |
| • Roger Fosdick | • David E. Parker | • Karl H. Zimmerman |
| • Robert A. Gay | • Thomas A. Phillips | |

General Ron Fogleman's term as CSAF profiled

Air & Space Forces Magazine is running profiles of former USAF Chiefs of Staff. The article on General Fogleman (DFH 1970-1973) reviews major events during his tenure as Chief (1994-1997), including infighting between the services as they coped with the “peace dividend” and hearing from the Chairman of the Joint Chiefs that “we don't need any Billy Mitchells during this process.” The B-52 crash at Fairchild AFB in 1992 and the controversy over Kelly Flinn moved him to emphasize core values -- “the only thing I know of in the Air Force that was adopted 25 years ago and is still there today.” The article includes a brief mention of his time on the Academy faculty.

<https://www.airandspaceforces.com/chiefs-part-2-fogleman-a-quest-for-stability-a-last-stand-on-integrity/> or simply type “A Quest for Stability, A Last Stand on Integrity” in your search engine.



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<https://usafadfh alumniassociation.com/>

Or

USAFA History Department

<https://www.usafa.edu/academic/history/>

Join the LinkedIn Group



There's a LinkedIn group for "USAF Academy Department of History Alumni" including current and former faculty and cadets who majored in or studied history.

<https://www.linkedin.com/groups/4576731/>

USAFA DFH Alumni Association

Membership

The following individuals are eligible for membership in the Department of History Alumni Association (extracted from the Alumni Association by-laws)

- *Current and former faculty in the USAF Academy Department of History. This includes members for any of the U.S. armed forces assigned to the Department, the Royal Air Force, civilian faculty, and Distinguished Visiting Professors.*
- *USAFA graduates who majored in history, regional studies, or qualified for the American Studies minor.*



Members of "DFH-East" visit Alan Gropman. Front row, L to R: Emilee Reynolds, Alan, Jemma Bishop, Mary Lou Mank. Back row, L to R: Don Bishop, Tom Keaney, Scott Fisher, Bernie Oppel

An Invitation to The Alumni Association Website



We invite our DFH alumni to our website at [USAFA Department of History Alumni Association – Connecting former DFH cadet majors and faculty \(not an official USAFA organization\) \(usafadfh alumniassociation.com\)](https://usafadfh alumniassociation.com/).

The website is full of information to take you down memory lane and

keep you up to date on our association and the activities of current DFHers with copies of the Falcon Footnote. You will also find information about joining our alumni association, as well as information on plans to have a reunion in 2023.

Don Bishop has also compiled information on the military and civilian

work of former DFHers, and a list of their many publications, which demonstrate their significant contributions to historical scholarship. We also have an alumni video collection. Watching interviews and presentations by former DFHers is time well spent. Regrettably, we've also included obituaries on far too many of our old colleagues and friends who are no longer with us.