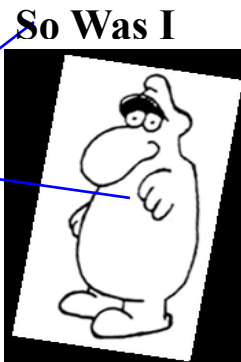
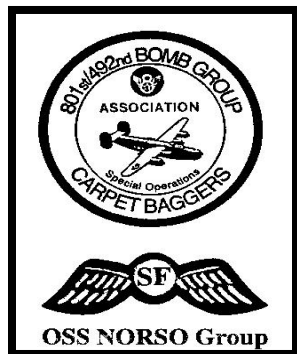




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NEWSLETTER VOLUME # 129



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#### REUNION NEWS

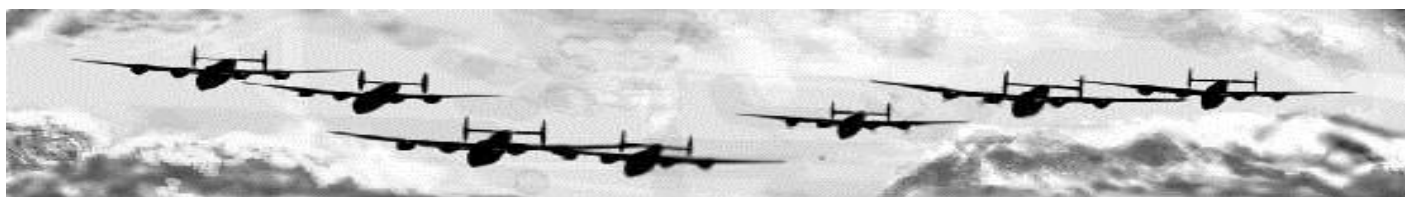
Make sure to save the dates for our  
next reunion in

**Albuquerque, New Mexico**

**Sept. 5th thru Sept. 9th**



**WOW  
SPRINGTIME  
EDITION #129**



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## **Presidents Message**

Thanks to Bill's hard work, we are planning another reunion. (New Mexico this time). I hope that many of you children whose parent is a Carpetbagger (and getting up in years) will be able to attend with them. Some could use a little help so why not take the time and effort to help them come. To those who have come in the past, it was like a family reunion. Last year in New Orleans with sons and daughters was great. I look forward to that feeling again this coming September. I promise no long speeches, just good food and events to see and enjoy.

## **Email received 3/17/2012**

Mr. Bill Becker

I want to let you know that Mr. Andrés Gérard is in poor health, since a couple of months ago has lost his memory and also has declined physically. He does not check his email, is no longer listening, and he is also speaking very little, and has trouble walking. His nephew has said "I will keep you informed of the health of my uncle and I would ask a favor, if you could tell the other carpetbaggers about my uncle's health. Thank you very much."

Rodrigo

Please keep Andrés our Comrade-in-Arms  
in your prayers

*Bill*

## **Bill's Message**

**Information about our next reunion  
in Albuquerque will be forthcoming.**

## **MOVING ??**

**Please drop us a note so we can keep our roster up to date**

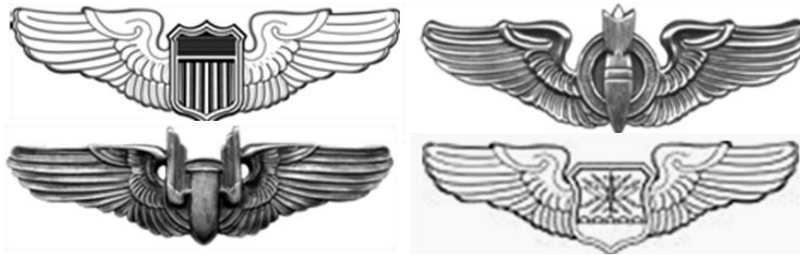
**Name** \_\_\_\_\_  
**New Address** \_\_\_\_\_  
**Phone Number** \_\_\_\_\_  
**Email** \_\_\_\_\_

**Send To: Bill Becker**  
28490 Oasis View Circle Menifee, CA 92584  
Email to beeb71@aol.com

## Wings

Once the wings go on, they never come off whether they can be seen or not. It fuses to the soul through adversity, fear and adrenaline and no one who has ever worn them with pride, integrity and guts can ever sleep through the “call of the wild” that wafts through the bedroom windows in the deep of the night. When a good pilot leaves the “job” and retires, many are jealous, some are pleased and yet others, who may have already retired, wonder. We wonder if he knows what he is leaving behind, because we already know. We know, for example, that after a lifetime of camaraderie that few experience, it will remain as a longing for those past times. We know in the world of flying, there is a fellowship which lasts long after the flight suits are hung up in the back of the closet. We know even if he throws them away, they will be on him with every step and breath that remains in his life. We also know how the very bearing of a man speaks of what he was and in his heart still is.

*Because we fly, we envy no man on earth.*



### DUES REMINDER

**If you haven't paid your dues for  
2012 as yet, please pay it now  
Still only \$20.00 Send to  
Bill Becker  
Treasurer & Reunion Director  
28490 Oasis View Circle  
Menifee, CA 92584**

### Author Unknown





## A Fateful Day in France

Posted on [February 29, 2012](#) |

Bill Massey, who lives at Brookdale Place in Homewood, points to the pilot compartment of the B-17 Flying Fortress aircraft that he flew in WWII. Photo and story by Rick Watson



June 19, 1944 stands out in Bill Massey's mind as though it were yesterday. The B-17 bomber pilot had flown four missions into Berlin and flown over Omaha Beach with a bird's eye view of the D-Day invasion, but this day was different. It was the day the Air Force was supposed to promote the now Homewood resident to captain. And it was the day he would fly over France at 26,000 feet—without a parachute up in 25-degrees-below-zero temperatures. Massey's crew had been about 30 minutes from their target in Bordeaux, France when they encountered anti-aircraft flak so thick that it actually turned day into night. At that moment, a round hit his plane's hydraulic system and the cockpit quickly filled with acrid black smoke. His 10-member crew couldn't extinguish the fire, so Massey gave the order to bail out. But before he could snap his parachute to his harness, the oxygen tanks in the B-17 exploded and ripped the plane apart. "I found myself flying through the air at 26,000 feet, with my parachute pack in one hand," he said. Massey kept desperately trying to secure the chute to his harness, but his hands were so numb and he was so weak from lack of oxygen that he couldn't make the clip fasten. "I remember thinking, 'Well, I guess this is it,'" he recalls now. He knew that of the airmen sent on bombing missions, one in four did not return. But as he plummeted toward earth at more than 150 miles an hour, the air became warmer and thicker. He managed to use both hands to get one clip secured to the harness, but he was still too weak to fasten the second one. "I knew I didn't have much time left, so I just pulled the ripcord and hoped for the best." When the partially attached parachute popped open, the jolt was so strong that his boots flew off his feet. He hit the ground, hard. But as his heart finally stopped hammering, he realized he wasn't seriously injured. With the help of local farmers, Massey found the two other members of his crew, who had somehow survived the plane's explosion. The remaining seven men had died. "That was the hardest part for me," Massey said. "We'd been together all through training, and they'd been with me on all 19 missions." During the 76 days that followed, the survivors moved from place to place behind enemy lines, dodging patrols of German soldiers. But they had a stroke of good fortune where food was concerned. "The French had learned that the Germans wouldn't bother children," Massey said, "so a little girl of about five would carry small amounts of food on her bicycle and leave it on the steps of the abandoned building we were hiding in." Finally, a member of the Office of Strategic Services (forerunner of the Central Intelligence Agency) discovered the survivors and reunited them with invading American forces. It wasn't until Massey's debriefing that he learned of his promotion to captain. The interviewer assured him the paperwork would "catch up" with him, but it never did. He can only speculate, he said, that the process was interrupted when he was listed as having died in the crash of his plane. After the war, Massey sought out families of the lost crewmen. "I sat down with the mothers and fathers of my men and told them what happened on that day," he said, choking back tears. "It was one of the hardest things I ever had to do." In 1961, Massey and his surviving crew members returned to France for a reunion with many of the villagers who had sheltered them from the Germans during the war. A group photograph he has of the occasion includes the young girl who brought them food—by then, a striking dark-haired young woman.

Massey said he's proud of his service to America:  
"War is bad, but the loss of freedom is even worse."

## Rambo Comes Home



by Stefan Bocchino  
377th Air Base Wing Public Affairs  
2/29/2012

**KIRTLAND AFB, N.M.** -- Staff Sgt. Marcus Moreno, 377th Security Forces Squadron military working dog handler and Rambo, an MWD, were among the last U.S. military members to leave Iraq following the conclusion of Operation New Dawn in December 2011. Rambo was one of the final two MWDs to leave Iraq. Moreno and Rambo departed Kirtland Air Force Base in September 2011 for a deployment to Iraq. They were stationed at Sather Air Base in Baghdad. They returned home on Christmas Eve of 2011.

"The main thing we were part of during our deployment was the changeover as Operation New Dawn drew down," said Moreno. "We were the factor in making sure everybody got home safely. Our manning was drawing down and the Iraqis were taking over guarding the bases."

Rambo is a combination patrol dog and explosive detector dog, said Moreno. "He pretty much detects any kind of 1.1 explosive including TNT, dynamite, smokeless powder and C-4 to name a few," said Moreno. "He is also a patrol dog, where he can do law enforcement duty. He provides that psychological deterrent. He performed both functions while we were deployed." One of their duties was to provide security at Baghdad International Airport. "There were times we worked the main gate of Baghdad International Airport, where all the locals would come through," said Moreno. "Rambo was pretty much the first one they see. He was working the cars, detecting for anything. It gave off the



impression that 'We might be leaving, but we still mean business while we're here.'" The deployment was the first one for Rambo. "His weakness may be traveling," said Moreno. "He traveled with me as carry-on in the plane. During commercial travel, you always have to be careful with him, especially when traveling with civilians. The flight attendants alone were enough for him to deal with. He's an active dog." The 6 year-old Rambo is a pure bred Belgian Malinois and was extensively trained as an MWD".

He's a very relaxed dog," said Moreno. "Nothing really fazes him. He was relaxed on the plane and during gunfire training with the Iraqi Special Forces. He's just very calm." MWDs normally stay at the same base they go to after training for their careers. "He liked coming back home after the deployment," said Moreno. "The difference in Iraq and here is that there is no grass in Iraq, only sand. He was getting sand in his paws and he didn't like that. As soon as we got home he was very happy. I gave him an hour as soon as we got home to sniff everything. Here he had grass, so he was pretty excited."

Once Rambo got home, he started back on his job in law enforcement and protection. "They're aware of their environment, so they know where home is," said Moreno. "We'll work the gates and do random vehicle searches. The security forces flights and squadrons know who Rambo is. They know he's all professional. Rambo is a military police dog and he knows it. I don't know how he knows that, but he knows he is on duty 24/7. That's one of the main characteristics I like about him. Rambo probably has another four or five years as a working dog before he retires." The careers of working dogs range from eight to 12 years before they retire. When they retire, the Air Force tries to find good homes for them to live out their days.

## WARTIME AVIATOR

### DOWN-TO-EARTH PILOT HAD THE RIGHT STUFF

Del Cerro resident launched jet Yeager used to become first to break sound barrier



By Peter Rowe UT San Diego

Chapters of Robert Cardenas' life have been captured in film, a best-selling book, a painting, an iconic photograph — yet you rarely see this San Diegan. He's the invisible pilot.

During a banquet Saturday in the San Diego Air & Space Museum, he'll be both honored and overshadowed. That's because the gala will reunite three survivors from an epic 1947 adventure: Cardenas, who piloted the B-29 that launched the X-1, an experimental jet designed to shatter the sound barrier; Bob Hoover, who flew the chase plane documenting the mission; and the ace who flew the X-1 into history, becoming the first person to travel faster than the speed of sound.

Since then, Chuck Yeager has needed no introduction. "You have to give Chuck credit," Cardenas said during an interview in the Del Cerro home he shares with his wife of more than 50 years, Gladys. "He did it."

Yeager, now 89 and retired in Northern California, remains charming, cocky, outspoken — the classic fighter jock. Hoover, 90, also possesses a showman's flair. After a distinguished military career, the Los Angeles resident became one of the world's top air show pilots, famous for stunts such as pouring himself a cup of tea while executing a barrel roll.

As for Cardenas, 91, you may not recognize the name. While his career includes enough drama for several Hollywood blockbusters, this pilot has always tried to fly under fame's radar.

Continued on page 7

## **WARTIME AVIATOR, Cont'd.**

Inside the museum is a replica of a World War II pilots' briefing shack, one wall decorated with a painting, "Down But Not Out." The artwork shows a B-24 Liberator surrounded by black starbursts of German anti-aircraft fire. Two of the bomber's engines are in flames. You can't see the pilot; in real life, he was a young officer named Robert Cardenas.

Born in Merida, Mexico, Robert was 5 years old when he accompanied his parents on their move to San Diego. He quickly adapted to his new home and became fascinated by flight, especially the gliders he saw soaring over Torrey Pines. As a San Diego State student, Cardenas briefly served with the California National Guard before entering the Army Air Corps in 1940. One of his first jobs was to train glider pilots in the California desert.

Even after Cardenas transferred to the 44th Bomber Group, knowing how to fly without an engine proved an invaluable skill. On March 24, 1944, the young pilot took off from England on his 20th combat mission, joining 50 or 60 other American bombers attacking a factory in southern Germany. Cardenas' plane was ripped by anti-aircraft fire on its first pass over the plant and flak sliced the pilot's scalp, yet they came around for a second pass.

"As long as you're here," he thought, "you might as well finish it."

Then Cardenas and crew limped south toward Switzerland. They had to bail out before reaching that neutral haven, Cardenas floating to Germany and then hiking to Lake Constance. "I could see the lights of Switzerland on the far side," he said. "As a kid, I had done the La Jolla rough water swim, about three miles, and this didn't seem any further."

Perhaps not, but midway across the lake, his muscles — sorely missing the buoyancy of seawater — gave out. At that moment, in a scene that seems scripted, Cardenas felt a tap on his head. A Swiss man reached down and helped the drowning aviator into his boat.

### **Mastering the 'flying wing'**

The war ended and so did the Army Air Corps. A month after that group was reformed as the U.S. Air Force, the fledgling service offered the nation a new hero: Yeager, master of the sound barrier. "He became the poster boy for the Air Force," Cardenas said. "He could have killed someone and he still would have been the poster boy. He was untouchable."

Yeager's feat was celebrated again in 1979, when it opened Tom Wolfe's account of the space program's origins, "The Right Stuff"; in 1983, when a movie of the same name hit theaters, en route to winning four Oscars; and in 1986, when his autobiography sold millions of copies.

Cardenas doesn't appear in the print or celluloid version of "The Right Stuff." But he was Yeager's superior officer — Yeager was a captain in 1947, Cardenas a major — and colleague. "Bob," noted Jim Kidrick, the museum's president, "was one of the people involved in the flight tests during the time of, for lack of a better word, the 'Right Stuff.' But Bob's best known for the YB-49."

Hollywood never memorialized that mission. A lone photographer, though, did.

The YB-49 was the first "flying wing," an experimental jet bomber that looked like a titanic boomerang. The plane had a 172-foot wingspan — "It was huge," Cardenas recalled — and no fuselage. It also had stability and safety issues. In June 1948, a prototype crashed, killing all five men aboard.

Continued on page 8



## WARTIME AVIATOR, Cont'd

Cardenas took over the jet's testing and, less than eight months after the fatal crash, piloted a YB-49 from coast to coast. President Harry S. Truman, one of the bomber's fans, boarded it at Andrews Air Force Base and issued an order: "Fly down Pennsylvania Avenue at rooftop altitude. I want people to see what I'm going to buy."

Following orders, the pilot zigzagged down the avenue, dodging treetops and radio towers. "Suddenly, I see this shape out of the corner of my eye — I look up and the Capitol is dead ahead."

What happened next was captured in black and white. Cardenas pulled up and, ascending steeply, veered to one side. Far below, a photographer snapped the aircraft as it cleared the Capitol dome.

That photo ensured that Cardenas will always be associated with the YB-49, yet he had scant affection for that jet. On one test flight, it flipped end over end, out of control; the pilot recovered a mere 1,000 feet above the earth. And on its return flight from Washington, the YB-49 lost six of its eight engines, forcing Cardenas to land on a rural Arizona airstrip.

### Shunning the spotlight

In 1973, Brig. Gen. Cardenas retired from the Air Force. He and Gladys raised four daughters and three sons — all the boys attended the U.S. Air Force Academy. One, Richard, died in an F-111 accident over New Mexico.

For the past 30-plus years, presidents and governors have sought the general's counsel. Yet, whether campaigning to create a cemetery at Miramar Marine Corps Air Station, or advising the Veterans' Administration on homeless veterans, he's kept a low profile.

Perhaps this is due to his training. Unlike fighter pilots, bomber pilots are part of a team, working with a co-pilot, navigator, bombardier, gunners.

"The bomber pilot — they're a different breed," said Steve Pisanos, a former World War II fighter jockey and one of Cardenas' friends. "They don't fly alone."

Despite events like Saturday's gala in Balboa Park, they also seem adept at escaping the limelight.

"Doesn't bother me at all," Cardenas said of his relative obscurity. "As a matter of fact, I don't particularly give a damn."



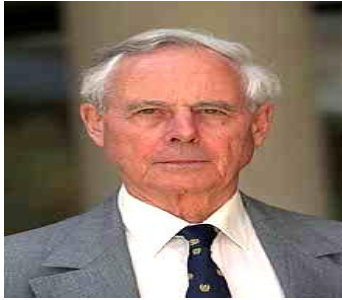
The photograph on the left of Bill Becker and General Cardenas was taken in San Diego at our 2005 Carpetbaggers reunion when we dedicated the bronze B24, (seen below) at the Veterans Museum in Balboa Park. We both worked with help of others to get that project completed.





**MRD Foot, the official historian of the Special Operations Executive (UK), who has died aged 92, enjoyed the rare distinction of being the only person to be referred to by his real name in a John le Carré novel.**

7:21PM GMT 20 Feb 2012



“Are you MRD Foot?,” someone asks George Smiley, who is posing as the Secret Service’s official historian as a cover while hunting for Karla’s mole. It was an amusing tribute to the man whose classic account of the work of SOE in France, published in 1966, led to his becoming known as “Mr. Resistance”.

Foot’s decision to chance his academic reputation on a book about Britain’s “secret army” cannot have been an easy one, especially since he had been brought up to believe that although the Secret Services were “a very good thing”, it was bad form to talk about them.

Moreover, in the early post-war years, authors who had attempted to write unauthorised accounts of SOE found themselves in a minefield of personal rivalries and sensitivities; so much so that one author suggested that it would be impossible to write any fully objective history of SOE within the lifetime of the participants, as “there would be too much libel”. None the less, repeated charges of inefficiency and callousness in the administration of SOE led MPs, notably Dame Irene Ward, to campaign for an official history to be written.

The genesis of Foot’s classic account SOE in France (1966) was almost as clandestine as its subject. In 1958 the Prime Minister, Harold Macmillan, authorised the inception of research, but it was not until two years later that Foot was invited to an interview in the Foreign Office. Even then, it was only after an hour-long grilling

that he was asked whether he would like to take on such a project.

There were, his interviewers told him, some conditions: he was not allowed to tell anyone what he was doing — not even his wife. He was, furthermore, to write his account on the assumption that MI6 did not exist, and without the knowledge or co-operation of the men and women involved. Few historians can have embarked on their magnum opus so circumscribed as Foot. For two years he ferreted through the secret files held in the Foreign Office and Cabinet Office, some so secret that when reading them he had to be locked in a room in a Whitehall basement, from which he could escape only by ringing a bell. He was also hampered by the fact that many of SOE’s files had been destroyed, and others were available only if he specifically requested them; moreover, he had no access to French archives.

By Christmas 1962 he had finished the first draft, only to see it disappear into the bowels of the Foreign Office. He heard nothing more for well over a year, until April 1964, when Peter Thomas, Minister of State at the Foreign Office, announced that a draft of the history had been completed and that the government had decided in principle that it should be published by Her Majesty’s Stationery Office.

This intelligence came as a complete surprise to former SOE hands, including Colonel Maurice Buckmaster and Major-General Sir Colin Gubbins, who had been in charge of SOE’s operations in France at the time. Though disconcerted, both men agreed to help, and, on their advice and that of other old SOE hands, Foot made further revisions to the draft.

Even so, when the book was finally published, it aroused enormous controversy for its portrayals of some SOE operatives; half a dozen former agents threatened legal action and there were two successful libel suits.

Yet for all the difficulties involved, Foot’s account was acclaimed as a classic, and he was widely praised for the skill with which he linked the experience of agents on the ground with the organizational and geographical handicaps of

controllers back in London. While he did not try to disguise its occasional failures, he defended SOE against charges of inefficiency and callousness, paying tribute to its role in helping to restore French self-respect by its support of the Resistance movement.

Michael Richard Daniell Foot, an “exceedingly distant” relation of his namesake the politician, was born on December 14 1919. His family, split between the Army and Royal Navy, provided a good preparation for the great British tradition of inter-service rivalry. His great-great uncle, the First Sea Lord Jackie Fisher, was said to have been so incensed when his favorite niece married an Army officer that he sent her a £10 note with a terse message saying that he would never speak to her again.

Foot was a scholar at both Winchester and at New College, Oxford, where he arrived in 1938 to read PPE. He was 19 when war broke out in his first long vacation. He joined the Royal Artillery and, from a searchlight battery on the Isle of Thanet, found himself diverted on to the staff of Combined Operations. Shortly before D-Day, he transferred to the staff of the Special Air Services brigade, an international unit containing battalions of soldiers from the countries of occupied Europe.

In August 1944, as the break-out from Normandy was taking place, Foot was given a special mission to track down a notorious German interrogator called Bonner who had tortured some of the French SAS after capture. But Foot and his men were ambushed by German paratroopers; Foot was posted missing, presumed killed.

He managed to escape from holding camps round St. Nazaire three times. On the third attempt, he sought refuge in a Breton farmhouse; but the farmer was unsympathetic, and the farmer’s sons gave him such a beating that they broke his skull and neck. He was finally saved in a prisoner exchange, and returned to Britain “unfit for active service”.

One of Foot’s last tasks in the Army was to estimate the number of military casualties in the event of a full-scale invasion of Japan. He

suggested a figure of 1.5 million; the decision to drop the atom bomb was taken shortly afterwards. Foot was mentioned twice in dispatches and awarded the French Croix de Guerre in 1945 for his service in Brittany.

After the war Foot returned to Oxford, where, like so many others, he recalled being enchanted by the young Iris Murdoch. He found her “absolutely captivating: she had personality and that wonderful Irish voice. Practically everyone who was up with Iris fell for her”.

After graduating, he taught Modern British and European History at Oxford and was a university lecturer in Politics from 1953 to 1959, when he went to work for the Institute of Strategic Studies. His initial area of interest was late 19th-century political history, and he published *Gladstone and Liberalism* (1952, with JL Hammond) and *British Foreign Policy since 1898* (1956).

Foot was in the middle of editing Gladstone’s diaries at the time he was invited to research SOE. He soon realized he could not sustain the project through to completion; so, after finishing the first two volumes (published in 1968), and collaborating with Colin Matthew on the third and fourth (published in 1974), he handed responsibility for the remaining 10 to his collaborator.

Foot went on to become Professor of Modern History at Manchester University, though he resigned the post in 1973, explaining that he found the process of supervising students too like being a “parking meter attendant”. He was director of the Foreign and Commonwealth Office’s European Discussion Centre from then until 1975, when he turned full time to writing.

Among other works, *Resistance* (1976) described the active opposition to Nazism right across the spectrum, from de Gaulle to the inmates of Auschwitz who contrived to infect some of their captors with lice carrying typhus. In *Six Faces of Courage* (1978) he explored the qualities of character that made ordinary men and women choose the perils of resistance work.

*MI9, Escape and Evasion 1939-1945 (with JM Langley, 1979)* was an account of a little known part of Britain's clandestine services, responsible for establishing links with POWs and "escape lines" down which those who managed to escape were passed to havens in neutral countries.

*In Art and War (1990)*, Foot assembled some of the finer examples of the Imperial War Museum art collection. In 1995 he *edited (with ICB Dear) the Oxford Companion to World War II*, an invaluable reference guide.

In the late 1980s Foot turned his attention to the story of the resistance in the Low Countries, editing, in 1990, *Holland at War with Hitler*. By the time his official history *SOE in the Low Countries* was published in 2001, most of the participants were dead — which was probably as well, since Foot's account revealed how, through incompetence and amateurism, more than 40 Dutch agents trained by SOE were parachuted, one by one, into the arms of the Germans, who then created an imaginary resistance network, calling for more money, agents and supplies to be dropped.

Even-handed to a fault, Foot balanced his tale of incompetence in London with an account of the contributory factors of treachery by some agents and the over-readiness of some prisoners to talk.

The same year, 2001, saw the publication of the late Professor William Mackenzie's history of SOE, which Mackenzie had been commissioned to write by the Cabinet Office at the end of the war, but which had been given a very restricted circulation, primarily for use as a work of reference in the event of another war. Foot edited the book for publication as *The Secret History of SOE*, admitting that some parts of the book had been deleted on security grounds.

When during the 1980s, he was asked by the Cabinet Secretary Sir Robert Armstrong to tackle SOE in Belgium and the Netherlands, Foot revealed that he had never been positively vetted when he had undertaken his earlier researches — something of an irony, given the secrecy in which he had had to work. This news, needless to say, produced a minor bureaucratic

earthquake in Whitehall, yet nobody, as any historian would acknowledge, was better equipped to do the job.

He was appointed CBE in 2001, and in 2008 he published *Memories of an SOE Historian*.

MRD Foot was married three times: first to Philippa Bosanquet; secondly to Elizabeth King; and thirdly, in 1972, to Mirjam Romme. He had a son and a daughter by his second marriage.

**MRD Foot, born December 14 1919, died February 18 2012.**

### Historian's comments

It was early into my work for the Group when I read 'SOE in France' and I was amazed at what a piece of work it was. Speaking as a lifetime reader of immense volumes, usually historical in nature I'd have to say Foot was probably one of the most able persons with the Queen's English and had an uncanny way of drawing the reader into his writing. I read it straight-through in two days at work just prior to my retirement in 2001.

SOE in the Lowlands is in my summer reading stack for 2012, I am anticipating another good read from Mr. Foot.

I had the good fortune to converse with him (email) around 2005 when he was working on something related to details of Violette Szabo's departure from the UK (Fenster crew, 36<sup>th</sup> BS, 801<sup>st</sup> BG, 6 June 1944).

### Revealed:

A Harrington "Joe" who wrote a book about his experiences in OSS in the states and in France.

### *The OSS and I by William J. Morgan*

Morgan worked with the training and psychological evaluations units of the OSS when he was stateside, and was inserted into France on the night of 13/14 August 1944. The book is divided into these two categories. Not the easiest read but it is informative.

## Historian's Corner

It has been a very mild winter along the Wasatch front. I have been doing the usual routine of six or seven hours of writing, reading and research each morning. Now that warm days are starting to occur here, Rex and I will be installed in our chairs on the patio to spend our hours in a healthier locale.

So here's the "winter report":

Finished overhauling the website, mostly the crew pages. Nothing radical, but way more pictures, text and links for each page. As of this morning (13Mar12) there [are 279 crews listed](#). A number of pages are missing data, most often a crew picture, so if you have one please consider getting a copy or scan to me. Why? Because of the way the web works, the more information per page often draws in long lost friends, descendants and researchers. One or two a month of these "hits" occur and almost every time some little tidbit of history is added to the page or the master database.

The second significant event this winter has been the considerable number of 1945 mission reports received from Susan Strange. These will allow, hopefully, enough information for me to work on the final chapters of the Group History.

Speaking of which, Volume One is now available on the Amazon Web Site as a Kindle file. You don't have to own a Kindle to read the files, just download the [Kindle for PC application](#), install it and you are ready to start reading on-screen. There is also an application for the Mac. If enough funds are received for this I may do the same for volumes 2 and 3.

[Volume One – Spies, Supplies and Moonlit Skies](#)

More and more video products are coming out touching on the Carpetbagger saga. Between

1987 and 1990 the British produced a TV series about the action in France on the ground. It is very well done and is now on Netflix as well.

For a review click -> [Wish Me Luck](#)

If I haven't mentioned it before there is also a video of the Danish Resistance (subtitled)

For a review click-> [Flame and Citron](#)

Movies including the French Resistance of course, are numerous. Among those I have viewed are:

[Resistance](#) (2003)

[Army of Shadows](#) (1969)

[A Soldier's Tale](#) (1988)

[Carve Her Name With Pride](#) (1958)

This British film actually includes an agent who was dispatched from Harrington; Violette Szabo. [13 Rue Madeleine](#) (1946) This American film includes a number of "artistic modifications" but is never the less a good little film. Silas Stamper informed me at the 1988 reunion that the drop zone lights on the ground looked exactly as they did when he was over France with [the Bales crew](#).

**Note:** All of the above links on this side of the page require that you be a NetFlix member and/or be logged-in to the [NetFlix site](#). There may be more in the disk-only options of the site, all of the above are of the "watch-immediately" option of NetFlix.

**FUBAR:** I think all of you know the words behind this acronym and I am certainly guilty of it this time. In migrating the drives into a new case I lost ALL of my developed data – lists, notes, spreadsheets and other material. If I have sent you any such files in the past and if you still have any such please send a copy to me. The Primary Sources were not involved in this event; they are backed up offline every week.



### Last minute obituary this issue:

John H. Rollins, Jr. – Pilot 885<sup>th</sup> BG

DOB 25Mar21 DOD 10Jan12

Fifty missions with MacCloskey & Company



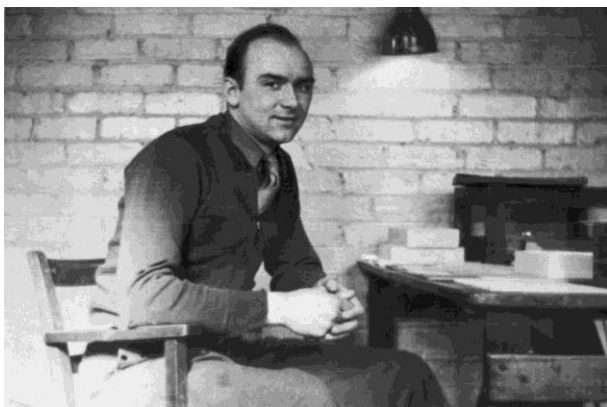
John was one of the veterans interviewed for Steve Ambrose's book "The Wild Blue".

John retired as a Major with over 6,000 hrs flight time and 38 years of service.

Incidentally, I have begun adding individual portrait photos of crew members to their crew page. Requirements are simple: 1940-1945 period, prefer in uniform unless there is an "escape kit" picture you hold. Use [the St. Clair](#) picture as an example.

**Lost (and almost found):** Among the data losses of March 2012 was my Filemaker database for the Personnel Profile Project. I have and you can download the PDF version. The "cripple factor" is (for me) the loss of the quite sophisticated search and modification features of the database file. The handicap for you is, if you search for example "Davis" you will be moving through quite a few pages before you get to your desired target.

**Seldom Seen:** LtCol Marshall C. Edenfield



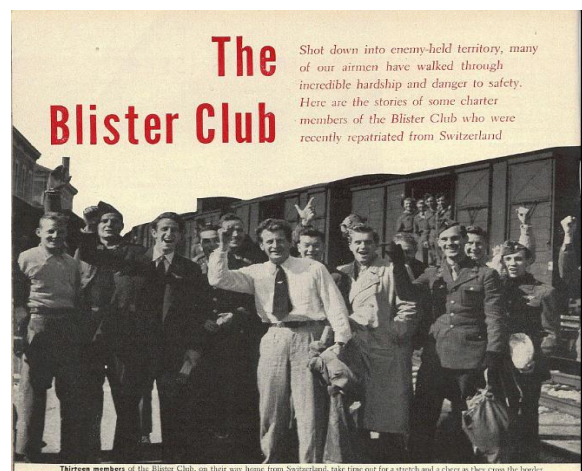
Edenfield was commissioned in May 1933 and was the Group Executive Officer for a number of months thereafter, but his departure date is unknown. Among the more exotic civilian occupations he was educated as an entomologist and served in the CCC Corps as an executive officer with them, moving on in the 1930s as an Assistant in Field Entomology with the US Dept of Agriculture.

### Only picture of a return trip from Annecy



LtCol Rodman St. Clair pilot – tallest in the doorway of a C-47 used for returnees from Switzerland. After boarding at the hotel in Annecy the formerly interned crewmen were driven to Lyon for their return flight to the UK.

**Below:** First page of an article in the Feb45 issue of Air Force magazine describing the walking-out veterans. ([Available on request](#)).



# Final Missions

## Homer G. Collier

Engineer [Simon Crew](#)

Date of Death - 1961

ASN 37312824

## John J. Oling

[Pilot - 850th/857th BSs](#)

ASN 0807501

## Charles C. Fluharty

Gunner [Sacke Crew](#)

ASN 13141340

## Howard W. Eveland

Aircraft Armorer 850th/856th BSs

ASN 39618603

## Felix G. Price

[Pilot - 856th BS](#)

ASN 0834496

## Chester Ambrose

Association Member

Brother of [George Ambrose](#)

## Kenneth L. Foster

Administrative NCO

482nd BG & 856th BS

ASN 18054514

## Melvin H. Davis

Bombardier [Anderson/Nutt](#) crews

ASN 0783316

## Policy

Unless otherwise noted, this list is developed from notices sent to the Association Officers, by mail, email, phone or fax since *the prior issue*.

## Late Period non-B24 missions

Between 1 October 1944 and past VE-Day, Special Operations were carried out by crews who flew Mosquitos and A-26 aircraft. Information on these flights was very sparse until I acquired the NARA microfilm rolls and lately, from scans received from Susan Strange, a skilled researcher who visits NARA regularly.

Susan has volunteered to dig into our history from the boxes and we are greatly indebted to her for these forays.

On the page following is a frame from the NARA microfilm collection.



To date (12Mar12) we have most of the mission reports for these flights.



DECLASSIFIED

Authority NND 877190By EE NARA Date 6/30/88

SI AIR OPERATIONS  
18 March through 21 April 1944

HARRINGTON

J/E Contact Missions      Total sorties - 24

Successful contacts: 13

27/28 March      - Hammer  
 29/30 March      - Anzio  
 8/9 April        - Luxe, Pickaxe, and Hammer  
 10/11 April      - Faro  
 13/14 April      - Luxe and Pickaxe  
 17/18 April      - Luxe and Pickaxe  
 19/20 April      - Chauffeur  
 20/21 April      - Luxe and Pickaxe

Over target but no contact: 20

20/21 March - Hammer  
 22/23 March - Chisel  
 23/24 March - Anzio  
 26/27 March - Chisel  
 29/30 March - Troy  
 30/31 March - Tyl (agent heard but communication not established)  
 30/31 March - Anzio and Troy  
 2/3 April      - Hammer  
 5/6 April      - Anzio  
 9/10 April     - Faro  
 10/11 April    - Luxe  
 11/12 April    - Buzzsaw  
 14/15 April    - Faro and Buzzsaw  
 16/17 April    - Faro and Buzzsaw  
 18/19 April    - Hammer and Mallet  
 19/20 April    - Farmer

Aborts: 3 sorties

6/7 April      - Luxe and Pickaxe - engine trouble.  
 15/16 April - Hammer and Mallet - electric system failure.  
 21/22 April - Hammer and Mallet - mechanical difficulties.





**SANTE FE NM PLAZA**



### **Historic Old Town**

Historic Old Town has been the heart of Albuquerque since the city was founded in 1706. Today, historic Old Town Albuquerque is the city's cultural center, with five museums and more than 100 shops, galleries and restaurants.. First neighborhood in 1706, when a group of Spanish families settled not far from the Rio Grande. The settlers organized their new town in the traditional Spanish colonial way, with a central plaza anchored by a church. When the original adobe church collapsed after the long, rainy summer of 1792, they rebuilt, and in 1793 San Felipe de Neri church was completed. Today, this adobe church with walls five feet thick is the oldest in Albuquerque and its white towers mark Old Town from a distance. It remains a functioning Catholic church, and as you wander around the neighborhood you may see couples posing for wedding pictures in the Plaza's gazebo. More than 300 years after it was founded, Old Town remains a center for culture, architecture, shopping, art and cuisine.



### **LORETTO CHAPEL STAIRCASE**

The Loretto Chapel is now a museum. At one time a mystery visitor wanted to build a staircase. He was given the job and built what is still an engineering marvel

