



Cold War Times®

The Internet Newsletter Produced for the
Cold War Museum and Cold War Veterans

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In This Issue: Sponsored by Lorton Self Storage -www.lortonselbstorage.com

A WORD FROM OUR SPONSOR.....	2
COLD WAR TIMES TRANSFORMATION	3
THE COLD WAR MUSEUM – SUMMER UPDATE 2008.....	4
MIDWEST CHAPTER UPDATE	5
BERLIN CHAPTER UPDATE.....	6
COLD WAR VETERANS ASSOCIATIONS.....	10
COLD WAR VETERANS ASSOCIATION.....	10
AMERICAN COLD WAR VETERANS, INC.	12
FEATURED ARTICLES.....	14
THE OCTOBER 1983 BEIRUT BOMBING: WHO DID IT AND HOW IT AFFECTED HISTORY	14
OUTLINE OF A COLD WAR MISSION: THE NATIONAL STOCKPILE SITES AND OPERATIONAL STORAGE SITES.....	21
SOVIET NUCLEAR TRANSFORMATION: FROM DIESEL TO NUCLEAR POWER.....	24
TAGBOARD	25
SOVIET EARLY MARITIME PATROL AIRCRAFT: THE BERIEV BUREAU’S ROLE	29
THE BERLIN DUTY TRAIN.....	33
COLD WAR MEMORIES	34
A HISTORY OF US NAVY FLEET AIR RECONNAISSANCE.....	34
OPERATION BILLIARDS (LIES ABOUT “SPIES”).....	37
COLD WAR EVENTS, REQUESTS, REUNIONS, AND RELATED ITEMS.....	42
COLD WAR BOOKS FOR SALE.....	42
2009 INTERNATIONAL GRADUATE STUDENT CONFERENCE ON THE COLD WAR.....	43
AMERICAN ESPIONAGE: HISTORICAL ENCYCLOPEDIA SUBMISSIONS NEEDED	43
CENTER FOR INTELLIGENCE STUDIES (CFIS) CALL FOR PAPERS.....	44
DOCTOR ATOMIC AT THE METROPOLITAN OPERA HOUSE	44
INFO SOUGHT ON BAY OF PIGS BRIGADA 2506.....	45
MAKING SENSE OF THE SIXTIES: A NATIONAL SYMPOSIUM ON THE ASSASSINATIONS AND POLITICAL LEGACIES OF MARTIN LUTHER KING JR., ROBERT F. KENNEDY, AND JOHN F. KENNEDY.....	46
COLD CULTURE: A SYMPOSIUM ON THE COLD WAR	47
INFO SOUGHT ON CARRIER STRIKE GROUP VALIANT SHIELD	48
INTERNATIONAL CONFERENCE “NKVD/KGB ACTIVITIES AND ITS COOPERATION WITH OTHER SECRET SERVICES IN CENTRAL AND EASTERN EUROPE 1945-1989”	48
MEETINGS, REUNIONS, AND UPDATES	49

COLD WAR ITEMS OF INTEREST	49
AIR VICE MARSHALL G.C. LAMB SIGNS MODEL OF C-47 "CAMEL CARAVAN TO BERLIN"	49
NEWSEUM ACQUIRES REMNANTS FROM 1977 KNBC NEWS HELICOPTER CRASH PILOTED BY FRANCIS GARY POWERS	50
2ND UNPUBLISHED PHOTO OF KHRUSHCHEV FOUND BY COBB.....	51
COLD WAR BOOKS, BOOK REVIEWS, AND RELATED ITEMS.....	51
AMERICA BETWEEN THE WARS: FROM 11/9 TO 9/11	51
COLD WAR CONFESSIONS: INSIDE OUR CLASSIFIED DEFENSE PROGRAMS	52
THE ENCYCLOPEDIA OF THE COLD WAR.....	53
BROTHERS: THE HIDDEN HISTORY OF THE KENNEDY YEARS.....	54
THE CANDY BOMBERS: THE BERLIN AIRLIFT 1948/49 – THE TECHNICAL CONDITIONS AND THEIR SUCCESSFUL TRANSFORMATION.....	55
BOND OF SECRECY.....	56
REMEMBERING THE DRAGON LADY: MEMORIES OF THE MEN WHO SHAPED HISTORY IN SUPPORT OF THE U-2 SPY PLANE.....	57
ONE MINUTE TO MIDNIGHT: KENNEDY, KHRUSHCHEV, AND CASTRO ON THE BRINK OF NUCLEAR WAR.	57
BEAR: FLIGHT TO LIBERTY.....	59
COLD WAR WEBSITES OF INTEREST.....	60
“THE END”	62

About The Cold War Museum

Founded in 1996 by Francis Gary Powers, Jr. and John C. Welch, The Cold War Museum is dedicated to preserving Cold War history and honoring Cold War Veterans. For more information, call 703-273-2381, go online to www.coldwar.org, or write The Cold War Museum, P.O. Box 178, Fairfax, VA 22038.

To contact the Editor of The Cold War Times or to submit articles for future issues, email the editor at editor@coldwar.org or visit www.coldwartimes.com.

The opinions expressed herein are not necessarily those of Cold War Times, The Cold War Museum, and/or their respective Boards.

A WORD FROM OUR SPONSOR

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COLD WAR TIMES TRANSFORMATION

The *Cold War Times* has been the voice of The Cold War Museum and Cold War veterans groups since 2001, offering news and articles, and championing the contributions and causes of those who served during the era. It has been my intention to expand the *Cold War Times* to provide more in-depth articles and content, and to eventually turn it into a full-color magazine suitable for high-quality printing and distribution.

Beginning later this year we will take the next step toward this goal by transforming the *Cold War Times* from a newsletter to a quarterly digital magazine. The new format will be released as the *Cold War Journal* for 2009, and will offer articles, news, announcements, interviews, and other content of interest to readers. Helping me on this project, and heading up editorial duties and development will be Mr. Dennis Kosmetatos, along with a small staff of volunteers that will help ensure the editorial quality of the publication.

The first issue will be available for download in early 2009 from our www.coldwartimes.com website, or from www.coldwarjournal.com. Although the look and feel of the publication will change, we intend to continue our commitment to the principles under which the *Times* was founded. Dennis feels, as do I, that the Cold War era is a rich history that deserves its own high-quality publication. We think that we can rely on the support and interest of the reader community to make this next phase successful.

Dennis is interested in hearing from any volunteers who would like editorial roles for various areas of Cold War subject interest, such as in intelligence, political science, military operations, technology, etc. Contributors are also needed to submit articles and photographs in their areas of expertise. In particular, we are looking for articles to correspond with key Cold War anniversary dates in 2009 and beyond.

For more information on contributing you can check out the writer's guidelines at www.coldwarjournal.com and also check out our editorial calendar for current topic needs. If you would like to help out in of these roles, or have other skills or talents you would like to volunteer, please contact Dennis at editor@coldwarjournal.com.

We look forward to providing the community with an informative, entertaining, and thought-provoking publication that tells the story and explains the significance of the Cold War. We hope that you will enjoy it.

THE COLD WAR MUSEUM – SUMMER UPDATE 2008

By Francis Gary Powers, Jr.

Over the past decade, The Cold War Museum has made great strides in honoring Cold War Veterans and preserving Cold War history. I am writing to provide you with a brief update on the Museum's activities.

I am pleased to announce that earlier this year we submitted our proposed draft of a lease for use of the former Lorton Nike Missile base to Fairfax County Park Authority for their review and comment. I am grateful to Mr. Christopher Barker from the law firm of Walsh, Colucci, Lubeley, Emrich, & Walsh (www.thelandlawyers.com) who contributed countless hours of in-kind work in preparing our proposed lease for submission to Fairfax County.

The Cold War Museum continues to work with the International Spy Museum in Washington, DC and the Atomic Bunker in Harnepop near Berlin, Germany to display some of its artifacts. The Cold War Museum is an affiliate of the Smithsonian Institution and has pledges of support for artifact loans from Smithsonian Air and Space, American History, National Portrait, and US Postal Museums. The Museum has chapters in Berlin, Germany and Milwaukee, Wisconsin staffed by volunteers.

The mobile exhibit on the U-2 Incident, the "Spies of Washington Tour," and related educational activities continue to generate interest and support. The mobile exhibit is currently on display at the ITOW Veterans Museum (www.itowmuseum.org) in Perham, Minnesota through October 2008. If you know of a museum that would have an interest in the exhibit, please send me an email. The educational Spy Tour of Washington (www.spytour.com) is now booking group tours online.

Initial planning has begun for Cold War Conversations III about the Prague Spring of 1968 scheduled for October 11, 2008 at South County Secondary School in Lorton, VA. The Museum is working with the Embassy of the Czech Republic to commemorate this important anniversary. Earlier this year, our Berlin Chapter worked with the British Berlin Airlift Association to commemorate the 60th anniversary of the Berlin Airlift. There are varieties of sponsorship opportunities available in conjunction with these anniversary events and other Cold War Museum programs and activities. Email gpowersjr@coldwar.org for additional information.

If you know of friends or family members that would be interested in our efforts, share this update with them or encourage them to visit www.coldwar.org. Please consider a tax-deductible contribution and/or artifact donation. Your gift will help ensure future generations remember Cold War events and personalities that forever altered our understanding of national security, international relations, and personal sacrifice for one's country. For more information, or to subscribe to our Cold War Times email newsletter list, please contact:

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MIDWEST CHAPTER UPDATE

By Chris Sturdevant, Chairman,

The Midwest Chapter will represent The Cold War Museum at the annual EAA AirVenture fly-in the week of July 28-August 3 in Oshkosh, WI. The air show regularly attracts 100,000 visitors. We will be presenting a forum on The Cold War Museum during the week as well.

Architectural plans are being finalized and cost estimates are being sought for the Nike base at Hillcrest Park in Waukesha, WI. Preliminary plans call for expanding the existing blast building to include meeting and reception space for museum visitors. The City of Waukesha will be repaving the asphalt next month as they continue to work on improving the infrastructure of the park itself.

On Thursday August 14 Werner Juretzko will be giving a talk to the In Their Own Words Veterans Museum in Perham, MN. We will also be loaning a civil defense exhibit to the ITOW Museum. The mobile U2 exhibit has been on display since May 1, 2008.

The Harvest of Potsdam

“Czechoslovakia 1945 – 1948 between Stalin and Truman” was the topic by Prof. Igor Lukes, Boston University and Honorary Consul of the Czech Republic in Boston, held April 25, 2008 at the Consulate General of the Czech Republic in Chicago, Illinois.



In his lecture, Mr. Lukas stressed the betrayal of Czechoslovakia by the Western Powers during the conferences of Yalta and Potsdam. Specifically, showing and demonstrating by the lack of interest expressed, toward the young republic and the abandonment of the interest of all East- European countries for self-determination at the end of World War II.

(Photo: Werner I. Juretzko, The Cold War Museum - European Affairs, Prof. Igor Lukes, Boston University and Consul General of the Czech Republic in Chicago, Illinois, Marek Skolil.)

The appeasement to Stalin by President Truman leaned more to uphold the content of the August 23, 1939 secret Molotow-Ribbentrop Agreement, the deal among Stalin and Hitler, to divide Eastern Europe into spheres of their interest, rather than to re-establish the independence of their sovereignty after World War II.

This event was coupled with a number of other events in the Chicago area, celebrating the 90th anniversary of Chicago’s contribution to an independent Czechoslovakia, which was the outcome of the Treaty of Versailles in 1918.



The Cold War Museum – Midwest Chapter was glad to have representatives and participants at this “by invitation only” event. The Keynote speaker was Madeleine K. Albright, former Secretary of State, a former native of Czechoslovakia and H.E. Petr Kolar, Ambassador of the Czech Republic in the United States of America.

(Photo: Participants are greeted by Consul General Marek Skolil.

For more information on the Midwest Chapter, please contact:

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BERLIN CHAPTER UPDATE

By Baerbel E. Simon – The Cold War Museum – Berlin Chapter
Photos by Horst Simon

Dear Friends and Supporter of The Cold War Museum and Berlin Chapter,

I am pleased to offer the following report about the activities and developments of The Cold War Museum, Berlin Chapter. We continue to have many interesting invitations.

On 27 June 2008: Invitation of the Mayor of Berlin Klaus Wowereit.- Berliner Rathaus (Wappensaal). Welcoming Berlin Airlift Veterans – and Berliner contemporary witnesses Deputy Mrs. Anna Edith Haase.

<http://de.truveo.com/Berlin-News-Berlin-gedenkt-der-Luftbr%C3%BCcke/id/4060878677>

After two years of intensive work, the Berlin Chapter's second exhibit, “The first Battle of the Cold War – The Berlin Airlift” recently opened. I would like once again to thank all the guests for making the long journey to Harnekop. More than 100 guests from Germany, Poland, The United Kingdom, and USA took part in the celebration. Guests included Mr. Rainer Eppelmann, last free voted secretary of defense – former GDR. He serves on “Stiftung Aufarbeitung der SED

Diktatur” (processing of the East German Party Dictator) as committee member and Mr. Heinz Gerd Reese, “Stiftung Luftbrueckendank”(Airlift Gratitude Foundation)

The welcoming speech was given by Dr. Frank W. Ehling, Director, Amt Barnim-Oderbruch and Mr. Geoffrey W. Smith, Chairman British Berlin Airlift Association.

Fifteen British Airlift Veterans, who took part in the Berlin Airlift, attended the opening. The veterans were in Berlin on a tour from 23 May 2008 to 28 May 2008 to visit related historic sites. We had an exciting program with many highlights. Crossing the Oder River by Ferry, Dinner at the “Golden Kartoffel,” BBQ at the Fliegerkneipe “Bohm’s”, Welcoming of the Director, Mrs. Kathy Alberst of The Kennedy’s Museum.

Representatives of the international Press were also there and their reports were spread around the world. (We had articles in Newspapers, on radio and TV, in Ireland, England, Scotland, Poland, France, Turkey, Germany, USA, Asia, Australia, and New Zealand.)

Mr. Stanley Sickelmore who is from Bournemouth, England was one of a half dozen veterans who flew to Germany to attend the opening of the exhibit in the village of Harnekop.

In September 1941, he enlisted in the Royal Air Force. After many month of training in America and Canada, he was awarded his flying wings in May 1943. Back in England, he attended courses on twin and four engine aircrafts and finally he was posted to number 138 Special Duty Squadron flying Short Stirling four engine bombers. Back in England and unemployed after the war ended, in the summer of 1948, he got work with a charter company called Airflight, his first job in civil aviation. He delivered 500,000 gallons (nearly 2 million liters) of much-needed diesel fuel to a country with which he had been at war three years earlier.



(Photo: AvroTudor AT. Source Stanley K. Sickelmore)

“Three years before we had been mortal enemies, bombing each other, and a bit later on we're spending a year trying to save the lives of 2 million Germans in West Berlin. It was a strange feeling.”

Mr. Sickelmore flew 226 missions during the Berlin Airlift.

(Photo: Mr. Sickelmore donated his personal photos and information material to the Berlin Chapter, which will soon display it)



www.bbc.co.uk/worldservice/news/2008/06/080623_berlinairlift_wt_dm.shtml

Mr. William L. Ball, an Aircraft mechanic from South Yorkshire who served eleven years on the RAF said, “I thought I was being sent on a routine assignment. We were told that we would be

going to Germany for two weeks. We ended up staying there for a year. It was only when we found out afterward what it was all about, we realized it was quite a thing we did for them.”

Mr. William L. Ball wrote many poems about the Berlin Airlift and he wrote a new one for the 60th anniversary. Mr. Ball donated his personal poem collection to the Berlin Chapter.

<http://news.scotsman.com/worldwarii/RAF-veterans-honoured.4119105.jp>

Special thanks go to all sponsors: Rolls-Royce Civil Aerospace, for sponsoring the day with the British Veterans in Harnekop; Air Berlin for sponsoring the flight tickets for the veterans and ILA Berlin for organizing a reception for the veterans on 27 May, and the manager Mr. Alexander Stolle, Hotel Steglitz International for special rates. The chancellor of the Federal Republic of Germany Mrs. Angela Merkel honored the US and British Veterans.

Following is some of the press that the event generated.

<http://news.bbc.co.uk/2/hi/europe/7422537.stm>

www.bbc.co.uk/worldservice/news/2008/06/080623_berlinairlift_wt_dm.shtml

www.welt.de/berlin/article2133859/Die_Veteranen_besuchen_Berlin.html

http://news.aol.com/story/_a/british-efforts-in-berlin-airlift/n20080525102509990001

www.moz.de/index.php/Moz/Article/category/Bad+Freienwalde/id/231778

www.oderbruch-online.de/index.php?m=19&id=3967&year=2008&year=2008&UID=e6ee3d4a1bb578f3f

www.iht.com/articles/ap/2008/05/25/europe/EU-GEN-Germany-Airlift-Anniversary

www.aparchive.com/Search.aspx?remem=x&st=k&kw=berlin+airlift

In June 2008 The British Berlin Airlift Association remembered the start of the Berlin Airlift in June 1948. A 60th Anniversary commemoration weekend was held at the Holiday Inn Hotel in Peterborough UK from 26 to 29 June.

The Association invited as honored guests the representatives of the Berlin Chapter. The Cold War Museum Berlin Chapter was one of the co-sponsors.

On 25 June, Berlin Airlift veterans gathered at the Cosford Museum in Shropshire to mark the 60th anniversary of the operation. About 40 members of the British Berlin Airlift Association met members of the public at the RAF museum at Cosford. BBC news Channel was there to interview the veterans

Peter Beswick was one of 40 members of the British Berlin Airlift Association who was honored at Royal Air Force Museum at Cosford. He said to a BBC reporter, "Without this taking place the whole city would have been starved out- there's no doubt about that".

Mr. Beswick, who is from Oundle, served on the Royal Air Force, 47 Squadron, as Navigator who was trained on the new Hasting Aircraft in Disfurth, Yorkshire in 1948. On a cold November morning he left England posted to Germany on the Berlin Airlift. Peter was stationed in Schleswig Land and flew 78 separate missions to the new Airport Berlin-Tegel.

(The 47 Squadron took part in the Berlin Airlift and flew over 3,000 sorties in the seven months it was assigned to the operation, mainly transporting coal to the beleaguered city.)



(Photo: Handley-Page Hastings from Schleswigland flying the corridor to Berlin-Tegel. Specification: Wing Span: 112 ft INS (34.44m). Crew: Pilot - Co-pilot - Navigator - Signaller - Flight Engineer, Payload: 9.3-9.5 short tons, Number of aircraft on the Airlift 24 in July/August 1949. Source: British Berlin Airlift Association)

The Berlin Chapter presents on display the life impressions of his wife Betty.

On Saturday June 28th one of the highlights of the weekend was a night of entertainment, featuring The Big Band '40s Night at the Cresset in Bretton, Peterborough. The Johnny Harris Orchestra played music of the era.

On Sunday June 29th a memorial march of the veterans from the British Berlin Airlift Association was held. The parade started from the Town Hall to St John's Church. Members of the RAF, US Air force, and the Air Cadets joined the Berlin Airlift Veterans, their families, and friends as they proudly marched along Bridge Street, through Cathedral Square to St John's Church. The parade was led by the RAF band, and the city center came to a standstill as the parade made its way along the streets.

The Peterborough Mayor greeted them outside the Town Hall; the heroes passed people on the surrounding streets who burst into a spontaneous round of applause to show their respect for the veterans. The anniversary commemoration ended with a dignified service at the St. John's Church.

www.peterboroughtoday.co.uk/news/Heroes-of-Berlin-Airlift-set.4139686.jp

www.newstatesman.com/politics/2008/06/berlin-airlift-british

Many thanks go to Chairman Geoff Smith and the Committee of the BBAA for the invitation. My husband Horst and I shared wonderful hours with the Airlift Veterans and we are looking forward to seeing all of them 2009 in Germany or in the UK.

Further information about The Cold War Museum Berlin Chapter is available on the internet:
www.coldwar.org/BerlinChapter and www.atombunker-16-102.de.

Please help spread the word about the Berlin Chapter. Together we can make this vision a reality. If you have any questions or want additional information, please visit the German Homepage:
www.coldwar.org/BerlinChapter or contact:

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COLD WAR VETERANS ASSOCIATIONS

COLD WAR VETERANS ASSOCIATION

Chairman's Update

By Vince Milum - Chairman - CWVA



The 2009 Membership Year has begun for the Cold War Veterans Association. With this new membership year comes the introduction of a new partner and a new focus for the Cold War Veterans Association.

Statement of Purpose

The Cold War Veterans Institute is an organization dedicated to preserving the legacy of freedom fought for during the Cold War. At the core of this fight was the underlying belief in the value of each and every human being. This belief is grounded in the blood, sweat and tears of countless men and women who served both in and out of uniform.

In the 21st Century, this noble effort is best sustained by embracing the key principle upon which freedom is dependent: an enduring commitment to universal human rights. To this end, the Cold War Veterans Institute is hereby inaugurated.

CWVI Liberty Challenge

The Cold War Era was marked by a totalitarian suppression of the rights of mankind. The forces of freedom rose to the challenge and helped liberate much of the world. Today that liberation effort continues with the CWVI Liberty Challenge.

The Liberty Challenge is a call to each of us to commit to three personal acts of intervention on behalf of those whose views do not mirror our own. In other words, we commit ourselves from this day forward to once again answer freedom's call and fight for the rights not (only) of those with whom we agree but, more importantly, those with whom we disagree.

If you are willing to accept this challenge, we look forward to hearing from you both as to your goals and to your results. Please feel free to keep us posted at coldwar@coldwarveterans.com. To all of you: Good luck and may the spirit of liberty continue to spread its wings around the world!

Sincerely,

The CWVI Board of Directors
(Brian, Vince, Lynn N, Connie, Lynne M, Rusty)

The Cold War Veterans Institute is seeking essays/monographs on the following topics:

1) Articulating an American Energy Policy.

What do you think should be the energy policy of the United States for the next ten years? Please be sure to include a discussion of renewable energy sources as well as fiscal incentives and penalties using the Internal Revenue Code.

2) Articulating an American Immigration Policy

What do you think should be the immigration policy of the United States for the next ten years? Please be sure to include a discussion of ethno-demographics in your response.

3) Integrating Eastern and Western Europe

Discuss the benefits and detriments of continued integration of Eastern Europe into the Western system including to what extent Turkey should be integrated.

4) Did China Win the Cold War?

With Western democracies experiencing stagflating economies and China on the ascendancy, can an argument be made that the Cold War did not end with the Soviet Union formally dissolving in December 1991 but with the Communist Chinese riding out the bipolar epic and on the verge of capturing the banner of the world's leading hegemonic power?

Essay Guidelines

We are looking for professional documents presentable to conferences. Citation to authority is important:

Submissions are to contain a minimum of 10 citations with a maximum of 150. Citations are to be in endnote form (except where alternate citation is necessary). Proper legal citations should be used as appropriate. Where appropriate, statistical and/or historical data should be included. Direct quotes from personal interviews are welcome with proper citation. Graphs and other visual aids are welcome.

Email essays/monographs to: coldwar@coldwarveterans.com.

For more information on the Cold War Veterans Association, please visit them online at:

www.coldwarveterans.com

www.coldwarveterans.com/cwva_news.htm

www.coldwarveterans.com/cwva_board_statement.htm

AMERICAN COLD WAR VETERANS, INC.

By Frank M. Tims, Ph.D., Chairman

For more information, please contact: www.americancoldwarvets.org



“We Remember:

National Day of Remembrance for Forgotten Heroes of the Cold War”

Following the ACWV Annual Meeting April 30, and the election of Sean Eagan as our new Chairman, we gathered at the Hart Senate Office Building at on May 1, 2008. The Congressional breakfast was well attended with representatives from Reserve Officers Association, Reserve Enlisted Association, VFW, Cuban Missile Crisis Veterans, USS Liberty Veterans Association, the U.S. Army, the Coalition of Families of Korean & Cold War POW/MIA, as well as congressional staff.

The breakfast was highlighted by Congressman Joe Wilson (R) SC 2nd district who spoke eloquently about the sacrifices made by Americans to win the Cold War and how appropriate it was to remember these on the anniversary of the old Communist party’s holiday. The Breakfast concluded with Col. David Griffith presenting Dr. Frank Tims with an Army Freedom Team Salute Commendation for his efforts to bring respect, recognition and awareness for veterans of the Cold War era as well as embodiment of core Army values.

The group then visited their elected officials in force. We are still waiting for confirmation of additional Co-sponsors of S.1097.



(Photo: The day concluded with a Memorial Ceremony at Sec. 34 of Arlington National Cemetery. The service was conducted by Chaplain Dr. David Clevenger and Ernie Gallo of the USS Liberty Veterans Association. The Carson Long Military Institute provided the color guard and the bugler for Taps. The group then placed flowers on individual grave sites.)

For additional coverage of this event, go to www.americancoldwarvets.org.

Concurrent ceremonies of Remembrance were also held at Portsmouth, NH and Seal Beach, California. Special thanks to USS Liberty Veterans and US Submarine Veterans Association, who organized this event.



(Photo: Left - Memorial Ceremony for USS Thresher, Portsmouth, NH)

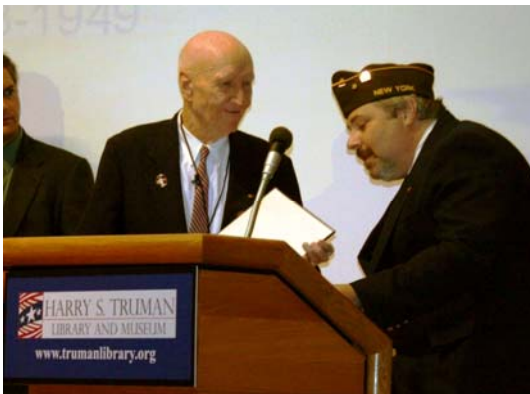
(Photo: Right - Memorial Wreath for USS Thresher and USS Scorpion, Seal Beach, CA)



Berlin Airlift Veteran Honored at Truman Presidential Library, Independence Missouri

Our organization, American Cold War Veterans, seeks to honor those who served in the Armed Forces of the United States between September 1945 and December 1991. Colonel Gail Halvorsen is not only a Cold War veteran, but also a Cold War Hero.

At the Dawn of the Cold War Col Halvorsen and others Americans practiced unofficial acts of kindness and diplomacy, 'winning hearts and minds.'"



(Photo: Left - July 14, 2008 at the Truman Presidential Library, Sean Eagan, new Chairman of American Cold War Veterans, presented a certificate of appreciation on behalf of the Secretary of the Army and the Army Chief of Staff to Colonel Gail Halvorsen, who gained fame as "The Candy Bomber," when he flew missions in the Berlin Airlift.

Col Halvorsen's humanitarianism and his "service before self" attitude have left our servicemen a legacy that has lasted right up until present day.

Therefore, American Cold War Veterans, Inc. nominated Colonel Halvorsen for the US Army Freedom Team Commendation, and was asked to present that commendation on behalf of American Cold War Veterans, General Casey, the Army Chief of staff, and Pete Geren, the Secretary of the Army.

Colonel Halvorsen wrote a letter of thanks to ACWV that read:

"You gave me the valued award on behalf of the American Cold War Veterans and the Acting Chairman Frank Tims PhD, signed by General George W. Casey, Jr, and Army Secretary Pete Geren! Unbelievable! A real 'Freedom Team Salute.' Please pass to General Casey and Secretary Geren my gratitude and appreciation. I am proud to have this Freedom Team Salute. We were a team in 1948-49 and are a team now in Iraq and Afghanistan."

Gail S. Halvorsen
Col USAF (Ret.)



The ACWV continues its fight for the Cold War Service Medal (S.1097) – Cosponsors thus far are Senators Hillary Rodham Clinton, Susan Collins, Mary Landrieu, Blanche Lincoln, Chuck Schumer, and Olympia Snowe.

(Photo: German children eagerly awaited his flight and the small parachutes with candy he would drop during his approach to Tempelhof Airbase.)

FEATURED ARTICLES

THE OCTOBER 1983 BEIRUT BOMBING: WHO DID IT AND HOW IT AFFECTED HISTORY

By Randy Gaddo, President, Beirut Veterans of America
CWO-4 USMC (Ret)

25 years after what many now believe was the first shot fired in the Global War on Terror, new information is coming to light about exactly who did it, why and how it affected America's future history. For U.S. Marines, it was the highest loss of life in a single day since Iwo Jima. For the FBI, it was the largest non-nuclear explosion they'd ever investigated. For Marines, sailors and soldiers who survived, it was a defining event in their lives. For Hezbollah and its Iranian backers, it was their first major operation against Americans and would establish the terrorist tactics that paved the path to 9-11. For the U.S. and the world, The October 23, 1983 bombing of the U.S. military barracks in Beirut, Lebanon was an unimaginable crime against humanity and was a harbinger of the coming Global War on Terror.



(Photo: A 1/8 Marine stands watch at the Beirut International Airport, 1983)

As the United States Marine sentry in Beirut, Lebanon on October 23, 1983 frantically snapped a magazine into his M-16A1 service rifle, locked and loaded, hastily took aim and squeezed off a couple of passing rounds at the speeding 19-ton truck, he saw the driver clearly for a split second.

The driver was a young Middle Eastern man, an Iranian named Ismalal Ascari court documents would later reveal. Testimony would describe his dark eyes as dazed-looking and staring straight ahead...some speculate he may have been on drugs. He clutched the steering wheel stiff-armed. And he was smiling.

The suicidal fanatic smiled as he smashed through perimeter barriers, overran the sentry's position, crashed through another guard post and drove the truck into the atrium of the 4-story tall barracks that was home to about 400 United States "Peacekeepers." No sooner had the truck stopped than it detonated, creating what FBI investigators would later describe as the largest non-nuclear blast that they had ever studied. 220 Marines, 18 sailors and 3 soldiers died and dozens more were trapped in the debris, many severely injured. Some of those died months or years after the bombing. Most of those who survived carry the scars - mental and/or physical - still today.

Marines under the flag of the 24th Marine Amphibious Unit had been sent to Lebanon as



peacekeepers. They first went ashore in early 1982 to oversee evacuation of about 15,000 armed combatants of Yassar Arafat's Palestine Liberation Organization. Shortly after that, they went back in at the request of the Lebanese government as part of a multinational peacekeeping force after the Lebanese president was assassinated. Thousands of Marines, sailors and soldiers would rotate in and out of Lebanon during this mission between 1982 and 1984. Two hundred seventy would die during that time, hundreds would be injured. All this in the name of peace. This made the fact that the driver smiled as he committed this heinous crime against humanity even more shocking, perplexing and confusing at the time. Now, 25 years later, with the benefit of hindsight it has become clear why he smiled.

(Photo: This is a shot of the Oct. 23, 1983 barracks explosion taken from one of the 1/8 line companies across the runway from the barracks.)

In that split second, the Marine sentry saw the face of the new menacing enemy who would oppose the free world and define the lives of the next several generations – Islamic extremists. This attack on Americans, many now believe, was the Islamic extremists' first real volley in the Global War on Terror.

Who was the driver and for whom did he work? What organization was behind it and what was their goal? Why would anyone deliberately murder and maim so many men – operating as peacekeepers under peacetime and highly restrictive rules of engagement - while they slept on a Sunday morning?

The answers to these and related questions are as complicated and entangled as the Middle East itself. The answers are rooted in history thousands of years old, dating back to pre-biblical times. This history has formed the myriad political, religious and ethnic beliefs and relationships of the dozens of varying governments, militaries, militias, sects and fringe groups involved in the Middle East. All these players bring their set of values and try to impose them on others who don't necessarily want them.

When the bombing occurred in 1983, these relationships and the true nature of the Middle East was generally known only to experts in foreign affairs at the highest levels. But Marines, sailors and soldiers only knew they were placed in the midst of this turmoil with a mission that was relatively new to the U.S. military: Peacekeeping. The irony of that title is only now fully appreciated if considered in the context of that part of the world, where peace has been elusive for thousands of years. Peace in the Middle East continues to be a paper tiger chasing its own tail.



(Photo: Rescue and recovery efforts continued 24/7 after the barracks bombing, 1983)

In the years following the 1983 Beirut Bombing, the relatives, friends and fellow service members of those slain in Beirut have continued to keep their memories alive with annual October Remembrances in Jacksonville, N.C. Now the attendees include the children and grandchildren of those 1983 heroes.

But these dedicated descendents want more than memories; they want someone to take responsibility. Some have initiated lawsuits that are now establishing blame and seeking compensation from those guilty parties.

“Vince would have said we must hold these men accountable,” said Lynn Smith Derbyshire, whose brother, Marine Captain Vincent Smith, was killed in the October 23 attack. She, other family members of the 241 deceased service members and injured survivors became plaintiffs in a lawsuit entitled “Peterson v. The Islamic Republic of Iran.” Deborah Peterson is the sister of Corporal James Knipple, who was also killed in the bombing.



(Photo: Marines brought in heavy equipment to assist with rescue and recovery efforts, 1983)

The U.S. District Court for the District of Columbia conducted a bench trial on March 17 and 18, 2003 to determine the liability of the defendants for this “inhuman act.” Defendants were Iran, the Iranian Ministry of Information and Security

(MOIS), Iran's Supreme Leader Ayatollah Ruhollah Khomeini and President Ali Akbar Hashemi Rafsanjani.

The court ultimately found the defendants were guilty and liable to the plaintiffs for compensatory and punitive damages totaling billions of dollars. In the course of the hearings many significant facts came to light that help explain some of the core questions posed earlier. Court documents confirm that beyond doubt Hezbollah was the lead agent responsible for the bombing. But more significantly, Hezbollah acted under orders from Iran.

Dr. Patrick Clawson, a widely renowned authority on Iranian affairs, provided expert testimony that in 1983 Hezbollah was a creature of the Iranian government.

“Both from accounts of Hezbollah members and from accounts of the Iranians and of every academic study that I’m aware of...Hezbollah is largely under Iranian orders,” he told the court. He added that in 1983 Hezbollah, consisting primarily of Shi’ite Muslims in Lebanon, acted almost entirely under the orders of the Iranians and was financed by them as well. Iran framed Hezbollah’s primary objective, to engage in terrorist activities in order to convert Lebanon into an Islamic theocracy modeled after Iran.

Hezbollah was originally formed in 1982 as a direct response to the Israeli invasion of Lebanon, confirms Robert T. Jordan and Don Philpott in their 2006 book entitled, “Terror – Is America Safe?” Jordan was a Marine major in Beirut in 1983 serving as the public affairs officer and chief spokesman for Marines there.



“This Lebanon-based radical Shia group takes its ideological inspiration from the Iranian revolution and the teachings of the late Ayatollah Khomeini,” they wrote in the book. “Hezbollah is dedicated to liberating Jerusalem and eliminating Israel and has formally advocated ultimate establishment of Islamic rule in Lebanon.”

(Photo: Then vice president George H.W. Bush surveys the damage two days after the bombing, escorted by (left) then commandant of the Marine Corps P.X. Kelley, and (right) then 24th Marine Amphibious Unit-24 commander Colonel Tim Geraghty)

Iran’s involvement was further established with testimony from Admiral James A. Lyons, who was Deputy Chief of Naval Operations for Plans, Policies and Operations in 1983. He testified that on October 25, 1983, he was notified of a message between Tehran and Damascus, Syria.

The message was from MOIS to then-Iranian Ambassador to Syria, Ali Akbar Mohtashemi, who in 2003 served as an advisor to the President of Iran. The message instructed Mohtashemi to contact Hussein Masawi, leader of terrorist group Islamic Amal (predecessor to Hezbollah), to have his group initiate attacks on the multinational coalition (Americans, French, Italians and British) in Lebanon and to take “spectacular action against the United States Marines.”

This assertion was validated by videotape testimony from a Lebanese Shi'ite Muslim known on court records only as "Mahmoud" who was a Hezbollah member involved in the 1983 attack. He testified that word was indeed sent to go forward with the attacks against the Americans and French. (59 French paratroopers were killed and dozens injured in an identical attack seconds apart from that on Americans.)

Mahmoud described a meeting where principal Islamic extremist leaders planned the attacks. "They got the order...they met and adopted the operation against the Marines and the French barracks at the same time," he said. He testified that one Iranian (driver in the American attack) and one Shi'ite (presumably driver in the French attack) were selected.

Mahmoud also gave testimony about the vehicles used in the attacks that is counter to what has generally been known in the past. Reports from the time of the attack described the truck used in the American attack as either a white or yellow Mercedes dump truck. However, Mahmoud provided different information.

"The cars (probably meant trucks but came out as cars in the translations) were built and equipped in Biralabin (phonetically spelled)," he stated. "One red Dodge was painted exactly like the real Dodge that is providing water and other stuff to the Marines, and they moved it to the airport road where they put the hold on." He said the fabricated truck was modified to carry explosives.

Mahmoud described a plan where the second truck would replace the real truck that was routinely seen by Marines in their positions around the Beirut International Airport. He said that on the morning of October 23, 1983 members of Hezbollah ambushed the real water delivery truck before it arrived at the barracks. Ismalal Ascari, an Iranian, then drove the fake delivery truck to the Marine barracks.

The truck first drove by the barracks, then circled a large parking lot behind the barracks, increased speed, broke through barriers and detonated inside the barracks.

The force of the explosion was equal to 15,000 to 21,000 pounds of TNT, concluded FBI and ATF explosives experts who examined the site. Here, another new piece of information was revealed. Initially speculation was that a form of explosive was wrapped around gas cylinders, creating the force that brought the four-story, reinforced concrete building down to 15 feet of rubble and stretched the reinforced concrete support columns like "rubber bands."

However, experts testified that the explosive material was "bulk form" pentaerythritol tetranitrate, or PETN. Danny A. Defenbaugh, the on-scene FBI forensic explosive investigator, testified as to his findings:

"We were able to, through the forensic residue analysis, identify the explosive material, and it was unconsumed particles of PETN..."

Defenbaugh said the PETN is a primary explosive manufactured commercially, primarily for military purposes as the explosive material in detonating cord. Detonating cord is a plastic and fiber cord that has the PETN in white powder form extruded into the cord.

The investigation revealed that in the case of the barracks, the PETN was not consumed, which according to Defenbaugh was consistent with findings in the April 18, 1983 bombing of the American Embassy in Beirut. This meant that the material had to come directly from a manufacturer.

Defenbaugh explained that when the commercially produced PETN is detonated, it is completely consumed in the explosion, as it is designed to do. The presence of unconsumed PETN at the Marine barracks explosion led to the finding that the PETN used in this case had not been the standard commercially available form.

Instead, it had been the raw “bulk” form of PETN which, in the Middle East, is produced by state-sponsored manufacturers for military purposes. In 1983, PETN was not manufactured in the nation of Lebanon, but was in Iran, court records state.

This and other evidence in the 2003 trial proved beyond a reasonable doubt that Hezbollah and Iran were responsible for the bombing. In September 2007, the court awarded plaintiffs in the case \$2.6 billion. However, getting the money won't be easy.

“Getting the judgment in these cases is just 20 percent of the work,” said District of Columbia litigator Steven Perles, a successful lawyer who has won more than \$6 billion in civil suit judgments for victims of terrorism. But, for all his success, he has managed to collect only about 1 percent of the damages for his clients, or himself for that matter as he takes most of the cases on a contingency basis. He recently told Newsweek that existing laws make it difficult to trace and seize these frozen foreign assets in the U.S.

The shroud of “sovereign immunity” shields most countries from lawsuits. However, a 1996 bill passed by Congress allowed civil suits against countries deemed state sponsors of terrorism. Perles used this law as leverage to seek compensation for families of Americans killed or wounded in terrorist attacks.

An amendment passed by the Senate in January 2008 allows lawyers to go after property of countries that sponsor terrorism even if Americans run the property and receive all the profit. A web-exclusive Newsweek article by Dan Ephron points out that this is a significant shift according to analysts and legal scholars.

“The upshot is that billions in assets here in the United States could fall within the reach of terror victims who have been awarded judgments against countries like Iran and Libya,” Ephron writes. The legislation has a long history and plenty of opponents. State Department officials say it will deny them a key bargaining chip in dealings with so-called rogue states, while the business community fears it will expose U.S. investors in the Middle East to reciprocal measures.

"The government prefers to use these assets in a game of leverage for larger geopolitical issues," says David Aufhauser, who headed the National Security Council's terrorist financing task force until 2004. "To have other voices at the table dilutes the leverage."

Legislation attached to the 2008 National Defense Authorization Act (NDAA) just signed by President Bush on January 28th brings victims of terrorism one step closer to victory. Section 1083 of the NDAA amends the Foreign Sovereign Immunities Act, which establishes rules on how foreign countries may be sued under U.S. law.

"Yesterday was a great day; section 1083, based on the 'Justice for Victims of State Sponsored Terrorism Act' (S. 1944) became the law of the land," said Lynn Smith Derbyshire.

"By including section 1083 in the Defense Authorization bill, Congress and the Bush Administration took a definitive step toward ending terrorism and holding terrorists accountable for their heinous crimes," said Derbyshire, speaking on behalf of the families of U.S. servicemen killed or injured in the Beirut bombing.

"The bells of justice now ring more loudly," said Judith C. Young, whose son, Jeffrey, was killed in the 1983 bombing and who has been an advocate for terrorist victims ever since. "State sponsors of terror now know they must pay for their actions. We have told them that the lifeblood of the terrorist, the money that buys their weapons, gives them food and shelter and pays for their training and travel, will be harder to obtain."

As the search for justice goes on, 25 years after the fact, there is no doubt in the minds of those families, friends and fellow service members that the men who died in Beirut died as heroes, early combatants in the war on terror. History now reveals that Islamic extremists used the 1983 bombing as its first test of U.S. resolve against terrorism. It was a warning signal the U.S. failed to heed, as demonstrated on September 11, 2001.

But the warnings were there. As far back as 1984 knowledgeable authorities confirmed that the Beirut bombing was a harbinger of what was to come. A DOD commission was convened on November 7 of that year to conduct an independent inquiry into the bombing.

The Long Commission, named for its chairman, retired Admiral Robert L. J. Long, concluded that the systematic, carefully orchestrated terrorism seen in the Middle East represents a new dimension of warfare.

"These international terrorists, unlike their traditional counterparts, are not seeking to make a random political statement or to commit the occasional act of intimidation on behalf of some ill-defined long-term vision of the future," the report pointed out.

"For them, terrorism is an integrated part of a strategy in which there are well-defined political and military objectives. For a growing number of states, terrorism has become an alternative means of conducting state business and the terrorists themselves are agents whose association the state can easily deny," the commission report concluded.

While the struggle between terrorism and freedom rages on, victims of that battle fight back in their own way, savoring victories such as 1083 of the NDAA and pushing on for greater footholds.

"Get out your calendar and grab a red pen; mark the day in history -- January 28, 2008 -- as the beginning of a new chapter in the war against terrorists," Derbyshire declared.

OUTLINE OF A COLD WAR MISSION: THE NATIONAL STOCKPILE SITES AND OPERATIONAL STORAGE SITES

By Clarke Ketter

As the United States military began the transition from full war-time mobilization to a peacetime mode in 1945, the questions of how to deal with the strategic and tactical requirements of its growing nuclear arsenal became vital. The necessity to establish and maintain civilian control



over these new weapons was seen by many as the only logical way to ensure safety and control while still retaining the military flexibility to respond to threats and changing world conditions. The initial phases of the emerging Cold War provided a powerful incentive to establish the optimal organization for command, control and custody of nuclear weapons.

(Photo: Typical nuclear capsule storage structure, this one at Stony Brook AFS, Massachusetts. Photo by Author)

The military was advocating more control and custody of these weapons, and that such control must be direct, flexible and timely. It was also argued that since the U.S. Army had led the Manhattan Project to its successful conclusions in July and August of 1945, that it should retain that responsibility. The military further argued that it had to have direct access to these new weapons in its arsenal in order to fulfill its responsibilities to protect the country. They insisted that having to obtain consent from civilian authority for the transfer of weapons to military custody in times of crisis would unnecessarily endanger the country's security.

In the first five years after the end of World War II, the nuclear arsenal grew from about 2 at the end of 1945 to approximately 300 complete weapon systems in mid-1950 as the full-scale production of the systems gathered momentum. The weapons systems at first were crude and complex, requiring extensive training of personnel, both civilian and military, to provide the necessary maintenance and reliability. The time required to make ready a weapon for use by the military was a definite handicap to their efficient utilization.

As the battle continued over the custody and control of nuclear weapons between the newly-established Atomic Energy Commission (AEC) and the Department of Defense, the establishment of the National Stockpile Sites commenced. These were all constructed within the boundaries of existing military facilities.

Killeen Base	Site Baker	Fort Hood, TX	1947
Manzano Base	Site Able	Kirtland AFB, NM	1949
Clarksville Base	Site Charlie	Fort Campbell, KY	1949

As the 1950s began, further National Stockpile Sites were added.

Bossier Base	Site Dog	Barksdale AFB, LA	1951
Lake Mead Base	Site Love	Nellis AFB, NV	1954
Medina Base	Site King	Lackland AFB, Texas	1955

These sites were all assigned to the Armed Forces Special Weapons Project (AFSWP) and were under the control of the AEC. By the end of 1955 the nuclear weapons stockpile had increased to about 3,000 complete weapons, all under the control of the AEC.

In June 1946, the War Department engaged Black & Veatch of Kansas City as the sole source firm for the design and engineering of nearly all the weapons-related facilities at Los Alamos, New Mexico. Sandia Corporation supervised construction of the 1st nuclear materiel storage areas between 1946 and 1951, Sites Able to Dog. These first 4 depots were National Stockpile Sites, with Sites Able and Baker built inside existing mountains. Sites Able thru Charlie were all characterized by underground igloos and subterranean plants. These 3 served the Air Force, Army and Navy. The Sites at Boosier Base, Medina and Lake Mead began the transition to more above-ground storage / maintenance facilities as the weapon systems became smaller and safer.

As the struggle for an optimal mix of control and custody of nuclear weapons between the military and the AEC began to shift in the military's favor, the concept of the Operational Storage Sites was instituted. These sites were to be located on or near existing Strategic Air Command (SAC) bases and would therefore be physically closer to the delivery systems than the National Stockpile Sites. This would obviously decrease the reaction times in crisis situations and would provide more flexibility for the military. Prior to this, the aircraft of the Strategic Air Command had to fly to one of the National Stockpile Sites, have weapons loaded, then continue on with their missions. That was unacceptable.

A total of five Operational Storage Sites were constructed in the United States for the U. S. Air Force from 1951 to 1954. The Black & Veatch engineering firm took a major role in the construction of these facilities, as they had with the National Stockpile Sites.

Caribou Air Force Station	Site Easy	Loring AFB, Maine
Rushmore Air Force Station	Site Fox	Ellsworth AFB, South Dakota
Deep Creek Air Force Station	Site George	Fairchild AFB, Washington
Fairfield Air Force Station	Site How	Travis AFB, California
Stony Brook Air Force Station	Site Item	Westover AFB, Massachusetts

Two others were also constructed: one for the Army at the Seneca/Romulus Depot in New York (Site Yoke), and one for the Navy at the Yorktown Mine Depot (North Depot Activity) in Yorktown, Virginia. Others were constructed in overseas locations.

The Air Force Operational Storage Sites were placed under the Air Materiel Command's 3079th Aviation Depot Wing located at Wright-Patterson Air Force Base in Ohio, and each site was organized as an Aviation Depot Group with subsidiary operations and support functions. It was not until 1962 that the AEC surrendered the full custody and control of nuclear weapons to the military. This was the same year that the Operational Storage Site responsibilities were transferred from the Air Materiel Command to the Strategic Air Command (SAC). This had resulted from SAC's insistence that the weapons must be directly under their control. Also, with the advent of the intercontinental ballistic missile and the advancement of weapon technology, the requirement for the Operational Storage Sites was essentially eliminated. As the Operational Storage Sites were phased out, the nuclear weapons were eventually stored and maintained at areas much closer to the delivery units of all branches of the military. The nation's security during this Cold War period was protected by the functional and operational efficiencies of these vital facilities - both the National Stockpile Sites and the Operational Storage Sites.

With the end of the Cold War and the dismantling of the Soviet Union, the storage and maintenance of nuclear weapons essentially regressed back to the period of the National Stockpile Sites. Although Manzano Base, Medina Base and Clarksville Base have all ceased operations, the requirements of our nuclear deterrent forces are being addressed with the



facilities located at the Kirtland Underground Munitions Maintenance Storage Complex (KUMMSC) located near the old Manzano Base facility in New Mexico, on Bossier Base in Louisiana, and on Lake Mead Base in Nevada.

(Photo: The 1st Operational Storage Site - Caribou AFS, Maine, adjacent to Loring AFB. HAER, National Park Service)

The histories of these Sites are in danger of being lost forever. The extreme secrecy surrounding their Cold War operations has made research into those histories very difficult. The nation owes much to the efforts and dedication of the many veterans that served at these Sites during some of the most dangerous periods of the Cold War, overseeing the maintenance and care of the most destructive weapons ever built. Of course, the nation now owes its support to those men and women who are presently engaged in the vital role of maintaining the nuclear deterrent forces of the United States.

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SOVIET NUCLEAR TRANSFORMATION: FROM DIESEL TO NUCLEAR POWER

By Raul Colon (rcolonfrias@yahoo.com)

Fascination with the possibility of almost unlimited nuclear propulsion commenced in both the Soviet Union and the United States during the first few years of World War II, but it was when the conflict ended that most of the research and development effort of both superpowers were placed in designing and eventually manufacturing a workable nuclear propulsion system. In the USSR the effort to develop nuclear propulsion came from the head of the Communist Party itself, Marshall Joseph Stalin. Stalin was enamored with the idea of creating the best and most powerful navy in the face of the earth and ordered the Soviet Navy to study captured German U-Boats. This added to the long list of capture German sub designers and engineers, gave the Soviet a leg up on its submarine construction program.

When WW II ended, the USSR began to frantically build up its submarine force. A force that consisted completely of diesel/electrical powered subs. This force structure did not change during the early days of the nuclear age. This is sometimes attributed to the perceived danger of the early enclosed nuclear reactors. Nevertheless, by the early 1950s, the Soviet Navy was receiving new, nuclear powered submarines as well as conventional diesel/electric ones. This duality in the USSR's submarine force ran in complete contrast to the policy the United States Navy followed. In the early 1950s the US Navy embarked in an accelerated program to produce only nuclear powered submarines instead of the conventional ones.

The USSR's nuclear powered submarine program was lead by Lavrenti Beria, a brilliant political manager. The engineering department was headed by the USSR's top sub designer, B.M. Malinin, an avid advocate of a nuclear submarine force. He was assisted by Vladimir N. Peregudov who would become the chief designers of the USSR's first nuclear powered boats.

The program, which actually started in the mid to late 1940s, paid immediate results when, in a period of two years, from 1958 to 1960; the Soviet Union commissioned three classes of nuclear powered submarines. Early in their program, in the summer of 1953, the Soviets decided to use pressurized water nuclear reactors, much like the Americans, in their new subs. The first submarine designed around this reactor type was the ill fated K-3, later named the Leninsky Komsomol. Following a long standing Soviet policy of secrecy, much of the work related to the design and building of the K-3 was performed by a small group of engineers. In fact, much of the USSR's top naval specialists were unaware of the project.

The K-3, designed to carry only one large torpedo, was officially launched on the morning of August 9, 1957. Under the command of the legendary World War II sub captain Leonid Osipenko, the K-3 took to its sea trials in September of that year. He managed to make one of the first cruises by a submarine under the Arctic ice, no small feat. The first years of the K-3's cruises proved to be very successful. So much so that its captain was awarded the coveted title of Hero of the Soviet Union. In 1960 while on an Arctic cruise, the K-3's periscope broke when the boat surfaced. Soon after the scope was destroyed and on its way to its base, the K-3 experienced a leak in the steam generator as well as cracks on its complement of nuclear fuel rods. Her proximity to the USSR's Northern Fleet headquarters prevented a major catastrophe. This kind

of accident was, unfortunately, too common on those early developed Soviet submarines. The K-3, which was replaced by the K-8 on its Arctic cruise was a November class boat.

Codenamed by NATO November, Echo I and II and Hotel, and the November class displaced 4200 tons on the surface and 5000 while under water. It had a hull length of 359'-11" with a height of 29'-10". Its conning tower measured 22'-0" in height. It had a top operational speed of 20 knots on the surface and an impressive 30 knots under the sea. A crew of 86 officers and men manned these subs. Meanwhile the Echo class displaced 4572 tons above the seal line and 5588 below it. It had a hull length of 360'-11" with a height of 29'-6", its conning tower was 24'-7" above its hull. The boat, which was manned by a crew of 90, was capable of reaching speeds of 20 knots on the surface and 28 below it. Meanwhile, the Hotel class' hull measured 374'0" with a beam of 30'-2"; its conning tower height was 24'-0". Manned by a crew of 104, she was able to reach speeds of 18 knots on the surface and 26 underwater.

Each of the boats of these classes was powered by two pressurized water reactors. Work commenced on the November class of subs in the summer of 1954 under the direct supervision of Peregudov. The lead boat was launched in late 1953 and commissioned on April 8, 1958. Twelve additional boats were developed and deployed up to the end of 1963. Meanwhile, the Hotel class, which only produced six boats, had the distinction of being the world's first true deployed nuclear powered ballistic missile submarine, just beating the first American Polaris boat, the George Washington in the spring of 1959. These boats were capable of launching a modified ground-based ICBM only while on the surface, nevertheless, it was a truly remarkable Soviet achievement. The Hotel boats were the first line of Soviet offensive power. They made regular patrols inside the east and west coast boundary waters of the United States. Almost at the same time, the Echo I and II, armed with nuclear cruise missiles, were being commissioned. These boats were powered by the very dangerous and seriously flawed VM-A water reactors which were taken out of all Soviet boats by the summer of 1989, almost thirty years after its conception.

In those early years, the Soviet rush to beat the Americans to "the punch" proved to be fatal to many submarines. In the end, the USSR did develop the vast fleet of submarines Stalin craved for.

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TAGBOARD

By Raul Colon (rcolonfrias@yahoo.com)

In the summer of 1962, a secret department of the Lockheed Company, the now vaunted Skunk Works, began research into a new type of weapons platform. The project was so secret that only about one hundred people inside the department knew what they were doing. The program, code named Tagboard, had its origins in the Administration of President John Kennedy and it achieved operational status under the Nixon Administration. The project was so secret that even today few detailed information is available.



The idea behind Tagboard was the development of a flying drone capable of reaching deep inside the Peoples Republic of China to gather sensitive information regarding the country's infant nuclear program. Since the downing of Gary Powers' U-2 spy-plane over the Soviet Union in the late 1950s, the United States armed forces began the process of developing the concept of an unmanned, remotely controlled flying vehicle capable

of penetrating hostile territory in order to gather information. The concept of a drone gathered support with the loss of four Taiwanese U-2 planes. They were shot down while trying to collect information about Chinese experimentation with nuclear devices and rocket systems in remote sites around the country.

One of those sites was Lop Nor. Lop Nor was located two thousand miles inland, nearly at the Chinese-Mongolian border. This facility was the main target of US intelligence collection efforts during the late 1950s and all thru the 1960s. The remoteness of the location meant that U-2 pilots had to fly a high risk, deep penetrating mission over rugged terrain for a long period of time. Here's where Tagboard come in. Skunk Works engineers would develop a drone-type system that could had been deployed out of an SR-72 Blackbird reconnaissance aircraft. The drone they envisioned could have flown at speeds above Mach 3, while operating at a height of 100,000 feet. After reaching its objective site, the drone would use its optical and electronic measuring system to gather as much data as possible, then the platform would head back toward a recovery area. After reaching a predetermined area, the drone would drop its camera film and an electronic gathering canister by parachute to a waiting US Navy destroyer. After accomplishing its mission, the drone system would self destroy over the sea.

The idea of Tagboard originated deep inside the Works. One of its first proponents in the unit was the legendary Ben R. Rich, who pitched the idea to an even more legendary Kelly Johnson, who at first balked at the concept. But political and military events, especially the downing of the four U-2s, persuaded him to pursue the idea. In the summer of 1962, Kelly Johnson met with John Parangosky at the Central Intelligence Agency to pitch the concept. The CIA was not interested, Parangosky stated. Johnson received almost the same answer when he went to the Air Force with the concept. But there was Brigadier General Leo Geary, the director of special projects for the US Air Force, who showed interest in the project. Geary pulled some favors and appropriated half a million dollars from the secret Black Projects contingency funds. Tagboard was born.

The original concept called for the installation of a six inch ground resolution camera system in a small but sturdy airframe. The camera and electronic package had a combined weight of four hundred pounds with four hundred and twenty five pounds needed for the platform avionics. The system needed to have a long range capability. Thus a minimum of three thousand nautical miles operational range was incorporated into the engineering equation by Johnson and his team. The

first design plan of the new drone called for it to have a flat triangular shape of a manta ray. It was forty feet long and weighed in at seventy thousand pounds. The airframe was built from titanium and was powered by a Bomarc engine.

The Bomarc was a ram engine design similar to the famous Marquardt engines once used in the development of ground to air missile systems. With the Bomarc, Tagboard could cruise three times faster than the speed of sound. The new drone also possessed the lowest radar cross section signature of any airborne system available at the time. It's internal electronic packages included a then state of the art star tracker inertial guiding system that could be constantly updated via a computer feed from the Blackbird platform right up to the point of launch. The system was completely automated. The drone steering was achieved by a stored digital signal directed at its hydraulic servo actuators. The system was capable of handling a sophisticated flight plan. It could handle numerous turns and twists, to get to the pre-programmed location. Then the system will instruct the drone to repeat the process for its extradition. When the drone made it out of hostile territory, the platform would proceed to release its payload in a form of a cone-type canister assisted by a parachute. The drone would then self-destroy.

Armed with Tagboard's impressive blue print, Kelly Johnson descended in Washington during the second week of February 1963 to pitch the idea once again to the CIA. Again he was refused. The story was different at the Air Force. Secretary Harold Brown was impressed with the concept. He took the idea further, suggesting that the proposed drone platform could expand its mission profile to include the delivery of a nuclear payload. The Air Force's interest in the project made the CIA think twice about the drone idea and on March 20, 1963, the Central Intelligence Agency awarded a Letter of Contract to Lockheed, thus sharing budgetary and operational responsibilities with the Air Force. With this accord, the Tagboard project became the most secret program ever developed by the famous Skunk Works, even more secret than the assembly of its Blackbird aircrafts.



The Works became the new Fort Knox. In order to get inside the facility, engineers and operators were given secret passes. Regular background checks were performed on all involved in the program. The strict regulations and security measures made a strained situation even more so. The task of designing and developing this new weapon system was daunting. The most

technically challenging situation arose when the team commenced to develop the formula on which the drone would be delivered by an aircraft flying at three times the speed of sound. The sheer magnitude of the shockwave presented the engineer teams with a monumental problem. It took the Works engineer teams nearly six months to figure out a possible solution to the dilemma. After gaining the upper hand on the detachment mechanism, other problems arose.

The guiding system, parachute deployment mechanism, electronic and camera packages, and finally the avionics components; all were monster-like problems that needed solutions. After three

years of around the clock work, the drone system was finally ready to be unveiled to the Air Force and CIA brass.

On the morning of February 27, 1965, with test pilot William "Bill" Park at the controls, a specially modified SR-71 took off from a secret Works facility carrying Tagboard with it. When the Blackbird reached the coast of California at an altitude of 80,000 feet, Park ignited the drone engine and Tagboard was released. It flew perfectly. Speeding at Mach 3.2, the drone flew 120 miles out to the sea before it ran out of fuel and crashed. The next month, another test flight proved to be even more successful. This time Tagboard flew an amazing 1,900 miles at speed of Mach 3.3. The test showed that drone's aerodynamic characteristics were sound. The next test phase was designed to evaluate the complex steering system. On June 16th, 1966, the specially configured SR-71, again with Park at the controls, took off and headed to the California coast, just north of Los Angeles. He released the drone without any inconvenience. Tagboard made a 1,600 mile flight that included eight pre-programmed turns. At the same time the drone activated its camera system. The test was a complete success. The collected data on these early flights indicated that the system was a success. Aerodynamic, avionics, guidance, even the camera systems performed admirably during these early flights.

The program seemed to be headed for full operational deployment sooner than expected when tragedy struck. On the afternoon of July 30th, 1966, Park and his weapons operator took off and proceeded west towards California. The test called for the release of the drone at Mach 3.25. But when deployed, the drone went down immediately and struck the Blackbird's fuselage, sending the aircraft into a tailspin. Park and his operator ejected from the doomed aircraft. Park and his operator, Torick, splashed down 150 miles from the coast. Unfortunately, Torick opened his helmet visor while ejecting, thus at splashdown water began to pour in into his suit sending him to the bottom of the sea. This was a setback to the program. Not only the loss of a pilot, which was daunting, but the lost of the modified SR-71, pushed the program backward. Without any more specially modified Blackbirds available anytime soon, Kelly Johnson drafted the Strategic Air Command's backbone, the B-52 as the vehicle to carry Tagboard.

After meeting with then deputy secretary of defense, Cyrus Vance, Johnson got the go ahead to proceed with the use of a B-52 as a release platform. The Air Force supplied Johnson and his team with two of the massive bombers. Test flights commenced again in the winter of 1968. One B-52 would carry two Tagboard drones, one under each wing. The tests were conducted in the Hawaiian Island and the drones were to follow a coordinated flight pattern. They flew over Christmas and Midway Islands, mapping them and anything that moved in the vast Central Pacific on their way there. The so called Captain Hook test flight series met considerable success during its fourteen month duration. The air force was really impressed with the results and by November 1969; Tagboard achieved operational status.

The drone system's first operational mission, the over-flight of the Lop Nor region, was programmed for November 9th. A sole B-52 took off from Beale Air Force base carrying two Tagboard drones in case one platform failed to separate from its mother-ship. When the B-52 reached its intended launching area, beyond China's early warning radar stations, it deployed one Tagboard. The system penetrated Chinese airspace and proceeded to its target, but

communication with the system was lost before it reached Lop Nor. Guiding system error was believed to be the cause of the drone demise.

Eleven months later, another operation was performed. This time Tagboard performed as advertised. It flew to the intended area and back, but when the system released its cargo, the cone parachute failed to open and the package plummeted to the bottom of the sea. The last operational flight of Tagboard occurred in late March 1971. This time, the drone was tracked by Chinese radar for the first time 1,900 miles deep inside China, then the system disappeared from US tracking systems. The reason was never determined. The complexity of a system that was needed to launch and recover the drone and the limited operational success doomed the program. After this flight, the complete program was cancelled by the Nixon Administration in July 1971. In a footnote to the story of this remarkable system, in July 1986, a piece of Tagboard surfaced in Washington via a CIA courier. A Soviet agent gave the piece to a CIA counterpart during a Christmas party that past winter. Engineers promptly recognized the piece as being part of the second Tagboard mission drone, codenamed D21. It was found in Siberia by a local farmer. Although the program ended before the system could be re-arranged to meet new standards, Tagboard achieved legendary status serving as the cornerstone of the US unmanned aerial vehicle programs for decades.

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SOVIET EARLY MARITIME PATROL AIRCRAFT: THE BERIEV BUREAU'S ROLE

By Raul Colon (rcolonfrias@yahoo.com)

The early history of the Soviet Union's maritime patrol aircraft was centered on the once vaunted Beriev Design Bureau which was organized by the famous Georgy M. Beriev. The bureau origins dated to October 1934 when it was organized as the Central Design Bureau of Seaplanes Manufacturing. The bureau was the primary contractor for some of the Soviet Union's Second World War II seaplane designs including the massive MDR-5 long range maritime reconnaissance platform as well as the MDR-7. Neither design made it out of the mockup stage. There were other wartime designs that, although very promising, never made it out of their conceptual stages. One that did make it was the MDR-10 flying boat. After the war, the MDR-10 program was renamed the LL-143 project. The double Ls refer to Letayushchaya Lodka or flying boats.

The 143 was to be powered by two powerful Shvetsov ASh72 piston engines. Construction of the first two prototype planes commenced at Factory 477 in Krasnoyarsk in 1944. A year later, the first completed aircraft was transported to Taganrog where in September 6th 1945 it made its maiden flight. By next February, the Beriev Bureau moved its design and developing operations to Taganrog. In June 1945, the bureau became the State Union Experimental Plant No. 49. Plant No. 49 became the USSR's only research and development facility dedicated to the design and production of flying boats. Georgy M. Beriev became the new organization's first director that summer.

Following the advances made during the “Great Patriotic War”, the bureau began to modify the blueprints of the second LL-143 model. The new design featured the introduction of the advanced ASh73 engines as well as a new inboard radar system. The new aircraft, now renamed the Be-6, took to the air for the first time in the morning hours of June 2nd 1948. This model quickly became the standard measure of every Beriev design.

The next version of the seaplane, the Be-6M was able to carry a powerful set of offensive weapon systems such as a five-cannon arrangement, plus its assortment of free-fall bombs, mines and torpedoes. The production run of the Be-6, codenamed Madge by NATO forces, lasted between the years 1952 and 1957. A total of 123 aircraft were delivered. The next Beriev design was a 1948 proposal codenamed Be-10. The 10’s design was similar to the Be-6. The only appreciable difference between the two crafts was that the Be-10 would have posed a tricycle undercarriage for ground operations. The Be-10 never made it out of the blueprint stage.

As aviation began to shift from propeller-driven aircrafts to the new jet engine flying machines, so did Beriev’s designs. The first all jet Beriev design was the revolutionary R-1 platform. The bureau’s experimentation with jet engines actually commenced during the later stages of development of the Be-6 platform. In 1947, and with official authorization, Beriev designed a seaplane based on the powerful British Nene jet engine.

The R-1 would have the engines mounted on the upper wing structure in order to keep the engines clear of water spray when splashdown was performed. On June 1948, the Soviet Ministry of Defense (SovMin) gave the official order to proceed with the program. The program continued its progression, although at a slower pace, until June 1950 when the project was revised completely. The new design would now incorporate the Soviet-built VK-1 jet engines. The aircraft’s first mockup was completed in the summer of 1951 and the first prototype was finished by the middle of 1951.

On November 22nd 1951, the R-1 commenced its first set of taxi trials. The trials revealed a new phenomenon affecting seaplanes fitted with jet engines. The Hydro-dynamic Instability Barrier Effect which made the R-1 suffer severe porpoising at nearly 80% of the take-off speed. The problem was semi-corrected (it was brought to a manageable level) with modifications to the plane’s elevator and tail-plane compensation mechanism. Taxing testing resumed in April 1952 and in May 30th, it took to the air for the first time. The R-1 flew several times before an October 3rd incident when water poured into the jet engine nozzles during an attempted take-off. Although the damage was repaired, this incident put the whole program in the spotlight. Calls were beginning to come from many quarters supporting the cancellation of the entire R-1 program.

Nevertheless, the program continued and on July 18th 1953, flight testing resumed. The final R-1 test flight came on February 1956 when the only prototype was severely damaged during a landing operation. The program was cancelled soon afterward. Although the program was considered a failure by high ranking Soviet officials, the program did collect valuable data related to the performance of a sea-based aircraft utilizing jet engines for propulsion, data that would find its way to other Beriev’s seaplanes.

Next for the bureau was the R-2 program, a project that did not make it out of the designing board. After the R-2 came the Be-10 program which would incorporate the data collected on the R-1 aircraft. The 10 was first conceived as a reconnaissance/strike flying boat capable of engaging enemy vessels. The program commenced in earnest on October 8, 1953 when the commander of Soviet Naval Aviation, Admiral of the Fleet N.G. Kuznetsov, supported a SovMin resolution ordering the development of a long range reconnaissance platform. From the beginning, the Be-10 was designed primarily as a major offensive flying-boat. The Be-10's offensive arsenal was carried on a massive bomb-bay with doors on the bottom of the aircraft's hull, behind the step. A moderate, sweepback wing structure was introduced on the new plane.

The first prototype was completed by October 1955. Because of the upcoming winter conditions on the Taganrog area, the new plane was not able to perform any taxiing test. The aircraft was moved to a new, more plausible testing site at Gelendzhik. The Be-10 performed its maiden flight on the afternoon of June 20th 1956. The testing phase went without a glitch and by the middle of 1958 the Soviet Navy placed an order for fifty of these huge seaplanes. The production line of the Be-10 ran between 1958 and the spring of 1961. In all, twenty seven fully equipped aircraft were delivered. When the aircraft entered service in the summer of 1959, it had the distinction of being the world's only jet-powered operational seaplane, an honor it would enjoy for years. The Be-10 or Mallow as codenamed by NATO was finally retired from front line service in August 1963.

The reason was poor structural conditioning. In fact, by mid 1963, two of the 10s crashed with heavy loss of life. The follow-on plane to the Be-10 would be the Be-10N. The 10N was designed with a much larger payload capacity in order to carry two of the new K-12BS anti-ship cruise missiles. The missiles were capable of carrying either conventional or nuclear tipped warheads. The 10N would have been able to take-off with a maximum weight of 106,920 pounds. Its operational range was designed to be nearly 1,000 nautical miles. Nevertheless, the 10N design never made it out of the mockup stages. By August 1960, the SovMin cancelled further research into this new version of the Be-10.

The bureau's next design, the Be-12 would make it out of the design table. The 12 was originally conceived as a pure attack aircraft. To achieve the plane's profile, several new additions were implemented on the design. Chief among them was the incorporation of a new, more powerful Initiativa radar array system. The seaplane was also fitted with a detection and sighting mechanism, a powerful magnetometer, a sonobuoys system, an anti-submarine weapons array that included the latest on Soviet torpedoes and depth charges.

Work commenced on the new plane in the spring of 1958. The 12 developing stage took, from the design table to the tarmac, four full years, reflecting the program's complexity. On the afternoon of October 18, 1960, the sole Be-12 prototype took to the air on its first flight. The aircraft performed flawlessly. The 12 was very similar, aerodynamically, to the early Be-6. The fuselage was longer and it possessed a ground undercarriage for tarmac operations. The SovMin approved the full production of the Be-12 in December 1960. A total of 143 units were built by the Beriev Bureau between the spring of 1963 and the summer of 1973. The 12, NATO codename Mail, became operational with the Soviet Navy in the spring of 1964. The plane

became the mainstay of the Naval Aviation anti-submarine effort from it achieved full operational status.

The success of the Be-12 did not translate to the next Beriev's designs. In the autumn of 1962, the bureau began to conceive a design for a heavy load, long range seaplane intended solely for anti-submarine warfare. No name was giving to this "new" project. But there were few data bits related to this so-called effort. The new design would have carried four Kuznetsov NK12-M turboprop engines, supplemented by two Lyulka AL7-PB jet engines for short take-off assistance. Although the "program" never even made it to the design table, the plane's profile would become the cornerstone of a massive effort called Project LL-600. The LL-600 program called for the seaplane to shift its profile from a pure anti-submarine/reconnaissance platform to a bomber or even a commercial airliner profile. The project proved to be too ambitious and it was cancelled by the middle of the 1960s.

By the winter of 1963, preliminary studies were made inside the Soviet Union regarding the feasibility of developing a long range, heavy payload seaplane capable of operating equally from water and land. In fact, the studies suggested a type of Short Take-Off air platform, a huge leap in technology, but one that Beriev's engineering team believes that it could accomplish. The Be-26, as the program was codenamed, would be fitted with sixteen RD-35-36 lift jet engines, eight of them per side in clusters around the wing root leading and trailing edges. The 26 would also be able to refuel from surfacing submarines or air tankers, extending the aircraft's operational range. The numbers that Beriev's team began to put out about the 26 capability profile were impressive. The seaplane would operate at a top service ceiling of 42,651 feet with a top operational range of 7,272 nautical miles. Notwithstanding these impressive figures, the Be-26 proved to be too technically-challenging and the program never made it off the drawing board.

There were two other projects worth mentioning regarding Beriev's relationship with early Soviet seaplane development. They are the impressive A-150 design and the more practical A-40 program. The 150 would have been a massive, delta wing shaped seaplane capable of being a true multi-role seaplane. The 150 would have delivered a powerful punch. It would have been a reconnaissance platform as well as a search and rescue vessel, an anti-sub and anti-ship platform and a deep penetration bomber. Just like the Be-26, this design would have STOL capabilities. But, as with the 26, the technical implications were too high at the time, so the project was abandoned.

The A-40 program was another story. In 1976 the Beriev Bureau began to research the feasibility of designing a next generation anti-submarine seaplane. In 1983, Soviet Government chief Designer AK Konstantinov issued an order to Beriev to proceed, officially, with the program. The A-40 was conceived as a replacement for the now venerable Be-12 and even to replace the Ilyushin Il-38 maritime patrol aircraft. The 40 mission profile called for it to perform reconnaissance and anti-submarine and shipping operations in medium range areas. The aircraft was to be powered by two Soloviev D30KPV jet engines supplemented by two Klimov RD60Ks engines. Two of these aircraft were eventually built. The first unit took to the air on December 1986. It was revealed to the world at the Tushino Air Show in august 1989. Codenamed Mermaid by NATO officials, the A-40 began a slight transformation phase which culminated in

2002 with the delivery of the first A-42 version. The 42 was to be powered by a D-27a propane engine and it had a more powerful avionics package than its predecessor.

With the delivering of the A-42, the Beriev Bureau ceased to be the more important player in now Russia's seaplane development programs. The mantle was in the Tupolev's Bureau hands.

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THE BERLIN DUTY TRAIN

By Ewa Rurarz-Huygens

Shortly after the end of World War II in Europe, the Soviets allowed the U.S., the United Kingdom and France to run a total of 16 trains a day to West Berlin. Already on July 27, 1945, freight trains began running to and from Berlin from the West. Eventually, passenger trains were added. The 1948-1949 Berlin blockade interrupted the train runs, which resumed only on May 12, 1949, when a British military train arrived in Berlin Charlottenburg. Thereafter, the number of trains rose to 19 per day.

The U.S. Army Transportation Corps ran the "Duty Trains" - the name given to the nightly U.S. passenger trains. The "Duty Trains" connected Berlin to Bremerhaven and Frankfurt, and vice versa. Each Duty Train consisted of three sleeping cars, an escort car, and a mail and freight car. In addition to passengers, they carried a train commander, two Military Police, a radio operator, a conductor and a Russian-English interpreter. Departures took place at 8:30 p.m. and the destination, some 115 miles away, was reached at 6:30 a.m. When traveling through the Soviet zone, the trains maintained permanent radio contact with Brigade Headquarters. Helmstedt and Potsdam served also to switch locomotives, which had to be East German when traveling through East German territory.

Passengers, of which there were some 80,000 each year, traveled with the shades down and were not allowed to get off the train. Army personnel needed about one and a half hours to verify identification papers and movement orders to avoid problems at Soviet checkpoints at which the Soviets once again carefully inspected them and could refuse to let a passenger pass if there was any discrepancy in the information.

There was also a daily British military train connecting Berlin-Charlottenburg Bahnhof and Braunschweig, as well as a tri-weekly French Train Militaire between Berlin-Tegel Bahnhof and Strasbourg, France. Personnel of the allied military forces and their governments and dependents could ride for free on any of the trains, but special arrangements were required.

In addition to the U.S. Berlin Duty Train, the British ran the daytime British Military Train from Berlin-Charlottenburg to Braunschweig and back that made the trip daily. The first British

Military Train, which carried freight, arrived in Berlin on July 14, 1945. The first British passenger train to the British Sector in Berlin arrived in August of that year. Regular service was established in November 1945. There was also a French Train Militaire between Berlin-Tegel Bahnhof and Strasbourg, France, which ran three times a week.

Those who rode the Berlin Duty Train were often witnesses to various incidents. In 1958, Soviet military authorities detained the train, on its way to Frankfurt, for almost fifteen hours at the Marienborn checkpoint. It was allowed to proceed only after a 20-year-old East German stowaway was taken from the train and turned over to Soviet officials. The U.S. authorities suspected at the time that the stowaway may have been a Soviet plant used to create trouble. Eventually, it became a rule that the underside of the trains was checked with mirrors for possible escapees. In another incident, the Americans noticed that on East German holidays the diesel locomotives pulling the U.S. train bore red flags. In 1988 the locomotive was damaged by a terrorist attack perpetrated by a Jordanian; and there were other attempts to disrupt the service. On a more cheerful note, bands played when units were leaving Berlin on board the train.

The Frankfurt to Berlin Duty Train made its last run on December 7, 1990. The last Bremerhaven to Berlin train traveled on November 20, 1990. By then, the Army had replaced the overnight trains with a bus service.

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COLD WAR MEMORIES

(Editor's Note: Have a Cold War Memory you would like to share? Send us your written history, experience, or anecdote for posting in future issue. FGPjr)

A HISTORY OF US NAVY FLEET AIR RECONNAISSANCE

Part 1, The Pacific and VQ-1

By Capt Don East, USN Ret

First published in Spring and Summer 1987 in Hook Magazine. Article reprinted with permission of the author and courtesy of the Tailhook Association (800-322-Hook).

Preface

During the Cold War, there was a dedicated group of Naval aviators and their tireless ground support personnel whose story has for the most part gone untold. Very little has been published

describing their often dangerous and at times deadly efforts due to the highly classified nature of their missions. There is also a parallel story of a series of unique aircraft to be told.

In researching these stories I became aware of two articles that best tell what happened and can serve as a tribute to those who silently participated. I hope that their contribution will become better understood and appreciated. In 1984, CAPT Don C. East, USN was directed by the Secnav (Secretary of the Navy) to write the history of U.S. Navy Fleet Air Reconnaissance while he was at the Naval War College. In an email from CAPT East in February of 2008, he told me that he had been instructed to "not mention the Naval Security Group or Army operators in the story" to keep it unclassified. CAPT East suggested that I add the Army at some point to the story. My Cold War Museum article "The EA3B Skywarrior and the Army" tells a part of that story. I know of Army participation with VQ 1 & 2 from 1958 through 1972. I must leave it to someone else to document the Naval Security Group contribution. The following article (Part One) was published in the Summer 1987 issue of "The Hook" which is the official publication of the Navy Tailhook Association. The Tailhook Association has graciously granted permission to add this history to the archive of The Cold War Museum.

William Crane,

Army Security Agency, 1st Special Activity Detachment attached to VQ-1 1963-65

Naval Security Group background www.usspueblo.org/v2f/background/nsg.html

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Author's Preface

To my knowledge this is the initial attempt to produce a written history of the U.S. Navy's two Fleet Air Reconnaissance Squadrons, VQ-1 and VQ-2. It is the story of a highly dedicated group of men and women who seem to be permanently relegated to second-class citizen status within Naval Aviation even though their product has been repeatedly praised by operational commanders as the "vital force multiplier." Yes, this is the story of the U.S. Navy's own "band of gypsies"; experts in the art of community survival and "midnight small stores," who produce a first-class product with "hand-me-down" aircraft and equipment.

The small size of the airborne electronic reconnaissance community, and the classified nature of its squadron operations, have discouraged past attempts to tell this story. Consequently, little published information could be found for this undertaking. The squadron history summaries were infrequently submitted and were of little value because the "classified mission" waiver usually resulted in a blank narrative section. Fortunately, the few narratives that were completed (now declassified), provided some crucial information. The majority of the information for this VQ-I/2 history, however, came from dusty cruise boxes and the memories of the community's "old timers". The gaps were filled in by the author's personal recollections of 30 years in the reconnaissance business and numerous weekends in the extensive Naval War College library at Newport.

The Requirement

Tactical commanders tasked with carrying out the fundamental warfighting tasks of the U.S. Navy always require the most accurate and timely information available. This information can be provided through reconnaissance of potentially hostile forces on, under or above the seas, and in

related littoral land areas. Therefore, capabilities are needed to collect, process and evaluate various types of information relative to the activities and intentions of these potentially hostile forces. These capabilities must function in a manner which is sufficiently timely to satisfy the immediate needs of the tactical commanders.

Since the advent of electronics, warfare has become increasingly complex. Specifically, in the years since World War Two, there has been a dramatic explosion of electronic technology and it shows all indications of continuing into the foreseeable future. Today it is difficult to point to any aspect of warfare, whether it be air, sea or land, that does not involve electronics in some manner. The electronics associated with sensors and weapon systems invariably involve the transmission of signals in the electromagnetic spectrum. By observing foreign military operations through the collection and analysis of these electromagnetic signals, the Navy has developed and maintained a unique and highly technical capability. Electromagnetic signals exploitation, and the associated timely reporting of this information, has proven to be operationally critical. A tactical commander must be provided with such timely information to update his understanding of who is out there, where they are, the composition of their force, the capability of the force, the intentions of the force, when they are likely to carry out these intentions and what is their state of operational readiness. An effective signal exploitation system is capable of collecting data relevant to all these questions, processing and correlating the data to assess its tactical significance and rapidly passing the synthesized product to the user.

Because of certain basic characteristics, the fixed-wing aircraft is a prime platform for the electronic reconnaissance mission. First of all, the aircraft has the mobility and speed to allow rapid movement to the area of operations. Second, the aircraft has an operating altitude which allows it to take advantage of the line-of-sight nature (radio horizon limitations) of signals above the HF portion of the electromagnetic spectrum. Third, aircraft have the range and endurance to transit considerable distances and remain on station for extended periods of time. Fourth, aircraft have the payload capacity to carry considerable quantities of equipment and sizeable operating crews. With these basic qualities of a fixed-wing aircraft platform, a highly skilled and professional aircrew can effectively collect, distill, correlate, synthesize and transmit the collected intelligence required by the supported commander for timely tactical decision making.

The Beginnings

The story of the Navy's airborne electronic reconnaissance squadrons began in the great global struggle of WWII. Just as it was a war of destructive, or "hard kill" weapons, it was also an electronic or "soft kill" war. Sir Winston Churchill recognized the latter and termed it the "Wizard War."

Even before entry into the conflict, America recognized that a combination of the military, civilian industry and scientific communities was urgently needed to conduct research and development for the electronic war. The need became a reality when President Roosevelt directed the creation of the National Defense Research Committee (NDRC) in June 1940. In turn, NDRC formed the United States Radiation Laboratory at the Massachusetts Institute of Technology four months later. Since the U.S. had very little information on radar development in Japan or Germany, the radiation laboratory was tasked with development of U.S. radar, as well as countermeasures for enemy radar systems.

The Navy became directly involved in the soft kill solution only four days after the Japanese bombed Pearl Harbor, when a preliminary meeting was held to discuss formation of a U.S. organization devoted solely to the development of radio countermeasures. In short order a formal conference was held between the Navy and NDRC resulting in establishment of the Radio Research Laboratory (RRL) within the Radiation Laboratory at MIT. From these beginnings came the first intercept receiver built for airborne use, the P-540, which later evolved into the SCR-587 and finally the APR-1.

Although considerable progress had been made by the British in their "Wizard War" in Europe by early 1942, there were no serious studies of enemy radar in the Pacific. The fortunate capture of a Japanese radar system on Guadalcanal caused great interest and effort to be expended on electronic reconnaissance in the Pacific Theater.

Meanwhile, the Naval Research Laboratory (NRL) at Anacostia had been involved to some degree in radar and radio experiments since the 1920s. By 1942, NRL's efforts had resulted in the production of a few crude crystal-type intercept receivers suitable for airborne use. These receivers, designated XARD, had a frequency coverage of 50-1,000 MHz. In a crash program to get a Navy airborne electronic reconnaissance capability to the Pacific, six radioman petty officers were selected to attend a two-week cram course on the new XARD system in September 1942. These men had just completed the Radio Material School near Anacostia. After their training on the XARD they were formed into a detachment designated Cast Mike Project NR 1 (Cast Mike for countermeasures) and, with their new equipment, transferred to Hawaii. Two of these men, Chief Petty Officer Jack Churchill as POIC and Petty Officer Robert Russell, soon departed Hawaii for the Pacific War Zone. The Cast Mike team arrived at headquarters, Commander Air South Pacific, on Espiritu Santo in the New Hebrides Islands in early October.

The mode of operation at Espiritu Santo for the Cast Mike team was to "hitch hike" themselves and their experimental electronic recon-naissance equipment on any aircraft large enough for the "extra baggage," and whose mission profile was generally compatible with that of conducting reconnaissance.

This article is continued online at
www.coldwar.org/Histories/HistoryofUSNavyFleetAirReconnaissance.htm

OPERATION BILLIARDS (LIES ABOUT "SPIES")

By Michael John Smith

On Saturday, August 8 1992, I was arrested by British Special Branch police following an operation devised by MI5. I was taken to the high security Paddington Green Police Station for an interrogation, during which I was accused of leaking details of Britain's free-fall nuclear bomb (WE-177) to the Russians. The chief interrogator, Detective Chief Superintendent Malcolm McLeod, alleged that I had been recruited to the KGB in the mid-1970s by Viktor Oshchenko, a known KGB officer.

Technical Evidence

In the years 1976-8 I had worked at EMI Electronics on the project to develop a new trigger mechanism for Britain's nuclear bomb, and I understood that my arrest was linked to this project. However, the focus of the investigation changed over the 4 days of the police interviews: the story about the nuclear weapon was soon dropped, and I was eventually indicted over a small quantity of documents found at my home. They were old, mostly commercial documents, and unclassified with the exception of one 10 year-old document (dated January 8 1982), which carried a "restricted" marking - the only classified material involved in my case. The documents were actually scrap paper left in my desk by its previous occupant, and I had been asked to clear everything when I left the company after being made redundant. The documents had been in my desk for the 6½ years I had worked at Hirst Research Centre, but I never regarded them as sensitive as I had no access to secret material.

These scientific documents became a major feature at my trial, taking up 3 weeks in court and involving 20 expert witnesses, and that 'restricted' document became the key exhibit. The document did not identify its exact use, and oddly the 16 people named on its distribution list were never asked to comment on it. Instead the Prosecution asked a Ministry of Defense scientist, Dr Meirion Francis Lewis, to give evidence about the document, although he had never worked with it before.

Dr Lewis admitted he was not an expert in missile technology, nor in jamming, but he claimed he could tell the 'restricted' document was used on Britain's ALARM missile just by looking at it. Lewis said the document would enable an enemy to jam ALARM and put British lives at risk, and he claimed that Saddam Hussein had switched off his radar systems during the Gulf War (1991) due to ALARM, (this point was later stressed to the jury by the judge).

Finally, Lewis testified that Marconi's Technical Director, Dr Reginald Humphries, had confirmed the link to ALARM during a telephone conversation on the morning Lewis gave his evidence in Court - that is "hearsay" evidence, not normally allowed. After conducting my own research I am able to prove that many of Lewis's claims were wrong, and Humphries was never connected with the ALARM project.

I was convicted on 18 November 1993 for espionage offences under Britain's Official Secrets Act and sentenced to 25 years imprisonment, although this was reduced to 20 years at an Appeal in 1995.

The circumstances leading up to my arrest

I had dabbled in trade union activity in the early 1970s, and been a member of the Communist Party of Great Britain (CPGB) between 1972-5, but I became disillusioned with politics and resigned. I was later given security clearance and worked on defense projects at EMI Electronics until May 1978, when I lost my clearance and was moved to another part of the company. When I joined Hirst Research Centre in 1985 I was granted the lowest level of security clearance.

Throughout the 1980s I had the feeling I was under surveillance, possibly because of my previous political interests, and I was aware of odd phone calls and strangers acting suspiciously

near my home. I dismissed my observations as paranoia, but in fact I was right, because following my trial it was admitted I was under MI5 surveillance from 1977 until 1992. This surveillance was linked to an investigation into leaks concerning Britain's nuclear bomb.

In January 1990 I was approached by a man who introduced himself as "Harry Williams". Williams seemed interested in hiring me, and he kept offering me money, but significantly he arranged to meet me at sites which I later discovered were known to MI5, and which Oleg Gordievsky had previously used to meet or leave messages for agents.

These meetings failed to lead anywhere and in April 1992 they ceased, and then in May I was given notice that I would be made redundant at the end of July. In the last week of July Oshchenko defected and was smuggled into the UK, and on 31 July - the same day I left Hirst Research Centre - the Russians were informed that Oshchenko was in England. I later discovered that the defection of Oshchenko was used as a cover for the planned defection of Vasili Mitrokhin.

On the morning of my arrest, August 8 1992, an MI5 officer made a bogus phone call to my home. He called himself "George" and used a phony foreign accent (later said to be "Russian"), and he mentioned somebody named Victor. I did actually know a Spaniard called Victor, but I never suspected that I was being prepared for a sting operation. George asked me to go to a nearby phone booth, but when I arrived at the location nobody was there, and on my way home I was arrested.

The significance of the names Victor and George, used in the phone call, was not apparent that morning of my arrest. Months later, in June 1993, the Prosecution revealed they would be calling a new and anonymous witness to my trial. This witness, a US citizen referred to as Mr. E, had been recruited to the KGB in London after meeting KGB officer Viktor Oshchenko in December 1978. Mr E's second handler called himself "George".

[Mr E was described in Cold War Times November 2006]

Following my arrest it was claimed that Oshchenko had named me as a KGB agent, although at my trial no evidence was produced to show I had ever met Oshchenko, and he gave no evidence against me. However, this didn't stop the Prosecution referring to Oshchenko throughout the trial.

Stella Rimington, who had been Head of the MI5 section watching KGB officers in Britain, said on oath there was no evidence I had ever met anyone in the KGB. Rimington should know, because she said Oshchenko was identified as an agent-running KGB officer soon after he arrived in London, but he was never linked to me while he was in Britain between August 1972 and September 1979.

Stella Rimington said Oshchenko was not a double-agent prior to his defection in July 1992, although her testimony is contradicted by claims made in several books, which indicate that Oshchenko had been working for British Intelligence long before he defected.

Why Oporto?

An intriguing clue emerged during the police interviews that followed my arrest: my interrogator asked me if I was aware of the archive leaks that had taken place in Russia. At that time I did not understand what he referred to, but 7 years later came the admission that Vasili Mitrokhin had defected some months before Oshchenko.

The Prosecution said at my trial that the “Victor” mentioned in the phone call - no surname was given - could be assumed to refer to Viktor Oshchenko. The Prosecution argued that I had behaved in a similar way to Mr. E, and their main point was that I had gone to Oporto (Portugal) on a KGB training mission in 1977. One of Mr. E’s training mission’s was a trip to Lisbon on the weekend of 21/22 July 1979, to deliver a sealed package to a KGB contact.

However, my trip to Oporto was part of a camp-drive holiday with a friend. I saved an old map given to us by a camp-site attendant, who had marked it to show us where to find the bus stops to travel to the camp-site, plus the location of the tourist restaurant O Fado, where we had booked an evening meal. Both Oleg Gordievsky and Stella Rimington claimed this map was typical of tradecraft used by KGB officers when they meet agents.

In 1999 the Mitrokhin Archive was published, and this repeated the story attributed to Oshchenko - the story told at my trial. But Oshchenko never identified Oporto as the destination for a KGB training mission, and neither did Mitrokhin. Mitrokhin claimed I had gone to Lisbon in 1979, not Oporto in 1977. So the Prosecution story does not even agree with the version in the Mitrokhin Archive.

Despite the Prosecution claims, Stella Rimington had to accept that no espionage equipment was found in my possession: there were no cameras, microdots, secret writing materials, code books, radio transmitters, secret containers (such as false bottomed brief-cases), etc. Nothing was found to indicate I was a professional spy.

Spy tradecraft

Oleg Gordievsky was briefed about my case on 19 August 1992, when he was given a typed summary of MI5’s interpretation of the case. He agreed to help the Prosecution, and completely accepted MI5’s version of the story. Gordievsky said he thought he recognized the patterns within the case as being typical of the KGB. He said Portugal was used by the KGB for training agents. Nevertheless, Gordievsky’s reliability was questioned by my Defense, and he is well-known for exaggeration and publicity seeking. He also has been a strong public supporter of MI5 and MI6.

A puzzling aspect of Gordievsky’s position was his claim that he had never heard of me - despite the Prosecution claims that I worked for the KGB from the mid-1970s to early 1990s. Gordievsky was the KGB Rezident in London from 1982-5, and he said he had exposed all their agents when he defected in 1985. His answer to not knowing my name was that he had not known all the KGB’s spies in Britain, as they didn’t keep a list of them. This does not seem credible, as Oshchenko told MI5 that the KGB only had about 5 agents at any one time in London in the 1970s.

The Defense called an ex-CIA Station Chief, referred to as Mr P, as a witness at my trial. Mr. P was an expert in tradecraft skills, and he disagreed with Gordievsky and Rimington by saying his opinion was my case could not be linked with the KGB - it was too amateur an operation - and he listed 14 points which indicated it was unlikely I had any involvement with the KGB. Bill Colby (former Director of the CIA) and ex-CIA officer Philip Agee also agreed it would not be possible to say that there was anything about my case that would indicate it was linked to the KGB. Although they have never admitted it, the strong possibility is that everything in my case had been planned by MI5.

Oleg Kalugin, former Head of Soviet Counter Intelligence, was due to be the key Defense witness when he arrived at Heathrow on 30 October 1993. However, Kalugin was arrested at the airport and interrogated for hours on suspicion he may have been involved in the 1979 Georgi Markov 'umbrella murder' in London. Although released without charge, the resulting bad publicity destroyed Kalugin's credibility, and my lawyers decided not to call him. Kalugin's evidence would have been that my case did not have the hallmark of the KGB.

False evidence exposed

The Security Commission's report into my case (HMSO, Cm 2930, July 1995) states of the 'restricted' document that: 'at the time the document was created it was not specifically linked to a particular weapons system' (Annex A.5). I tried to discover the truth, even using Members of Parliament to ask questions, but the Ministry of Defense refuse to confirm that the evidence given at my trial was correct, i.e. that the restricted document was used on the ALARM missile.

The MoD still claim that this 26 year-old document should be classified 'secret'. However, in October 2007 I managed to contact an old work colleague, who finally told me the truth. The 'restricted' document became obsolete in March 1984 and it was superseded by another specification that was unclassified. Therefore the document could never have been used on ALARM.

My case came shortly after the fall of the Berlin Wall, and MI5 was worried that their budget for tackling Russian espionage could be reduced. In 1998, the ex MI6 officer Richard Tomlinson said that after my arrest he had seen an internal MI5 report, which concluded my case did not involve any damaging secrets. Mr Tomlinson's view is that MI5 had exaggerated the alleged damage in my case in order to secure a long sentence, and to cultivate the mystique of the importance of their work.

So, in conclusion, there were no secrets involved in my case, and no evidence was produced that proves the Prosecution claims that I met KGB officers and was trained in spy tradecraft.

The main documents and exhibits from my case are now published on the Web and can be checked by anyone who is interested. Links to these documents can be found at [http://en.wikipedia.org/wiki/Michael_John_Smith_\(Espionage\)](http://en.wikipedia.org/wiki/Michael_John_Smith_(Espionage))

My blog can be found online at <http://parellic.blogspot.com/2008/07/corporal-daniel-james-faces-engineered.html>.

If any reader has some knowledge of the issues referred to above, which could help me prepare the case for an Appeal against my conviction, then I welcome your information or suggestions. One rather technical aspect of Dr Lewis's evidence was that a missile such as ALARM, an anti-radar missile, can be jammed at its IF (Intermediate Frequency) stage, using image frequency techniques. I have never heard of such a jamming technique, and if any reader has experience in this field I would be most grateful for your views.

You can contact me by e-mail at: parellic@googlemail.com

Sincerely Michael John Smith

COLD WAR EVENTS, REQUESTS, REUNIONS, AND RELATED ITEMS

COLD WAR CONVERSATIONS III – SAVE THE DATE NOTICE

On Saturday, October 11, 2008 The Cold War Museum will host Cold War Conversations III at South County Secondary School in Lorton, Virginia. This conference will focus on the 1968 events of Prague Spring. In 2006 we began this series of education conferences by commemorating the 1956 Hungarian and Polish Revolutions. Last year the program focused on the 50th Anniversary of Sputnik. Everyone with an interest in Cold War history from Cold Warriors to scholars to the general public will enjoy this program. We expect an audience of 300, many of whom will be students ranging from middle school through graduate school.

Participants will include students in the Czech Republic by teleconference link that will allow for conversations with our students. Among those expected to participate are Ambassador Thomas Pickering, author Arnaud de Borchgrave, Ambassador Richard W. Carlson, representatives of the Czech Republic and the Slovak Republic and many others who will share their insights and experiences.

CONFERENCE: THE COLD WAR IN SOUTHEAST EUROPE, ADVERSITIES AND ALLIANCES

Together with the Institute for Balkan Studies, the Parallel History Project will hold an international conference on the Cold War and Southeast Europe in Thessaloniki, Greece on 3-5 December 2008. Panels and topics include aspects of Greek NATO membership, NATO's Southeast Flank, cross-bloc cooperation in the Balkans, and the special case of Yugoslavia. See www.php.isn.ethz.ch and www.imxa.gr.

COLD WAR BOOKS FOR SALE

Various Cold War and aviation books for sale; hardbound \$5, paperback, \$3, plus \$3.50 for postage and handling. Call Michael or Brenda at 316-789-9285 or via e-mail: michaelmjo@yahoo.com to request an inventory or to request a title search.

Thanks, Michael J. O'Neill

2009 INTERNATIONAL GRADUATE STUDENT CONFERENCE ON THE COLD WAR

Three partner institutions, the Cold War Studies Centre at LSE IDEAS, the George Washington University Cold War Group (GWCW), the Center for Cold War Studies (CCWS) of the University of California Santa Barbara, are pleased to announce their 2009 International Graduate Student Conference on the Cold War, to take place at the London School of Economics on April 24-26 2009.

The conference is an excellent opportunity for graduate students to present papers and receive critical feedback from peers and experts in the field. We encourage submissions by graduate students working on any aspect of the Cold War, broadly defined. Of particular interest are papers that make use of newly available primary sources. A two-page proposal and a brief academic C.V. (in Word or PDF format), should be submitted to IDEAS.cwc2009@lse.ac.uk by 25 January 2009 to be considered. Notification of acceptance will be made by February 24. Successful applicants will be expected to email their papers by March 24. Further questions may be directed to the conference coordinator, Artemy Kalinovsky, at the e-mail address above.

The conference sessions will be chaired by prominent faculty members from GW, UCSB, LSE and elsewhere. The accommodation cost of student participants will be covered by the organizers (from 24-26 April), but students will need to cover the costs of their travel to London.

In 2003, GW and UCSB first joined their separate spring conferences, and two years later, LSE became a co-sponsor. The three Cold War centers now hold a jointly sponsored conference each year, alternating among the three campuses. For more information on our three programs, please visit the respective Web sites:

www.ieres.org for GWCW;
www.history.ucsb.edu/projects/ccwsfor CCWS;
www.lse.ac.uk/collections/IDEAS for IDEAS-CWSC.

Please access the attached hyperlink for an important electronic communications disclaimer:
www.lse.ac.uk/collections/secretariat/legal/disclaimer.htm

Kind Regards,

Artemy Kalinovsky, PhD Candidate
IDEAS-Cold War Studies Centre
Department of International History - London School of Economics

AMERICAN ESPIONAGE: HISTORICAL ENCYCLOPEDIA SUBMISSIONS NEEDED

As co-editor of the forthcoming “American Espionage: A Historical Encyclopedia” (ABC-CLIO, 2009), I would like to invite you contribute (or contribute further) to this project. We have a number of unclaimed entries available (listed in the attachment), and would be happy to have you join us.

Please let me know if you are interested, and I will forward guidelines, etc. The deadline will be August 15, 2008. This will be the last call to contribute to this effort. Thank you for considering our invitation.

Best Wishes,

Steve Guerrier
guerrisw@jmu.edu

CENTER FOR INTELLIGENCE STUDIES (CFIS) CALL FOR PAPERS

The Center For Intelligence Studies (CFIS) is interested in expanding the range, quantity, and quality of its publications. It is soliciting papers dealing with the intelligence dimension of national security. CSIS generally pays an honorarium of \$250.00 for a 3 1/2 page essay.

Interested members of ICAN associations may contact the center by telephone to 202 397-1296 and by email to cfiscenter@aol.com.

The center's website is at www.centerforintelligencestudies.com.

DOCTOR ATOMIC AT THE METROPOLITAN OPERA HOUSE

The Atomic Heritage Foundation cordially invites you to join us on Saturday, November 8, 2008, for a matinee performance of Doctor Atomic in New York City, followed by a reception and dinner at the nearby Compass restaurant (located at 208 W 70th St). Doctor Atomic is an acclaimed modern opera about J. Robert Oppenheimer and the Manhattan Project with music by John Adams and a libretto by Peter Sellars that draws on historical materials from technical documents to Romantic poetry. The opera will be preceded by an informal seminar about the Manhattan Project and Doctor Atomic.

Tickets for the event will be \$250 for the opera and approximately \$150 for the reception and dinner. Alternatively, you may make a tax-deductible donation to the Atomic Heritage Foundation by purchasing a "Gen. Groves" ticket for \$500, or an "Oppie" ticket for \$1000 (both packages include opera and dinner). For your convenience the tickets are available online via our website. The number of tickets is limited, so if you are interested, please let us know as soon as possible.

Critics raved about a staging at Chicago's Lyric Opera House:

"A dark and riveting masterwork" - Newsday

"Scientific achievements collide with unfathomable moral issues. Doctor Atomic - a brilliant fusion of music and theater that captures the inner struggle of the men who raised the curtain on the nuclear age." -Associated Press

"A mesmerizing score... like Wagner, John Adams embeds much of the opera's psychological meaning in the orchestra." -Chicago Sun-Times

We hope you can join us for the definitive performance of Doctor Atomic at the Metropolitan Opera House. An American drama, torn from the pages of history - you won't want to miss Doctor Atomic.

INFO SOUGHT ON BAY OF PIGS BRIGADA 2506

Recently my friend and colleague, Juan Montes, e-mailed to you a letter introducing me to you and asking you to assist me with research I wish to undertake on the veterans of Brigada 2506 that later entered the U.S. military. I'm writing now to give you some more details and to tell what you can do that will help me tell the stories of these men that I consider twice heroes.

Juan and I served together in U.S. Forces Caribbean (yes, I know, tough duty; but someone had to do it.) It was from him that I learned of the Brigadistas, like him, who came into the U.S. military after their return from Cuba. Through him also I had the privilege to meet a fellow Brigadista serving in the U.S. Army, Orlando Rodriguez. One day Juan remarked that Orlando's unit was among the first to take casualties when the U.S. intervened in the Dominican Republic. That comment got the mental wheels turning and gave birth to the idea for the research I wish to do. I wondered how many of the Brigadistas had earned awards for valor (Silver Star, Bronze Star, Medal of Honor, etc) while serving in the U.S. military.

The demands of my active duty career made it difficult for me to pursue my interest, but time has passed (more than I would have liked) and I really would like to learn and tell the stories of these men. I have since retired from the Air Force, attended law school at the University of Florida, and have a successful private law practice in Shalimar, Florida, next to my former special ops base, Hurlburt Field.

I believe the stories of these men need to be preserved, told and honored. These are men who risked their lives for their homeland and then did it again for their adopted country. The thing that is especially remarkable about their service to America is that it appears that America had abandoned them during the invasion at Giron. I have no interest in exploring that controversy; my interest is only in honoring men who fought for their country and ours. Our fellow citizens need to know of this service. And because heroes tend to be modest, I am sure their families would like to know and honor their stories as well. Here is what you can do to help.

First, pass the word. I will greatly appreciate it if you will tell Brigadistas and their families and friends what I am trying to do and ask them to contact me. I know that some of them are now deceased, so I must rely upon their families and friends for information.

Second, if you know of a Brigadista who earned an award for valor while serving in the U.S. military, please tell me their names and how I can contact them directly, if you know their mailing address, phone number or e-mail address.

Finally, if you are a Brigadista, let me hear from you. If you earned any award for valor while serving in the U.S. military, I would like to know the story of the incident that led to the award. A good starting point would be if you would send to me copies of your award citations. A simple photocopy is fine.

As I acquire and organize information I will reach a point where I hope to meet with the Brigadistas to hear their stories in their own words. I thank each of you in advance for any assistance you offer to me. I look forward to hearing from you and the others soon.

Cordialmente,

Tony Simpson
P.O. Box 287
Shalimar, FL 32579
(850) 651-4529

MAKING SENSE OF THE SIXTIES: A NATIONAL SYMPOSIUM ON THE ASSASSINATIONS AND POLITICAL LEGACIES OF MARTIN LUTHER KING JR., ROBERT F. KENNEDY, AND JOHN F. KENNEDY

The Cyril H. Wecht Institute of Forensic Science and Law and Duquesne University School of Law are pleased to present this conference on Oct. 3-5, 2008 at Power Center Ballroom on the campus of Duquesne University in Pittsburgh, PA.

Forty years after the brutal and untimely deaths of civil rights leader Martin Luther King Jr. and presidential hopeful Robert F. Kennedy, and 45 years after the relatively better known assassination of President John F. Kennedy, questions still abound about the circumstances of their murders. Furthermore, amidst the current climate of political cynicism and apathy, historians and voters alike ponder what these men might have become, and what their political legacies are even today, on the cusp of another historic presidential election. From matters of ballistics and trajectories to questions of conspiracy and cover-up, these three cases present fascinating and important topics for students of all ages.

Following up on their historic 2003 conference on the JFK assassination, The Cyril H. Wecht Institute of Forensic Science and Law and Duquesne University School of Law are convening many of the top experts on these men and their murders for three days of presentations and panel discussions. Among the confirmed speakers to date are:

Michael M. Baden, M.D. - Chairman, Forensic Pathology Panel, U.S. House Select Committee on Assassinations (HSCA)

James DiEugenio - Author, *Destiny Betrayed*; co-author, *The Assassinations*

Isaac Ferris, Jr. - CEO, The Martin Luther King Jr. Center for Nonviolent Social Change

Robert J. Joling, J.D. - Attorney and co-author, *An Open & Shut Case*

Robert Blair Kaiser - Author, R.F.K. Must Die! *Chasing the Mystery of the Robert Kennedy Assassination*

Dan E. Moldea - Author, *The Killing of Robert F. Kennedy*

Lisa Pease - Chief Archivist, Real History Archives; co-editor, Probe Magazine; co-author, *The Assassinations*

William Pepper - Sirhan Sirhan attorney, former James Earl Ray attorney, and author, *An Act of State: The Execution of Martin Luther King*

David Talbot - Author, *Brothers: The Hidden History of the Kennedy Years*

Robert K. Tanenbaum - Author, attorney and Deputy Chief Counsel, HSCA

For more information, or to join our mailing list, please visit us at www.forensics.duq.edu.

COLD CULTURE: A SYMPOSIUM ON THE COLD WAR

Carp, Ontario November 7-9, 2008

As part of its 10th anniversary celebrations, Diefenbunker, Canada's Cold War Museum, is proud to announce its first Cold War symposium in Fall 2008. This event is set to correspond with the opening of two new, permanent exhibitions and an inaugural Cold War memorial ceremony to coincide with the fall of the Berlin Wall in 1989.

Diefenbunker, Canada's Cold War Museum is located in Carp, Ontario, about 30 minutes west of Ottawa. Constructed from 1959 to 1961, the Diefenbunker served for over 30 years as a military base and as the federal government's emergency government headquarters in case of nuclear war. Closed in 1994, the cavernous underground facility was brought back to life as a museum by local volunteers in 1998.

The symposium is entitled Cold Culture: A symposium on new approaches to Cold War research, education and expression. This event is being organized to bring together a broad range of professional scholars, historians, artists, filmmaker, teachers, museum professionals and journalists who are involved in the exploration of themes in Cold War history, and who shape how the event is understood today. Participants are encouraged to consider how those interpreting the period have adopted new and varied approaches through which they seek to build a framework to make meaning of the conflict.

International and comparative topics are strongly encouraged. Questions about the Cold Culture symposium should be directed to Alexandra Badzak, Executive Director at director@diefenbunker.ca or 613-839-0007. Anyone interested in presenting a paper (individual or part of a proposed session) or organizing a panel should electronically submit their name, affiliation, and an abstract of 500 words or less by September 15th, 2008 (Word or PDF file). For more information visit www.diefenbunker.ca.

INFO SOUGHT ON CARRIER STRIKE GROUP VALIANT SHIELD

I am trying to get the names of all the ships in the photo but am unable to find all the names. The ships I have identified are: USS Abraham Lincoln CVN 72, Kitty Hawk, Ronald Reagan, Decatur DDG 73, McCampbell DDG 85, Lake Champlain CG 57, Mobile Bay CG 53, Houston SSN 713, USCGC Galveston Island WPB 1349.

There are a few more but I am having trouble finding the names.

If you can help ID the ships, I would be much appreciative. Thank you for your help.



Harry McGee harrymcg@aol.com

INTERNATIONAL CONFERENCE “NKVD/KGB ACTIVITIES AND ITS COOPERATION WITH OTHER SECRET SERVICES IN CENTRAL AND EASTERN EUROPE 1945-1989”

The conference will take place in Prague, 19-21 November 2008. The conference focuses on the activities of Intelligence Services of Soviet satellite states and their managing, coordinating and controlling by the Soviet KGB. The objective of the conference is to present and analyze, with sources now available, the activities of NKVD/KGB and other Secret Services in Central and Eastern Europe, including attempts to infiltrate governments, international institutions, and organizations of the free and democratic world. The conference will be structured in thematic panels. For detailed description, registration form and topics see below:

www.ustrcr.cz/cs/international-conference-soviet-intelligence-services-activities

Authors of papers can be reimbursed for their travel costs and accommodations. Institute for the Study of Totalitarian Regimes has obtained a financial support for it. Short abstracts (300 words) send please with filled-out registration form to katka.volna@ustrcr.cz by August 25, 2008.

Mgr. Katka Volná
Ústav pro studium totalitních režimů
Oddělení výstav a vzdělávání, odbor ediční
Tel: +420 221 008 401
www.ustrcr.cz

MEETINGS, REUNIONS, AND UPDATES

(Editor's Note: Organizing a reunion? Looking for squadron or unit members? Send us your Cold War reunion or unit info for posting in future issue. FGPjr)

- 455SMW (Minot), 10-14 September 2008, Northeast Harbor, ME, Contact Jack Twigg at JKTwigg@worldramp.net
- C-7A Caribou Association, 29 Sept to 03 OCT 2008, Dayton, Ohio, contact Bill Buesking wbuesking@satx.rr.com, web page www.c-7acaribou.com, phone 210-403-2635
- 341 SMW Ops, mid September, contact Gerald Campos at gsdcampos@verizon.net
- SAC Airborne Command Control Association, 15-19 October 2008, Dayton, OH, contact Wilton Curtis, 804-740-2290, wcurtis135@aol.com
- Visit these following websites for additional reunion information:
 - www.radomes.org
 - www.vets.org/airforce.htm
 - www.thewall-usa.com/reunion
 - www.uasf.com/reunions.htm
 - www.reunionsmag.com/military_reunions.html

COLD WAR ITEMS OF INTEREST

AIR VICE MARSHALL G.C. LAMB SIGNS MODEL OF C-47 "CAMEL CARAVAN TO BERLIN"

Mrs. Uta Birkemeyer from the Allied Museum in Berlin was so kind to email me the accompanying photo. It shows the moment when Air Vice Marshall G.C.Lamb CB CBE AFC FBIM (RAF) signed the C-47 "Camel Caravan to Berlin" made by my brother Michael Geisler at the Allied Museum on the evening of June 26 2008.



Michael built this Model from a Revell 1/48 kit back in 1998. Colonel Gail S. Halvorsen was the first to sign the Model on May 14 1998 at a ceremony held at Berlin Tempelhof to christen the Boeing C-17A 96-0006 "Spirit of Berlin".

Don Measley (USAF) was second on 11 May 2001 (He is the pilot in the famous Photo where a German girl hands over Flowers to the U.S. Pilot). This year finally also Veterans from Britain

and France got to sign this Model, including Geoff W. Smith and Air Vice Marshall G.C. Lamb from the British Berlin Airlift Association. Also on 26 June 2008, the first German got the honor to sign it: Edzard Reuter, son of Ernst Reuter, Major of West Berlin in 1948.

Photo Copyright. Allied Museum Berlin/Wolfgang Chodan

David Greer
Spilhofstr.16
81927 Munich / Germany

NEWSEUM ACQUIRES REMNANTS FROM 1977 KNBC NEWS HELICOPTER CRASH PILOTED BY FRANCIS GARY POWERS

The Newseum has announced the acquisition of items related to the career of journalist and pilot Francis Gary Powers. The donation of the items comes on the anniversary of Powers's death in the KNBC news helicopter crash in Los Angeles, Calif., on August 1, 1977.

The collection, donated by son Francis Gary Powers Jr., includes remnants from the KNBC helicopter crash; Powers's business cards from his careers with both KGIL-AM and KNBC; several pieces of Powers's personal letterhead from KNBC; and promotional photos of Powers with the airplane he piloted as a traffic reporter for KGIL and with the KNBC "telecopter."

Powers began his journalism career as an airborne traffic reporter for San Fernando Valley radio station KGIL-AM in 1972. He was then hired in 1976 by KNBC to pilot their new news helicopter. Powers, 47, was killed when, on a return flight from covering brush fires in Santa Barbara County, his helicopter ran out of fuel and crashed just a few miles short of Burbank Airport. George Spears, a cameraman for KNBC, also died in the crash.

Prior to his career in journalism, Powers worked for the CIA as an operative and pilot in the U2 spy plane program, carrying out espionage missions over hostile regions. On May 1, 1960, Powers's spy plane was brought down by a missile over Sverdlovsk in the former Soviet Union, causing a diplomatic flap that canceled a U.S.-Soviet summit. He spent 21 months in a Soviet prison before his exchange for a Soviet Spy, Rudolph Abel. Following his release, Powers worked as a test pilot for Lockheed for seven years and, in 1970, co-wrote "Operation Overflight: A Memoir of the U-2 Incident."

"The Powers family donation highlights the dangers faced by those who accept the challenge to satisfy our 'need to know'," said Joe Urschel, executive director and senior vice president of the Newseum.

Powers's and Spears's names can be found on the Newseum's Journalists Memorial — a soaring, two-story glass structure bearing the names of reporters, photographers, editors and broadcasters who have died on the job. The gallery also features photographs of hundreds of those journalists as well as kiosks where information on every honored journalist can be accessed. Journalists' names are added each year to the glass panels of the monument, located on

level three of the museum. To date, the Journalists Memorial displays the names of 1,843 journalists, dating back to 1837.

2ND UNPUBLISHED PHOTO OF KHRUSHCHEV FOUND BY COBB

I got a very enthusiastic e-mail with the subject “Guess what I’ve just found!” from Dr. Joanne Gatcliffe, geneticist, Aviagen Turkeys Ltd., United Kingdom.

Some time ago she got information from a retired employee that a photo existed of Khrushchev together with the geneticist Dr. George Clayton taken at the British United Turkeys stand at the British Agricultural Exhibition in Moscow on Thursday May 28, 1964.



He indicated to her, that it could be in a box on the loft at the old offices of British United Turkeys that were about to be demolished! I overalls, dusk mask and hat, Dr. Gatcliffe began her search at he loft which was full of dust, mice and spiders. After a long time she suddenly found the photo of Khrushchev and Dr. George Clayton in a dusty box.

Dr. Clayton is the person at the left side of Khrushchev on the photo. He is mentioned twice by Khrushchev in his memorandum entitled “On the management of agriculture in connection with the transition to the path of intensification”, dated July 18, 1964, which Professor Sergei Khrushchev sent to me.

Wim Dekkers

Wim.Dekkers@CobbGermany.de

COLD WAR BOOKS, BOOK REVIEWS, AND RELATED ITEMS

(Editor’s Note- Authors and Publishers – Send your book announcement to editor@coldwar.org for consideration. If you would like to send an advanced copy for review, let me know. FGPjr)

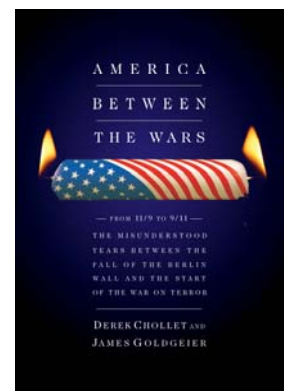
AMERICA BETWEEN THE WARS: FROM 11/9 TO 9/11

By Derek Chollet and James Goldgeier

A Council on Foreign Relations Book

\$27.95; 432 pages; ISBN 978-1-58648-496-5

When the Berlin Wall collapsed on November 9, 1989—signaling the end of the Cold War—America and the West declared victory: Democracy and free markets had prevailed and the United States emerged as the world’s triumphant superpower. The finger-on-the-button tension that had defined a generation was over, and it seemed that peace was at hand.



The next twelve years rolled by in a haze of self-congratulation—what some now call a “holiday from history.” When that complacency shattered on September 11, 2001, setting the U.S. on a new and contentious path, confused Americans asked themselves: How did we get here?

In *America Between the Wars*, Derek Chollet and James Goldgeier examine how the decisions and debates of the years between the fall of the Wall on 11/9 and the collapse of the Twin Towers on 9/11 shaped the events, arguments, and politics of the world we live in today. Reflecting the authors’ deep expertise and broad access to key players across the political spectrum, this book tells the story of a generation of leaders grappling with a moment of dramatic transformation—changing how we should think about the recent past, and uncovering important lessons for the future.

Derek Chollet is a senior fellow at the Center for a New American Security in Washington, D.C., where he also teaches at Georgetown University’s Security Studies Program. He served in the State Department during the Clinton administration, as foreign policy adviser to former U.S. Senator John Edwards, and assisted former U.S. Secretaries of State James A. Baker III and Warren Christopher with their memoirs. He has written or coedited three books on American foreign policy, and his articles have appeared in the *Washington Post*, *Financial Times*, *Los Angeles Times*, *Washington Monthly*, and numerous other publications.

James Goldgeier is a professor of political science and international affairs at The George Washington University and a senior fellow at the Council on Foreign Relations. He has authored or coauthored three books on foreign policy, and his articles have appeared in publications including *Foreign Affairs*, *Foreign Policy*, the *National Interest*, the *Washington Post*, *Financial Times*, and the *Weekly Standard*. He has held fellowships at Stanford University, the Brookings Institution, the Library of Congress, and the Woodrow Wilson Center, and has served at the State Department and on the National Security Council staff.

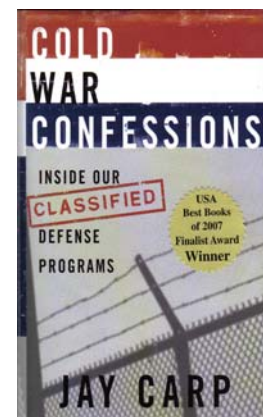
For more information or to schedule an interview, please contact Tessa Shanks, Senior Publicist, at 212-397-6666 x532 or tessa.shanks@publicaffairsbooks.com.

COLD WAR CONFESSIONS: INSIDE OUR CLASSIFIED DEFENSE PROGRAMS

By Jay Carp

Jay Carp worked on our country’s Inter Continental Ballistic Missile Systems for over 20 years and was there when the Minuteman missiles were first deployed. His experiences gave him an understanding of the operational problems over and above any technical consideration and full familiarity with the Minuteman, MX, Peacekeeper and Rail Garrison ICBM’s.

This book provides historical significance, not only with regards to classified government projects but with regards to the interface of military and civilian contractors during the Cold War. ~Captain Christopher A. Proctor, United States Navy. Ret.~



Jay Carp reveals to us a very small microcosm of the Cold War. He presents events in very human terms and makes the reader wonder how we ever succeeded in winning that war.
~Bernard Klein, Ph.D., Professor Emeritus, University of Michigan~

About the Author:

After earning degrees from the University of Michigan in English and Engineering, Jay Carp joined General Telephone and Electronics (GTE) where he worked for over thirty years in military electronics.

His career took him to Thule, Greenland, to work on the Ballistic Missile Early Warning System. He was also part of the team to develop a radar system for use in Viet Nam to locate enemy mortar and artillery shells.

For twenty years, Mr. Carp worked entirely on Inter Continental Ballistic Missile (ICBM) systems.

When the Minuteman missiles were first deployed at the Grand Forks Air Force Base in North Dakota, he was there working directly with the Strategic Air Command (SAC).

His experiences gave him an understanding of the Air Force operational problems over and above any technical consideration and full familiarity with the Minutemen, MX, Peacemaker and Rail Garrison missile systems.

During the years Mr. Carp worked on ICBM's, he was a field engineer, test supervisor, troubleshooter, project engineer and project manager. His last field assignment prior to retirement was as GTE Site Manager at Vandenberg Air Force Base in California.

Jay Carp currently resides in Milan, Michigan.

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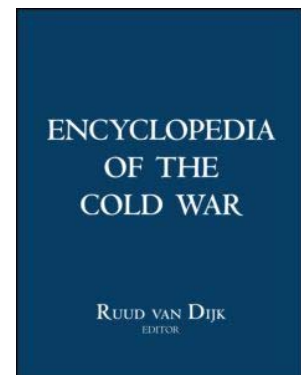
THE ENCYCLOPEDIA OF THE COLD WAR

List Price: \$475.00

ISBN: 978-0-415-97515-5

Published by: Routledge

This book is a landmark publication which reflects advances in Cold War studies following the fall of the Soviet Union and the opening of archives around the world previously inaccessible to scholars. Edited by outstanding Cold War experts Ruud van Dijk, William Glenn Gray, Svetlana Savranskaya, Jeremi Suri, and Qiang Zhai, it takes a uniquely international and multidisciplinary approach to Cold War history. The encyclopedia draws upon sources and perspectives from around the world, touching upon all aspects of the conflict and highlighting its wide-ranging and lasting impact on international



relations and everyday life. The encyclopedia's two volumes, written by an international cast of scholars, explore the worldwide political, military, and economic evolution of the conflict, along with its cultural, scientific, technological, and social dimensions. Taken together, they form a full and comprehensive study of the international environment that shaped—and was shaped by—the Cold War.

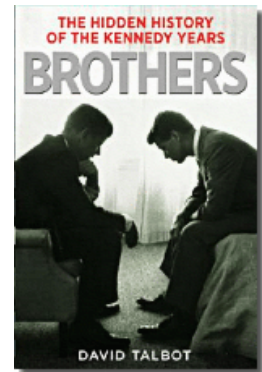
More information on this book can be found online at: www.routledge.com/shopping_cart/products/product_detail.asp?sku=&isbn=9780415975155&pc=.

BROTHERS: THE HIDDEN HISTORY OF THE KENNEDY YEARS

By David Talbot. 478 pages. Photographs.

Reviewed by Frank DeBenedictis

Cold War fears intensified in the early 1960s with the rise of the Fidel Castro regime in Cuba. Divisiveness over policy toward Cuba pitted nominally aggressive CIA and Pentagon military leaders against Kennedy administration civilians. Domestic issues were also divisive. The Kennedy administration confronted an increasingly militant civil rights movement, which in turn met a stiffening resistance from segregationists. All this caused problems for President John Kennedy and his brother Attorney General Robert F. Kennedy.



President Kennedy's assassination changed the political landscape. The Warren Commission conclusion that Lee Harvey Oswald was the lone assassin led to dissension and calls for a new investigation. A generally unknown dissenting voice was that of the fallen president's brother.

David Talbot's book *Brothers: The Hidden History of the Kennedy Years* investigates Robert Kennedy's early suspicions of who killed his brother. The younger Kennedy—while publicly endorsing the Warren Report—criticized its conclusions among his most intimate advisors. On the afternoon following the assassination, Robert Kennedy phoned Bay of Pigs veteran Enrique 'Harry' Ruiz-Williams, who Talbot says was his closest associate in the Cuban exile community. Kennedy shocked Williams by telling him point-blank, "One of your guys did it."

Kennedy's problems in implementing the war against Castro were manifold. He took over an operation that had CIA, Mafia, and Cuban exiles with intertwined operational interests in eliminating Castro. The CIA had been part of this sinister alliance during the Eisenhower administration. In addition, they worked with mob-connected Cuban exile leaders. The task became even more complicated since the Mafia worked with the CIA in ridding the Western Hemisphere of the Cuban dictator, as its racketeering activities were coming under investigation from the Kennedy Justice Department. His Warren Report endorsement aside, RFK's suspicions grew in the assassination aftermath.

Talbot writes about prominent public figures that saw a possible conspiracy in the Kennedy assassination. Among them were poet Allen Ginsberg, theologian Thomas Merton, British scholars Arnold Toynbee, Bertrand Russell and Hugh Trevor-Roper and novelists Terry

Southern, and Ray Bradbury. By 1966 New York Senator Robert Kennedy was out of the Johnson administration, while Warren Commission authors and critics increased in size and activity. Kennedy met with several of them. His optimism and idealism sank, and his demeanor became sullen. Jacqueline Kennedy consoled him, and gave him *The Greek Way*, a book on classical Greece that emphasized how studying the past could guide one through troubling times. He read it fervently. It proved sobering for a usually optimistic man.

By 1968, RFK ran against Lyndon Johnson in the presidential primaries, and criticized Johnson's Vietnam War. Questions about his brother's assassination also surfaced during the campaign. It was not far from his mind as some university students learned after questioning him on this.

After his own assassination, this secret episode of Robert Kennedy's suspicions about his brother's death faded. Kennedy intimates remained silent with the exception of granting an occasional interview from an author. It wasn't until the 1970s when the government in the form of the Senate's Church Committee and the House Select Committee on Assassinations investigations officially codified a possible conspiracy.

David Talbot's *Brothers* strong point is its narrative about Robert Kennedy's counter-Warren Report suspicions. Otherwise the book is a rehash of already written-about conspiracy theories. He thus has a unique take on a subject that can get bogged down in inconclusive Mafia-CIA-Cuban exile plots, intriguing to be sure but still inconclusive.

One author calls the Kennedy assassination "a tirelessly debated question of ultimate culpability." Talbot's work is not without fault since he doesn't move beyond the well known conundrum of possible conspirators. However, he cannot be faulted for writing about a topic which still evokes interest forty-five years after this calamitous event. After all he did write about a man whose concern is unimpeachable—JFK's brother.

THE CANDY BOMBERS: THE BERLIN AIRLIFT 1948/49 – THE TECHNICAL CONDITIONS AND THEIR SUCCESSFUL TRANSFORMATION

By Wolfgang J. Huschke

Not only the political backgrounds of the time of the Berlin Airlift are being discussed in this carefully researched study, moreover the attention is directed at the people and the technical facilities, which made this event of great historical importance possible in the first place.

On 24th of June in 1948 Lucius D. Clay, the Commanding General of the American Forces in Europe, ordered all disposable transport aircraft to be made available for flights to Berlin. His order marked the beginning of the largest humanitarian supply campaign of all times carried out entirely by air transport, the Berlin Airlift. Clay was well aware of the political significance of his decision. The aim was to overcome the blockade mounted by the Soviet Union by supplying the western sectors of the city via air corridors.



The political and historical backgrounds of the Berlin Airlift have been well researched. Less is known about the people and planes focused on in this documentary study. The success of the airlift is owed not only to the air crews, who risked their lives so often, but also to all the others who inconspicuously made their great and tireless contributions and gave their support. At last, the aircraft themselves which transported the essential supplies for the 2.2 million people living in the besieged western sectors of the city.

Complemental to this outstanding book the publisher Berliner Wissenschafts-Verlag in cooperation with the Senate for Economics, Technology and Women's Issues Administration in Berlin is offering ration cards, unique authentic documents of Berlin's post-war history presented in a carefully hand-manufactured portfolio. After decades of maintaining strict secrecy, the Berlin City Government opened the safes in which were kept the ration cards necessary for the orderly distribution of the stockpiles in case of emergency. Among those were also postage stamps for sending air-lift parcels to and from West Germany. Just as were banknotes of the German "Bundesbank", the stamps and ration cards were printed in the Federal German Mint and bear individual serial numbers. The parcel stamps are listed in stamp collector's catalogues' and represent value. All are exclusive items only available in conjunction with the portfolios and in limited edition.

Wolfgang J. Huschke, PhD, M.A., for many years holder of a Private Pilot License and interested in aviation history, especially the history of the famous Berlin Airlift 1948/49. He is a retired principal of a government evening school for adults, and has lived for some years in the center of Berlin.

BOND OF SECRECY

By Saint John Hunt

Well, we've waited long enough for my book to be finished and available. I'm happy to announce that it is finally available online as an e-book in Acrobat PDF format! The e-book is complete with personal photographs and most importantly, all the memos and documents that my father, E. Howard Hunt, entrusted to me. His wish was that I make this available to the world.

Eric Hamburg, author of "JFK, Nixon, Oliver Stone and Me," says: "Bond of Secrecy is an important book which sheds new light on some of the darkest secrets in American history. It is also a moving personal story of reconciliation and the enduring bonds between a father and son. I recommend it highly."

To download immediately, go to: www.saintjohnhunt.com/bond.html.

Thank you so much for your support and patience. Please let me know what you think of the book.

Sincerely,

Saint John Hunt
saint@saintjohnhunt.com

REMEMBERING THE DRAGON LADY: MEMORIES OF THE MEN WHO SHAPED HISTORY IN SUPPORT OF THE U-2 SPY PLANE

By Brig. Gen. Gerald E. McIlmoyle (Ret.) and Linda Rios Bromley

Organizing and supporting a Top Secret Air Force mission was no small feat. The U-2 pilots of the 4080th Strategic Reconnaissance Wing and their support teams were well trained and ready to depart their home base on short notice, often bound for an unknown destination.

REMEMBERING THE DRAGON LADY is a collection of first-person experiences and anecdotes of over 80 men, including pilots, maintenance and photographic specialists, a flight surgeon and some family members. Republic of China and Royal Air Force U-2 pilots who were trained in the United States share their unique experiences. This 500-page book contains 165 photographs of the men at work during the Cuban Missile Crisis and around the world in such locations as Vietnam, Argentina, Australia, North and South Poles.

These men were special; they were dedicated, loyal and patriotic. This Air Force unit and its awesome team were on the front lines of history from 1956 to 1966. All believed their assignments with the 4080th SRW were the best experience of their careers. Many did not realize until some time later the significant role they played in the history of the United States.

To order a copy of the book, please email Linda Bromley at bromleylr@gmail.com.

ONE MINUTE TO MIDNIGHT: KENNEDY, KHRUSHCHEV, AND CASTRO ON THE BRINK OF NUCLEAR WAR.

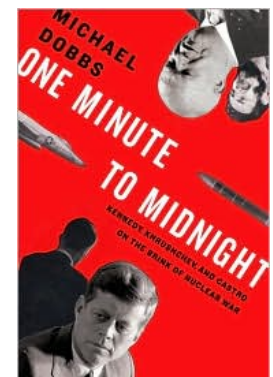
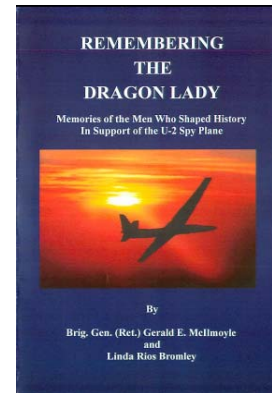
By Michael Dobbs

The Cuban missile crisis of October 1962 is the best documented case study of decision-making by a U.S. president at a time of grave international peril. Unfortunately, those 13 tension-filled days when the world stood on the brink of a nuclear precipice have become encrusted with myth and political spin.

Over the last three years, I spent thousands of hours interviewing missile crisis veterans and combing through archives in the United States, Russia, and Cuba, to assemble a minute-by-minute account of the crisis. In the process, I uncovered numerous examples of bad information flowing into, and out of, the White House. "What the president didn't know, and when he didn't know it" was a recurring theme.

My conclusion: The beginning of wisdom for any president—from John F. Kennedy to George W. Bush—is to understand that you are groping about in the dark.

It turns out that much of what we think we know about one of the most studied episodes in modern history is either inaccurate or incomplete. Even more alarming, much of what Kennedy



thought he knew about Soviet actions and motivations rested on flawed intelligence reports. Far from being an example of "matchlessly calibrated" diplomacy—a term used by Camelot historian Arthur Schlesinger Jr.—the missile crisis is better understood as a prime illustration of the ever-present "screwup factor" in world affairs.

Here is a short list of some of the myths surrounding the Cuban missile crisis.

The "eyeball to eyeball" myth. The notion that U.S. warships were minutes away from a confrontation with Soviet freighters transporting missiles to Cuba has persisted for over 45 years. The reported comment of Secretary of State Dean Rusk—"We were eyeball to eyeball, and the other fellow just blinked"—has become part of missile crisis mythology.

The eyeball to eyeball moment is described in some detail in Robert F. Kennedy's memoir, *Thirteen Days*, and Graham Allison's political science classic, *Essence of Decision*. Declassified CIA records and Russian archives show that it never happened. The Soviet missile-carrying ships were at least 500 nautical miles away from the quarantine line at the time of the supposed confrontation, steaming back toward the Soviet Union.

By using intelligence reports to plot the positions of Soviet ships, I was stunned to discover that Khrushchev decided to avoid a confrontation with the U.S. Navy more than 24 hours earlier.

The "we knew the facts" myth. This was part of the Kennedy spin in the immediate aftermath of the crisis. It is true that the president received good (if belated) intelligence on the status of Soviet medium-range missiles on Cuba capable of hitting targets in the United States. But he was grossly misinformed about the numbers of Soviet troops on the island, and the fact that they were equipped with tactical nuclear weapons, which could have been used to wipe out an American invading force.

Based on interviews with Soviet participants and American intelligence records, I show that the Soviets deployed nuclear cruise missiles to within fifteen miles of the Guantanamo naval base on the night of October 26-27. The Soviets had sent 80 14-kiloton cruise missile warheads (roughly the size of the bomb that destroyed Hiroshima) to Cuba for local battlefield use.

Defense Secretary Robert McNamara told JFK on October 20 that there were 6,000 to 8,000 Soviet "technicians" on Cuba. In fact, there were 43,000 heavily armed Soviet troops on the island at this point.

The "fully in control" myth. While there is no evidence of military insubordination on either the American or the Russian side during the crisis, there are many examples of the inability of both Kennedy and Khrushchev to fully control their own forces. Any one of these incidents could have led to a nuclear exchange.

On the American side, there is the extraordinary case of Captain Charles Maultsby, a U-2 pilot who blundered over the Soviet Union at the height of the crisis on October 27 after being sent on a mission to the North Pole to monitor Soviet nuclear tests. Declassified U.S. documents reveal that Maultsby spent 74 minutes in Soviet air space, causing the Russians to scramble half a

dozen Mig fighters in response. The Air Force failed to inform the president of what had happened until half an hour after he left Soviet air space.

On the Russian side, communications were so bad that Khrushchev could only exercise tenuous control over his troops on Cuba. The nuclear missiles aimed at Guantanamo were under the command of a major. There were no locks or codes to prevent them being fired.

The happy outcome to the crisis—with Khrushchev withdrawing his missiles and no nuclear exchange—engendered a spate of hubris among "the best and the brightest." McNamara declared "Today, there is no longer such a thing as strategy, there is only crisis management." McNamara and others attempted to put these lessons into practice in Vietnam, with disastrous results.

Fortunately, Kennedy did not believe his own spin. His own prior experience—both as a U.S. Navy lieutenant in World War II and the Bay of Pigs fiasco in 1961—had taught him to react skeptically to the assurances of the military brass. He moved decisively to bring the crisis to an end by secretly offering to match a withdrawal of Soviet missiles from Cuba with a dismantling of U.S. Jupiters in Turkey.

JFK understood, better than any of his advisers, that events were spiraling out of control by October 27, the day that became known as "Black Saturday." He knew that the chances of something going drastically wrong increase exponentially the closer you get to actual fighting. In a war, anything can, and usually does, happen--as we have seen repeatedly in Iraq.

Kennedy knew that crisis management was a myth, and that there is no margin for error in preparing for a nuclear war. That is the abiding lesson of the Cuban missile crisis.

Michael Dobbs is the author of *One Minute to Midnight: Kennedy, Khrushchev, and Castro on the Brink of Nuclear War*.

BEAR: FLIGHT TO LIBERTY

By Miguel Vargas-Caba

In August 2007, Russian President Vladimir Putin announced that Russia's TU-95 "Bear" nuclear bombers were resuming regular long-range patrols on a "permanent basis" after a 15-year absence. Russia launched 14 such bombers on patrols well beyond its borders, over the Atlantic, Pacific, and Arctic oceans. In February and March 2008, TU-95s overflew US Navy's aircraft carriers near Korea and Japan. This was regular Soviet behavior right up to the fall of Communism, when Tu-95 "Bear" bomber/reconnaissance aircraft flew regular missions along the U.S. East Coast, as well as Pacific Ocean missions against U.S. forces in Alaska and Asia.



In 1976, after just weeks of harried planning, Capt. Mikhail Makarov leads the crew of a Soviet TU-95 airplane in their defection from the U.S.S.R. Though his plan is swiftly carried out, his decision to leave his homeland has been decades in the making. After years of distinguished service for the country's air force—including two prestigious awards deeming him a "Hero of

the Soviet Union”—Mikhail, increasingly disillusioned with Communist Russia, is court-martialed, demoted and sent to finish his career in the backwaters of the mother country. Deemed “politically unreliable,” Mikhail—forever a Russian but never a Communist Party member—bridles under Soviet rule and eventually plans a daring airborne escape. To do so, he must convince his crew to leave with him, develop a viable flight plan and avoid the potentially fatal attention of innumerable Soviet military officers and KGB stooges. The author tells Mikhail’s tale with meticulous care; his account is thoroughly detailed and filled with the depth of research that turns rough histories into credible recreations.

“BEAR is the product of Vargas-Caba’s meticulous research into the Soviet Armed Forces and provides an authenticity few books on the subject can match. His careful marshalling of real-world facts to develop his work of fiction makes BEAR an exciting read for anyone who wants to remember how much was at stake during the Cold War.”

—Nate Braden, co-author of *The Last Sentry*

This intense, action-packed novel focuses on the age-old battle of freedom against slavery as the crew of a giant aircraft defect from the Soviet Union.

In September 1976, Viktor Belenko defected to Japan in his MiG-25 Foxbat jet fighter, one of the most well-known defections from the Soviet block. But in that same year, there was another defection so embarrassing to the Soviets that its particulars remained a secret for more than twenty-five years.

All media accounts of Soviet TU-95 flights participating in the Okean 76 naval maneuvers mention only two planes. Whenever they were confronted in private, however, the Soviets acknowledged that in reality, three planes took off from Russia, with the third aircraft crashing at sea, killing everyone aboard. Since it sank in deep waters, no one attempted to salvage the wreck. But what the Soviet authorities never acknowledged—publicly or privately—was that the third TU-95 made a bold and risky flight from the USSR to Canada. Because its crew defected, the Soviets never admitted that such an event happened. *Bear: Flight to Liberty* tells the third crew’s thrilling story.

Available in Hard Cover, Paperback, and e-Book Editions at your local Barnes & Noble bookstores and online at www.barnesandnoble.com, www.amazon.com, and at many more online book handlers across the Internet.

COLD WAR WEBSITES OF INTEREST

If you would like to have your website posted in this section, send an email to editor@coldwar.org with a brief description for consideration.

Sonderbericht "60. Jahre Luftbrücke" –
www.luftwaffenmuseum.com/index.php?option=com_content&task=view&id=53&Itemid=54

Ghost Squadron - www.vo-67.org/vo67_opening.html

WWII German/Soviet battlefields - www.serpentswall.com

Tour through Chernobyl - www.angelfire.com/extreme4/kiddofspeed

Cuban Missile Crisis - <http://library.thinkquest.org/11046/index.html>

Spying on the A-12 OXCART - <http://lewisshpherd.wordpress.com/2008/05/25/spying-on-the-a12-oxcart>

Cold War Spy Flights - www.spyflight.co.uk

Open Skies flight from the 1950s - www.youtube.com/watch?v=pIGJw-h0F-U.

History of Westover Air Force Base in Massachusetts - www.westoveryesterday.com

A Future For Berlin's Cold War Icon –
www.spiegel.de/international/germany/0,1518,550846,00.html

Tempelhof Grounded - www.spiegel.de/international/germany/0,1518,550099,00.html

The Myth of Berlin's Tempelhof: The Mother of all Airports –
www.spiegel.de/international/germany/0,1518,549685,00.html

Berlin Airlift Legacy: A Last-Ditch Effort to Save Tempelhof -
www.spiegel.de/international/germany/0,1518,539684,00.html

Photo Gallery: Tempelhof's Uncertain Future 18 pictures –
www.spiegel.de/fotostrecke/0,5538,31143,00.html

The Allied Museum - www.alliiertenmuseum.de

The Art Of Soviet Propaganda - www.spiegel.de/international/europe/0,1518,551972,00.html

Ghosts Of The Cold War - www.spiegel.de/international/germany/0,1518,551559,00.html

First Tanks, Then Silence - www.spiegel.de/international/europe/0,1518,563951,00.html

Soviet Invasion Of Prague - www.spiegel.de/international/europe/0,1518,563695,00.html

The Cold War's Forgotten Victims –
www.spiegel.de/international/europe/0,1518,563992,00.html

Demolishing The Cold War Past –
www.spiegel.de/international/germany/0,1518,566406,00.html

The Cold War Sporting Front - www.pbs.org/wnet/secrets/?p=53

1st Battalion, U.S. 7th Cavalry 'A' Company Commander Capt Tony Nadal - www.rahsclassof62.org/fightordie.html

Ronnie Guyer- Veteran-Battle of IA DRANG-1965 - IA DRANG-1965 S-1 Personnel Clerk Landing Zone Falcon www.lzxray.com/guyer_collection.htm (Photos)

Churchill Museum - <http://cwr.iwm.org.uk/server/show/nav.00f004>

"Conet" really strange number code broadcasts on Shortwave radio. Really cool stuff and interesting to listen to. Initially thought to be cold-war relics, there are even more of these broadcasts today! - www.archive.org/details/ird059 and www.irdial.com/conet.htm.

Gorbachev signed "informal" death sentence on John Paul II - www.canadafreepress.com/index.php/article/2782
www.axisglobe.com/print_news.asp?news=12907

Crash of YMC-130H Credible Sport aircraft on 29 October, 1980. The C-130 was modified for a planned 2nd Iranian Hostage rescue mission in October of 1980. The aircraft crashed during the test phase of the program, thus ending the DoD's plans to for a second planned Hostage rescue mission. www.youtube.com/user/Crediblesport

One in Nine Berliners Wants the Wall Back, Study Shows | Germany | Deutsche Welle - www.dw-world.de/dw/article/0,2144,3515822,00.html

The Honor Blanket Project - www.honorblanket.com

Petition on the PM's e-petition website regarding The Queens Silver and Golden Jubilee Medals that will allow retired members of HM Forces and Emergency Services who served for a period of 5 years during the Reign of HM the Queen to be allowed to purchase and wear with honor and pride either the Queens Silver or Golden Jubilee Medal. Including Life Boat Men and Women - <http://petitions.pm.gov.uk/silvergold>

USAF History Index - www.AirForceHistoryIndex.org

Government Attic - www.GovernmentAttic.org

“THE END”

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If you actually just scrolled down to the bottom of the page to see "The End," send an email to editor@coldwar.org and let me know.

Thank you for your continued support.

Francis Gary Powers, Jr.
Founder, The Cold War Museum