

OFFICIAL MAGAZINE OF THE COLD WAR MUSEUM®

COLD WAR TIMES

U-2 OPERATIONS over the MAYAGUEZ INCIDENT

History of a Cold War Radar Site
Current Developments at the Museum

COLDWAR.ORG

SPRING 2025





ABOUT THE COLD WAR MUSEUM®

THE COLD WAR MUSEUM was founded in 1996 by Francis Gary Powers Jr., son of the famed U-2 Pilot, and John Welch to honor Cold War veterans, preserve Cold War history, and educate future generations about the Cold War and its legacy.

Since 2011, the Museum has been located at Vint Hill, Virginia, on the grounds of the former Vint Hill Farms Station, also known as Monitoring Station No. 1, which was a Top Secret Army signals intelligence base during WWII and the Cold War. The Museum shares a campus with Old Bust Head Brewery, Covert Cafe, and Vint Hill Winery.

The museum has a Midwest Chapter near Milwaukee, WI and Francis Gary Powers Jr.'s traveling exhibit on the U-2 Incident of 1960 helps promote the museum internationally. Artifacts from The Cold War Museum are on display in institutions such as the International Spy Museum in Washington D.C., the Strategic Air Command and Aerospace Museum near Omaha, NE, the Defense Intelligence Agency (DIA) Museum on Bolling AFB, and the Atom Museum in the Czech Republic.

Our collections are particularly strong in signals intelligence (SIGINT), image intelligence (IMINT), the history of Vint Hill during both

WWII and the Cold War, Cold War Berlin, Civil Defense, atomic weapons, the U-2, USS Liberty and USS Pueblo Incidents, Cold War cultural and Olympic competitions, Strategic Air Command, submarine detection (SOSUS), the Cuban Missile Crisis, the STASI (East German secret police), and Soviet and East German disinformation campaigns. Many of our artifacts are rare one-of-a-kind items while some of our exhibits were created and donated by those who did the work.

The Cold War Museum is an all-volunteer organization, drawing upon our staff's extensive Cold War experience as professionals in the military and intelligence communities. We are the *Real People Explaining the Real Things*.

HOURS

11-4 PM Saturdays

1-4 PM Sundays

Other Hours by Appointment

PHYSICAL ADDRESS

7172 Lineweaver Rd.

Vint Hill, VA 20187

MAILING ADDRESS

PO Box 861526

Vint Hill, VA 20187

BECOME A MUSEUM MEMBER TODAY!

Individual Membership

\$35/year

Member Benefits

- Access to *The Cold War Times* (including all prior issues)
- Listed as a "Founding Member"
- Priority access to the Interim Chairman

Sponsorship Circles

- Friend \$50/year
- Associate \$75/year
- Colleague \$100/year
- Patron \$180/year
- Benefactor \$300/year
- Guardian \$600/year
- Freedom Circle \$1,200/year

The Cold War Museum® is an all-volunteer operation. 100 percent of your contributions are applied to fulfilling the Museum's mission. Contributions to the Museum *above and beyond membership* are also fully deductible in accordance with IRS guidelines for contributions to 501(c)(3) organizations.

JOIN ONLINE AT COLDWAR.ORG

COLD WAR TIMES



OFFICIAL MAGAZINE OF
THE COLD WAR MUSEUM®

Francis Gary Powers, Jr.
*Founder and Interim Chairman
Publisher, Cold War Times*

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Executive Director Emeritus

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Curator

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USAF (Ret.), Assistant Curator

James Liang
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Chris Sturdevant
*Chairman, Midwest Chapter of CWM®
& Cold War Times contributor (Air Force veteran)*

Mike Washvill
*Chief Technology Officer & Key Tour Guide
(Vint Hill Army veteran & former FBI electronics engineer)*

Clayton Vieg
Cold War Veteran (U.S. Army Reserve & U.S. Govt)

Bryan Zwanzig
*Lead Staffer, Private Tour Arrangements
& Private Tour staffing (Vint Hill U.S. Army veteran)*

Karen Zwanzig
Editor, Cold War Times

Allan Duffin
Designer, Cold War Times (Air Force veteran)



The Cold War Museum®
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Front cover photo: "U-2 High Flight" by Christopher Michel, 22 July 2010.
Reproduced with permission of the photographer at christophermichel.com.

Photo this page: U-2 Dragon Lady by SSgt Eric Harris, USAF, 2010.
Dept of Defense photo.

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MISSION STATEMENT

The Cold War Museum® is a 501(c)(3) charitable organization dedicated to education, preservation, and research on the global, ideological, and political confrontations between East and West from the end of World War II to the dissolution of the Soviet Union.

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MUSEUM CHAIRMAN'S MESSAGE



FRANCIS GARY POWERS, JR. INTERIM CHAIRMAN

THE BOARD OF DIRECTORS and docents continue to move the mission of The Cold War Museum® forward. I am pleased to provide the following update for the Spring 2025 *Cold War Times* magazine:

Give Local Piedmont

Save the Date: Give Local Piedmont is scheduled for May 13, 2025. Early Giving starts April 29. Visit this link starting on April 29 to make a donation - [The Cold War Museum | Give Local Piedmont 2025](#). Once early giving starts on April 29, there will be opportunities to use matching grants and bonuses based on daily totals. I am pleased to let you know that we have received a \$5000 matching grant from an anonymous donor, to be matched as part of the 2025 Give Local Piedmont campaign. That means that for every dollar you donate to the museum thru Give Local Piedmont during a matching grant cycle your donation will not only be doubled but will also count toward additional cash prizes from Give Local Piedmont. I look forward to having you join me by making a donation to support our efforts. Thank you for your continued support.

Executive Director Search

We are currently looking for a part-time executive director. The ideal candidate should have experience running nonprofits, be retired or retired military personnel, and be

willing to start as a volunteer until fully trained. If you or someone you know has an interest in this position, please let me know.

End of WWII

September 2, 2025, will mark the 80th anniversary of the end of WWII. However, what most people always overlook is that September 2, 2025, will also mark the 80th anniversary of the beginning of the Cold War. Every year I see museums, organizations, and related military groups celebrate and commemorate the end of WWII, but I have never seen an event that commemorates the start or end of the Cold War.

One of the great ironies of the 20th and 21st centuries is that America's longest war is also its least memorialized. Bomb shelters, the Cuban Missile Crisis, the Berlin Wall, Vietnam, the war in Afghanistan, the 1980 Summer Olympics, President Eisenhower, Mikhail Gorbachev, Nikita Khrushchev, Joe McCarthy and the red scare, missile silos, President Truman, the Rosenberg trials, President Reagan, all have one thing in common: the Cold War. It was a global conflict—the history of the Cold War was the history of world between 1945 and 1991.

James Billington, Librarian of Congress, called the Cold War “the central conflict of the second half of the 20th Century, the longest and most unconventional war of the entire modern era—an altogether unprec-



edented experience for Americans. We were faced for the first time with an opponent who was both ideologically committed to overthrow our system and was equipped to destroy us physically.” The most significant difference between WWII and the Cold War is that the Cold War was a clandestine war. It was a war that only the participants knew well. We never directly fought our principal antagonist, the Soviet Union, in direct military combat. The Cold War was not fought in that sense. It was not a war in which battles and bloodshed played a major role.

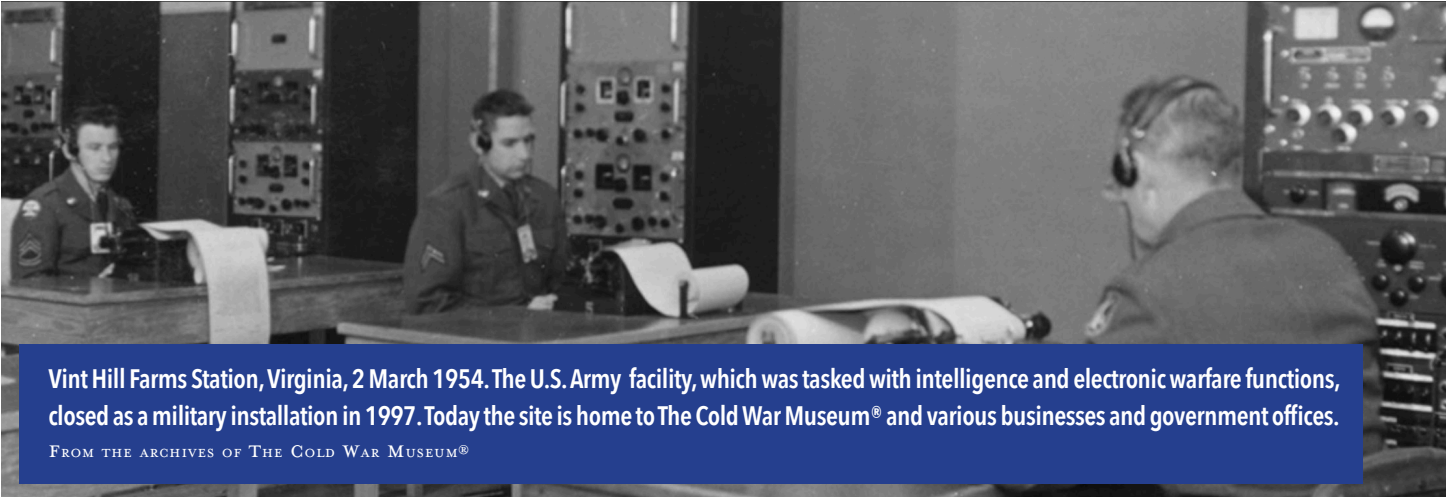
Regardless, Cold War history must be commemorated, remembered, and taught to future generations to make sure they understand how it shaped the world we live in today, especially to understand why we currently have a war in Europe. I hope you will join me in supporting our annual fundraising campaign, Give Local Piedmont, so that we can continue with our mission to honor Cold War veterans, preserve Cold War history, and educate future generations about this time period.

**DONATE TO THE MUSEUM
TODAY!**

**The Cold War Museum®
is a 501(c)(3) charitable organization**

**[Donate now via this link:](#)
[DONATE NOW](#)**

SUPPORT THE COLD WAR MUSEUM®



Vint Hill Farms Station, Virginia, 2 March 1954. The U.S. Army facility, which was tasked with intelligence and electronic warfare functions, closed as a military installation in 1997. Today the site is home to The Cold War Museum® and various businesses and government offices.

FROM THE ARCHIVES OF THE COLD WAR MUSEUM®

Docent and Volunteers Needed

The Cold War Museum® has a small, dedicated staff of docents who make sure the museum is open on the weekends and for private tours mid-week. If you would like to help support our efforts by volunteering, please let me know.

Partnership with Likeminded Institutions

The CWM Board of Directors has authorized me to find a partner institution to help us expand our outreach and better display our multimillion-dollar collection, enabling more people to learn about Cold War history. We are in talks with several different organizations, some in the Northern Virginia region and others in different states or countries. If you have a suggestion on an organization that would have an interest in partnering with us, please let me know.

Gary Powers Cold War & Espionage Tour of Europe October 6-15, 2025 Departing from JFK

For those of you would want to

learn about Cold War history from the ground up, please consider joining me on my 4th Cold War & Espionage tour of Europe that will benefit the New England Air Museum. The tour is scheduled for October 6-15, 2025. Reservations are currently being accepted. May 1 is the deposit deadline; July 1 is the payment in full deadline. More info online at link www.cha-tours.com/garypowers/neam.

I would appreciate it if you could share the info with your family, friends, and colleagues that would have an interest in joining us. The tour includes domestic bus transfers from the New England Air Museum to JFK airport in New York. Anyone not needing these transfers and who will meet the group at JFK will save \$200, AND anybody who lets me know that they found out about this trip through The Cold War Times will receive a \$200 credit for the trip. That means that you!

Secrets Declassified

Last fall I was interviewed for a new 10-part series, *Secrets Declassified with David Duchovny*, that uncovers history's most classified

operations. From black ops, strange experiments, to deadly conspiracies, I was one of the expert historians interviewed for the program. With newly declassified files, astounding archive footage, and expert insights, the show will reveal what governments are really doing in the shadows. The first episode, *Dark Skies*, will air April 4 on the History Channel. I will also provide expert commentary in Episode 5 - *Extreme Missions* and Episode 9 - *Spy Tech*.

More information online at:

Broadcast - [Nutopia explores government secrets with X Files star](https://www.history.com/shows/dark-skies)

Instagram - <https://www.instagram.com/p/DG04Q3vzZXx/?hl=en>

Facebook - <https://www.facebook.com/photo?fbid=1197299109065739&set=a.505952221533768>

TikTok - <https://www.tiktok.com/@nutopiatv/photo/7478379122163535137>

X - https://x.com/Nutopia_tv/status/1897340104764526802/photo/1 ■

FRANCIS GARY POWERS, JR.
Founder and Interim Chairman
The Cold War Museum®

Gary Powers Jr. Cold War Espionage Tour of Germany and the Czech Republic

Join us in support of the New England Air Museum!

Travel Dates: October 6-15, 2025

10 days/8 nights



What's Included:

- Round-trip transfers from the New England Air Museum to JFK Airport
- Round-trip airfare from New York
- 8 nights in centrally located, 4-star hotels
- On-tour guidance and commentary by Gary Powers Jr. on Days 1-10
- On-tour support by NEAM's Director of Education, Dr. Amanda Goodheart Parks, on Days 1-10
- Full-time CHA Tour Director Days 2-10
- On-tour transportation by private bus
- Breakfast & dinner (or lunch) daily
- Sightseeing tours & visits in itinerary

Prices & Deadlines:

Full Tour Price: \$6,750.00* per person

*Deduct \$200 if you don't require round-trip transfers between New England Air Museum and New York's JFK Airport

Land Tour Price: \$5,750.00 per person (does not include round-trip airfare and airport transfers in USA and Europe)

Prices based on double occupancy. A \$600 single room fee will apply for travelers without roommates.

Enroll with a \$495 deposit by May 1, 2025. Final payment due July 1, 2025.

New England Air Museum members will receive a special \$100 discount! To become a member, call Dr. Amanda Goodheart Parks at 860-623-3305 x313 or email her at agparks@neam.org.

Questions about enrolling?

Call CHA at 1-800-323-4466 or email info@cha-tours.com.



Join famed author, lecturer and historian Gary Powers Jr. on this exciting, 10-day tour of Cold War and espionage related sites in Germany and the Czech Republic in support of the New England Air Museum (NEAM).

Day 1: Departure from the USA Meet fellow travelers at the New England Air Museum where you will board your private bus transfer to JFK Airport. Upon arrival, check in for your flight and meet Gary Powers Jr. who will accompany you overseas and throughout your trip.

Day 2: Arrival Berlin Welcome to Germany! Upon arrival in Berlin, your CHA Tour Director greets you at the airport where you board your private motorcoach. Later, enjoy an orientation drive to get better acquainted with the German capital. See Brandenburg Gate, once the city's triumphal arch, now a symbol of German reunification, and view remains of the Berlin Wall that once divided the city from 1961 to 1989 during a visit to the Berlin Wall Memorial. Check into your hotel and enjoy some free time to relax and unwind before enjoying a Welcome Dinner.

Day 3: Berlin-Potsdam-Berlin Morning sightseeing of Berlin includes visits to the Checkpoint Charlie Museum, located at the most well-known border crossing point between East and West Berlin, and the German Spy Museum where you will gain insight into the intriguing world of Cold War espionage. This afternoon, learn more about Germany's military aviation history as you visit the Military History Museum Gatow located on a former airfield. Later, proceed to Potsdam to visit to Glienicke Bridge (the "Bridge of Spies") where Gary Powers Jr. you will offer a personal overview about the exchange of American pilot Francis Gary Powers and Soviet KGB Colonel William Fisher that took place there on February 10, 1962. Return to Berlin.

Day 4: Berlin Morning sightseeing of Berlin includes visits to the Hohenschönhausen Memorial, formerly the Stasi's main political prison, the Berlin Stasi Museum housed in the former headquarters of the Minister of State Security, and the Allied Museum on Clay Allee to learn more about the important role that the Western Allies played in Germany during the Cold War era.

Day 5: Berlin-Leipzig-Dresden Travel to Leipzig where sightseeing upon arrival includes visits to the Museum in Der Runde Ecke, housed in the former Stasi headquarters, and the Leipzig Forum of Contemporary History Museum which chronicles GDR history from the beginning of the

Cold War. Continue to Dresden to visit Dresden's Military History Museum, located in a former military arsenal, and the Bautzner Strasse Dresden Memorial, the site of a former Stasi prison. Overnight in Dresden.

Day 6: Dresden-Prague Cross the German border en route to Prague, the historic Czech capital. Learn more about Cold War politics and espionage during your sightseeing tour of Prague. Visit the Prague Museum of Communism and explore the fascinating Bezovka Nuclear Bunker, one of Prague's largest fallout shelters hidden beneath Parukarka Hill. Later, enjoy a walking tour of Prague to see the 500-year-old astronomical clock.

Day 7: Prague-Misov-Pilsen-Prague Enjoy a full-day excursion from Prague today. Journey to Mišov to visit the Atom Museum, the world's only nuclear weaponry that is open to the public. Later, drive to Pilsen for an included tour of and lunch at the famous Pilsner Urquell Brewery before returning to Prague.

Day 8: Prague-Rozvadov-Nuremberg-Stuttgart Depart Prague for Rozvadov where you will experience what life was like in the former Czechoslovakia during the days of Communism during visit to the Iron Curtain Museum. Then cross the Czech border as you re-enter Germany. Proceed to Nuremberg to visit the Nuremberg Trials Memorial where the ground-breaking post-World War II trials took place during which former Nazi leaders were tried and convicted as war criminals by the Allies' International Tribunal. Continue to Stuttgart.

Day 9: Stuttgart-Speyer-Sinsheim-Heidelberg A full day of sightseeing begins with a visit to the Stuttgart Cold War Bunker. Later, marvel at the incredible collection of retired aircraft and vintage automobiles on display during your visits to the Museum of Technology in Speyer and the Technik Museum in Sinsheim. Proceed to your hotel in historic university town of Heidelberg on the Neckar River.

Day 10: Departure for USA Transfer to Frankfurt Airport to board your return flight to JFK International Airport, arriving later the same day. Upon arrival, board your private bus transfer to the New England Air Museum.



Enroll Online at: <https://www.cha-tours.com/garypowers/NEAM>

FROM THE BOARD OF DIRECTORS



The Cold War Museum® Board of Directors is the governing body of our nonprofit 501(c)(3) charitable organization. This governance is high level: strategy, oversight, and accountability of the overall activities of the museum. Our Board is made up of eight seasoned senior executives of varying professional backgrounds (USAF, CIA, Chambers of Commerce, Real Estate, Nonprofits, Accounting) who work pro bono for the benefit of the museum.



USAF Lt Col John Bergmans enters the Lawn Atlas Missile Base silo on 3 December 2020. Military personnel were deployed to the Lawn, Texas, site during the 1962 Cuban Missile Crisis.

U.S. AIR FORCE PHOTO BY SENIOR ARIMAN ABBEY RIEVES

Our Board members meet monthly to discuss and vote on the affairs of The Cold War Museum®. Meet our Board of Directors at this link: [BOARD OF DIRECTORS CWM®](#).

Here are some of the recent topics of Board discussion and actions since our last newsletter:

- Appointment of a Registered Agent and ad hoc legal counsel for The Cold War Museum
- Scheduling of our Cold War Conversation Presentation Series for 2025
- Signing of a new 5 year lease at Vint Hill
- Discussions with other likeminded institutions to become strategic partners
- Relocate collection stored offsite from one storage unit to another saving the museum \$250 per month
- Recruiting board candidates and docents for the Cold War Museum®
- Planning for Give Local Piedmont, our most important annual fundraiser. ■

GOVERNING BOARD

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John Welch (MPA)
Vice Chairman
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Biography: <https://garypowers.com>

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2019 Virginia Aviation Hall of Fame Inductee
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Biography: <http://www.af.mil/About-Us/Biographies/Display/Article/562992/brigadier-general-chad-t-manske>

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Founder, President, CEO, Tysons Realty, Inc.
Biography: <http://www.tysonsmrealityinc.com/about>

Charles P. "Chuck" Wilson (Col. USAF, Ret.)
Past Chairman (2019-2023)
Biography: [https://en.wikipedia.org/wiki/Chuck_Wilson_\(pilot\)](https://en.wikipedia.org/wiki/Chuck_Wilson_(pilot))

Maureen V. Wingfield (Senior Intelligence Service CIA, Ret.)

Meet our Board of Directors at this link: [BOARD OF DIRECTORS CWM®](#)

NOW HIRING! EXECUTIVE DIRECTOR FOR THE COLD WAR MUSEUM®

POSITION DESCRIPTION

TITLE: Executive Director

REPORTS TO: Board of Directors through Chairman

FLSA STATUS: Volunteer or Exempt, Salaried, Part-time

POSITION SUMMARY:

The Executive Director (ED) serves as the nexus between the Board of Directors and operational volunteers. Her/his primary responsibility is to recruit, manage and support volunteer docents to keep the museum open and effective at least 10 hours during the week and 14 hours on weekends. While the ED must be present at the museum at least 10 hours per week, remote work for other hours is possible. Other priorities for the ED include administrative duties such as monitoring museum email and social media inquiries, processing accounts payable and receivable, updating constituent databases, promoting the museum's Speaker Series and other revenue centers, and informing Board members about donor relations opportunities. The ED assures compliance with professional standards appropriate to small history museums.

QUALIFICATIONS:

Education or experience related to museum operations, volunteer supervision/management, nonprofit administration, fundraising and public relations.

ESSENTIAL FUNCTIONS:

- 1- Manage volunteer hours and assignments sufficient to maintain open hours to the public 10am to 6pm on Saturdays, noon to 6pm on Sundays, and specified weekday hours.
- 2- Manage organization communications via email, phone messages, and social media sites.
- 3- Manage the mail including donations and billing.
- 4- Coordinate and consolidate constituent information from various origins into one central database.
- 5- Collaborate with Board members on donor and constituent relations and plans.
- 6- Collaborate with Board members on promotion of the Speaker Series, biennial fundraising campaigns and other fundraising opportunities.
- 7- Monitor museum operations with particular attention to the condition and security of the collection on display and in storage.
- 8- Support the Board's monitoring of the operating budget with updated reports on revenue and expenses.
- 9- Serve as the principal spokesperson in absence of the Chairman.

TO APPLY, CONTACT:

Gary Powers, Jr., at gpowersjr@garypowers.com

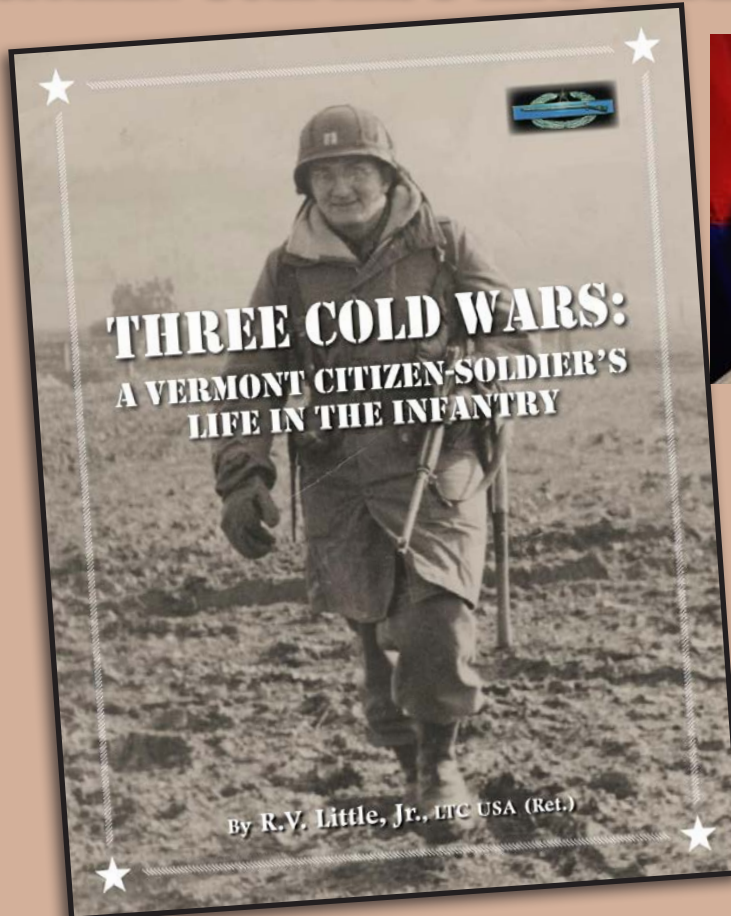
THE RIVETING NEW BOOK BY R.V. LITTLE, JR.

THREE COLD WARS

A VERMONT CITIZEN-SOLDIER'S LIFE IN THE INFANTRY

Found in his worn leather briefcase, Major Little's orders outlined an Infantryman's Army career through World War II, Korea, and the Cold War. Fleshed out with archives, personal stories, and secondary sources, it is a Military History of unappreciated battles. A battle in Italy resulting in 45 Silver Stars has been completely ignored because it was a feint. Another in Korea was hurried because it was inconvenient. It is a story of resilience through separations, wounds, and Army or political realities that affect the career of a Citizen-Soldier. This was written for family, those contemplating a military career and students of war.

Three wars, three occupations, three Purple Hearts and one fine wife.



Lieutenant Colonel R. V. Little, Jr., USA (Ret.) presents his first commercial book, a military biography/history that explores his father's military career. The author's own service in Vietnam and the Cold War as both an Intelligence and Infantry officer, and recognized eye for detail equip him well to interpret military life and combat actions.

NOW AVAILABLE AT AMAZON.COM

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IS A 501(c)(3) CHARITABLE ORGANIZATION

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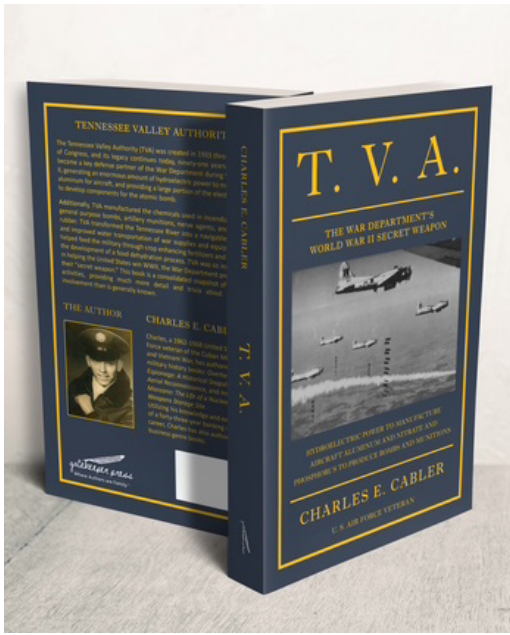
Your 2025 gift will make a big difference!

Donate now via this link:

[Click Here to Donate](#)



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T. V. A.

The War Department's World War II Secret Weapon

Charles E. Cabler

ISBN- 9781662951978

LOCCN- 2024939831

The Tennessee Valley Authority's (TVA) total involvement in World War II was very extensive but is seldom recognized for its many contributions. Working under the direction and oversight of the U.S. War Department and the Chemical Warfare Service, TVA became a key defense partner, and one with an

dams to provide hydroelectric power needed to manufacture aluminum for aircraft and ships, and supported the Manhattan Project facility at Oak Ridge, Tennessee with massive amounts of electricity to produce uranium and plutonium for the atomic bomb. TVA produced tons of nitrate and phosphorus for bombs and munitions, an intermediate used in creating sarin and mustard nerve agents, and developed and produced a chemical to manufacture synthetic rubber, most of which was used for war purposes. TVA provided trained survey teams to the Army Air Force for aerial reconnaissance mapping, helped to develop a food dehydration process, and participated in many other research & development projects to support the war.

This book is a consolidated snapshot of many WWII projects undertaken by dedicated TVA employees. It contains details and trivia about TVA which are not generally known, and highlights TVA's significant impact in winning the war.

TVA was truly the War Department's "Secret Weapon."



The author is a U.S. Air Force Veteran, who served during the Cuban Missile Crisis and the Vietnam War. Charles is a member of the American Legion Post #11 in Florence, Alabama, the USAF Police Alumni Association, and the Tennessee Valley Historical Society. He has authored two military history books, *Overhead Espionage* and *Inside Manzano*, and using his experience from a forty-three-year career in the financial services industry, he has published four business-related, career development books.

Publisher- Gatekeeper Press, 7853 Gunn Hwy. Suite 209, Tampa, Florida 33626

Available online through – Amazon Books, Barnes & Noble, and Google Play

Distributors- Baker & Taylor, Bookshop, Gardners, Indiebound, and Ingram.

Charles E. Cabler, U.S. Air Force Veteran • Author—*Inside Manzano*, *Overhead Espionage*, & *TVA-WWII Secret Weapon*. Website: <https://chasec09.wixsite.com/author>

THE MUSEUM LECTURE SERIES



The Cold War Museum's® Presentation Series, where we present eyewitnesses to, and expert accounts of, key Cold War events, has been a key method by which the Museum educates about the Cold War for our audience (which normally averages about 40-50 people), a resource for future scholars (since we film all these events including the question-and-answer sessions), and a significant source of income for our operations.

AS YOU KNOW, WE BEGAN this Series well before COVID and originally did all of them in-person. When COVID forced the closing of our doors and suspension of all of our activities, we had to rethink many things. Since people could no longer gather in large groups, we got a Zoom license and converted to 100% online.

This has been highly successful for us, since it allows both audience and speaker to be from anywhere in the world, so we will continue with Zoom streaming but eventually also return to the in-person option where the speaker is local; we'll do that when COVID conditions allow, although not in our prior venue of the Old Bust Head production floor since that is no longer available.

Because of the popularity and scope of the Zoom format, we've expanded to doing these about every 3 or 4 weeks.

UPCOMING LECTURES

April 27, 2025 - 7 pm EST: US Defense during the Cold War: Speaker: John Bronson will talk about how the US during the Cold War defended against air, submarine, and missile attacks by the Soviet Union. These defenses detected and tracked manned bomber aircraft, hostile submarines, and missiles launched from the other side of the world. The US created deterrence to Soviet attack by means of long-range attacks in response. This session shows how these defenses grew from fledgling stop-gap steps into a complex fabric of interconnected combinations of high-tech equipment over 40 years. - Click [HERE](#) for tickets (NOTE: To avoid paying the suggested Service Fee of 17%, click on the drop-down menu and select "Other" to enter your own amount which could also be zero).



May 18, 2025 - 7 pm EST: The Fall of Southeast Asia: The Last Plane Out of Cambodia: Speaker: Capt. Neil Hansen will talk about his time as a pilot for Air America and what it was like to be the pilot for the last plane out of Cambodia prior to 1.7 million of Cambodians being slaughtered. Hansen began his aviation career as a pilot for the now disappeared Teamster boss, Jimmy Hoffa. In 1964, he became a captain for Air America, the CIA's secret airline. Air America pilots risked their lives over the skies of Southeast Asia during the days of the Vietnam War and the Secret War in Laos. Air America did not operate within the context of the U.S. military, instead performing their duties as "shadow warriors," owned and operated under the Central Intelligence Agency. Capt. Hansen had a total of 29,000 flight hours, 9,000 hours in a combat zone. - Click [HERE](#) for tickets (NOTE: To avoid paying the suggested Service Fee of 17%, click on the drop-down menu and select "Other" to enter your own amount which could also be zero).

June 22, 2025 - 7 pm EST: Cold War Tales from Forbes Adventure Journalist Jim Clash: Jim Clash will talk about his Cold War experiences including but not limited to supersonic rides in Cold War era air-

craft, pulling up to 9 Gs in an F-16, flying at MACH 2.6 to 84,000 feet in a MiG-25 Foxbat, a U-2 flight to the edge of space, two visits to the North Pole via the Russian military, HAM Radio contacts with Soviet operators in the 1960s, and more... - Click [HERE](#) for tickets (NOTE: To avoid paying the suggested Service Fee of 17%, click on the drop-down menu and select "Other" to enter your own amount which could also be zero).

July 13, 2025 - 7 pm EST: Ed Yeilding's Record-Breaking SR-71 Flight: Ed Yeilding, Lt Col (ret) will talk about his time in the USAF and as an SR-71 pilot including his Coast-to-Coast SR-71 speed record, 67 min 54 sec, Mach 3.3 cruise, 2,190 mph, 83,000 ft with RSO JT Vida as they delivered an SR-71 to the Smithsonian where it is displayed at the Udvar-Hazy Center. Its speed records still stand. After military retirement, Ed flew the DC-9, DC-10, and 747-400 with Northwest/Delta Airlines. - Click [HERE](#) for tickets (NOTE: To avoid paying the suggested Service Fee of 17%, click on the drop-down menu and select "Other" to enter your own amount which could also be zero).

If you are interested in getting a list of our prior events and/or accessing the digital videos of any of them, please contact gpowersjr@ColdWar.org, there is a modest charge for accessing the prior ones, all of which were videoed.

If you'd like your email address to be added to our notification list for coming events, please contact Gary for that as well.

See our Lecture Schedule at this link: [CWM LECTURE SERIES](#)



"Our community needs YOU!"

THIS PHRASE MAY CALL to mind the iconic "I Want You" Uncle Sam poster, used as a recruitment tool during World Wars I and II to urge young men to enlist in the U.S. Army. While not recruiting you to military service, we do want to "enlist your support" for **The Cold War Museum®** during the upcoming Give Local Piedmont fundraising campaign!

The museum's vision is "to inform the present and influence the future through an understanding of the past" as it relates to the Cold War. We do this by educating the public on the history and significance of the Cold War; promoting Scientific, Technical, Engineering, and Mathematical (STEM) education by demonstrating the importance of these subjects in Cold War history; and by recognizing and honoring those who served professionally during the Cold War era. Artifacts, interpretive displays and exhibits, and eyewitness accounts and presentations tell the Cold War story. But preservation and conservation of these items and speaker programs unfortunately aren't free.



You can ensure the Cold War narrative continues by making a tax-deductible donation to the museum through Give Local Piedmont. This one-day online giving event is May 13; early giving starts April 29.

When you visit

<https://www.givelocalpiedmont.org/organization/coldwarmuseum>

between April 29 and May 13 you will be able to make a tax deductible donation to The Cold War Museum®.

It's especially gratifying to inform you that we've received a matching grant from an anonymous donor to be used as part of the 2025 Give Local Piedmont campaign. That means that for every dollar you donate to the museum thru Give Local Piedmont it will be doubled up to \$5,000. You could tap into that matching money with your own gift as early as April 29, but if it's convenient for you to wait with your gift, the best way to help the Museum is to make your donation on May 13, because only donations received on May 13 will help us win additional monetary prizes directly from Give Local Piedmont. For example, on May 13 there will be three Power Hours starting at 6 am, 3 pm, and 11 pm. During these one-hour blocks, donations received will not only be doubled through a matching grant but it will also count towards Give Local Piedmont cash prizes that we are eligible to receive.

Otherwise, you can make checks

payable to the Northern Piedmont Community Foundation, and mail to The Northern Piedmont Community Foundation, PO Box 182, Warrenton, VA 20188. Please enter The Cold War Museum® in the memo line. All checks must be received at the Northern Piedmont Community Foundation offices by May 12 at 5:00pm to count towards this year's campaign.

If you already are a museum member/supporter, thank you! If not, or if you can make an additional contribution, please consider giving during this event to help us meet our fundraising goal, and ensure that the story of the Cold War continues to inform and inspire into the future.

Learn more about the Cold War Museum® at www.coldwar.org. Follow us on [Facebook](#). Don't miss a beat! Sign up for the Museum newsletter, The Cold War Times® by sending a sign me up message to us at [Contact The Cold War Museum®](#). ■



"...Fundraising is vital for a nonprofit's success, and we are incredibly grateful to the Northern Piedmont Community Foundation (NPCF) and Give Local Piedmont for their support ...We were absolutely amazed by the generosity of our community, with donations pouring in from family, friends, and even philanthropic strangers.

The bonus incentives from NPCF helped us raise even more funds! ...We are deeply thankful to Give Local Piedmont and NPCF for helping to propel PlayDate forward, and we're incredibly excited for Give Local 2025!"

—Maggie Kardos, Executive Director, PlayDate: A Children's Museum



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between April 29 and May 13 you will be able to make a tax deductible donation to The Cold War Museum®.**

U-2 Operations over the *Mayaguez* Incident

LCDR DOUGLAS E. CAMPBELL, Ph.D. (USNR, Ret.)



Dr. Campbell has recently published a 323-page biography of his co-author, Lt Col Donald W. Heckert, USAF (Ret.) entitled *Call-Sign "Muff": The Life of a Radioactive U-2 Pilot*. Col. Heckert is a Command Pilot with more than 7,000 hours of flight time in over 30 different types of aircraft, with more than 100 combat missions in the RF-4C and U-2R over Viet Nam and the Middle East. He flew the U-2R / TR-1 operationally for 11 years. The following excerpt is about his role flying a U-2 above the captured vessel *Mayaguez*.



A U.S. Marine from the escort ship *USS Harold E. Holt* (DE-1074) on board the merchant ship *SS Mayaguez* following the recovery of the ship, 15 May 1975. The Marines stormed the *Mayaguez* to recover the ship which was captured by the Cambodians. No one was aboard the ship and the crewmen of the *Mayaguez* were returned later by a fishing boat.

PHOTO FROM THE GERALD R. FORD PRESIDENTIAL LIBRARY AND MUSEUM, COURTESY MCU.USMC.MIL.

IN MARCH 1975,

during the Vietnam War drawdown, the 100th Strategic Reconnaissance Wing (100 SRW) was ordered to move from U-Tapao Air Base in Thailand to Osan Air Base in South Korea. In April and May of 1975, the U.S. military conducted a series of three discrete military operations that eventually put an end to U.S. involvement in the Viet-

nam War: The first was called *Frequent Wind*, which was the evacuation of Phnom Penh, Cambodia, on 12 April 1975; the second was *Eagle Pull*, which was the evacuation of Vietnamese and Americans from Saigon, South Vietnam, on 29-30 April (on 30 April 1975 North Vietnamese Army tanks rolled through the gate of the Presidential Palace in Saigon, effectively ending the war); and the third was what I was in-

volved in - the recovery of the captured vessel *Mayaguez* and her crew on 12-15 May.

In what is today called "The *Mayaguez* Incident," the Khmer Rouge seized the U.S. merchant vessel *SS Mayaguez* in a disputed maritime area off Kampuchea (then called Cambodia). This seizure occurred less than a month after the Khmer Rouge had taken control of the capital Phnom Penh,

ousting the U.S.-backed Khmer Republic. Afterwards, the U.S. mounted a hastily-prepared rescue operation. U.S. Marines recaptured the ship and attacked the island of Koh Tang where it was believed the crew were being held as hostages.

It was President Gerald Ford who set in motion three overlapping objectives when it came to the recovery of *Mayaguez* and her crew: recover the ship *and* the crew; avoid hostage negotiations; and mount a demonstrative use of US force to strengthen America's

The U.S. mounted a hastily-prepared rescue operation. U.S. Marines recaptured the ship and attacked the island of Koh Tang where it was believed the crew were being held as hostages.

international credibility seen lagging since the evacuations from Southeast Asia. The overlapping interaction of these three time-sensitive requirements included: the use of U.S. Air Force helicopters from Thailand to carry Marines airlifted from Okinawa to recapture the ship and rescue the crew; air support from Air Force aircraft operating from Thailand, including our U-2 and Nav P-3 Orion support; and Navy aircraft from the aircraft carrier USS *Coral Sea* (CVA-43) conducting retaliatory strikes against the Cambodian mainland.

The *Mayaguez* operation raised many points to consider in regard to the "communications revolution" in a period when at least some in the U.S. military were concerned that the "information revolution" might allow the total sum of knowledge to reside only at the higher command. President Ford and others in Washington certainly



U.S. Marines on the tarmac at U-Tapao waiting to head into battle against Khmer Rouge and retrieve the crew of SS *Mayaguez*. Many did not return.

PHOTO FROM THE GERALD R. FORD PRESIDENTIAL LIBRARY AND MUSEUM, COURTESY MCU.USMC.MIL.

had reason to believe they had (nearly) perfect near-real-time information for their decision-making. As one of the earliest actions during the crisis, my U-2 strategic reconnaissance plane was put in the air to photograph the vessel. Later I would act as a communications relay between forces on the scene and higher headquarters. Our U-2Rs provided 24-hour coverage for the next 5 days performing communication relays. Despite (or because of) these efforts to have improved communications, the White House attempted to control the tactical situation rather than the strategic situation which caused near disaster on at least two occasions during the operation:

1) At one point, the White House had issued orders to sink anything coming off Koh Tang Island. The Secretary of Defense, James Schlesinger, stalled for time, as was his nature, unsure of the propriety of this sort of tactical control. His delay perhaps prevented an attack on a Cambodian fishing boat carrying the *Mayaguez* crew from the island to the mainland.

2) As soon as the White House learned that the *Mayaguez* crew had

been released, orders went out to cease all offensive operations and "to disengage and withdraw all forces...as soon as possible." This order almost prevented a reinforcement of the forces on the island that was crucial to ensure the withdrawal from Koh Tang. It also ensured that we left Marines behind; Marines who were then captured, tortured and, three days later, killed by the Khmer Rouge.



LT COL HECKERT

played an important role in that his U-2 was used as a communications link between all the U.S. forces involved in the "boots on the ground" search and res-

MAYAGUEZ INCIDENT (continued)

cue efforts and the higher commands who wanted to call the tactical shots from behind their desks thousands of miles away. This is his story:

The Vietnam War being officially over and with most combat missions stopped, our U-2 missions were now changing to that of monitoring and gathering post-war intelligence via photo and electronic reconnaissance. Our unit was still waiting for the Chinese Atmospheric Nuclear Test to occur so that we could collect airborne radiological samples. We still had 5 U-2Rs and almost half the qualified U-2 pilots but we were only flying a couple of missions a day.

MAJOR DAVE HAHN

was the only scheduled flight for tomorrow morning so it's "Party Time" for the Detachment. Dave Hahn was in crew rest in preparation for tomorrow's flight and the mission was already planned out (a two-day process both for the Navigators, Intelligence Officer and Mission Pilot). The Flight Surgeon was also involved as he monitored your health, exercise regime and food to assure himself that you were ready for the physical and mental challenges of 10-plus hours in a spacesuit.

Being a non-drinker, I missed the party and ended up with SOF (Supervisor of Flying) duty while everyone else went for some well-deserved relaxation and stress relief. The party was planned for sundown, but commenced in the early afternoon. All pilots had call-signs related to their individual reputation, life styles or infamy. We learned that the boss (99 SRS Det 2 Commander, Colonel Roger L. Cooper ("Alice Cooper") would be attending the party.

The Operations Officer, Lt. Col.



U.S. Marine CH-53 helicopters on the tarmac at U-Tapao waiting to head into battle against Khmer Rouge and retrieve the crew of SS *Mayaguez*.

PHOTO FROM THE GERALD R. FORD PRESIDENTIAL LIBRARY AND MUSEUM, COURTESY MCU.USMC.MIL.

George Hector Freese ("Hecktor the Wrecktor"), had allowed the use of his Visiting Officer's Quarters (VOQ, a trailer – we all lived in trailers at U-Tapao Royal Thai Air Force Base with a bedroom at each end and a bathroom/shower between the two bedrooms).

Hector, because of his rank and position, had a bedroom on one end and a combination bar and meeting room at the other end where the second bedroom would have been. It was a meeting place/hang-out for U-2 pilots and navigators. Capt. James L. "Jim" Barilleaux (Captain America) released the "Brick" to me (a radio telephone as there were no cell phones back then) and I assumed SOF duties. Jim kept the keys to the "Mobile Office" (A Chevy El Camino which was a civilian vehicle we used to assist the U-2s launches and landings).

By mid-evening there was no pain to be found anywhere in the bar. Col. Roger "Alice" Cooper, who was wearing his CIA special "Lockheed White Flight Suit" (The envy of all Air Force pilots) fell to the ground (he maintained he was pushed) and broke his leg. Cooper, feeling no pain, was ready to quit the party because his leg "didn't feel right."

Unable to navigate, "Captain America" came to his rescue. Several pilots picked up our damaged Colonel and loaded him into the back of the El Camino for the trip to his quarters. Captain America returned to the party wearing the Colonel's "CIA White Flight Suit." He indicated he put "Alice" to bed and that the Colonel didn't say "no" to him wearing his suit when he undressed him. Of course he was in no condition to deny him the use of the "white flight suit" either!

It was on the evening of 12 May 1975 when gunboats of the Cambodian Navy seized the American merchant ship, SS Mayaguez, in international waters off Cambodia's coast.

On the way back to the party Captain America tossed me the keys to the El Camino and now Jim felt he was officially "released" from any further obligations.

Then the serious partying began.

Around 2130 local time (9:30pm local time) the “Brick” rang with notification of a high-priority classified message for the 99SRS/CC (Commander). With the Commander out of commission, next in line was our Navigator, now resting comfortably in a horizontal position on the couch. He was intent on enjoying several more hours of uninterrupted “rest.” In other words, he was passed out drunk.

So I went off to the communication center to pick up the message. I could only do this because I was the “SOF.” The message was “Emergency launch a Photo Capable U-2 at dawn to locate and photograph a hijacked container ship.” I went back and walked into the party with the sobering message.

It was on the evening of 12 May 1975 when gunboats of the Cambodian Navy seized the American merchant ship, SS *Mayaguez*, in international waters off Cambodia’s coast. The USS *Mayaguez*, a US-flagged container ship, was carrying non-military supplies to SEA (Southeast Asia) when it was hijacked by Cambodian forces. The *Mayaguez* Captain managed to get off a distress call before being overrun by the Khmer Rouge (thought to be initially Cambodia Pirates).

We had just withdrawn from South Vietnam and no U.S. warships were operating in the vicinity. The *Mayaguez* was initially spotted by a US Navy Lockheed P-3 Orion, a Navy 4-engine turboprop anti-submarine warfare aircraft.

Within a few minutes of receiving the *Mayaguez* Mayday message, another P-3 Orion, which was sitting on Alert at the Navy base at Cubi Point, Subic Bay, Philippines, launched to search for the ship. By mid-evening of 12 May the Navy P-3 crew reported radar contact of a large vessel with 2 smaller vessels in close proximity at the reported position in the Mayday call. (Mayday is the internationally accepted emergency radio voice call much like

SOS (Save Our Souls) is the Morse code emergency message.) The *Mayaguez* Incident was underway.

Party over – back to work. Next morning, the Colonel was in a leg cast and our Navigator delivered the mission kit to the secure area.

LT COL RONALD W. FRIESZ

was up all night and had configured the U-2 with its well-maintained cameras (a contractual precondition with the camera’s civilian representative) and tracked the evolving international incident. In other geographic spots, U.S. Marines boarded C-141 Air Transports out of the Philippines; Rescue and Attack Helicopters were headed toward U-Tapao, Thailand; an RF-4C at the Udorn Royal Thai AFB was being readied for flight, and Navy destroyers and the Fleet were headed for Cambodian waters. Where is the *Mayaguez*, her crew – were they alive or already dead, and what were the Cambodians trying to do?

Here is a good point to stop and explain the technology and the differ-



ences between tactical and strategic intelligence, photo intelligence, signal intelligence, and airborne platforms.

Tactical, or Short-term, photo-reconnaissance film was developed within two hours of receipt by the Photo Interpretation Facility (PIF) and the forthcoming Intelligence produced from analyzing the film was normally published within 4 to 8 hours. The products that came out of such interpretation by the analysts were intelligence messages and images for target selection, bomb damage assessment, and mission planning.



U.S. Marines inside the U-2 hangar at U-Tapao waiting to head into battle against Khmer Rouge and retrieve the crew of SS *Mayaguez*.

PHOTO FROM THE GERALD R. FORD PRESIDENTIAL LIBRARY AND MUSEUM, COURTESY MCU.USMC.MIL.

MAYAGUEZ INCIDENT (continued)

Each tactical Photo Interpreter (PI) normally worked a specific geographical area and would therefore immediately notice the slightest changes in his area. A photo technique of 56% overlap between strips of negative film made the photographs 3-dimensional and allowed the PI, with a special set of stereoscopic glasses, able to look even under camouflage or tree canopy cover.

Strategic, or Long-term, photo-reconnaissance film was developed in Washington, DC, or at Strategic Command Headquarters (flown in from around the world) – for development and analysis for long-term planning, target database updates, or analysis for politically sensitive decision-making.

THE TECHNOLOGICAL ADVANCES

have made real-time analysis and decision-making possible since 1984. The U-2R became the TR-1 (Tactical Reconnaissance-1) with the development of day/night all weather radar systems, data and satellite links, and multi spectrum sensors. Communications Intelligence (COMINT) such as radio, phone, and teletype, and Electronic Intelligence (ELINT) such as Data-link, Microwave, and Radar Missile guidance, together form Signals Intelligence (SIGINT).

The intelligence gathering photo platforms differed between the quick reaction (Tactical) RF-4Cs (where results were in hours) to the U-2s (Strategic) where results were in days. Reconnaissance observers in manned aircraft (balloons) were used back in the American Civil War.



U.S. Marines on folding cots inside the U-2 hangar at U-Tapao resting up before heading into battle against Khmer Rouge to retrieve the crew of SS *Mayaguez*.

PHOTO FROM THE GERALD R. FORD PRESIDENTIAL LIBRARY AND MUSEUM, COURTESY MCU.USMC.MIL.

With every technical breakthrough, intelligence gathering capabilities evolved. In World War Two, my RF-4C squadron used Lockheed P-38's as their camera platform. The U-2 was developed to be fast enough and high enough so as to be out of reach by our enemy's guns, aircraft and missiles.

The rapid advances in miniaturization and solid-state electronics have blurred the line between Tactical and Strategic capability. Now film was about to go the way of the dinosaur as the "main product" produced by photo recce aircraft. Today the norm is fast becoming near-real-time sensors viewable at home, day or night, regardless of weather, from any place in the world. Your enemy's communications were becoming easier to listen to and exploit.

At the time of the *Mayaguez* Incident, the additional capability of having an overhead real-time observer who could continuously provide an overview of the action was a leap forward in technology for the decision-makers of the conflict. Decision-makers were always recognized in the tactical war as the commanders in the field, but it is a

new concept in the hands of management running a strategic war from their desks. Management of the battlefield was now being handled by the political leadership at home and thousands of miles away from the conflict, rather than by the major Commanders much closer to the conflict.

BY 13 MAY 1975,

many USAF assets had been deployed to the Gulf of Thailand to give Commanders several options to respond to the crisis. A Lockheed EC-130 was put in place as our airborne com-

U.S. Marines had now arrived at U-Tapao from the Philippines in two C-141s (USAF Cargo Transports). They were housed in our hangars to keep them out of sight.

mand-and-control (ABCCC) post. They provided the overall Command and Control for the operations area and remained on station as the on-scene Commander over the various shifting situations.

Authorization to act came directly from the White House via the USAF senior commander located in Northern Thailand at the Royal Thai Air Force Base in Nikom Phen Nam (NKP). The distance from there to *Mayaguez* was more than 600 miles. Normal radio communications between the location of the senior commander and the Command-and-Control EC-130 were not working because of the distance.

However, a unique capability of the U-2, because of its high altitude, was that its radio signals could travel greater distances. The U-2 pilot could select a system to encrypt radio transmissions. In a confined spacesuit, U-2 pilots had great difficulty with finger dexterity and in reading print. The pilot could not read code books, so all information for the flights was planned the day before and placed on readable mission boards. These were on thick cardstock, thicker than notebook paper and about half the thickness of cardboard.

Maps and flight plans were treated the same way. The pilot had a mission voice recorder and soft lead pencils in which he recorded mission data on the



Marines with M60 machine guns on the deck of merchant ship *SS Mayaguez* after boarding the vessel.

U.S. MARINE CORPS PHOTO, VIA NATIONAL DEFENSE UNIVERSITY PRESS (GREGORY D. MILLER)

maps and the Green Card. The Green Card contained the mission plan on one side and an area for logging fuel and liquid oxygen consumption on the other.

These items made up the mission kit which was installed on the right side of the ejection seat, and easily accessible in flight. It is the folder that he handed off to the ground crew after

he landed and before he stepped out of the cockpit.

Any radio transmission from the U-2 could be received simultaneously by NKP and ABCCC (Call-sign "Hillborough" during the day and "Moonbeam" at night.) but neither NKP nor ABCCC could receive each other's transmissions directly. The result was that all the command-and-control or-

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MAYAGUEZ INCIDENT (continued)

ders were relayed by the U-2 on station. The second item is that a second U-2, hundreds of miles away, was able to directly relay, in near-real-time, the developing situation in the Gulf of Thailand. Because of the extra U-2 pilots, support personnel, and aircraft at U-Tapao (who were all waiting to gather sample fallout from the upcoming Chinese Atmospheric Nuclear Test), and this unique communications pathway, the 99 SRS/CC was directed to keep U-2s on station continuously for the next six days.

THE NEXT MORNING

I slept in late. U-2 pilots were medically required to be off-duty for 48 hours

after a high flight. I walked down to the 99SRS/Operations from my room and I saw, parked in front of our Operations building, my old RF-4C that I flew in combat. I went in and asked the Ops Boss, Capt. Gardner Doyle Krumrey, where the RF-4 crew were and he informed me they had headed for the Officer's Club to grab something to eat.

I snagged a ride from one of our crew chiefs to the O'Club and located the crew. They shared with me their mission's details which included the diversion to U-Tapao due to low fuel. They had flown over *Mayaguez* and updated area coverage for target planning and intelligence update. They shared the updated area coverage maps of the islands which had been woefully out-of-date. They also offered to share the mission film still sitting inside the RF-4. I called Doyle who was still acting as the Ops Boss and arranged for the immediate download of their film. By jet we transported the film to the Photo Interpretation Facility at Udorn.

U.S. Marines had now arrived at U-Tapao from the Philippines in two

C-141s (USAF Cargo Transports). They were housed in our hangers to keep them out of sight. Suddenly the seven Jolly Green Giants (HH-53s) on the ramp and Ops became a beehive of activity. The Marine team were a rescue and invasion force and were waiting for

The products that came out of such interpretation by the analysts were intelligence messages and images for target selection, bomb damage assessment, and mission planning.

maps and intelligence on the *Mayaguez* and the Cambodian area.

In the early afternoon of 13 May the returning U-2 pilot had just landed and gave everyone an update. ABCCC notified the U-2 that two Cambodian Naval Vessels had rounded the island and were heading for the *Mayaguez* at full speed and Hillsborough believed they were about to do damage to the ship. There was still no information on the location of the crew.

The NKP General relayed back that the Gunship (a Lockheed C-130 Spectre with mini-guns, cannon, and a 105mm howitzer along with exceptional targeting capabilities) was to fire mini-gun tracers in front of the two vessels to convince them to turn around and stay away from the *Mayaguez*. Two minutes after the warning shots had been fired the General demanded an update. Hillsborough relayed: "They are still coming full speed toward the *Mayaguez*."

The NKP General then authorized the ABCCC to tell Spectre "One round for effect." Another few minutes went by and the General now demanded another update. ABCCC again relayed



U.S. Marines exit a CH-53 helicopter during the SS *Mayaguez* operation in May 1975.

U.S. AIR FORCE PHOTO VIA DEFENSE.GOV



Members of Company D, 1st Battalion, 4th Marines board the SS *Mayaguez* in May 1975. Gas masks were worn because the Air Force had bombed the ship with tear gas canisters.

DEPARTMENT OF DEFENSE PHOTO VIA DEFENSE.GOV

that one ship had turned around and was steaming away from *Mayaguez* and the other was on fire and about to sink, burning just above the waterline. The General yelled, "I said one round," and ABCCC replied, "You did not specify which weapon and Spectre elected to use the 105 for one round."

The 105mm round weighed about 42 pounds and was nearly 3 feet in length and packed with TNT. The U-2 pilot continued to brief us on the Forward Air Controller's (FAC) Ling-Temco-Vought (LTV) A-7 *Corsair* aircraft, and flights of General Dynamic F-111 *Aardvarks* and our F-4s strafing and bombing alongside any fishing boats to keep them out of the area. Still not a word about the crew.

We watched the Marines prepare for their upcoming mission and the intense activity around their helicopters. The base's B-52 bombers were uploaded with bombs and the KC-135 tankers were on alert. The next day the hanger was devoid of Marines and the helos were all gone. I was told to prepare and brief for a high-flight mission tomorrow.

OUR PILOTS DESCRIBED

their efforts in keeping boats out of the area by dropping ordnance or strafing alongside the vessels, but not actually attacking the boats. I was briefed that U.S. Navy ships would be on the scene tomorrow and that preparations were underway for heavy airstrike and bombing raids which may include dropping the largest conventional bombs in our military's arsenal. U-Tapao was on

high alert; I retired early to prepare for my high flight.

My intel briefs the following day indicated the loss of life by our Marines and that some Marine helicopters had been shot down. News included possible rescues for the downed Marines, no further news on the location of the *Mayaguez* crew, and that fighting was intense on Ko Tang Island. My Take-off, Climb, and "Turnover" (by officially assuming orbit responsibility) went smoothly. My secure communications



Lockheed TR-1A of the 17th Reconnaissance Wing on the ramp at RAF Mildenhall UK in May 1985.

PHOTO BY MIKE FREER, VIA WIKIMEDIA COMMONS

MAYAGUEZ INCIDENT (continued)



The container ship SS *Mayaguez*. Launched in 1944, she was named after the city of Mayaguez, Puerto Rico, and passed through several owners.

U.S. AIR FORCE PHOTO VIA NATIONAL MUSEUM OF THE UNITED STATES AIR FORCE

system was a little fuzzy and I had to repeat a few messages.

NKP authorized a flight of General Dynamics F-111 *Aardvarks* to “Go Hot” with the A-7 *Corsair II* acting as the Forward Air Controller (FAC). They dropped their bombs very accurately in support of the Marines as reported by ABCCC “Hillsborough” and as relayed to NKP. A flight of F-4 Phantom II’s then checked in and were approved to “Go Hot.”

The results were not good. One of the F-4’s dropped on “friendlies” with casualties. The next flight was directed by the A-7 FAC, to a different location by the following instructions, “See the bomb crater where the island is cut in half? Well, drop 400 meters along the coastline in the tree line.” The bomb crater is from the first “Daisy Cutter” – a 15,000-lb. conventional bomb of which the warhead contains 12,600 pounds of low-cost GSX slurry (GSX is a mixture of ammonium nitrate, aluminum powder and polystyrene). The “Daisy Cutter” had been dropped out of a C-130 Hercules.

THE F-4 BOMBS

hit their targets. The next relay to NKP was that no one was alive in the helicopter found shot down and laying in the surf. There were still unreachable

bodies in the fuselage of that helo.

The next radio contact was that another C-130 with a second “Daisy Cutter” was 30 minutes out. I transmitted confirmation to ABCCC and NKP. The FAC and Hillsborough were still asking the Marines for their locations and status.

At this point my secure communications link began to fail. I could still

There were still unreachable bodies in the fuselage of that helo. At this point my secure communications link began to fail.

receive secure comms but had to transmit two or three times to pass along the correct messages. I called U-2 Operations and requested a backup be launched in case my secure communication completely failed.

The battle on the ground continued, communications were still intermittent and an hour and 15 minutes later the backup U-2 checked in with an Estimated Time of Arrival (ETA) of 1 hour. Transmitting is Doyle Krumrey, the 99SRS Ops Office to the rescue. His U-2 climbed so fast it took

him under 30 minutes to get above 60,000 feet. So now Doyle was high enough up that he could hear all the radio traffic.

NKP then announced orders to hold any further strikes. NKP asked me to relay that order to ABCCC who was to pass the order along to all fighters and to the C-130 carrying the second “Daisy Cutter.”

THE ORDER WAS SIMPLY TO RTB

—that is, “Return To Base.” Returning to base meant leaving the remaining Marines stranded and everyone knew that. Doyle chimed in from the second U-2 to NKP, “Tell the General he doesn’t have a hair on his ass if he does not drop that second Daisy Cutter.” NKP replied, “The General acknowledges the deficiency of follicles on his back side but the war is over and RTB.” An unknown aircraft responded, “Buddha says everyone out of the pool.”

I throttled back, acknowledged orders and opened the fuel dump valves so that I would be at landing weight when I arrived overhead back at base. Doyle, in the back-up U-2, acknowledged the same. The affair from our U-2’s perspective was about over.

The last transmission I monitored was a report that three Marines were still on the beach and had been requesting extraction. Request Denied. Later

we found out those three Marines had been inadvertently left behind in the darkness and confusion, were eventually captured by the Khmer Rouge, tortured for three days and then killed. They were Lance Corporal Joseph Hargrove, Private First Class Gary Hall and Private Danny Marshall. In total 41 Americans died in the rescue mission but these three Marines should be especially remembered for our failure to leave no man behind.

The following was a quote from the citation of nomination on my behalf submitted by 15 Air Force/DOR Colonel Lyman H. Kidder, USAF:

On 13 May 1975 Captain Heckert was on duty as U-2 Duty Officer. The seizure of the *Mayaguez* was announced, and he was tasked to provide reconnaissance for the following day. None of the squadron's navigators were available for duty, so he took it upon himself to plan a search mission for the next morning. U-2 flight planning is an immensely complex process: Attempting it showed great initiative: completing it flawlessly was exceptional. Upon completion, Captain Heckert placed himself in crew rest and, by daybreak on 13 May, was on station over the target area. Despite 85 percent cloud cover, it took him only 90 minutes to locate and photograph the ship. Because of other vessels in the area, it required great skill by Captain Heckert from an altitude of over 60,000 feet, and report it was dead in the water. In the same time period he obtained excellent reconnaissance information concerning Ream Airfield, the harbor at Sihanoukville, and the status of

forces in the area. All of this information he relayed in real time through another U-2 to a ground station and thence to the eagerly expectant national Command Authorities. Captain Heckert developed this entire radio procedure, which proved so successful at providing direct, secure intelligence to the decision makers in Washington, that it was used throughout the rescue."

It was later announced that I had been selected first runner-up in the 1976's Jabara Award for Airmanship, which is the USAF's Outstanding Aerial Achievement of the Year award. The Jabara Award, named in memory of Colonel James Jabara (1923-1966), is awarded each year to the United States Air Force Academy graduate whose accomplishments demonstrated superior performance in fields directly involved with aerospace vehicles. Deservedly, the 1976 Award went to Lieutenant Colonel Michael V. Love, Class of 1960, for his contribution in the X-24B Lifting Body Project; concepts later used in the Space Shuttle program. ■

For more information, books dedicated to the Mayaguez Incident include:

The Last Battle: The Mayaguez Incident and the End of the Vietnam War by Ralph Wetterhahn, 400 pages, ISBN 978-0786708581, published June 2001.

The Last Boarding Party: The USMC and the SS Mayaguez 1975 by Clayton K. S. Chun, 80 pages, ISBN 978-1849084253, published September 2011.

A Very Short War: The Mayaguez and the Battle of Koh Tang by John F. Guilmartin, Jr., 268 pages, ISBN 978-1603441964, published February 2011.

Websites for additional information include:

Lessons Learned From 1975 Mayaguez Incident by David Vergun, Dec. 11, 2018 at <https://www.defense.gov/News/News-Stories/Article/Article/1710391/1975>

The Mayaguez Incident at <https://www.afhistory.af.mil/FAQs/Fact-Sheets/Article/639660/1975-the-mayaguez-incident/>

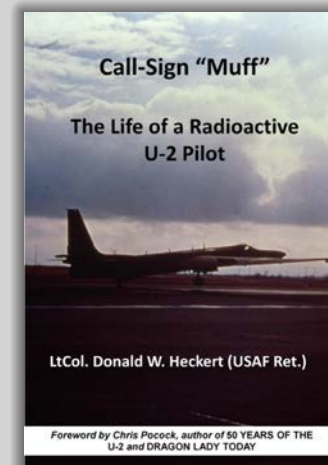
Valor: The Mayaguez Incident by John L. Frisbee, Sept. 1, 1991, at <https://www.airandspaceforces.com/article/valor-the-mayaguez-incident>

Briefing Books: The Mayaguez Incident at <https://ns.clementspapers.org/briefing-books/mayaguez-incident>

The Mayaguez Rescue by George M. Watson, Jr., at <https://media.defense.gov/2013/Aug/19/2001329869/-1/-1/0/0709Mayaguez.pdf>

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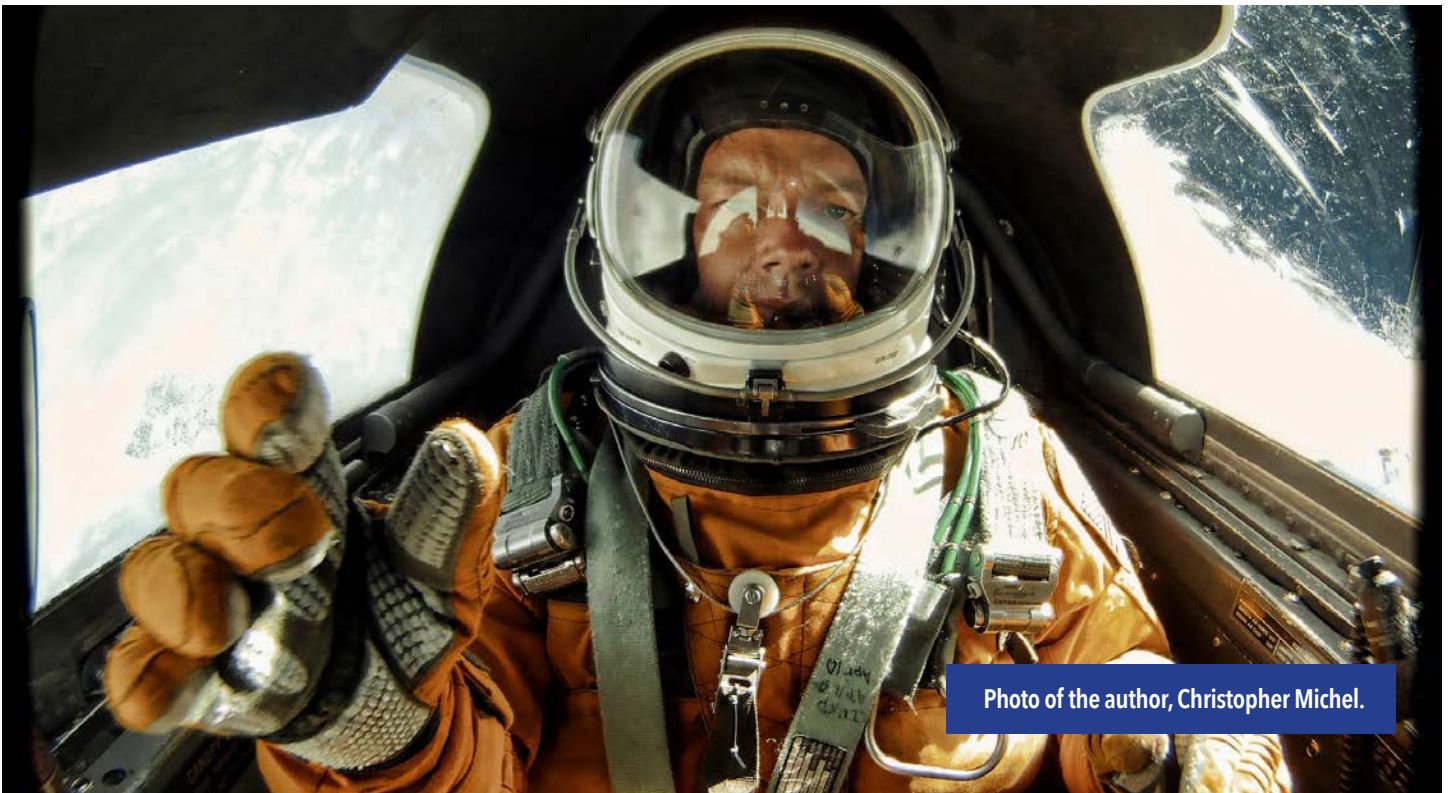
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PHOTO ESSAY | Christopher Michel

On July 20, 2010, photographer Christopher Michel tagged along with elite U-2 “Dragon Lady” pilots for a high-altitude flight above Earth. The aircraft was based at the 9th Reconnaissance Wing at Beale AFB in Marysville, California. This month’s front cover photo is from that day.

Photos reproduced with the permission of Christopher Michel, christophermichel.com.





Read Christopher Michel's story about this mission at
<https://medium.com/@chrismichel/the-edge-of-space-70c848dfe7ec>

INSTALLATIONS OF THE COLD WAR

A History of Port Austin Air Force Station, A Cold War Radar Site in Michigan



COL CHARLES P. "CHUCK" WILSON, USAF (RET.)

INTRODUCTION

PORT AUSTIN AIR FORCE STATION (AFS), located in Michigan, has a rich history as part of the United States Air Force's Air Defense Command network. Operational from 1951 to 1988, it played a crucial role in national defense during the Cold War era. This article delves into the origins, operations, and eventual decommissioning of Port Austin AFS, highlighting its significance in the broader context of American military history.

ORIGINS AND ESTABLISHMENT

In the early 1950s, as tensions between the United States and the Soviet Union escalated, the U.S. government sought to enhance its air defense capabilities. This led to the establishment of a series of radar stations across the country. Port Austin AFS was one of these installations, chosen for its strategic location on the eastern shore of Michigan's Thumb region, providing a critical vantage point for monitoring potential air threats over the Great Lakes and northeastern United States.

Construction of Port Austin AFS began in 1950, and the station officially became operational on February 1, 1951. Initially, the facility was equipped with

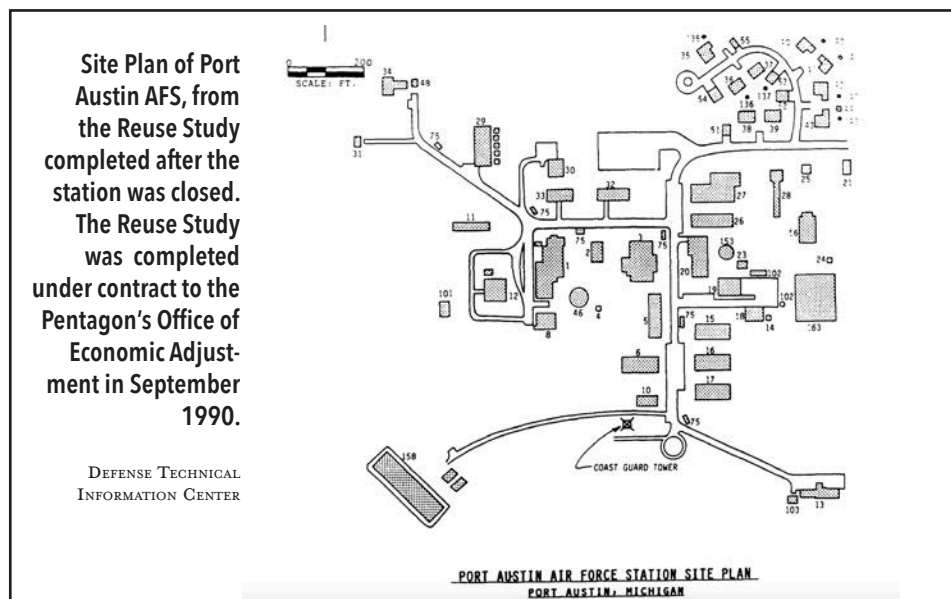
AN/FPS-3 search radar and AN/FPS-4 height-finder radar. These early radar systems formed the backbone of the station's air defense operations, enabling it to detect and track incoming aircraft.

ROLE DURING THE COLD WAR

Throughout the Cold War, Port Austin AFS was integral to the United States' air defense strategy. As part of the Air Defense Command's network, the station's primary mission was to provide early warning and tracking of potential Soviet bomber attacks. This role became increasingly important as the threat of nuclear warfare loomed over the nation.

In the mid-1950s, technological advancements led to significant upgrades at Port Austin AFS. The station received the more advanced AN/FPS-20 search radar, which enhanced its detection capabilities. Additionally, the introduction of the Semi-Automatic Ground Environment (SAGE) system in the late 1950s revolutionized air defense operations. SAGE, a computerized network linking radar stations and command centers, allowed for real-time data processing and more efficient interception of enemy aircraft.

Port Austin AFS became a vital node in the SAGE network, with data from its radar systems feeding into the





Port Austin Air Force Station, Port Austin, Michigan, in 1978. Aerial photo by SSgt Richard Hutchinson. Pilot was then-2d Lt Chuck Wilson.

COURTESY OF CHUCK WILSON

larger air defense system. This integration improved response times and coordination with interceptor aircraft and missile systems, bolstering the nation's defensive posture.

DAILY LIFE AND OPERATIONS

Life at Port Austin AFS was a unique experience for the airmen and their families stationed there. The base functioned as a self-contained community, complete with housing, recreational facilities, and support services. Despite the remote location, the sense of camaraderie among personnel helped foster a close-knit community.

The operational tempo at Port Austin AFS was high, with radar operators working around the clock to ensure constant surveillance of the airspace. The station conducted regular training exercises and readiness drills to maintain peak operational efficiency. Using U.S. Aircraft, these exercises simulated potential Soviet air attacks, testing the station's ability to detect and respond to threats swiftly.

In addition to its primary air defense mission, Port Austin AFS also supported search and rescue operations over the Great Lakes. The station's radar systems played a crucial role in lo-

cating and assisting distressed aircraft and vessels, highlighting its versatility and importance beyond military applications.



Emblem of the 754th Radar Squadron, Port Austin Air Force Station, c. 1960.

OFFICE OF HISTORY, PETERSON AFB CO, VIA WIKIPEDIA

TECHNOLOGICAL ADVANCEMENTS AND UPGRADES

The 1960s and 1970s saw continued technological advancements at Port Austin AFS. The station's radar systems underwent several upgrades to improve performance and reliability. The upgrades further solidified Port Austin AFS's role in the nation's air defense network.

During the late 1960s, the station transitioned to the AN/FPS-24 search radar, one of the most powerful radar

systems of its time. The AN/FPS-24 provided extended coverage and improved target detection, ensuring that Port Austin AFS remained at the forefront of air defense technology. Additionally, the station received the AN/FPS-26 height-finder radar, enhancing its ability to accurately determine the altitude of detected aircraft.

In 1982 a bearing in the A/N FPS-24 bull gear had catastrophic failure. The antenna was pointing permanently east after the incident. In early 1983 it was replaced with an A/N FPS-91A search radar set. At the same time the A/N FPS-26 height finder radar set was replaced with an A/N FPS-116 height finder radar set. Both were operational until September 30, 1988, when the site was decommissioned.

The integration of these advanced radar systems allowed Port Austin AFS to maintain its operational effectiveness though much of the Cold War. The station's continued upgrades reflected the evolving nature of the air defense mission and the need to stay ahead of potential threats.

DECOMMISSIONING AND LEGACY

As the Cold War drew to a close in the late 1980s, the strategic landscape

INSTALLATIONS OF THE COLD WAR

Port Austin AFS, Michigan (cont.)



shifted, leading to a reevaluation of the nation's air defense infrastructure. Advances in satellite technology and changes in geopolitical dynamics reduced the need for extensive ground-based radar networks. Consequently, the U.S. Air Force began decommissioning many of its radar stations, including Port Austin AFS.

On September 30, 1988, Port Austin AFS officially ceased operations. The decommissioning marked the end of an era for the station and its personnel, many of whom had dedicated their careers to its mission. The site was subsequently repurposed for civilian use, with some of its facilities converted into residential and commercial properties.

Despite its closure, the legacy of Port Austin AFS endures. The station's contributions to national security during a critical period in history are remembered and celebrated. The site remains a symbol of the dedication and

sacrifices made by the men and women who served there.

CONCLUSION

Port Austin Air Force Station played a pivotal role in the United States' air defense efforts during the Cold War. From its establishment in the early 1950s to its decommissioning in 1988, the station was at the forefront of technological advancements and operational readiness. Its history reflects the broader narrative of the nation's defense strategy and the constant vigilance required to safeguard against potential threats.

The story of Port Austin AFS is a testament to the resilience and ingenuity of the U.S. Air Force and its personnel. As we look back on the history of this remarkable installation, we are reminded of the importance of maintaining a strong and adaptable defense infrastructure in an ever-changing world.

I was stationed at Port Austin AFS MI, from 1977 through 1979 as the Chief of Administration and Personnel. Although it was a most challenging assignment with its mission and location, I have fond memories of my time there. ■



Colonel Charles P "Chuck" Wilson, USAF (Ret.) was stationed at Port Austin AFS. He is a past Chairman of the Board for The Cold War Museum®, KC-135Q pilot & flight commander, U-2 pilot, U-2 instructor, and two-time U-2 squadron commander. He served as commander of the Air Force Command and Control Training and Innovation Group (which later became the 55th Command and Control Wing), a Pentagon bureaucrat, State Department diplomat, and later a corporate business development executive. Col Wilson is a docent at the National Air & Space Museum in Washington, D.C.

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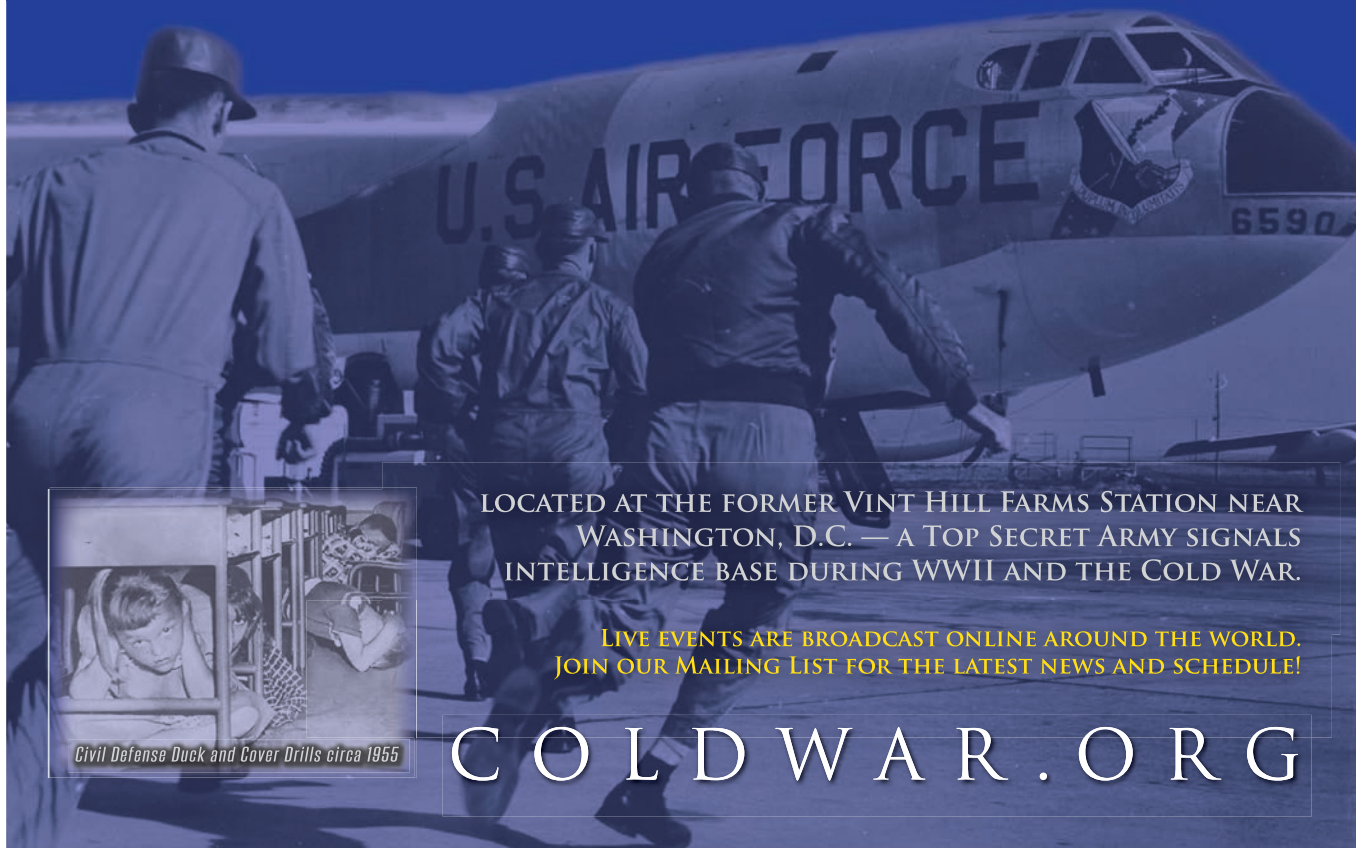
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U N I T E D S T A T E S



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COLD WAR HISTORY IN MOTION

A Brief History of the National Advisory Committee for Aeronautics

BRENDA LINDLEY ANDERSON

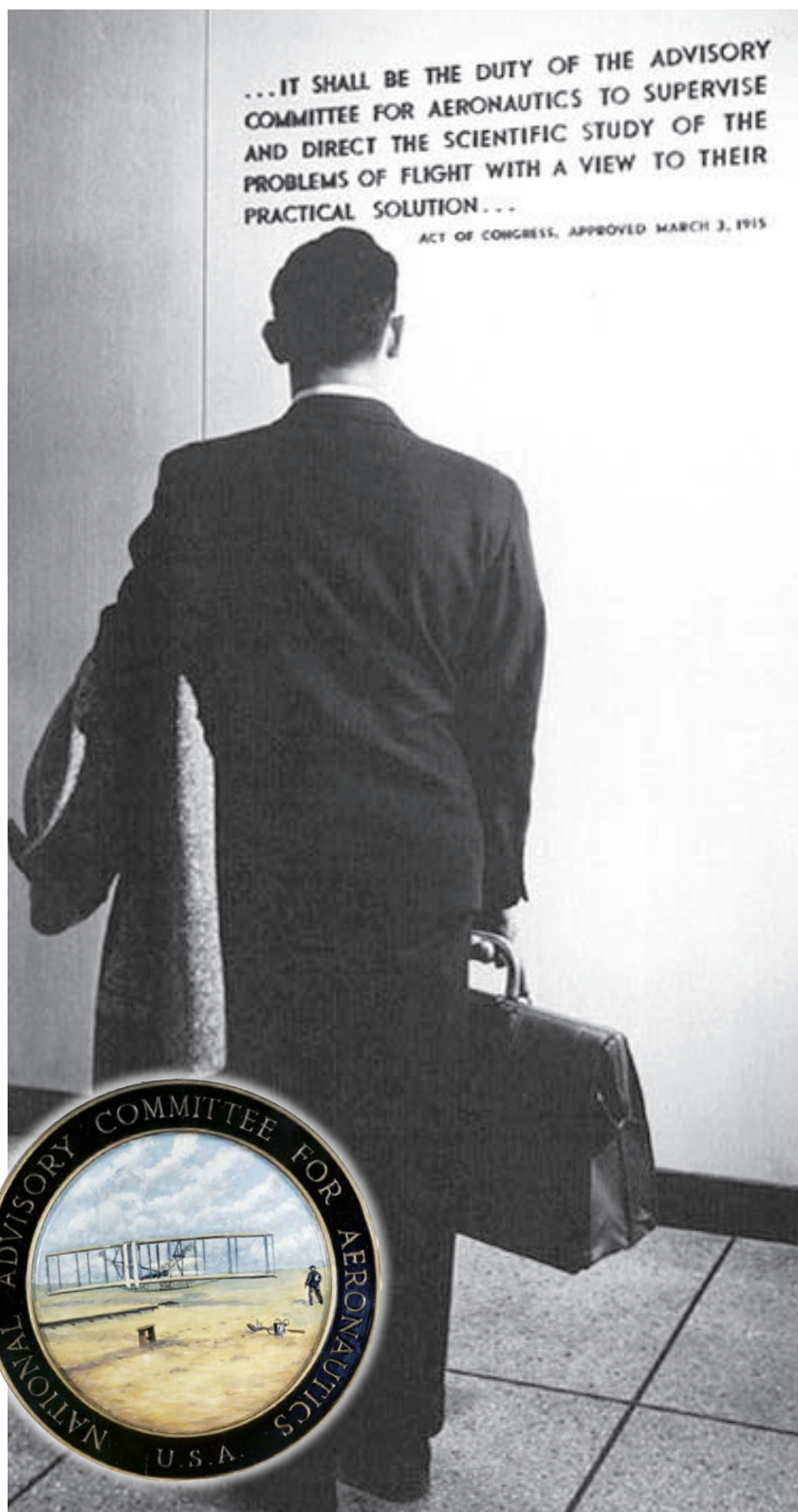
THE NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS (NACA) was formed by emergency government legislation during World War I on March 13, 1915. The US lagged Europe in airplane technology, which led to the formation of NACA during the war. World War I (WWI) presented the first use of aeronautical technology in armed conflict.

Though the airplane was first flown successfully in the US, the army didn't initially see the practicality, and the Wright Brothers took their technology to Europe, where they were greeted with much more enthusiasm. As WWI progressed, more countries sought to secure this technology for national advantage. The country where the airplane was finalized was at the lower end of skill level. In 1920, Orville Wright was appointed the NACA by President Woodrow Wilson, as an expert to assist the effort to overtake European aeronautics abilities.

The NACA's purpose

was to stimulate academic, government, and industry synchronization on projects related to warfare which were already underway across the US. The legislation creating the committee stated "...It shall be the duty of the advisory committee for aeronautics to supervise and direct the scientific study of the problems of flight with a view to their practical solution...." Its role quickly expanded into a larger function in aeronautical research, which it pursued through a construction program of wind tunnels, flight testing facilities and airplane engine testing stands. Clients from the military and from industry were also permitted to use these facilities through contract agreements.

The committee had much more influence on technology in the inter-war years and during World War II (WWII). The contributions of NACA were recognized and commended, and



NASA PHOTO VIA WIKIMEDIA COMMONS

aircraft became better and more powerful, and the NACA facilities began to grow due to greater demands, particularly during WWII. Facilities not only increased in number, but in ability; wind tunnels became larger and more powerful, and other facilities also grew in ability. In these years, NACA contributed to new airfoil wing shapes and propellers, which helped to streamline aircraft modeling and construction. Many aircraft were influenced by these designs, principally WWII-era craft, such as the P-51 Mustang.

The end of WWII

ended the urgency of new aircraft design; NACA began to study supersonic flight. A new center was built specifically for this purpose, NACA Muroc Unit, which became Edwards Air Force Base. The US Air Force began working in conjunction with NACA and industry. Bell Aircraft built the first craft that probed the sound barrier, the X-1. This collaboration was a new direction for NACA. It had not, to this point, participated with the initial design and manufacture of any research craft; it had advised on craft already designed or under construction until now. This direction of NACA led to numerous influences on the final design of the X-1 supersonic plane, including a noteworthy change to the tail of the craft.

Also, after WWII, with the arrival of the Operation Paperclip scientists to the US, NACA began dedicating time and research to missile technology. Initially, NACA developed tactics and designs for missiles and warheads. Because there was a presumed gap between US and USSR missile ability and quantity, there was a press to fill this alleged gap and, to match then surpass the USSR's equipment and capability.

When this additional task was attached to NACA's responsibilities, the entire concept and strategy of the committee was examined. Instead of sim-



Kitty Joyner, an electrical engineer for the NACA, at work in 1952.

NASA PHOTO

ply adding missile and space responsibilities to the committee's charter, it was decided to rewrite the statute of NACA. It was reformed as the National Aeronautics and Space Administration (NASA) in July 1958.

On October 4, 1957,

the USSR launched the first artificial earth satellite, Sputnik I. This created panic in the US, which was determined to match, and attempt to surpass the USSR. Thus, was born the space race. NACA had attempted to influence design of missiles, but the military insisted that this area of specialty belonged to the military and not to a civilian group. President Dwight Eisenhower was determined to separate the military and civil spaceflight programs. The Defense Department's Advanced Research Projects Agency was assigned to oversee military uses of space. NASA was assigned the civilian use of space. The obligation of launching the first American satellite was assigned to the Navy, but the launch attempt was

a failure, resulting in an explosion of the Vanguard launch vehicle and the satellite payload. Wernher von Braun, technical director of the Army Ballistic Missile Agency (ABMA) insisted that ABMA was ready to launch right away. The agency was given 90 days to prepare. The successful launch of Explorer 1, by an ABMA Jupiter C launch vehicle, occurred on 31 January 1958.

The new agency.

NASA, absorbed employees and research facilities from NACA and became the premiere agency for civilian space flight. The USAF was lead for military space projects. There has been close collaboration between the groups, particularly in overcoming the Soviet lead in space. Thus, NACA does not have a direct connection to participation in the cold war; however, this history demonstrates that NACA's conversion to NASA does connect it to the Cold War. ■



North American F-100 Airplane (NACA 709) with Pilot George Cooper at Ames Research Center, Moffett Field, California, in March 1957.

NASA PHOTO

NACA (cont.)

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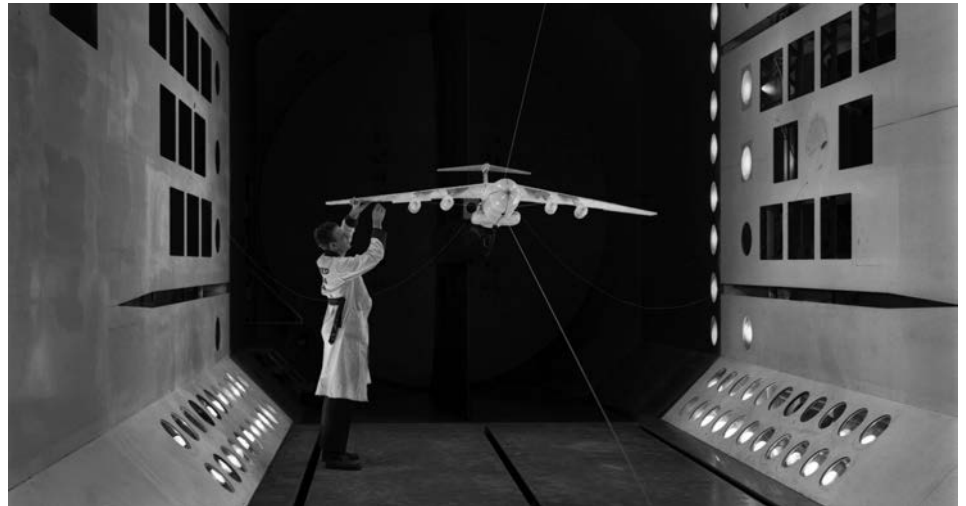
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The National Advisory Committee for Aeronautics, National Air and Space Museum, accessed November 1, 2024, <<https://airandspace.si.edu/explore/stories/national-advisory-committee-aeronautics>>



Original NACA hangars, 1931. Aircraft on right is a Fairchild owned by the NACA. Outside the hangar door is a modified Ford Model A that was used to start aircraft propellers.

NASA PHOTO



Lockheed C-141 model in the Transonic Dynamics Tunnel, November 1962.

NASA PHOTO

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The Cold War Museum's® book reviews are written by Brigadier General Chad Manske, USAF (Ret.), 30th Commandant of the National War College at Fort Lesley J. McNair, Washington, D.C.

TREVOR ALBERTSON'S *Winning Armageddon: Curtis LeMay and Strategic Air Command 1948-1957* offers a compelling and meticulously researched examination of one of the most influential military leaders of the Cold War era. Through five chronologically organized chapters, Albertson provides a nuanced portrayal of Curtis LeMay's tenure as the head of Strategic Air Command (SAC) during a critical period in American military history. The book's central focus is LeMay's unwavering commitment to building a formidable nuclear deterrent capable of swiftly neutralizing Soviet military capabilities. Albertson skillfully navigates the complex strategic landscape of the early Cold War, highlighting LeMay's advocacy for a preemptive strike capability while carefully avoiding po-

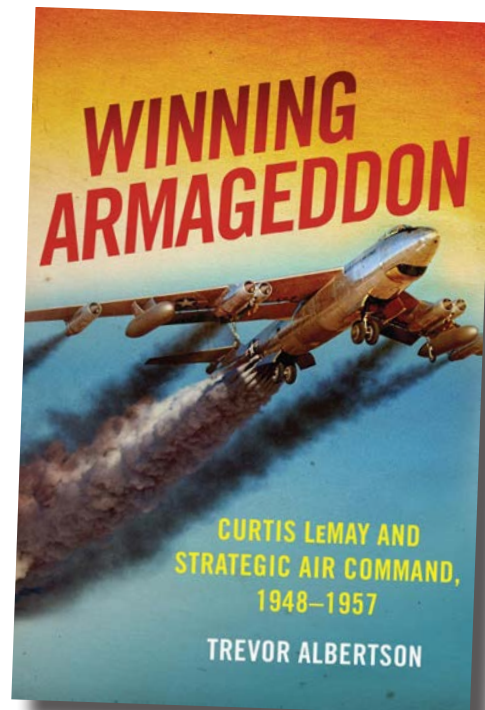
Winning Armageddon:

Curtis LeMay and Strategic Air Command, 1948-1957

by Trevor Albertson

Published by the Naval Institute Press, 304 pages, 2019

litical controversy. One of the book's strengths lies in Albertson's extensive use of primary sources, which allows readers to gain unprecedented insight into LeMay's decision-making process and leadership style. The author deftly illustrates how LeMay transformed SAC from an organization plagued by operational issues into a highly efficient and feared nuclear force. Albertson's work is particularly noteworthy for its exploration of LeMay's strategic thinking. The general's emphasis on destroying enemy war-making capacity at its source, rather than engaging in a potentially catastrophic tit-for-tat nuclear exchange, reveals a pragmatic approach to Cold War deterrence. This nuanced portrayal challenges simplistic characterizations of LeMay as a mere war-monger. The book also sheds light on the delicate balance LeMay maintained between his military responsibilities and political realities. Albertson's analysis of LeMay's carefully crafted public statements and more candid classified briefings provides a fascinating glimpse into the general's political acumen. "Winning Armageddon" is an essential addition to the historiography of the early Cold War, offering valuable insights into the development of American nuclear strategy and the pivotal role played by Strategic Air Command.



Albertson's work not only illuminates LeMay's contributions but also provides a broader understanding of the strategic challenges faced by military leaders during this tense period of international relations. For students of military history, Cold War scholars, and those interested in the evolution of nuclear strategy, Albertson's book is an indispensable resource that offers a fresh perspective on a critical chapter in American military history. ■

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BOOK REVIEWS BY POWERS



The Cold War Museum's® book reviews are written by Francis Gary Powers, Jr., founder and interim chairman of the Museum, and publisher of *Cold War Times*.

BOTH OF MY PARENTS worked for the CIA in the 1950s and 1960s. On May 1, 1960, my father was shot down over Soviet Union while on a CIA U-2 spy flight and spent nearly 2 years in a Soviet prison before being exchanged for Soviet KGB Spy Colonel Rudolph Abel in 1962, as recently depicted in Steven Spielberg's Cold War thriller *Bridge of Spies*.

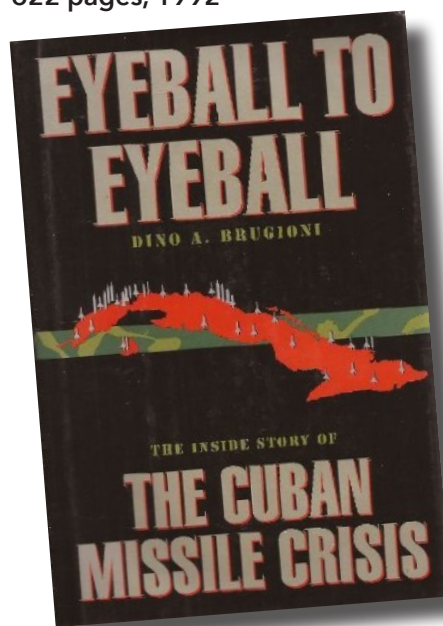
As a result of growing up in this family, I have always been interested in espionage and the Cold War. In 1996, I founded The Cold War Museum to honor Cold War veterans, preserve Cold War history, and educate future generations about this time period. These five books about the Cuban Missile Crisis that I selected document the importance of photographic reconnaissance taken by U-2s and RF-8A Crusaders during the Crisis and provide the reader a great overview of the Crisis from some of the most renowned Cold War experts.

Eyeball to Eyeball

by **Dino Brugioni**

Published by Random House

622 pages, 1992



This book was written by one of the leading photographic interpreters of the Cold War. He worked directly under Art Lundahl at the National Photographic Interpretive Center (NPIC) in preparing and briefing President Kennedy on the high-altitude U-2 and low-level RF-8A Crusaders photoreconnaissance imagery that confirmed Soviet missiles in Cuba.

Dino Brugioni was a family friend and a mentor to me as a young adult. He personally escorted me through the CIA headquarters in 1977 when I was 12 years old, shortly after my father's death earlier that year. When I founded The Cold War Museum in 1996, Dino agreed to serve as an Advisory Board Member. Dino is a great writer and researcher. This book really helps the reader to learn about the importance of photographic reconnaissance, the Cuban Missile Crisis, and how close we came to nuclear war with the Soviet Union.



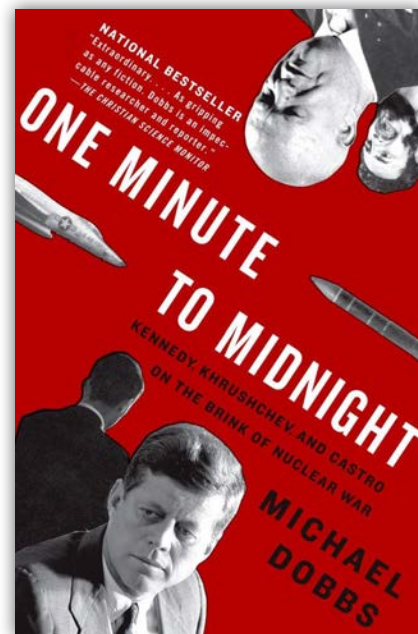
U.S. Navy Airman Benjamin Adams reads a book on the aircraft carrier USS Nimitz, July 2017.

U.S. NAVY PHOTO BY AHRON ARENDES

One Minute to Midnight: Kennedy, Khrushchev, and Castro on the Brink of Nuclear War

Published by Vintage

480 pages, 2009



Back in October 2012, I organized the 50th anniversary conference on the Cuban Missile Crisis for The Cold War Museum and George Mason University. Michael Dobbs was one of the panelists, along with Sergei

CONTINUED ON PAGE 35

THE COLD WAR IN PHOTOS



BERLIN 1961

American and East German lieutenants face each other silently across the East-West Berlin boundary (white line) at the Friedrichstrasse crossing during a tense period, October 1961.

NATIONAL ARCHIVES



U.S. tank and riflemen stand guard at the Friedrichstrasse crossing of the Divided City's sector border as West Berliners look on, August 1961.

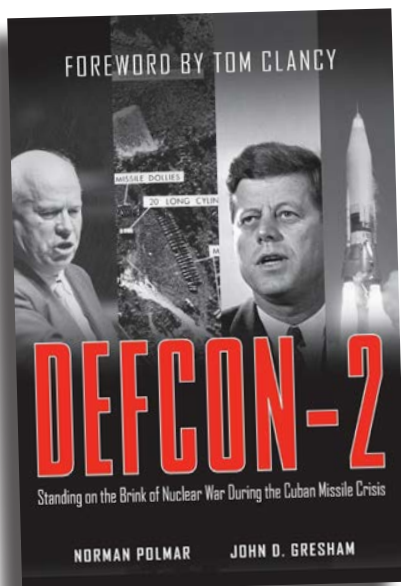
NATIONAL ARCHIVES

BOOK REVIEWS BY POWERS (continued)

Khrushchev and Dino Brugioni. It was great to hear Michael Dobbs talk about his book and the research he did to bring this history alive. It was an honor and privilege to join him again in October 2022 as a co-panelist for DIA's 60th anniversary conference on the Cuban Missile Crisis. As a result of his research, this book has been named on of five non-fiction books of the year by *The Washington Post* and is an hour-by-hour account of the Cuban Missile Crisis.

DEFCON-2: Standing on the Brink of Nuclear War During the Cuban Missile Crisis by Norman Polmar and John D. Gresham

Published by Trade Paper Press
412 pages, 2006



Norman Polmar and I have been colleagues and friends for over 20 years. Not only have we served together on several Cold War history panels, including



the DIA's 60th anniversary conference on the Cuban Missile Crisis in 2022, but we also co-authored the Epilog for my father's book, *Operation Overflight*, when it was republished in 2004. Polmar's book is an in-depth study of the personalities that orchestrated the Cuban Missile Crisis. Even the title, *DEFCON-2*, emphasizes precisely how close we came to the of launching an all-out nuclear war with the Soviet Union in October 1962.

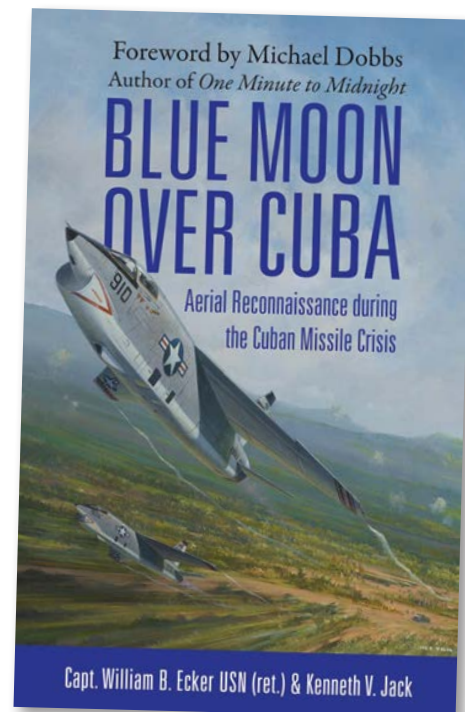
Blue Moon over Cuba: Aerial Reconnaissance during the Cuban Missile Crisis by William B. Ecker, USN (Ret.), Kenneth V. Jack, and Michael Dobbs

Published by Osprey Publishing
287 pages, 2012

Kenneth Jack and I first met in July 2012 when I was in the process of organizing the 50th Anniversary Conference on the Cuban Missile Crisis for the Cold War Museum and George Mason University.

As a result of his interest in preserving a firsthand account of the Cuban Missile Crisis, he was able to get

Captain Ecker's memoir published in 2012 (3 years after Captain Ecker's death) just in time for the 50th anniversary of the crisis.



Captain Ecker was the commanding officer of the US Navy Light Photographic Squadron (VPF-62) during the Crisis. Under heavy enemy fire, he and his fellow pilots flew numerous low-level photo reconnaissance missions over Cuba in their RF-8A Crusaders. As a result of these flights over



Medium-range ballistic missile launch site at San Cristobal in Cuba on November 1, 1962.

NATIONAL ARCHIVES VIA WIKIMEDIA COMMONS

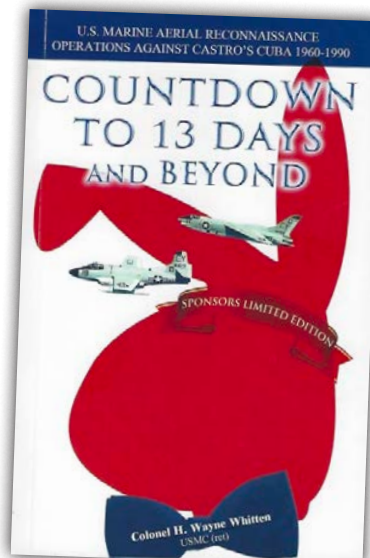
the missile launch sites in Cuba and high-altitude photos taken by the U-2, President Kennedy was able to show the work irrefutable proof that the Soviets were placing medium and intermediate-range nuclear intercontinental ballistic missiles in Cuba. According to Michael Dobbs, who wrote the forward for this book, it “tells the story of the Cuban Missile Crisis from the vantage point of the pilots who risked their lives to bring back the intelligence required by Kennedy for each stage of his high-stakes poker with Khrushchev.

Countdown to Thirteen Days and Beyond **by H. Wayne Whitten**

Published by Whitten and Associates
87 pages, 2012

I first met Colonel Whitten in October 2012 when he attended the Cuban Missile Crisis 50th Anniversary conference that I organized for The Cold War Museum and George Mason University. His book is a nonfiction narrative about the Marine Reconnaissance Squadron (VMCJ-2) that flew low-level

photographic reconnaissance flights over Cuba before, during, and after the Crisis in their F8U-1P (RF-8A) Crusaders. As a result of these missions, the VMCJ-2 squadron was awarded a Navy Unit Commendation for the period September 1, 1960 – December 1, 1962. According to USMC Brigadier General William A. Bloomer (ret) who wrote the forward, this book not only gives and account of the Marine Corp’s role In the Crisis but also “recounts Castro’s rise to power, the Bay of Pigs fiasco, and his build up in military capabilities courtesy of the Soviet Union.



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COLDWAR.ORG



The **Southeastern Pennsylvania Cold War Historical Society** (www.ColdWarHistory.org) is a non-profit organization founded in 2010 by a group of motivated women dedicated to preserving the contributions that current/former residents of southeastern Pennsylvania (and nearby regions) made toward protecting the United States during the Cold War.

While our primary mission is collecting and preserving oral histories, we have become involved in related historical preservation efforts related to the Dynamic Flight Simulator, aka Johnsville Centrifuge, and the former Naval Air Development Center, both located in Warminster, PA.

The Southeastern Pennsylvania Cold War Historical Society also sponsors or participates in a number of community events which are free and open to the public. Since 2012, we have hosted lectures and webinars on the Cold War and the Space Race. Here is our 2025 “History in Our Backyard” Lecture Series:



The Southeastern Pennsylvania Cold War Historical Society
PROUDLY ANNOUNCES ITS
 2025 “History in Our Backyard” Webinar/Live Lecture Series



Jan 9	George Leopold & Matthew Beddingfield	The Apollo 1 Fire, Reconsidered
Feb 13	Steve Dimedio & Mike Dinn	Recreating the Apollo EVCS AM Transmitter
Mar 13	Michelle Evans	My Adventures with the X-15 Rocketplane
Mar 27 (Live) 6:30 pm	Movie Night! “The Dish”	Q&A (Zoom) – Mike Dinn and Col Mackellar
Apr 10 (Live & book signing)	Lewis McIntyre	Take Charge and Move Out, the Founding Fathers of TACAMO
May 8 (Live)	Jim Sobek	DSMAC, the Terminal Guidance System on the <i>Tomahawk</i> Cruise Missile
Jun 12	David Stumpf	Evolution of the Canister Launch System for the <i>Peacekeeper</i> Missile
Jul 10	Stephen Walker	The USSR’s Forgotten Cosmonaut: The Incredible Story of Gherman Titov
Aug 14 (Live)	Chris Sturdevant & Gary Powers, Jr	Cold War Virginia
Sept 11	John Lemza	The Early Cold War on the Small Screen
Oct 9 (Live)	Greg Kennedy	Delaware Valley and the Space Race
Nov 6 (Live) 7:00 pm ET	SPECIAL EVENT! 15 th Annual Veterans Tribute	
Nov 13	Carl Jensen	Life Aboard a Nuclear Ballistic Missile Submarine at the Height of the Cold War
Dec 11 (Live)	Art Horbach	Sonobuoys!

Events (webinar/live lecture) begin promptly at 7:30pm EDT/EST
 Zoom link shared via email distribution list only on the day of the program
 Inquiries/add to email list: mail@ColdWarHistory.org

If you would like to participate in these events, please kindly email us at mail@ColdWarHistory.org in order to be added to our email distribution list. We also are grateful for the generosity of those who wish to donate to our organization. Thank you for your support.

COLD WAR

LINKS OF INTEREST

Journal of Military History Archive
<https://www.jstor.org/journal/jmilitaryhistory>

Library of Congress, Soviet Archives Exhibit
<http://www.ibiblio.org/expo/soviet.exhibit/coldwar.html>

Lost Cold War Boats
<http://militaryhonors.sid-hill.us/history/lostsubs.htm>

Museum of Communism
<https://muzeumkomunismu.cz/en/>

National Museum of American History
<https://americanhistory.si.edu/subs/history/index.html>

National Security Archive, George Washington University
<https://nsarchive2.gwu.edu/NSAEBB/index.html#Europe>

NATO Archives
<https://www.nato.int>

NSA, search on "Cold War"
 (No special section on Cold War, but a great deal of good information is available.)
<https://www.nsa.gov/>

Research Gate, John Lewis Gaddis
<https://history.yale.edu/people/john-gaddis>

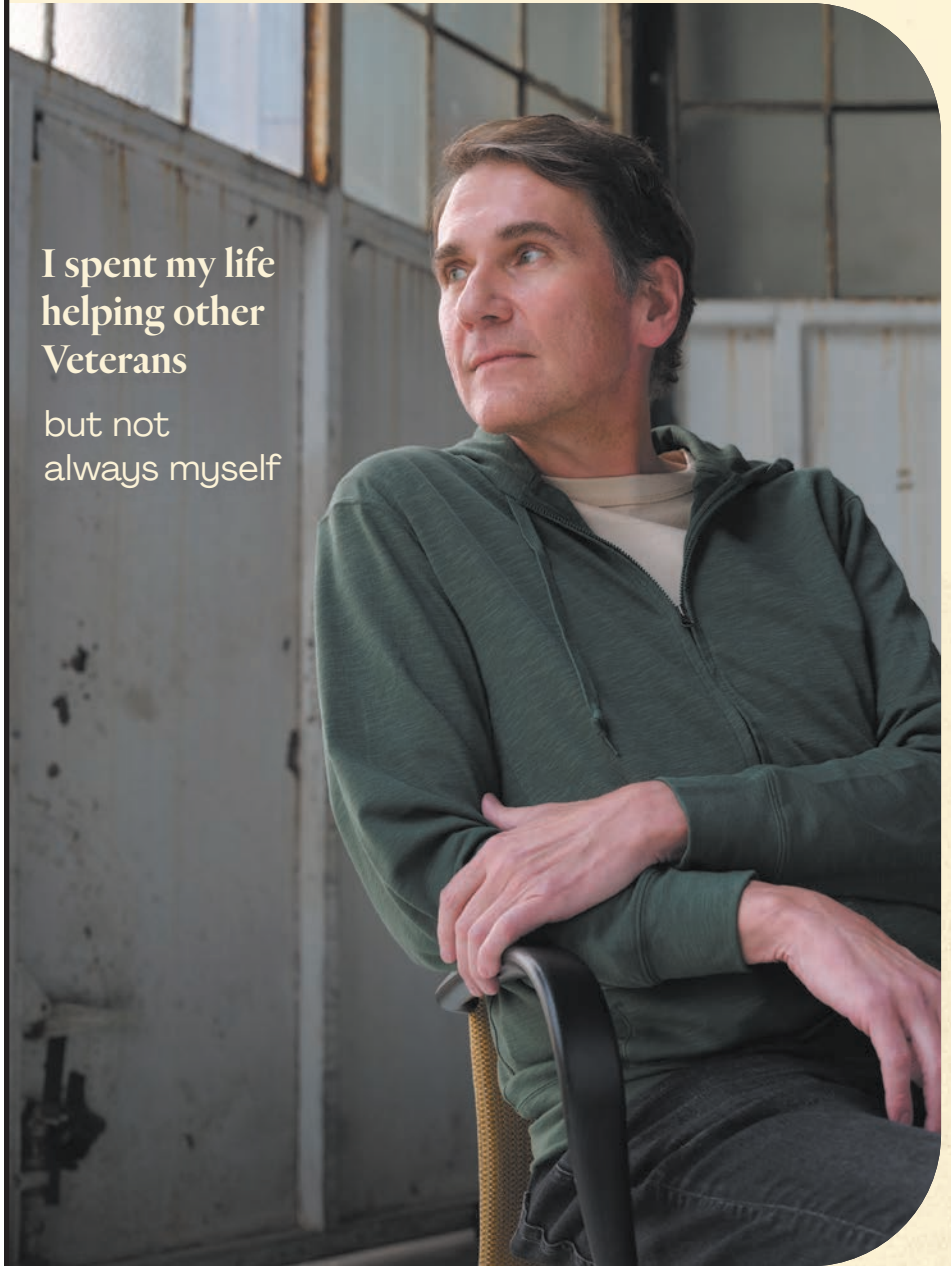
Ronald Reagan Presidential Library
<https://www.reaganlibrary.gov>

The Berlin Airlift
www.spiritoffreedom.org

The Nuclear Information Project
<https://www.nukestrat.com/>

I spent my life
 helping other
 Veterans

but not
 always myself



As a Veteran, when someone raises their hand for help, you're often one of the first ones to respond. But it's also okay to get help for yourself. Maybe you want or need assistance with employment, stress, finances, mental health or finding the right resources. No matter what it is, you earned it. And there's no better time than right now to ask for it. **Don't wait. Reach out.**

Find resources at **VA.GOV/REACH**



VA



U.S. Department
 of Veterans Affairs

THE COLD WAR IN PHOTOS



MISSOURI
1956

Underground Civil Defense depot, part of the Ozark Terminal Warehouse Complex in Neosho, Missouri, c.1956. The facility was used to store supplies.

MISSOURI STATE ARCHIVES, PHOTO BY GERALD R. MASSIE



Women work in a cabin during a Civil Defense Agency mock evacuation in Wright City, Missouri, July 1956. They are making pancakes on large griddles.

MISSOURI STATE ARCHIVES, PHOTO BY RALPH WALKER

DONATING ARTIFACTS TO THE MUSEUM

As a collecting museum, we depend on our artifacts to anchor our stories about Cold War history and to bring those stories to life. We have many artifacts but also many gaps in the kinds of stories we can tell, so we are always seeking more Cold War artifacts for our collections.

RECENT DONATIONS



IBM HARVEST computer system at the National Security Agency, February 1962.

NSA PHOTO VIA WIKIMEDIA COMMONS

- A tape cartridge from the NSA's HARVEST supercomputer system, built in the early 1960s to perform cryptographic analysis at unprecedented speed. At the time, it was the most powerful computer in the world by several orders of magnitude over its closest competitor.
- A portrait of Lenin that hung in the CIA's Soviet Leadership Analysis Division (LDA), tasked with discerning the internal politics, nature, and decision making within the Soviet military and government.
- A set of Soviet "Dembel" uniforms, lavishly decorated by Soviet conscripts to celebrate the end of their mandatory military service and imminent return to civilian life.

These donations will let us tell new stories focusing on varied aspects of the Cold War, from the technical to the cultural, on both sides of the Iron Curtain.

Meet our Curator, Doug Harsha



A portion of the collections at The Cold War Museum®, Vint Hill Farms, Virginia.

EXHIBIT PHOTO FROM THE COLD WAR MUSEUM

As our CURATOR, civil defense expert, and lead staffer for social media at The Cold War Museum®, Doug Harsha manages the exhibition, storage, and preservation of the artifacts in the museum's collection. He leads the collections team, a group of volunteers who develop new exhibits, inventory, conserve, and research the museum's artifacts, maintain the collection storage areas, and accession new artifacts into the collection.

The collections team is currently working to refresh most of the museum's exhibits to feature the latest historical scholarship and highlight new stories from our collection. In addition, he runs the museum's oral history program, conducting interviews with Cold War veterans and eyewitnesses to record and their experiences and perspectives while we still have the opportunity to do so.

Past interviewees have included an FBI agent who helped catch Aldrich Ames, a missileer turned crew member on the Looking Glass airborne command post, a diplomat who helped restore relations with Vietnam after the end of the Vietnam War, and an NRL oceanographer whose research helped us listen for Soviet submarines across hundreds of miles of ocean.

Doug also assists the Chairman with fundraising, promoting the Cold War Conversations Presentation Series, and social media. He is currently finishing a master's degree in history at George Mason University. To donate artifacts or volunteer to sit for an oral history interview, please reach out at doug@coldwar.org.

Meet our Board of Directors at this link: [BOARD OF DIRECTORS CWM®](#)



Here are the stories of a few of the many Cold Warriors who have passed on recently. Some you may have heard of, some not. All are worthy of our remembrance and respect, most because of what they did to protect the rest of us during the Cold War. In many cases they were ordinary people who were called upon to do extraordinary things, and who were then happy to step back from any spotlight, knowing that they'd done their duty. We also include other notable Cold War figures, including some from the East and some who are historically important because of their treachery.

CHENEY, Kenneth



KENNETH ROSS CHENEY (AKA) Captain Ken, Chief, Kenny, Ken, and Bear, of Falmouth, MA and Cardiff-by-the-Sea Encinitas, CA, died on February 3, 2025. He was 87 years old.

Ken was born and raised in North Attleboro, Massachusetts, by his mother, Gladys Cheney, and his father, Leslie Cheney, along with his elder brother, Gordon and his baby sister, Judith. He attended school in North Attleboro, but greatly enjoyed spending time at his grandparents' farm (where he got his first Model T at 10-years-old) and summers on Cape Cod, where he acquired his love of sailing.

Ken actually had three distinct careers. He joined the U.S. Navy at 17. After serving 21 years, he retired from the Navy as an Aviation Electrician Chief (AEC) Petty Officer E7. His time in the Navy included four tours to Vietnam, over 100 combat hours and several air medals. He visited exotic ports including Singapore, Japan, Italy and Spain and others. He had great sea (and land) stories as well as fond memories of the men he served with. Ken finished his naval career as a CO (Training Officer) at the Naval Training Center in San Diego, California. During his time "pushing boots," he brought three squadrons from raw recruits to the commencement of their Naval careers. Not one to be idle, Ken began a second career in Air Conditioning & Refrigeration, Plant Engineering at Sony Headquarters in Rancho Bernardo, California. He held a record of 23 years' perfect attendance! He was a 90s Sony legend! After "retiring" from Sony, Ken and his wife, Velma, fulfilled their dream of retiring to Ken's childhood summer home in Teaticket, Massachusetts. Ken and Velma built a small business of rental properties, carrying on the family tradition passed on by Leslie and Gladys Cheney, his mother and father. In Ken's "spare time," he loved model trains, cars, trucks, jokes, boating, storytelling and family.

Ken was married to Velma Marie (Miesen) Cheney for over 48 years until her passing in 2009. He is survived by his three children, Christine Bayly of Ocean Beach, California; Leslie Cheney and his wife, Deborah Cheney, of Phoenix, Arizona; and Betty Cheney of San Diego, California. He is also survived by his sister Judith Stewart; four grandchildren Daniel, Lauren, Bryce and Alexis Cheney; four great-grandchildren Lydia, Ethan, Rowen and Adalyn Cheney; seven nieces and three nephews.

FETHEROLF, Mary

MARY LORRAINE FETHEROLF, known as Sis to her family and Chief to her co-workers, passed away on December 20, 2024 in Fayetteville, Georgia at the age of 75. Mary was born in Santa Monica, California, to Raymond and Mary Conkey.

She had a 30+ year career in the military, advancing herself to the rank of Chief Warrant Officer 5 in the Adjutant General's Corps, HR Command, 42ALPHA. She served at Camp Parks in Dublin, California, Fort Lewis, in Washington State, Picatinny Arsenal, in New Jersey, Fort McPherson in Georgia, and Fort Knox in Kentucky.

She was a devout Christian who never wavered in her faith. She gave a lot of her time to the church as



a teacher, servant, and singer. She was also a homemaker who loved to cook, bake, and sew.

Mary is survived by her husband, Fred, her two children, Julie Engle (Bryan), and Christopher (Anne). She leaves behind a very large family of grandchildren, great-grandchildren, brothers, sisters, cousins, nephews and nieces. She was loved!

HOLMES, Larry

LARRY ARTHUR HOLMES, 73, a.k.a. Homie, of Sylvan, MI, passed away peacefully with his loving family at

his side on February 1st, 2025, after a lengthy battle with dementia. Larry was born on June 28th, 1951, in Pontiac, MI. His loving mother, Rose Angela Holmes (Lisac), and father, Raymond Arthur Holmes, preceded him in death.

Larry's service to his country was an honor he held close to his heart. He was enlisted in the U.S. Army from June 30th, 1970, to January 18th, 1972. He was honorably discharged from the Army at the rank of specialist. He saw combat operations with the A Company, 2nd Battalion/12th Infantry Regiment, 25th Infantry, and D Company 87th Infantry. While in Vietnam, he served as an infantryman and Radio Tele Operator and defended his country in the Quang Tin, Gia Dinh, and Dong Nai Provinces. A friend and fellow soldier shared with the family that his jokes, laughter, and positive disposition helped him escape the war and return home. His honorable distinctions as a soldier in Vietnam included the Vietnam Campaign Medal with 60 Device, Combat Infantryman's Badge, Vietnam Service Medal, and National

Defense Service Medal. The discipline and patriotism he learned in the Army never left him, as friends and family will attest.



Larry could make a friend wherever he went and was well-liked by everyone, mostly due to his positive energy. Larry was a hard worker and always made time to help others. He would always put his family first and would say family is everything. Those who knew Larry will remember him for his infectious smile, overwhelming laughter, and



HALLORAN, Patrick

THE FUNERAL FOR PATRICK HALLORAN was November 9, 2024 in Chatfield, MN, where he was born. He will have full military honors. The service was 11 am, lunch at 12 pm and 2 pm graveside military honors with requested flyover. Peace to all his friends and family.

A U-2 fly over was planned around 2:30pm in Chatfield, MN but the weather was supposed to be cloudy with scattered showers. They may call it off after talking to Liz Halloran, Pat's niece who is pictured below at Pat's induction into the MN Aviation Hall of fame. ■

unwavering commitment to spreading love and kindness to everyone he encountered. He had a rare gift for making others smile and laugh, leaving a lasting impact on all who crossed his path.

Larry took an active role in his grandchildren's lives by building complex train tracks, having a nightly spelling competition, or having them assist with daily tasks around the house. He loved spending time with his grandchildren at Sylvan Lake, digging in the sand to make sandcastles, and walking around the village. He could often be seen with his granddaughter following him around the yard. Memories with his grandchildren included trips to fun adventures around town and purchases of stuffed animals that are held tightly still in their hands. He loved his grandchildren with his whole heart.

Larry is survived and missed by his loving wife, Sharon Adelle (Starrett), of 52 years, and his children, Lindsay Shumlas (Stephen) and Tara-Rose Holmes Javed (Moeen). He is forever cherished and remembered by his five grandchildren, Ethan (19), Kaitlyn (16), Ariana (13), Elyas (11), and Aydin (6). His memory will be cherished by his family, friends, and loving caregivers who became part of the family and tended to his care during his diagnosis.

KUNKLER, Hilary

COMMANDER HILARY GATES "ZEKE" KUNKLER, USN Retired, passed away on Friday, December 27, 2024 at age 92 (or as he would say: "it's my 53rd anniversary of my 39th birthday"). He was born on October 6, 1932 in Barr Township, Daviess County, IN, to Hilary Peter and Mary Alma Gates Kunkler. He grew up on a farm in Loogootee, IN.

Commander Kunkler attended Purdue University in W. Lafayette, IN and studied civil engineering. When the Korean War started, he knew it was his time to serve his country, so he volunteered for Naval Flight Training. He qualified as a carrier pilot after six landings aboard the aircraft carrier USS Monterey in the Gulf of Mexico (NAS Pensacola). He earned the coveted "Wings of Gold" and was commissioned in the United States Navy in 1955.



He served his country well for over 25 years as an aviator and instructor, including operations on nine carriers (USS Monterey (CVL-26), USS Tarawa (CV-40), USS Antietam (CV-36), USS Leyte (CV-32), USS Essex (CV-9), USS Shangri-La (CV-38), USS Saratoga (CV-3), USS Independence (CVL-22), and USS America (CV-66). He had the most carrier landings on the USS Antietam: over 130 plus over 1,000 as co-pilot training students.

He was a proud member of the Tailhook Association and attended aircraft carrier reunions all over the country. He said landing a jet on an aircraft carrier was like landing on a postage stamp. He flew many different aircraft: SNJ-5, RC-45J (SNB), TBM Avenger, S2F Tracker, TF-1 Trader, T-1A (T2V-1) Seastar, F9F-8T Cougar, E1-B Tracer (WF-2), and R4D-2s. He also flew the plane used in the James Bond 007 movie 'Pussy Galore' for about 30 minutes. They were checking it out as a replacement for NFO flight training at NAS Pensacola, but they didn't buy it.

He served in Vietnam at the U.S. Naval Air Facility, Cam Ranh Bay February 1969 - February 1970. He was an influential program creator/policy maker in Aircraft Maintenance and in Naval Air Training. Among his awards were the Bronze Star Medal with Combat "V" (the fourth highest military decoration with valor) the Armed Forces and Navy Expeditionary Medals and the Meritorious Service Medal.

After retiring from the Navy in 1978, he volunteered to teach reading in Corpus Christi, TX for many years. He loved woodworking and created shell shadow boxes. He sold his crafts at art shows and at his store, Seahorse Gallery/Seaweeds, Etc. in Corpus Christi for years. He loved visiting Aviation Museums and National Parks. He toured the US in his RV pulling his car and scooter (his "train"). He spent winters in Harlingen, TX and visited Mexico often. He loved the American Southwest and spent a lot of time in Deming, NM. He fondly told stories of spending time with the Hopi Native Americans. Throughout his life he visited 5 continents, 28 countries and 168 cities outside the US.

Commander Kunkler will be missed by his five children, Kyra

Gould (Thomas), Karen Liszt (Darryl Holmes), Terry Kunkler, Patrice Habich, Marisa Martin, and his seven grandchildren, Michelle Boyd (Dreyson), Sean Hilgenberg, Spencer Liszt (Jordan), Alex Habich, Justin Habich, Nathan Martin and Adam Martin. He also leaves behind three great-grandchildren, Lucille Boyd, Loretta Boyd and Robin Liszt. He will be missed by his sister Sr. Rachel "Duke" Kunkler M.M. (Maryknoll Missioner), brother Lawrence Kunkler (Bobbie), as well as beloved nieces, nephews, extended family, and friends all over the United States.

Commander Kunkler was a well-respected man of intelligence, integrity, and commitment, with a love of God, country, and family. Many will remember his corny sense of humor. And his parting phrase "Check your six."

ROLSTON, David



IT IS WITH GREAT SADNESS that we announce the passing of David Robert Rolston Junior, beloved husband, father, Pops, and esteemed professional, who died peacefully surrounded by family at the age of 83 on January 25, 2025. Born in Staunton, Virginia on June 8, 1941, David graduated with a Bachelor's

Degree in Electrical Engineering from the University of Virginia and a Master's Degree in Systems Engineering from Washington University in St. Louis. His professional career was marked by remarkable achievements and an unwavering dedication to his work. After earning his USAF Pilot Wings in December 1965 at Craig AFB, Alabama, he served in the United States Air Force flying fighters in Germany for four years. Following his active-duty service, he continued his commitment to aviation in the St. Louis Air National Guard for 22 years. In addition to his distinguished military service, David worked for 22 years as a Chief Engineer in Flight Simulation and Training at McDonnell Douglas in St. Louis, MO. His leadership and expertise led him to roles with Lockheed Martin as Program Manager, and later as Vice President of Air Force Programs for NLX and Rockwell Collins. He retired from regular employment in 2008 and moved to Williamsburg, VA, where he continued to share his knowledge as a consultant for training systems businesses.

A man of many passions, David cherished time spent with his family, particularly on the water. Boating on the Mississippi and Missouri lakes and rivers during his years in St. Louis transitioned into exploring the Potomac River, Chesapeake Bay and its surrounding waters after moving to Virginia. His years of service as Commodore and in other roles at the National Potomac Yacht Club were some of his most cherished memories. Additionally, he had a deep love for pre-war Ford hot rod restorations.

In 1964, David married his beloved wife, Sandra Lee Soules, with whom he had three children: Robert, Bradley, and Deborah. After Sandra's passing in 2005, he found

love again and married Carol Gene Barker in December 2007, welcoming three daughters into his life: Chrissy, Brittany, and Jessie.

David is survived by his wife Carol; children, Robert, Bradley, Deborah, Chrissy, Brittany, Jessie; and four grandchildren, Kolter, Kyla, Nate, and Oliver. He will be remembered for his unwavering work ethic, his devotion to his family, his generosity, and his many contributions to the aviation and engineering fields.

WESTMORLAND, Kathleen



WIFE, STEP MOTHER, step in mother. Sister, aunt, great-aunt, caregiver, friend. WAC officer, regular army veteran, presidential aide, facilitator, nonprofits volunteer. Born 12/19/1947, cancer survivor... until she wasn't. Died 12/19/2024. She is survived by her husband, beloved for 32 years, Maxwell E. Westmorland.

A funeral mass will take place at Our Lady of Lourdes in Arlington, VA on February 5, 2025 at 10:30am.

A burial at Arlington National Cemetery will take place on April 9th, 2025 at 1:00pm. ■

HUGHES, Patrick M.

Lieutenant General, USA

September 19, 1942 – October 5, 2024



BORN AND RAISED IN MONTANA, Patrick Hughes enlisted in the Army in January 1962 and served until 1965 as a combat medic. In 1965, Spec.5 Hughes transitioned to the U.S. Army Reserve to attend Montana State University's College of Business. He joined the university's ROTC program in 1966 and, upon graduation two years later, received his Regular Army commission as a second lieutenant of infantry.

After two years and his first deployment to Vietnam, Hughes was promoted to captain and assigned as the S-1 to the 4th Battalion, 27th Infantry Regiment, 25th Infantry Division at Schofield Barracks, Hawaii. On 2 May 1970, Captain Hughes made the fateful decision to branch transfer to Military Intelligence. He credited that decision to his recent experience with U.S. intelligence personnel in Vietnam and his meeting of retired Col. Lewis Millett, Sr., Medal of Honor recipient and honorary colonel of the regiment, at

the regiment's organization day. Millett, who had had several intelligence assignments during his own career, encouraged Hughes, stating, "there was no better way to serve the nation in the aftermath of war and in preparation for the next conflict.... Put in your papers tomorrow, S-1. You know how to do it." Captain Hughes did just that.

After training as a counterintelligence research officer (MOS 9666), Hughes' first MI assignment took him back to Vietnam for a year as a Phoenix program and province intelligence advisor. In 1973, Hughes completed the MI Advance Course at Fort Huachuca and transferred to Japan, where he served as first the deputy and then the commander of the Special Security Office at Camp Zama. He completed Command and General Staff College in 1977 and spent three years assigned to the Office of the Assistant Chief of Staff for Intelligence. During this time, he served as a foreign liaison officer during the peace negotiations between Egypt and Israel; intelligence operations staff officer; and intelligence assistant to the director of the Army Staff.

In 1981, Hughes began a five-year tenure at Fort Lewis, Washington, with the 9th Infantry Division, the base unit for the High Technology Test Bed experimenting with concepts for a light, fast, and lethal motorized infantry. His series of assignments included executive officer of the 109th MI Battalion (Combat Electronic Warfare and Intelligence [CEWI]); commander of the division's 9th Operational Support Detachment (a deception unit); Division G-2; and finally, commander of the 109th MI Battalion. During his time commanding the 109th, the battalion refined its organizational and operational concepts to best support motorized operations and also experimented with early UAVs, hardened computers, robotics, and electro-optics platforms, among other technologies. About giving up command of the 109th in June

1986, Hughes wrote, it was "the hardest for me to give up. It was the best command [for me] with regard to 'military intelligence' soldiering."

After two years as a fellow at the School of Advanced Military Studies, in 1988, then Col. Hughes went to Korea to command the 501st MI Brigade. For six months during that assignment, he was dual hatted as executive officer to the commander-in-chief, U.S. Forces Korea/ Combined Forces Command/ United Nations Command. His tour in Korea included direct involvement with Korean National Police during the 1988 Seoul Olympics and numerous operations with South Korean intelligence services. Hughes received his first star on 1 January 1992.

General Hughes' flag officer assignments included commander of the U.S. Army Intelligence Agency (1991-1992); J-2 at U.S. Central Command (1992-1994); and J-2 in the Office of the Joint Chiefs of Staff and the Defense Intelligence Agency (DIA) (1994-1996). During these assignments, Hughes was involved in intelligence operations for Operations DESERT SHIELD/DESERT STORM in Iraq, Operation RESTORE HOPE in Somalia, in Eritrea, in the Afghanistan-Pakistan border region, and in Haiti.

On 16 February 1996, General Hughes assumed his final assignment as director of the DIA. Over the course of his three-and-a-half-year tenure there, he was credited with encouraging cooperation between the DIA and the Central Intelligence Agency and "masterminding numerous bold initiatives which refocused defense all-source intelligence production, collection, and systems integration" to deal with the challenges of the future. General Hughes retired on 1 October 1999 after more than thirty-five years of military service. He was inducted into the MI Hall of Fame in 2001. ■



Female protestors throw paint on SR-71 in 1983

<https://youtube.com/shorts/QFbnsnvBR-8?si=B0TV42LZVfBZPcNy>



Student writer visits Vint Hill's Cold War Museum

https://www.insidenova.com/headlines/student-writer-visits-vint-hills-cold-war-museum/article_7f56bc52-92a1-11ef-8ec4-2307d646a0a2.html



Arkansas Military History Journal article on the USS Pueblo

arngmuseum.com/wp-content/uploads/2021/09/Vol-15-No-2-Summer-2021.pdf



Warrior Allegiance is a Veteran owned and operated organization established in 2021 with the ambition to facilitate the Disability Claim Process for all Veterans requiring or seeking assistance

<https://warriorallegiance.com>

The legendary SR-71 Blackbird's predecessor, the Lockheed A-12 Oxcart

<https://www.19fortyfive.com/2023/05/meet-the-a-12-oxcart-the-cias-very-own-mach-3-spy-plane/>
(included with permission from 19FortyFive)

The SS *United States*,

the legendary ocean liner, is headed to Florida to become the world's largest artificial reef.



Marilyn Johansen's father was with the MAAG at the American Embassy in Brussels from 1955-1957. He was involved in several Cold War deployments during that time, Suez Canal, Yugoslavia, that I was aware of but there were others that I have not been able to uncover.



Her family was attacked by a group of Hungarian students driving their car out of the US Embassy gate in 1956. The students were upset that Eisenhower would not support the Hungarian Revolt. Her family returned on the SS United States in November of 1957 from La Havre France to New York. The Belgian government paid for our first-class passage on the ship. ■

<https://www.al.com/news/2024/11/legendary-cold-war-ocean-liner-starts-voyage-to-alabama-to-become-worlds-largest-artificial-reef.html>

PHOTOS ON THIS PAGE: SR-71 (DEPARTMENT OF DEFENSE), VINT HILL FARM (DEPARTMENT OF DEFENSE), USS PUEBLO (U.S. NAVY), NAVAL HISTORY AND HERITAGE COMMAND

RECENT GROUP VISITS TO THE MUSEUM



717th Military Intelligence Battalion (717 MI Bn), 26 February 2025. The 717th Military Intelligence Battalion, Lackland Air Force Base, Texas, provides accurate and timely signals intelligence support to deployed U.S. forces. The unit, which traces its lineage to World War II, relocated from Vint Hill Farms Station, Va., to San Antonio as the 317th MI Battalion in 1974.

UNIT INFO VIA U.S. ARMY INTELLIGENCE AND SECURITY COMMAND WEBSITE, FORT BELVOIR, VIRGINIA. PHOTO COURTESY THE COLD WAR MUSEUM®



1st Capabilities Integration Group (Airborne) (1 CIG), 28 March 2025. The unit, based at Fort Belvoir, Virginia, provides various intelligence functions for organizations such as Joint Special Operations Command (JSOC).

UNIT INFO VIA U.S. ARMY GARRISONS WEBSITE. PHOTO COURTESY THE COLD WAR MUSEUM®



PACT ACT & VIETNAM, COLD WAR ERA VETERANS



The **PACT Act**, signed into law August 10, 2022, expands health care and benefits for Vietnam era Veterans.



PACT Act Health Care Eligibility

Veterans who served in these countries during specific time periods are eligible to enroll in VA health care **effective August 10, 2022**.

Republic of Vietnam

January 9, 1962 - May 7, 1975

Guam or American Samoa

(or in their territorial waters)

January 9, 1962 - July 31, 1980

Cambodia

at Mimot or Krek,
Kampong Cham Province

April 16, 1969 - April 30, 1969

Thailand

Any U.S. or Royal Thai base

January 9, 1962 - June 30, 1976

Laos

December 1, 1965 -

September 30, 1969

Johnston Atoll

(or on a ship that called there)

January 1, 1972 - September 30, 1977



The law expands health care and benefits for Veterans who participated in certain nuclear response or cleanup activities:

Enewetak Atoll

January 1, 1977 -
December 31, 1980

Palomares, Spain

January 17, 1966 -
March 31, 1967

Thule, Greenland

January 21, 1968 -
September 25, 1968

Family members or dependents of a deceased Veteran may qualify for various VA benefits due to the additional disabilities defined in the PACT Act if they meet eligibility requirements. More information for survivors is available online at [VA.gov/PACT](https://www.va.gov/PACT).

4 EASY WAYS TO APPLY FOR VA HEALTH CARE



Apply online at
[VA.gov/health-care/apply/
application/introduction](https://www.va.gov/health-care/apply/application/introduction)



Mail a completed, signed
Application for Health Benefits
[VA Form 10-10EZ](https://www.va.gov/health-care/apply/application/introduction)



Call the toll-free hotline
877-222-8387 Mon – Fri,
8:00 a.m. – 8:00 p.m. ET



Bring a completed, signed [VA
Form 10-10EZ](https://www.va.gov/health-care/apply/application/introduction) to the nearest VA
Medical Center or clinic.



Toxic Exposure Screenings

As a general matter, there are several types of possible exposures or hazards Veterans may have experienced during their military service, including:

- Air Pollutants
- Chemicals
- Radiation
- Warfare Agents
- Occupational Hazards

ON NOVEMBER 8, 2022: VA will begin incorporating toxic exposure screenings. Every Veteran enrolled for VA health care will receive an initial toxic exposure screening and a follow-up screening at least every five years. Eligible Veterans who have not enrolled will have an opportunity to enroll and receive the screening.



PACT Act Benefits

The PACT Act adds two new Agent Orange presumptive conditions:

- **Monoclonal gammopathy of undetermined significance (MGUS)**
- **High blood pressure (hypertension)**

4 EASY WAYS TO GET STARTED WITH CLAIMS



Learn more at
[VA.gov/disability/
how-to-file-claim/](https://www.va.gov/disability/how-to-file-claim/)



Call the Benefits hotline
(for specific questions)
at 1-800-827-1000



Visit a VBA Regional Office
[VA.gov/benefits/
offices.asp](https://www.va.gov/benefits/offices.asp)



Work with an accredited VSO
[VA.gov/ogc/apps/
accreditation/index.asp](https://www.va.gov/ogc/apps/accreditation/index.asp)

VA



U.S. Department
of Veterans Affairs

Learn more and sign up at [VA.gov/PACT](https://www.va.gov/PACT)

Call us at 1-800-MyVA411 (1-800-698-2411)

Find a VA at [VA.gov/find-locations/](https://www.va.gov/find-locations/)



Student applies camouflage face paint during Army Base Ground defense training at Fort Dix, New Jersey, c. 1988.

NATIONAL ARCHIVES, PHOTO BY TSGT FERNANDO SERNA

CARRYING THE MESSAGE

Presentations to the Local Community



Home of The Cold War Museum®: Vint Hill Farms, Virginia.

Three Main Goals of the Museum

- To keep knowledge of the Cold War and its significance alive for coming generations.
- To honor the service of those who had professional Cold War roles.
- To use the Museum's extensive collection of rare and, in some cases, unique artifacts in Cold War signals intelligence (SIGINT) and image intelligence (IMINT) to show how intelligence collection and analysis supports our policy, diplomacy, and military action.

One of the ways the Cold War Museum fulfills its key mission of educating about the Cold War is via **presentations to local community groups**.

We are receiving more and more of these invitations as the museum gets better known locally. The purpose of such events is of course to attract people to the museum, encouraging them to visit either during public hours on the weekend when admission is free, or to arrange for private group tours during the week, for which there is a per-person fee, depending on the size of the group.

THE COLD WAR MUSEUM® MEMORIAL CHALLENGE COIN!

The Museum's Challenge Coin is available for \$15 per coin.

The coin pays homage to Vint Hill Farms Station as an active listening post from 1942–1997 and features the Cold War Museum® on the reverse side.



ORDER TODAY AT COLDWAR.ORG

PRIVATE TOURS OF THE MUSEUM



One of the ways the Cold War Museum fulfills its key mission of educating about the Cold War is via presentations to local community groups. We are receiving more and more of these invitations as the museum gets better known locally. The purpose of such events is of course to attract people to the museum, encouraging them to visit either during public hours on the weekend when admission is free, or to arrange for private group tours during the week, for which there is a per-person fee, depending on the size of the group.

Private Tours: An Important Source of Museum Income

THE INCREASING NUMBER of private tours we arrange provides a significant percentage of the Museum's operating income, so it's an important part of our many income streams, helping to stabilize our operating income from month to month.

As with every other museum in this country and around the world, our ability to hold such tours was necessarily eliminated for several months by COVID health concerns. With things mostly back to normal we're back to booking tours in the normal way.



To arrange a private tour led by one of the museum docents, please contact

Bryan A. Zwanzig

703-408-2039

bryan.z@coldwar.org

Cost:

\$20/person for groups of 10 or fewer

\$15/person for larger groups

No cost for active duty military personnel ever!

The Museum's Expert Docents

Executive Director **Jason Hall** made many of these presentations to local groups and organizations. Many other key staff continue to do this work. For example, **Mike Washvill**, our lead staffer for current and historical Cold War technology, is an electronics engineer who served at Vint Hill when it was an operational Top-Secret Army SIGINT base. Mike tends to take the lead on our presentations to technically qualified groups, such as local Ham radio groups, and on doing STEM presentations for local school groups. **Bryan Zwanzig**, also a veteran of Army service at Vint Hill, represents us at the Tank Farm and other events. He is also the Lead Docent for private tour groups. **Karen Zwanzig** and **Allan Duffin** help with the layout and editing of the *Cold War Times*. **Doug Harsha**, is our Collections Manager, and oversees volunteers who help to catalog and care for our multimillion-dollar collection. Many other team members help with additional outreach to the local community and via Zoom.

VISIT THE COLD WAR MUSEUM® TODAY!

COLD WAR TIMES

OFFICIAL MAGAZINE OF
THE COLD WAR MUSEUM®



**NEXT ISSUE IS
SUMMER 2025**

**SUBMISSION DEADLINE
JULY 15, 2025**

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President John F. Kennedy and First Lady Jacqueline Kennedy greet members of the 2506 Cuban Invasion Brigade at the Orange Bowl Stadium in Miami, Florida, on December 29, 1962.

JOHN F. KENNEDY PRESIDENTIAL LIBRARY AND MUSEUM, PHOTO BY CECIL STOUGHTON, VIA WIKIMEDIA COMMONS