



# Cold War Times®

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

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**About The Cold War Museum**

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

*To contact the Editor of The Cold War Times or to submit articles for future issues, email the editor at [editor@coldwar.org](mailto:editor@coldwar.org) or visit [www.coldwartimes.com](http://www.coldwartimes.com).*

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

**COLD WAR JOURNAL**

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

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

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

Dennis is interested in hearing from any volunteers who would like editorial roles for various areas of Cold War subject interest, such as in intelligence, political science, military operations, technology, etc. As the first issue is being prepared, Dennis is still looking for writers to contribute articles and photographs in their areas of expertise. In particular; we are looking for articles to correspond with key Cold War anniversary dates in 2009 and beyond.

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

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

## **THE COLD WAR MUSEUM – Winter / Spring Update 2009**

By Francis Gary Powers, Jr.

Over the past decade, the Cold War Museum has made great strides in honoring Cold War veterans and preserving Cold War history. I am writing to provide you with a brief update. Between November 7 and 13, I was in Ottawa and Toronto, Canada. While in Ottawa, I gave a presentation in conjunction with the Diefenbunker's ([www.diefenbunker.ca](http://www.diefenbunker.ca)) Cold War Symposium. On November 11, I meet with several museums and organizations in Toronto and discussed ways to preserve Canada's Cold War history. The museum is currently working with the German Embassy Committee to plan for the 20<sup>th</sup> Anniversary of the Fall of the Berlin Wall in November 2009. Various museum sponsorship opportunities are available for this and other events. Contact the museum for additional information.

The Cold War Museum is pleased to announce that it recently received a \$200,000 donation from EnviroSolutions, Inc. This donation will provide stable footing for the museum during the next fiscal year as it moves forward with lease negotiations for use of the former Lorton Nike Missile Base in Fairfax County, Virginia. The Fairfax County Park Authority is reviewing the latest set of lease revisions submitted in December 2008. I am grateful to Mr. Christopher Barker from the law firm of Walsh, Colucci, Lubeley, Emrich, & Walsh ([www.thelandlawyers.com](http://www.thelandlawyers.com)) who contributed hours of in-kind lease work on our behalf.

The Cold War Museum continues to work with the International Spy Museum in Washington, DC and the Atomic Bunker in Harnepop, Germany to display some of its artifacts until lease negotiations conclude. The mobile exhibit on the U-2 Incident, the "Spies of Washington Tour," and related educational activities continue to generate interest and support. The mobile U-2 Incident exhibit is on display at the New Berlin Library ([www.newberlin.lib.wi.us](http://www.newberlin.lib.wi.us)) in WI through April 29, 2009. I would like to thank Midwest Chapter President, Chris Sturdevant, for his help in booking this display near Milwaukee. 2010 dates are now being scheduled, which corresponds to the 50<sup>th</sup> Anniversary of the U-2 Incident. The educational Spy Tour of Washington ([www.spytour.com](http://www.spytour.com)) is booking group tours online.

The Cold War Museum is pleased to announce the formation of a Caribbean Chapter. I would like to thank volunteer Raul Colon of Puerto Rico for all the hard work he has done to establish this chapter, which compliments the museum chapters in Berlin, Germany and Milwaukee, Wisconsin staffed by volunteers. For more information on our chapters, please visit [www.coldwar.org/museum/museum\\_chapters.html](http://www.coldwar.org/museum/museum_chapters.html).

Please consider a 2009 “stimulus” contribution. Your gift will help ensure future generations remember Cold War events and personalities that forever altered our understanding of national security, international relations, and personal sacrifice for one's country.

For more information, or to subscribe to our quarterly newsletter list, please visit [www.coldwar.org](http://www.coldwar.org). Together we can make this vision a reality.

Francis Gary Powers, Jr. - Founder  
The Cold War Museum  
P.O. Box 178 - Fairfax, VA 22038  
P-(703) 273-2381 / F-(703) 273-4903  
[www.coldwar.org](http://www.coldwar.org) / [gpowersjr@coldwar.org](mailto:gpowersjr@coldwar.org)

### **MIDWEST CHAPTER UPDATE**

By Chris Sturdevant, Midwest Chapter President

The U2 exhibit will continue to reside at the New Berlin Public Library through April 29. We are looking forward to having Gary Powers talk about the U2 incident on that date.

Other upcoming events: Werner Juretzko has been invited to talk with the St. Paul EAA chapter on March 18. The Midwest Chapter has been invited to participate at the inaugural Oconto (Wisconsin) Airport Fly-in on May 30.

The Midwest Chapter is working concession stands at Miller Park over the summer, home of the Milwaukee Brewers. Non-profit groups are encouraged to work for their cause at the ballpark and we are looking forward to having a team of workers represent the Cold War Museum. With the architectural plans and rendition complete for the Nike Missile Radar Base in Waukesha, we are seeking additional ways to fundraise the \$350,000 estimated for building cost.

If you have any suggestions or ideas, please let me know.

Chris Sturdevant  
The Cold War Museum  
Midwest Chapter  
PO Box 1112  
Waukesha, WI 53187-1112  
262-227-1198 voicemail  
[www.coldwar.org/midwestchapter](http://www.coldwar.org/midwestchapter)  
[www.myspace.com/coldwarmuseum](http://www.myspace.com/coldwarmuseum)

## **BERLIN CHAPTER UPDATE**

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

Photos: SAAF Mayor General Ret. Duncan Ralston

National Air Force Museum of the USA, Dayton; Ohio, USA

Patricia M. Goss, Tharpston, England

Horst Simon, Berlin Chapter

SAAF MG ret. Duncan Ralston Chairman, SA Berlin Airlift Reunion Committee

Dear Friends and Supporters of the Cold War Museum-Berlin Chapter,

The Berlin Chapter wishes all the friends and supporters a peaceful and prosperous New Year. Thank you all very much for the many Christmas and New Year's greetings. I am glad to offer the following report on the activities and development of the Berlin Chapter of the Cold War Museum.

The year 2008 was very successful for the Berlin Chapter. We made significant progress, the new exhibition of the Berlin Chapter – The first battle of the Cold War – The Berlin Airlift - has been open since May 24th 2008. Many guests were there from near and far, including 15 British Berlin Airlift Veterans. The Berlin Chapter has had a very positive feedback in the media and also we have had a number of invitations.

In June 2008 the British Berlin Airlift Association remembered the start of the Berlin Airlift in June 1948. The Association invited as honored guests the representatives of the Berlin Chapter. The Cold War Museum Berlin Chapter was one of the co-sponsors.

Many thanks go to the Committee of the British Berlin Airlift Association.

From 20 August to 18 September, we visited the USA. We had many invitations and meetings and we have to thank again all the people who made our time enjoyable and successful.

### **End of a legend. Tempelhof closed.**

#### **History of the Airport Tempelhof: A Timeline**

By David Greer

1720 The Tempelhof Field is used for Parades and Exercises.

1883 On the western part of the Tempelhof field the German army establishes an Army Airship Detachment.

12 June 1897 the Airship designed by Dr. Hermann Woelfert, explodes during a test flight above the Tempelhofer Field. It's the first fatal accident at Tempelhof.

4 September 1909. Orville Wright starts a two week long demonstration of flights at Tempelhof



1914 The last military parade by Imperial German Forces is held at Tempelhof

1922 The first two Hangars are built at Tempelhof.

8 October 1923 The Tempelhof Airfield is officially opened. Services are opened by Junkers Luftverkehr and Deutsche Aero Lloyd.

6 January 1926 The Deutsche Lufthansa is founded at Tempelhof.

1 May 1933 The Nazis celebrated their "Mai Feier" at Tempelhof for the first time.

16 July 1933 Willie Post lands at Tempelhof during his around the world flight in his Lockheed Vega.

1934 Beginning of design studies for a new terminal building in Tempelhof under the leadership of Dr. Ernst Sagebiel by order of A. Hitler. The project is part of Hitler's vision for a new German capitol called "Germania".

1936 start of construction works for the new Terminal Building.

1937 Hanna Reitsch demonstrates the Focke Wulf FW61 Helicopter at Tempelhof.

September 1939 due to the outbreak of war in Europe all flights are directed to Rangsdorf "South of Berlin"

March 1940 flights to Tempelhof resume.

21 April 1945 the last Lufthansa Aircraft, a FW200 Condor, leaves Berlin

28/29 April 1945 Soviet forces capture Tempelhof Airport.

8 May 1945 Allied delegation arrives at Tempelhof for the signing of surrender.

4 July 1945 US Forces take over Tempelhof from the Soviets

18 May 1946 American Overseas Airlines (AOA) inaugurates a weekly scheduled service from New York via Amsterdam and Frankfurt to Berlin Tempelhof. An attempt to extend the route in the future via Warsaw to Moscow fails.

26 June 1948 Start of the Berlin Airlift. American Overseas Airlines joins in from Day 1 with a load of potatoes by request of the Occupational Government US Zone (OMGUS)

25 July 1948 Fatal crash of a C-47 west of Tempelhof. 2 casualties.

18 May 1948 lifting of the Berlin Blockade.

20 May 1950 first Armed Forces Day is held at Tempelhof

14 July 1950 Agreement between the US Air Force and the City of Berlin for civil use of Tempelhof Airport.

September 1950 Pan American World Airways takes over American Overseas Airlines and their rights to fly to Berlin.

9 July 1951 General Mathewson turns over parts of Tempelhof to civil aviation. British European Airways moves its Berlin operation from Gatow to Tempelhof. The Airlift Memorial is dedicated at what is now known as the "Platz der Luftbruecke".

April 1952 The US Army established an Aviation Detachment with 3 Hiller OH-23A Raven Helicopters at Tempelhof.

29 April 1952 The Air France DC-4 F-BELI is attacked by Soviet Mig15 Jet Fighters en route Frankfurt/Main-Berlin Tempelhof. After landing 89 bullet holes are counted.

6 June 1954 Pan Am starts to replace the DC-4 on its "Internal German Service" (IGS) with the bigger and faster DC-6

7 October 1957 Air France uses the Lockheed L1049 Super Constellation on its Paris Berlin flight for the first time.

1 November 1958 British European Airways starts flights to Berlin with the turbo prop powered Vickers Viscount for the first time.

2 January 1960 Air France leaves Tempelhof for Tegel Airport in the French Sector of Berlin.

2 July 1962 Opening of the huge main hall at Tempelhof.

4 July 1964 The USAF celebrates "Independence Day" with an "Open House". All Berliners are invited.

2 December 1964 Boeing demonstrates the all new Boeing 727 Jet at Tempelhof.

22 January 1966 Hawker Siddeley demonstrates the HS 121 Trident at Tempelhof marking the first visit of a British built jet aircraft to Tempelhof.

29 January 1966 the British Aircraft Corporation demonstrates the Bac 1-11 at Tempelhof. Cited as relatively quiet by German newspapers the Bac 1-11 turns out to be the noisiest aircraft in the history of Tempelhof.

1 April 1966 Pan American introduces the Boeing 727-100 to its Internal German Service.

16 September 1966 marks the completed transition from piston engined DC-6 to jet powered Boeing 727.

1 July 1966 first landing of a jet powered military transport aircraft Lockheed C-141A Starlifter at Tempelhof

1 April 1968 British European Airways introduces the Bac 1-11 500, dubbed the "Super One Eleven" at Tempelhof

17 September 1971 The worlds largest aircraft, the Lockheed C-5A Galaxy from the 436 MAW USAF from Dover Delaware, lands at Tempelhof.

1 November 1971. British Airways withdraws the Vickers Viscount from Berlin.

1 September 1975 Pan Am and British Airways move their Berlin Service from Tempelhof to Tegel.

18 September 1976 First landing of a Boeing 747 Jumbo Jet at Tempelhof, Boeing 747SP N534PA Clipper Great Republic arrives from Amsterdam for the annual Tempelhof Open House.

1 October 1985 Tempelhof Airways inaugurates service from Berlin to Paderborn/Lippstadt with a Nord 262. The flights were operated previously exclusively for German computer manufacturer Nixdorf as a corporate shuttle.

9 November 1989 Fall of the Berlin Wall.

3 October 1990 German Reunification

28 October 1990 Swiss Airline Crossair inaugurates first scheduled service by non allied air carrier to Tempelhof from Basel/Mulhouse.

6 June 1992 Last Open House of the USAF at Tempelhof. Among the attendees is a Russian Mil Mi 6 Helicopter from the Mobile Brigade at Oranienburg as well as aircrafts and helicopters of the Federal German Armed Forces.

June 1993 the 7350 Air Base Group USAF stands down.

13 July 1994 the last flight of a Lockheed C-5 Galaxy to Tempelhof to pick up the helicopter of US President William Clinton, who attended the formal withdrawal of the US Army Berlin Brigade 12 July 1994.

August 1994. The US Army Berlin Brigade Aviation Detachment leaves Tempelhof with its last helicopter being donated to the newly formed Allied Museum Berlin.

14 July 1998 Boeing C-17A 96-0006 is christened "Spirit of Berlin" by US President William Clinton, German Chancellor Helmut Kohl and Airlift Veteran Gail S. Halvorsen.

25/26 June 1998 Berlin celebrates the 50 anniversary of the Berlin Airlift at Tempelhof.

30 October 2008 End of a legend. Tempelhof closed by 23:59h Local time.

## **The Berlin Airlift and the Allies**

Most people later believed that all who had worked on the airlift were troops from the United States of America and the United Kingdom. This is, of course, not the case; troops from the British Commonwealth supported the Berlin airlift actively. Therefore, we should remember all of them who struggled during the Berlin Airlift with courage for freedom and democracy in West Berlin. I am pleased to present the written experiences by a South African Air Force Major General. Many thanks go to SAAF Major General ret. Duncan Ralston.

## **SA Air Force Participation In The Berlin Airlift**

By SAAF Major General ret. Duncan Ralston Chairman

SA Berlin Airlift Reunion Committee

SA Air Force participation in the Berlin Airlift was limited to two contingents of ten air crews each. Each individual crew comprised a pilot, navigator and wireless operator. There was also a special aircrew in each contingent for Gen Poole the South African Ambassador in West Germany. The two contingents were flown to England and returned in SA Air Force Dakotas via East Africa, Egypt and Malta; the trip taking five days. The South African crews were given intensive training by the RAF at Bassingbourn in England before flying to Lubeck in West Germany. RAF aircraft were flown on the Airlift but each SA Air Force contingent acted as an individual entity under its own OC. In all other aspects full use was made of the various facilities provided by the RAF. The two separate contingents flew a total of 2 500 sorties into Berlin and delivered 8 333 tons of supplies into the beleaguered city. Other South African Air Force aircrew were attached to 24 Commonwealth Squadron, RAF, and also flew some sorties on the Airlift. A total of 81 members of the South African Air Force flew on the Airlift. Sadly only some 14 of them still survive today.

It is interesting to note that all the SA Air Force navigators who flew on the Airlift were also pilots and had been trained as navigators by Duncan Ralston. He served first as a navigator for a year with 27 Squadron, SA Air Force, in 1942/43 before qualifying as a pilot and returning to the same squadron in late 1944. Only Joe Joubert and Gardner-Atkinson did not have WW11 experience.



The route to England was from Pretoria via N'Dola, Tabora, Nairobi, Juba, Khartoum, Luxor, Fayid, El Adem, Luqa, Istres and then to Bassingbourne via Oakington. SA Air Force Dakotas were used for these flights being returned to South Africa by separate crews. The total flying time to England was about 41 hours.

(Photo: SAAF officers who were part of the second group. At the back are Jannie Blaauw (OC), Albie Gotze, Willem Steylter, and Vic de Villiers. Mike Pretorius, Duncan Ralston, Bill Nicholas, Jack Davis, and Dormie Barlow. In the front are Jenks Jenkins (RAF instructor), Pat Clulow, Tom Condon, Johnnie Eloff, Micky Lamb, "Shadow" Gardner-Atkinson and Joe Joubert (at the far right).



All the missions flown by the SA Air Force crews were without a major incident except one. At four o'clock in the morning in a thunderstorm as it approached Fronhau Beacon the aircraft flown by Lt Tom Condon suffered an engine failure. Unfortunately the radar lost contact with the aircraft in the heavy rain during the final approach to landing at Gatow. When Tom broke cloud at about fifty feet above the ground he found he was at an angle to the runway and in no position to attempt a landing. He immediately applied full power to the live engine and, struggling to maintain control of the aircraft and gain height, he shouted to the navigator, Lt Joe Joubert, and the wireless operator, F/Sgt Ted Bengston, to jettison the load which comprised 6 500 lbs of coal in 100lb sacks. This they did in record time. Ted recalled throwing the bags out of the door and watching the sacks bursting in the trees below the aircraft. One of the bags broke through the roof of the kitchen of the house of Sir Brian Robertson, the commander of the British forces in Berlin – the only direct delivery of coal to a house during the whole Airlift. As the aircraft was relieved of its load, Tom was able to gain height and eventually make a safe landing at Gatow. For this display of flying skill and airmanship Tom was awarded the Air Force Cross by the RAF

The only other incidents were when on two separate occasions one of our own aircraft passed others in the same stream at night and in cloud and arrived at Fronhau Beacon ahead of schedule much to the consternation of aircrew of the other aircraft who had been passed on the way. On another occasion our stream of aircraft ended up in a severe electrical storm on the return leg to Lubeck, the St Elmo's fire made all the aircraft glow an eerie green. The one aircraft was hit by a peculiar ball of lightning about the size of a football that exploded with a huge bang when it hit the nose cone removing most of the paint on it and rendering the compass, intercom and other electrical circuits unserviceable. It was a terrifying experience for the crew but the poor refugee passengers were in a very bad way, several of them having had accidents and soiling themselves.

The SA Air Force aircrews were privileged to have been given the opportunity to fly on the Airlift and gained a lot valuable flying experience. Flying on the Airlift was demanding requiring skill, concentration on the task at hand and, at times, involving some considerable degree of tension. But it was also rewarding in giving all those who participated a sense of achievement and of having done a good job. It was a never to be forgotten experience.

We are aware of the significant role that the Airlift played in foiling Russian expansionism in Western Europe and proud of the contribution that we were able to make. The attempted Russian blockade of Berlin was a direct challenge to those who wish to preserve freedom throughout the world. It was a challenge met and defeated by the unique Berlin Airlift. To quote a more profound acknowledgement "The Berlin Airlift was born in peace, lived in peace and today died in peace". For perhaps the only time in history a major threat to world peace was averted by peaceful means.

Finally, it was a privilege to fly with the Royal Air Force and to continue our close association with them that goes back to WWI and to General Smuts' recommendation to the Imperial War Cabinet that the wartime Royal Flying Corps should be made an independent Arm of the Service. This led to the RAF becoming the first independent Air Force in the world to be closely followed by the SA Air Force as the second.

For more information, visit The South African Military History Society at <http://samilitaryhistory.org/vol112ts.html>. There is also a book, "*The Unheralded: Men and Women of the Berlin Blockade and Airlift*" by Edwin Gere that has good information.

## **In Memoriam - Patricia M. Goss**

By Baerbel E. Simon

Our beloved friend Miss Patricia M. Goss passed away on the October 5th, 2008. Miss Goss and her friend Betty Stern served in the Women's Voluntary Service and both served on the Berlin Airlift in 1948.

Patricia M. Goss and Betty Stern arrived at Wunstorf in the pouring rain and found that the tented camp to which they had been posted was in a sea of mud!! So much rain had fallen that the paths between the tents were made up with duckboards. They were shown to a 10x 10 foot tent with two tables and a few folding wooden chair - and this was supposed to be a 'Clubroom for 100's.' They protested that they must have somewhere better than that. Her friend, ever resourceful, found the lid of a packing case, wrote on it 'WVS Kosy Korner' and they stuck it up outside the tent! (Betty used lipstick for this).



Their complaints were noted and by the end of two weeks, they were installed in a large marquee next door to the NAAFI tent. Equipped with comfortable chairs, tables, two dartboards on backing boards against the wall of the marquee, a table tennis table and a pool table and ample space for their collection of magazines and papers, board games, cards, gramophone and records.

They were dealing with the RASC, who were responsible for loading the aircraft - they were divided into three sections, working 8-hour shifts on a rotational basis, so there was always one

section 'off-duty' and eager to relax. "Their Kosy Korner" was open from 10am to 10pm. -long hours but they enjoyed it and were on good terms with the boys and organized inter-section matches of darts, table tennis, draughts, dominoes etc. to help make their off-duty periods more enjoyable.

While the Air Force personnel, quite rightly, got most of the credit for flying the planes, tribute must be paid to the Army, who ensured that the supplies were available, and helped to load the aircraft properly and securely.

The RAF had their club for use in their off-duty times. Betty's job was to provide the same facilities for the troops and in doing so; the WVS had a small but important part to play in ensuring the success of the Airlift.

Paddy and Betty were life long friends and they still remember their time at Wunstorf with affection, and they were proud to know they played a part in such an eventful time. Patricia and her sister Pru lived at last in Tharpston, England. Betty Stern is living in Lincoln, England.

The Women's Voluntary Service was initially formed to help civilians during the Second World War - in evacuation, emergency feeding and providing general care and support. Since then, our services have evolved and we are now a major service provider giving practical help, particularly for older people, to enable choice, independence and dignity so people can enjoy an improved quality of life - all with the help of nearly 55,000 volunteers. During the Berlin Airlift the Women's Royal Voluntary Serce supported the British Troops in Germany. [www.wrvs.org.uk](http://www.wrvs.org.uk).

Please help spread the word about the Berlin Chapter. Together we can make this vision a reality. For more information, please visit [www.coldwar.org/BerlinChapter](http://www.coldwar.org/BerlinChapter), [www.atombunker-16-102.de](http://www.atombunker-16-102.de), or contact:

Baerbel E. Simon  
German Affairs  
Skarbinastrasser 67  
D 12309 Berlin/Germany  
Tel. fax 030.745.1980  
[baerbelsimon@hotmail.com](mailto:baerbelsimon@hotmail.com)  
[www.coldwar.org/BerlinChapter](http://www.coldwar.org/BerlinChapter)

## **NEW CARIBBEAN CHAPTER UPDATE**

Since our formation back in November 2008, The Caribbean Chapter of the Cold War Museum began developing the basic structure needed to advance the Museum's goals in Puerto Rico and the Greater Caribbean Basin. The goals of promoting a better understanding of the event that transcended our times: the Cold War. To this end, the Chapter has taken the following steps.

- 1-The development of our own website.
- 2-Development of our Mission Statement.
- 3-Realization of all documents related to our membership.

- 4-The formation of a Chapter's Facebook Group.
- 5-The design of the Chapter's first brochure.
- 6-We have been gathering books, magazines and official documents of the era.

We are developing a new, SQL-based Data Base for our members to utilize. When the data base is uploaded, our members will have the opportunity to look at our catalog of books and other material (including photos).

Since developing our basic structure, the Chapter's membership has quadruple, from our original six members, to a robust 27-strong base. We have members, not only from Puerto Rico, but have participants from as far as Aruba and Costa Rica. I'm please to inform our members through this newsletter that today, in a conference with Puerto Rico's Veteran Administrator Jorge Mass and other veterans associations; the Caribbean Chapter was awarded the prestigious task of design the 2009 Memorial Day Flag program.

On Saturday, January 31st, 2009 the Chapter hosted its first major conference in a San Juan restaurant. We discussed the new amendments proposed to the Freedom of Information Act. If you are in the area, we encourage you to visit us.

Regards,

Raul Colon  
PO Box 29754  
San Juan, PR 00929  
[rcolonfrias@yahoo.com](mailto:rcolonfrias@yahoo.com)  
[www.coldwar.org/caribbean](http://www.coldwar.org/caribbean).

## **COLD WAR ASSOCIATIONS**

### **COLD WAR VETERANS ASSOCIATION**

#### **Chairman's Update**

By Vince Milum - Chairman - CWVA

The following announcements of the Cold War Veterans Institute and Cold War Veterans Association are issued on behalf of all CWVI/CWVA Board members:



(1) CWVI/CWVA hosted an Open House on Inauguration Day (January 20th). There were numerous guests including many (Kansas City-area) Cold War Veterans.

(2) The CWVI/CWVA board issued a press release (see below) on December 7th regarding President Obama's recent selections of two retired four-star generals to guide the Department of Veterans Affairs and National Security. We encourage you to read this release.

(3) In mid-December, the CWVI/CWVA Board members met and discussed the Colin Powell announcement that he believes the "don't ask, don't tell" policy (which he helped craft) needs to be revisited. His announcement coincides with similar statements emanating from senior officers currently serving in our nation's armed forces. In light of this likely change in policy, the board has issued the following statement:

"The CWVA joins with Retired General Colin Powell in calling for a review of the US Military's "don't ask, don't tell" policy, regarding gays in the military (which is enshrined in statutory language). Our only difference with General Powell is that we believe senior enlisted personnel should play a role in crafting any revision as they would be responsible for the implementation of any such revised policy."

(4) The CWVI/CWVA Patriotism Project is going very well. We recently received THANK YOU LETTERS from about 100 students. Despite what others may say, we believe the younger folks are going to be the best our nation has ever seen. To all the young folks out there: Keep up the good work and keep the spirit of freedom alive!

(5) CWVI/CWVA is proud to announce the appointment of Katia Silva as our official photographer.

### **CWVI/CWVA Press Release**

December 7, 2008

The Cold War Veterans Institute (CWVI) and the Cold War Veterans Association (CWVA) applaud President Obama's selections of Retired Army General Eric Shinseki as Secretary of Veterans Affairs and Retired Marine Corps General James L. Jones, Jr., as U.S. National Security Advisor.

The selection of Shinseki, an American of Japanese ancestry, helps heal a wound going back to the Korematsu decision (1944). (In that case, the Supreme Court ruled that Americans of Japanese descent could be interned and deprived of their constitutional rights.) General Shinseki served America with honor in Vietnam having become permanently-partially disabled as a result of combat therein. As Army Chief-of-Staff, General Shinseki had the foresight to refute the ill-fated and inadequate troop levels that would become the Rumsfeld-Wolfowitz legacy. Because of his first-hand experience, the new VA Secretary will appreciate the frustrations of veterans attempting to navigate the bureaucratic jungle of the Department of Veterans Affairs.

General Jones hails from Kansas City, the metro area home of both the CWVI and CWVA. Jones' experience spans from being a platoon and company commander on the ground in Vietnam to the highest echelons of commands in the Marine Corps including his tenure as the nation's highest ranking Marine, the Marine Corps Commandant.

Obama's choices of our nation's highest ranking (retired) generals demonstrate a sincere respect for the military and for those who have served in it. We thank President-Elect Obama for making

these selections and look forward to working with him to ensure that all veterans receive the respect and consideration they deserve.

Sincerely,

Brian Lawrence, Vince Milum, Lynn Norris, Connie Curts, Lynne Milum, and Rusty Norris

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

[www.coldwarveterans.com](http://www.coldwarveterans.com)

[www.coldwarveterans.com/cwva\\_news.htm](http://www.coldwarveterans.com/cwva_news.htm)

[www.coldwarveterans.com/cwva\\_board\\_statement.htm](http://www.coldwarveterans.com/cwva_board_statement.htm)

## AMERICAN COLD WAR VETERANS, INC.

### CHAIRMAN'S REPORT

By Sean Eagan

American Cold War Veterans Inc. and Independent Producer Eric Molinsky mark the 17th anniversary of the collapse of the Soviet Union and the official end of the Cold War with a radio spot on Weekend America. The 5 minute segment aired on Dec 27th nationally on NPR affiliate stations featured interviews from ACWV Membership Director Scott L'Ecuyer and B-52 Pilot Bill Robinson.



The piece was titled Honoring Cold War Veterans and can be downloaded [http://weekendamerica.publicradio.org/display/web/2008/12/27/cold\\_war\\_veterans](http://weekendamerica.publicradio.org/display/web/2008/12/27/cold_war_veterans).

The program highlights the fight for a Cold War Service medal and the inequities faced by Cold War era veterans in the VA Healthcare system.

**Excerpt Bill Robinson interview:** Officially, they were called "Chrome Dome" missions. Bill worked for the Strategic Air Command, or SAC. They were tested constantly - rehearsing World War III over and over again.

"Every time we had a practice alert, we never actually knew whether if it was real or not," Robinson says. "But if it were the real thing, we would have nothing to come back to. In the back in our minds, and my mind, I knew that my family would probably be vaporized."

Bill and his crewmates were on the front lines of the Cold War. But when the Soviet Union fell, there were no victory parades and no medal ceremonies. Gorbachev was barely clinging to power. The first President Bush was worried about sparking a backlash in the Soviet Union if America appeared to be gloating. Bill Robinson gets that, but he still feels unappreciated.

"It would have been nice to have somebody say thank you." Bill says. "It would be nice to have somebody say, as my old OPS officer used to say, 'It was a real bucket of snot but thanks.'"

**Excerpt Scott L'Ecuyer interview:** "Sometimes I wonder if President Regan was still around and conscious of this, would he recognize us?" Scott contemplates. "I've spoken to Ronald Reagan. On a Christmas day, when I was out on the missile site, he called us, and said 'Merry Christmas.'"

Scott spent four years as a chief mechanic at a nuclear missile silo. The job was grueling. The missiles were constantly malfunctioning, but the base had to be fully operational in case the Soviets took a first strike. The crew was tested every day; unaware if was the real thing or just a drill. One of Scott's roommates couldn't handle the stress. He was kicked out.

"I can't tell you how much that guy did for the mission," Scott explains. "He couldn't do the job, but he propped us up so much, he might as well have been the truck that drove us there. When they kicked him out, it was unbelievable to all of us, because he was like our parent. We didn't realize he couldn't go home because of family issues, and he hung himself in our room. I have a flag that's on my mantel right now that was flying over the squadron at the time, and I keep it in a box for his memory."

Those memories weigh heavily on Scott. He had trouble adjusting to the outside world. He had nightmares from underground in solitary confinement. Scott was eventually diagnosed with post traumatic stress disorder. He showed up at a local VA hospital, and that's when he discovered that he wasn't technically a veteran. He didn't serve during an official time of war, like Vietnam.

"I was locked out from being a new applicant," Scott says. "I went crazy. That's when I really got involved." Scott recruits members for the American Cold War Veterans Association. He's hoping to change the system, which he thinks is unfair.

According to Scott, "Everyone's made hay on the Cold War, from authors to politicians to the media. Everyone for 50 years has made their careers on the Cold War, and it was us that carried out that mission, and the fact that we're forgotten is unbelievable."

### **American Cold War Veterans kick off Post Card Lobbying Campaign**

ACWV have produced post cards to send to lawmakers asking for their support for a Cold War Service Medal. Any one who would like some post cards to send to their local Congressman all you have to is send a email request to [info@americancoldwarvets.org](mailto:info@americancoldwarvets.org) include your name and mailing address and we will gladly send you some.

American Cold War Veterans are meeting in D.C. on May 1<sup>st</sup> 2009. For more information, please contact [www.americancoldwarvets.org](http://www.americancoldwarvets.org).



## FEATURED ARTICLES

### THE NEXT GENERATION BOMBER: A BRIEF LOOK AT THE B-2'S PROGRAM EARLY LIFE

By Raul Colon ([rcolonfrias@yahoo.com](mailto:rcolonfrias@yahoo.com))

In the middle of President Ronald Reagan's massive military buildup of the 1980s, there few very interesting concepts being discussed. One of the most exotic was the hypersonic aircraft. In the mid 1980s, the new Republican Administration began exploring the option of developing such a fantastic air platform. Reagan and his team of scientific advisers were pushing hard the idea of an airplane capable of achieving speeds of Mach 12. The President himself promoted the idea in a televised news conference. The way he described the concept, the new aircraft, a renew symbol of America's technological prowess, would have taken off from a regular designed runway, climb above the stratosphere, much like any ICBM does, then it will proceed to move into sub orbit, before commencing its gradual descend like a any conventional airliner.

The administration even got a name for this highly futuristic plane, "The Orient Express". The name was in reference to the aircraft's expected ability to reach Tokyo in just two hours. The whole concept was doomed to failure from the very beginning. The dynamics to make such an aircraft fly at that speed were not available at that time. Lockheed's vaunted SR-71 Blackbird, for example, was able to flight at "only" at Mach 3.2 and that was achieved only after expending enormous amounts of effort and funds. At Mach 12, the Express' surface would have come apart from heat friction interaction no matter what the skin composition would have been. A titanium airframe, which was the strongest material know at the time, could receive up to 2,500 degrees of heat, after which it would began to tear up. In the SR-71, the pilot wore a special space suit that protected him from the excruciating heat. If the cabin's air conditioner system failed, he would most likely die from extreme heat exposure. Incredible, ridicule, not even feasible, were some of the words used by many at Lockheed's secret Skunk Works facility in California to describe the whole idea. But the dream of building such radical aircraft did not die then. In fact, the idea is still passed around in Congress. The "Express" would have been a join effort pitting NASA and the Pentagon. But long before any funds were made available for the feasibility study, the Administration began to realize that the Orient Express, instead of being one sole unit, was in reality two separate platforms, a rocket and an aircraft, joined together mush like NASA's space shuttle and that the science to make it a reality was not there yet. What was available was the technology to make America's next generation bomber.

In the spring of 1978, a group of engineers, lead by the charismatic Ben Rich, head of Lockheed's secret Skunk Works complex; made a pitch at the Pentagon for a new heavy bomber aircraft. Boosting Lockheed's recent developed F-117 stealth fighter as its introduction card, Rich forceful promoted his idea for America's next generation bomber. The meeting was presided over by Gene Fubini, director of the Defense Science Board and Under Secretary for Defense and one of the early proponents of stealth technology, William Perry. Both Perry and Fubini were distraught over the current state of Rockwell's B-1 program. The B-1 was conceived as a replacement for the AF B-52 plane, but massive cost overruns and poor testing put the Rockwell's bomber program in serious peril. Nevertheless, the Pentagon and the Strategic Air Command (SAC) were in dire need of a replacement for their vaunted, but aging, B-52 bomber.



The poor result showed by the B-1 prompted SAC to look at another option. There were discussions inside the Air Force of upgrading General Dynamics' F-111 swing wing tactical fighter/bomber. The idea had the partial endorsement of SAC's top commander, AF General Richard Ellis who favored quantity over size. He believed that a more numerous fleet of bombers would have cost less than a somewhat smaller fleet of much larger planes. "Airplanes by the pound" as the motto went on those days. It was not a perfect solution, but, AF generals were afraid of being stuck behind an aging fleet of B-52s and a new, problem-prone force of B-1s. This gave Rich and his team the opening they craved for, "if you guys are eager for small bomber fleet, look no further than our basic design for the stealth fighter. All we got to do is make it larger and we have an airplane that could carry the payload of the F-111, but with a radar cross section at least ten orders of the magnitude better". Those words resonated on both Perry and Fubini who were well informed of the F-117 technological prowess. Perry, who had just signed a feasibility study for the possible development of a naval stealth vessel, was more receptive to the idea than the sometimes more rigid Fubini. Nevertheless, Perry was not ready to grant one company the sole monopoly on stealth.

But the Air Force had to deal with the problematic B-1 project before it could mount another huge and costly bomber program. Canceling such a vast program as the B-1, was and still is a potential political mess. The cancellation of the B-1, which was designed to penetrate a heavy saturated Soviet air defense system and proceed to deliver its nuclear payload flying near or at the deck; was bound to cost millions of dollars and thousands of jobs. But there was a powerful argument to be made for canceling the whole program: survivability. A year before, the AF had conducted an study looking into the B-1's chances of surviving a deep penetration mission against the heavily defended Soviet airspace, what the study revealed shocked most of the AF's top brass. Sixty percent of the attacking B-1 force would be shot down before it could reach its operational target. That lost rate was unacceptable. Rich and his team argued that in an study preformed that same year by an independent defense think tank, a bomber utilizing the latest in stealth technology would acquire a survivability ratio of almost eighty percent. A dramatic improvement. Few days after the Washington meeting, Rich received a call on Lockheed's secure line. It was Major General William Campbell, head of Future Planning for SAC who said "(General) Ellis would be very receptive to a stealth bomber. I want to send out to the Skunk Works a couple of or most senior bomber pilots to sit down with you and your people and work up for Ellis' approval the requirements for a deep penetration stealth attack bomber" The seeds of the "Spirits" were laid, although not in the direction Rich want it.

Reich and his team, which now consist of several SAC bomber pilots and colonels, worked diligently for almost three months developing the outlines of their program. "Peggy", as the Skunks Works' early stealth bomber research program was referred to (Peggy was the name of General Ellis' wife), called for a medium size bomber capable of having an operational range of 3600 nautical miles unrefueled with a 10000 pound payload capacity. The proposal was quickly approved and Lockheed received a two year, fully funded, grant for research experimentation. Lockheed appeared to have been well on its way to acquire the military's biggest one program contract since the Manhattan Project. They had good reason to believe so. William Perry was convinced that only a stealth platform could give the United States the ability to penetrate and suppress any installation deep inside the USSR. It would take the Soviets decades to achieve the necessary technological breakthroughs to counter the US stealth technology, Perry though. But

the US presidential election changed it all. On November 1980, Ronald Reagan assumed the presidency in a landslide victory. The problem Rich and Lockheed now faced was the expected resignations of most the current mid to top level civilian managerial pool at the Defense Department. It also meant that Perry, a lifelong Democrat and one of stealth most passionate supporters, would step down from his powerful post. Perry was the true force behind the stealth revolution. Pushing forward stealth programs even at the expenses of other, more conventional ones. Stealth and its early development was, and still is, his legacy.

Lockheed's closest competitor for the new bomber was the Northrop Corporation. In the early 1970s, Northrop had lost a close competition with Lockheed to develop the US first stealth platform and was primed for a rematch. Behind Northrop's effort was the brilliant, albeit unconventional, John Cashen who wanted nothing less than to "beat" Rich and his team for the new AF contract. In the 1970s, the US air and space industry was basically a monopoly of just four big companies and a vast network of subcontractors. The most powerful company at the time was McDonnell-Douglas which built thousand of F-15 fighters for the AF, plus the newest Navy fighter bomber, the F-18. McDonnell was followed by the massive General Dynamics Corporation which made everything from the F-16, to tanks, missile systems and even submarines. Lockheed was third with a solid experience of developing cargo and spy planes as well as the mainstay of the US ICBM force at the time, the Polaris Ballistic Missile. Northrop and Rockwell, which developed the B-1, followed.

Northrop was Lockheed's main competition for the bomber program. There were several factors that pointed to Lockheed winning the coveted contract. First, Northrop had not developed a type of advance research facility as Lockheed had with its Skunk Works. Second, the company expended valuable resources developing the F-20 light weight fighter. After a cost overrun of more than \$ 100 million, the F-20 fighter, which was a non-provocative air platform, meaning the plane is advance enough to be sold to Americas' Allies but it was vulnerable (designed as) to the most sophisticated US anti aircraft measures. The idea behind the non-provocative concept was that US aerospace companies could sell off the shelf technologies to US Allies without compromising America's ability to respond if they turn hostile. Northrop began to court the government of Taiwan which was desperately trying to upgrade their air defense assets. But strong Chinese opposition to the sell managed to kill the entire program, placing the company in a compromising financial position. This was perhaps the most important thing going for Northrop in the bidding process. If the company could not land the new bomber contract, it will join Rockwell, which was already struggling with the cancellation of the B-1; on the fringe of the US aerospace industry. Meanwhile, Lockheed's team began plan for the expected order. They moved ahead with plans to enlarge their secret facility at Burbank and even had a tentative agreement with Rockwell to utilize their huge facility at Palmdale, plus, many of Rockwell's skill workers would be participating on the final assembly. At the other side, Northrop entered in a limited partnership with Boeing. The stage was set.

Everything seemed to be on track for Lockheed's entrance to win it out, everything, that is, except politics. After William Perry left DOD, the whole stealth bomber program was relocated from the Pentagon to Wright Field AF Base. Wright was under the command of General Al Slay, head of the AF System Command. As with Perry, Slay was a true believer of stealth, but, unlike Perry, the influential General wanted big, heavy bombers instead of the medium size type

Lockheed had been pitching. Immediately, Slay authorized funds from one of the AF's black accounts. The new bomber's fund was assigned the name of Aurora by Colonel Buz Carpenter, a young and coming officer. Somehow the named of the fund was leaked to the press prompting one of the world's most enduring myths. Thus the competition began at earnest. Both conglomerates centered their efforts around Jack Northrop's 1930s flying wing design. Both engineering team succeed in making the flying wing concept more than feasible than it was the case almost forty years early, the wing's boomerang form afforded the lowest radar return echo, plus it gave the platform an unusually favorable lift to drag ratio paving the way for a reduce fuel consumption and a larger operational range. As each company began to develop a three quarter mock up, it was increasing obvious which direction each one would be taken. Lockheed's design was more along the lines of a medium size platform while Northrop's was a more of a true heavy bomber type. Here is where another significant factor was staked against Lockheed's entry. Because the company's design was relative small, the wing needed to be fitted with a small tail structure in order to add stability to the bombing platform. Northrop's concept on the other hand was large enough to be able to operate with just its surface control systems. This small alteration gave Northrop's design a better lift/drag ratio compared with Lockheed's entry.

On May 1st 1981, the designs of both, Northrop and Lockheed were pitted against one another in an AF radar detection range. Data relating to the test is still classified, but rumors has it that Lockheed's design beat Northrop's entry on nearly all frequency tests, nevertheless, the following October, Ben Rich received a formal notification from the AF awarding the advance heavy bomber contract to Northrop on technical merit. Rich did not take the news well. Neither his superior, Lockheed's CEO Roy Anderson. Both men went to visit the newly appointed AF Secretary, Verne Orr, to protest the matter. A visible angry Orr told both men that "not only was Northrop better than you, they were much better than you", prompting Anderson to say "Well Mr. Secretary, time will tell". It was later revealed to Anderson that the selection of Northrop's design was attributed to size. A much bigger aircraft with a larger payload capacity provided a better bargain for the AF. Although the Northrop's design registered a "bigger" radar signature than its counterpart, it would require fewer attack sorties because it carried a larger payload. Less sorties counterbalanced the real stealth advantages enjoyed by Lockheed's design.

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- Jane's Aircraft Recognition Guide, Gunter Endres and Mike Gething, HarperCollins, 2002

#### **THE PAPA**

By Raul Colon ([rcolonfrias@yahoo.com](mailto:rcolonfrias@yahoo.com))

On a cold October 1970 day, in the Soviet shipyard at Severodvinsk, a single, new version of the Charlie Class submarine was launched for sea trial. Known by its NATO codename of Papa, this new sub was and remains a mystery to many outside the submarine community. It would be ten additional years, in the summer of 1980, that the Western world would understand the reason

behind this single boat class submarine. The Papa was a much larger and advance version of the Charlie boat. The boat, NATO later discovered, was a test-bed for new systems and submarine development techniques. The Papa had a hull length of 357'-7" with a beam of 37'-9". The boat's coning tower measured 24'-11". The Papa also possessed two additional missile tubes which were use to test the underwater launched version of the successful SSN-9 Siren missile system, which is the same system that would find its way into the new Charlie II class. Total displacement for the Papa was 6,100 tons while on surface running and 7,000 tons while it was submerge. One nuclear power reactor would inject two huge turbines attached to two shaft mechanism with enough power to produce surface speeds of just under 20 knots while submerge operational seeds surpassed the 39 knot threshold established by early Soviet bombers. As with all nuclear powered submarines, the Papa's operational range is unlimited. The sole boat of the class was fitted with six 21", plus two 16" torpedoes tubes for defensive and/or offensive purposes. The boat was manned by a crew of 110 officers and seamen.

This sole sub had baffled western military analyst for a decade. They could not figured out why a sole ship was produce, specially with the Charlie II boat so close to be developed. As it was stated before, the answer presented itself in 1980 when the Soviet deployed its new Oscar class submarine design. Although the Papa never made it to full operational status, its sole existence made NATO members diverge energy and resources to scout and pray on a ship that never was intended to fire at any of them. In the end, the sole Papa rusted away in Severodvinsk, a fresh remainder of what the Soviets could and had accomplish in their long and illustrious sub designing history.

## **A LOOK INSIDE RUSSIA'S EARLY AIRCRAFT CARRIER PROGRAM**

By Raul Colon ([rcolonfrias@yahoo.com](mailto:rcolonfrias@yahoo.com))

The notion that a country could develop and eventually, field an aircraft carrier ask force is seen by most observers as a major step to claim power projection beyond that country's international borders. It is the measuring stick of the country's naval force capability. The Soviet Union began its aircraft carrier program much later that it's Western counterparts. In the beginning, the Soviet carrier program started slowly, a fact attributed to the unique mixture of historical precedents and the reigning political circumstances surrounding the USSR in the post World War II years. Admirals and mid-level officials in the Soviet Union's Navy commenced to discuss the possibility of developing an aircraft carrier platform as early as the late 1930s. But at that time the USSR was in the mist of the Five Year Plan, Soviet leader Joseph Stalin's effort to industrialize the whole country, thus all the available funding went to the Plan, little if anything was left for long term military projects. But the idea of matching the Western Powers sea fleets with carriers of their own was a powerful persuader and is rumored that Stalin approved the development and eventual construction of two carriers in late 1939. However, the Great Patriotic War intervened and those plans, if they ever existed, were shelved in favor of more pressing needs, officially ending any Soviet effort to deploy a carrier force in the 1940s.

When the war ended in 1945, the Soviets placed massive amounts of resources on investigating and analyzing the role played by the United States carrier task force during its war against the Japanese in the vast Pacific Theater. They interpreted that the carrier can indeed be a powerful power projection platform. Orders were giving to Soviet shipyards to commence preliminary

studies about the feasibility of the USSR building a carrier force comparable to the US, but as before, external factors intervene to thwart the effort. In the immediate post war years, the Soviet Union was in the enormous process of rebuilding the nation from the devastation of the German invasion, thus available funds for long term programs were again scarce. What ever funds were available usually went to support the massive Soviet Army present in Eastern Europe. As the post war years passed, the financial situation in the USSR improved and plans were once again crafted for the construction of a carrier fleet in the early 1950s, unfortunately for the Soviet Navy, Stalin died in 1953, and his successor, Nikita Khrushchev, did not inherit Stalin's appetite for a forward power projection platform; instead he supported massive Soviet efforts to built the world's largest missile force. Once again the Soviet Navy's objective of fielding a carrier was postponed. The situation changed when Khrushchev was forced out of power and Brezhnev assumed the leadership of the country.

After his ascension, Brezhnev commenced a major re-armament and modernization effort of all of the USSR armed forces. This was the opening needed by the Soviet Admirals. The first Soviet carrier keel was laid at the Nikolayev South Shipyard No. 144. The first ship of what was expected to be a five ship class, took to the sea in 1965. The vessel was named Moska and two years later, she was commissioned into the Soviet Navy. Moska was followed by Leningrad three years later, in 1968. The Moska-class of carriers was not similar to its Western counterparts. It was built to carry only rotary wing helicopters. Their primary mission profile was anti-submarine warfare. Following a long standing Soviet Navy tradition, the Moska-class was saturated with a vast array of weapon systems such as twin SUWN-1 launchers fitted to deploy the FARS-1 projectile that can carry a 450mm torpedo with or without a nuclear warhead. Two RuB-6000 antisubmarine mortars were also installed. For air defense the Moskas relied on the SAN3 surface-to-air missile system. These systems were augmented by a pair of 57mm heavy guns. Although the Moskas proved to be a semi-successful venture, the Soviet Navy wanted more out, thus Navy engineers began to develop the next carrier platform almost at the same time as the Leningrad was put to sea. The new carrier design was the most advance and technical challenging vessel platform the Soviet had ever design. Project Orel would have been culmination of the intense years of research. The propose aircraft carrier would have been powered by a nuclear reactor and its displacement was estimated at around 80,000 tons. Up to seventy conventional, fix-wing aircrafts could have been accommodated inside the giant superstructure. These aircraft would have served as fighter, attack and early warning platforms for fleet defense. The man behind the whole Orel program was Soviet Defense Minister, Marshall Grechko. Grechko envisioned a carrier force capable of matching against the best of America's super carriers. Un-factually for the Orel program, Grechko die and his successor at the Ministry, Marshall Ustinov, worried about the massive investment of Navy funds into the project; canceled the complete program. Instead of trying to match the US on super carrier vessels, Ustinov switched the Navy's carrier building program in order to focus on the smaller and less expensive vertical take-off and landing aircraft carrier deck vessel, of which the famous Kiev class were to be the first. The Kiev was an extremely agile VTOL and helicopter carrier. It was powered by a conventional, steam-supply engine. Due to the small size of the super structure and its deck, the Kiev class was only able to carry a small contingent of Yak-38 Forger VTOL fighters augmented by twenty rotary aircrafts. The small number of Yak-38 available on any given time for combat air patrol made around the clock air operations with the Soviet fleet impossible. But the Kievs did provide the Red Navy with its first operational air arm. As with all

of the Soviet capital vessels, the Kiev class were fitted with an impressive anti aircraft missile system that included the SAN-3 and SAN-4, plus a variety of anti ship and submarine platforms. The first operational Kiev was launched in the winter of 1972 and commissioned three years later. The Minsk followed with its launching in 1975 and commissioning on the fall of 1978. The Novorossiysk, launched in 1978 and commissioned in 1982; was the last fully operational Kiev class carrier. One other Kiev class aircraft carrier was built, the Baku. The Baku was not built for carrier operations but to gather research data on the newest Soviet command and control systems as well as the new Yak-141 Freestyle supersonic VTOL aircraft. Eventually the Baku was to be re-named Admiral Gorshkov.

Although the Kiev class provided the Navy with its first operational air arm, their design and concept was that of a transitional platform. Filling a need until a permanent solution was provided. In early 1981 that role was assumed by the Kuznetsov class. The Kuznetsov was a compromise carrier platform. Its design incorporated many features of the canceled Orel project as well as some of the Kiev's characteristics. Displacing 65,000 tons and powered by a conventional engine, the new vessel gave the Soviet Union its first true conventional carrier platform. Conventional take-off and landing aircraft such as the Su-33, Su-25 and the MiG-29k; are able to operate out of the Kuznetsov's deck which was sloped upward twelve degrees to facilitate short take-offs. Following the tradition of the Kiev class, the new carrier was fitted with the latest of Soviet anti aircraft and submarine systems. The lead ship of the class, the Admiral Kuznetsov was launched in 1985 and commissioned in 1991. Her sister ship, the Varyag, launched in 1992, was never completed due mainly to the political situation in the Russian Federation during the 1990s.

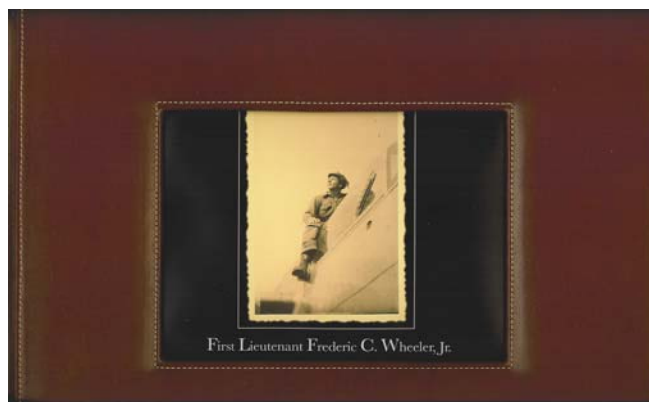
There was another carrier design the Soviets were working on before their collapse in 1991. Project Ul'yanovsk was destined to be the Soviet Union's first nuclear power aircraft carrier. Its design was basically the same as the Orel. A 75,000 ton displacement with steam catapults for take-off assistance. The first unit was laid down in the autumn of 1988, but work was stopped by the August coup of 1991 and never resumed. She was scrapped the following year.

## **COLD WAR MEMORIES**

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

## **AMERICAN LEGACIES TO PRESERVE VETERANS' LEGACIES.**

Richmond, VA-based American Legacies, a leading provider in the preservation of military veteran's memories and memorabilia announced today that they will donate a percentage of each order placed from readers of The Cold War Times to The Cold War Museum. American Legacies will work with readers of The Cold War Times in organizing and preserving their legacies for generations to come.



American Legacies has quickly become the subject matter expert in preserving military veterans' legacies for families, friends, communities and museums. American Legacies uses each veteran's memorabilia, such as pictures, letters, uniforms, medals and other items, to create high-end Life Books, Canvasses and Collages. American Legacies is also able to archive all of the items onto a customized CD with a personalized cover photo. American Legacies will work individually with interested veterans and their families in preserving their legacies while at the same time donating a percentage of each sale back to the museum.



“American Legacies is proud to play a key role in providing a value added service to The Cold War Museum. Our military veterans deserve an opportunity to have their legacies captured for their families, local libraries, communities and museums. We are also very excited about donating a percentage of the proceeds from each project to the museum,” commented Rocky Marrin, CEO of AmericanLegacies, ([www.theamericanlegacies.com](http://www.theamericanlegacies.com))

Paige Stevens Buchbinder, Director of Creative Services for American Legacies commented that “there is a real thrill and sense of pride as we delivery each completed project back to our veterans. Witnessing their emotions and the families emotions as their memories and legacies come rushing back and the realization of the role they played in the history and freedom of our country is overwhelming!”

#### **About Us:**

Founded in 2008, American Legacies, LLC works with military veterans and their families in preserving their legacies through its Life Books, Canvasses, Collages, Archiving and LapWrap products and services.

#### **Media Contact:**

American Legacies, LLC  
10307 W. Broad St. – Suite 240  
Richmond, VA 23060  
1.804.754.HERO (4376)  
[www.theamericanlegacies.com](http://www.theamericanlegacies.com)



## **COLD WAR EVENTS, REQUESTS, AND RELATED ITEMS**

### **REVISITING REYKJAVIK: NUCLEAR POLICY FOR THE NEW CENTURY**

A symposium presented by the Atomic Heritage Foundation.

On Saturday, March 14, 2009, don't miss "Revisiting Reykjavik: Nuclear Policy for the New Century," a symposium presented by the Atomic Heritage Foundation at the Carnegie Institute of Science in Washington, DC.

The dramatic meeting in Reykjavik between Presidents Reagan and Gorbachev in October 1986 is brought to life in Richard Rhodes' new play, "Reykjavik." Along with a reading of the play, historians, policy experts and government officials are invited to address the history of nuclear weapons and consider policy alternatives to address their continuing threat.

The program will be from 9:00 AM to 5:00 PM, with a lunch and reception following at the Carnegie Institution of Science. The Carnegie is located at 1530 P Street, NW, Washington, DC, five blocks east of Dupont Circle Metro station.

Reservations and tickets are now available online at [www.atomicheritage.org](http://www.atomicheritage.org), 202-293-0045 or at [info@atomicheritage.org](mailto:info@atomicheritage.org). General admission is \$35 for the program and reception following. Seniors are \$25 and students are free.

### **SEXSPIONAGE SUBJECT FOR SIXTH RALEIGH SPY CONFERENCE**

Lady spies have played a crucial role in espionage for centuries, from ancient civilizations through the Biblical era, world wars, the Cold War and today's sophisticated environment of modern espionage. As the flood of newly declassified documents over the past 15 years attests, female operatives were responsible for many of the most daring intelligent operations of the modern era -- while others played a notorious role working against the US. And the role of sex in spy adventures has taken center stage through the ages.



On March 26-27, 2009, the sixth annual **Raleigh Spy Conference**, founded by Bernie Reeves and sponsored by *Raleigh Metro Magazine*, salutes lady spies -- and their counterparts on the other side -- with expert speakers delivering riveting tales of "Sexspionage," the new term characterizing the current emphasis on gender in the murky world of international intrigue.

**Brian Kelley**, popular former Raleigh Spy Conference speaker and retired CIA operations officer, returns to Raleigh with a special presentation highlighted by videotaped, jailhouse interviews of convicted spies and their wives (the spouses of former FBI agents Earl Pitts and Richard Miller along with the former wife of CIA officer, Jim Nicholson); wives who were complicit in their husband's espionage (Barbara Walker, Anne Henderson Pollard and Rosario Ames); and an interview of the former Soviet citizen who seduced FBI agent Richard Miller on behalf of the KGB.

**Ron Olive** is a retired special agent from the Naval Criminal Investigative Service and author of the definitive book *Capturing Jonathan Pollard: How One of the Most Notorious Spies in American History was Brought to Justice*, that uncovered the complicit role of Pollard's wife Anne. For the Raleigh Spy Conference he will present a power point presentation on the role of the Pollards and the incredible damage they did to our national security.



**I.C. Smith**, former FBI Special Agent in charge, will return to the Raleigh Spy Conference to present the inside story of Katrina Leung, known inside the FBI as "Parlor Maid," who managed to seduce and compromise her two FBI case agents during the course of this 20-year operation. She was first used by the FBI as a double agent, then "doubled back" or "tripled" by Chinese intelligence against the FBI and later became the only known "quadruple" (re-doubled back against the Chinese by the FBI) agent yet exposed. The intelligence the FBI derived from the Parlor Maid case went to four US presidents.

**Terry Crowdy**, British espionage writer and researcher, will offer the role of female spies and tales of seduction from antiquity through the Christian era to modern lady spies at work today. Crowdy's book *The Enemy Within* is considered one of the top surveys of the history of espionage.

**Nigel West**, the keynote speaker, is an old friend of the Raleigh Spy Conference. The former Member of Parliament - and a leading expert on modern espionage -- is the author of the forthcoming *Historical Dictionary of Sexspionage*, due out before the conference. West is a popular and engaging speaker sure to offer telling insights and entertaining stories on this intriguing subject.

For this special conference, women are invited to attend for \$125, one-half off the registration cost.

The Raleigh Spy Conference begins with four 90-minute sessions on Thursday, March 26. The annual Spy Gala -- included in the registration fee -- is set for Thursday evening. Friday morning, March 27, conference speakers convene for a wrap-up panel, followed by the keynote address by Nigel West at 11 AM. The conference concludes at 12 noon.

### **Costs**

Full registration for all sessions and one ticket to the Spy Gala: \$250

Veterans, members of the military and the intelligence community: \$175

Seniors over 62, teachers and students: \$145.

Special discount for ladies: only \$125 for the entire conference package.

The 6th Raleigh Spy Conference will convene at the North Carolina Museum of History in downtown Raleigh. Stay tuned for more details as event plans are finalized by going to [www.raleighspyconference.com](http://www.raleighspyconference.com) or by calling Maury Jefferson at 919-831-0999.

### **SAVE TEUFELSBERG!**

The U.S. Field Station Berlin Veterans Group has launched a campaign to save the Field Station building located atop the Teufelsberg in Berlin and turn it into the "Major Arthur D. Nicholson" Cold War Memorial. The choice of name for the memorial is in memory of the last casualty of the Cold War, the USMLM tour officer who was killed by a Russian sentry near Ludwigslust March 24, 1985. The purpose of the memorial is to recognize the countless men and women of the Allied Western Armed Forces who resolutely stood shoulder-to-shoulder with the West

Berliners during the Cold War, ensuring that the island of freedom known as “West Berlin” remained free.

The facility stands on one of the highest points in Berlin, and can be seen for miles in every direction. It is hoped that it will serve as a constant visible reminder of the resolve of the Western Allies to defend Berlin during the Cold War, and of our friendship with the newly reunited Germany.

Berlin already has an Allied Museum in the former American Sector of Berlin, located in the repurposed U.S. military movie theater known as “The Outpost.” The new memorial atop the Teufelsberg would make an excellent annex for the museum in the former British Sector of Berlin. This multi-sector approach would serve to underscore the joint effort of the Western Allies that was required to keep Berlin free.

John F. Kennedy was not the only Westerner to say “Today, in the world of freedom, the proudest boast is ‘Ich bin ein Berliner’.” The men and women of the Allied Western Armed forces felt this same sense of pride in being Berliners, perhaps, even more strongly than Kennedy, because they actually lived in Berlin, sharing the fate of those whom it was their duty to defend. While in Kennedy’s day, the Wall was “the most obvious and vivid demonstration of the failures of the Communist system, for all the world to see,” today it is gone. Kennedy looked forward to the day “when this city will be joined as one, and this country, and this great Continent of Europe, in a peaceful and hopeful globe. When that day finally comes, as it will, the people of West Berlin can take sober satisfaction in the fact that they were in the front lines for almost [four and a half] decades.” Though Kennedy did not live to see it, that day has come.

The memorial is intended to replace the Wall as the most obvious and vivid demonstration of the “sober satisfaction” felt not just by the members of the forces who defended West Berlin, but also by the Berliners themselves, a number of whom have approached the Field Station Berlin Veterans Group seeking their help in preserving the Field Station facility on Teufelsberg.

In Kennedy’s view, “all free men, wherever they may live, are citizens of Berlin,” and, therefore, the monument is for all those who, like Kennedy, “take pride in the words ‘Ich bin ein Berliner’.”

Visit [http://fsbvg.homestead.com/save\\_teufelsberg.html](http://fsbvg.homestead.com/save_teufelsberg.html) for more information.

## **TURNER BARRACKS MEMORIAL FUND**

Turner Barracks Berlin, Germany 1951-1994

Let me introduce myself. My name is Ray Guidry and I was stationed at Turner Barracks with the U.S. Army from 1964-1965 in Berlin, Germany as a tank crewman with Company F 40th Armor.



Turner Barracks was located in Berlin, Germany and established in 1951. Its major function was to serve as a home for the 6th Infantry which later became Company F 40th Armor. As part of

the Army of Occupation it preserved the rights of the free access to Berlin, defended American interests as well as the interests of the citizens of Berlin, plus several other duties too many to list. During the Cold War, this unique unit was the only American Armor Unit behind Communist lines; also known as the "Iron Curtain." The name Turner is in honor of Charles Turner, a Medal of Honor winner, who was killed in the Korean Conflict. Finally in 1994 after 43 years the doors closed because the Cold War ended and the property was eventually sold and the structures razed.

My mission is a burning desire to see that Turner Barracks is never forgotten. An estimated 12,000 men and women went through the doors of Turner Barracks and called it home. My goal is to see Turner Barracks remembered with a memorial bench and a plaque being placed on the former site. My goal is to raise \$4000.00. Should I go over my goal and have met all expenses; the excess money would then go to support the phone card program that enables American soldiers to call home. In order to accomplish this task I am asking for your support. Please consider making a contribution; any amount from \$1.00 up would be grand; but if you could afford \$20.00 or more it would be greatly appreciated. All donations are tax deductible; the EIN is 35-2351815.

Please make checks payable to: Turner Barracks Memorial Fund and send to:

Turner Barracks Memorial Fund  
2373 Hwy 308  
Thibodaux, Louisiana 70301-5837

I am hoping to have raised enough money to close collections by mid December, 2009. If you cannot make a donation at this time but would like to in the future; you may ask me to remind you at a later date.

Thank You,

Ray Guidry, Chairman  
Turner Barracks Memorial Project

## **MEETINGS, REUNIONS, AND UPDATES**

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

### **FIRST NATIONAL NIKE VETERANS REUNION - SEPT. 11 TO 13, 2009**

The Friends of Nike Site Summit ([www.nikesitesummit.org](http://www.nikesitesummit.org)) will host the first National Nike Veterans Reunion in Anchorage, Alaska, from Sept. 11 to 13, 2009. Reunion coordinator Greg Durocher said, "The summer [tourist] rush will be over, fall colors should be at their prime, the weather will be cool but not cold, and most importantly, it will still be fishing season without the crowds!"

“We're planning to have the event held at the Sheraton Anchorage,” Durocher continued. “They are giving us fantastic rates and perks if we get the numbers. I've asked for a block of 50 rooms, not knowing how many will want to come up. The price quoted is \$99 a night, plus tax, which will come out to under \$120.” Room rates extended to Sept 08 to the 15<sup>th</sup> for those who want to extend their stay.

Activities will depend upon response, but the following events are tentatively planned:

- Meet and greet icebreaker
- Historical photos/film clips session
- Personal anecdotes session
- Friends of Nike Site Summit (FONSS) session

Keynote luncheon

- Tour of Site Summit (Bravo Battery) up Arctic Valley Road, with lunch at Alpenglow Ski Area lodge.
- Tour of Anchorage (perhaps out to Portage Valley along the Seward Hwy. a National Scenic Byway), to include showing how the Alpha Battery site was converted into Kincaid Park and Chalet.
- Salmon bake.
- Native Heritage Center tour

“Both the week preceding and following the reunion would be good for hiking, fishing, gold-panning, scenic drives,” Durocher said.

(Photo: Service Practice - Nike missile live firing from Site Summit)

“At this point, I'm looking for the possible number of attendees. “Please reply if you are interested in attending. We're almost a year and a half out, so there's plenty of time to save some pennies and plan for a great bash. Make sure your old Nike buddies get this message. The grapevine is strong, and we don't want to miss anyone,” Durocher added.



To register for the Nike National Reunion or request more information, email Greg Durocher at [gfdurocher@usgs.gov](mailto:gfdurocher@usgs.gov) or write to him at Friends of Nike Site Summit, c/o Alaska Association for Historic Preservation, 645 W. 3rd Ave, Anchorage Alaska 99501, (W) 907-786-7009 / 907-337-2553 (H). You can also visit [www.nikesitesummit.org](http://www.nikesitesummit.org) for more info on this reunion.

(Editor's Note: Efforts are underway to preserve the Nike site on Site Summit in Alaska. The meeting notes from September 10th are available on the USAG Alaska's Site Summit webpage at [www.usarak.army.mil/conservation/CR\\_Nike.htm](http://www.usarak.army.mil/conservation/CR_Nike.htm) under “Meetings” - FGPjr)

## ASSOCIATION OF AIR FORCE MISSILEERS

Fall 2010 in Tucson we are encouraging units or other groups looking at a reunion to consider joining us - we make all the arrangements, help you get the word out and make sure you have meeting space or fill any other special requirements. Contact us soon if you want to join us - dates will be finalized soon.

Charlie Simpson  
Colonel, US Air Force (Retired)  
Executive Director  
Association of Air Force Missileers  
PO Box 5693, Breckenridge, CO 80424  
970-453-0500  
[www.afmissileers.org](http://www.afmissileers.org)  
[afmissileers@msn.com](mailto:afmissileers@msn.com)  
[aafm@afmissileers.org](mailto:aafm@afmissileers.org)

## REUNION WEBSITES

Visit these following websites for additional reunion information:

- [www.radomes.org](http://www.radomes.org)
- [www.vets.org/airforce.htm](http://www.vets.org/airforce.htm)
- [www.thewall-usa.com/reunion](http://www.thewall-usa.com/reunion)
- [www.uasf.com/reunions.htm](http://www.uasf.com/reunions.htm)
- [www.reunionsmag.com/military\\_reunions.html](http://www.reunionsmag.com/military_reunions.html)
- [www.military.com/Resources/ReunionList](http://www.military.com/Resources/ReunionList)
- [www.navweaps.com/index\\_reunions/reunion\\_index.htm](http://www.navweaps.com/index_reunions/reunion_index.htm)
- [www.usaf.com/reunions.htm](http://www.usaf.com/reunions.htm)
- [www.leatherneck.com/links/browselinks.php?c=23](http://www.leatherneck.com/links/browselinks.php?c=23)
- [www.jacksjoint.com/cgreunion.htm](http://www.jacksjoint.com/cgreunion.htm)

## COLD WAR DVDS OF INTEREST

### USMLM COMMEMORATIVE DVD

In March 1947 the Huebner-Malinin Agreement established the United States Military Liaison Mission located in Potsdam, East Germany. Terms of the agreement authorized accredited members the right to travel throughout the Soviet-occupied zone without escort except for “places of disposition of military units”. USMLM quickly became an overt intelligence collection (HUMINT) unit that provided the United States with ‘eyes and boots on the ground’ to monitor the threat posed by the Soviet Military machine.



Produced by former USMLM Tour NCO David Perk, this commemorative DVD set has been two years in the making. In addition to the 2 Feature videos listed below (with clickable

previews), a Bonus DVD is also available as a 2 Disc set, for a total of 3 1/2 hours of content. Six additional segments included on the Bonus DVD are:

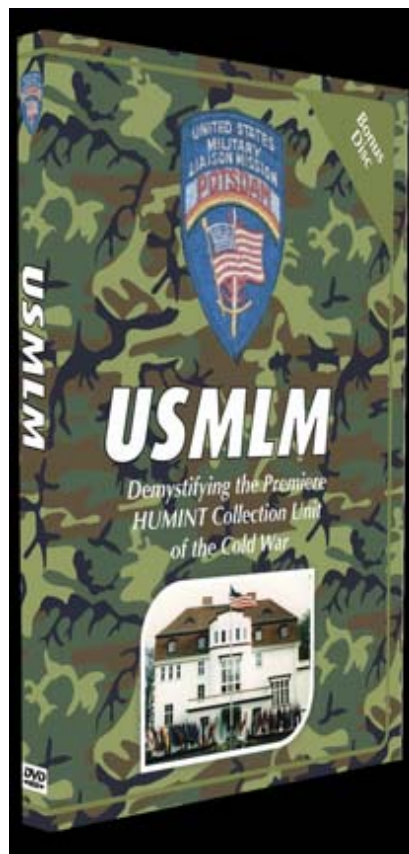
“On Tour offers invaluable oral history and personal stories about the most unique U.S. overt spy organization of the Cold War, USMLM”.

– LTC Thomas Spencer, USMLM Tour Officer 1973-76

*In Plain Sight* documents the historical and operational aspects of USMLM with once classified photographs and video.

*On Tour: In Our Own Words* captures the essence of experiences shared by brave and talented Tour Officers and Tour NCO’s who risked their lives to perform once-classified duties behind the Iron Curtain, as told by the those who were there.

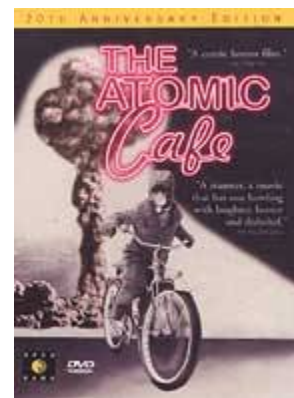
David Perk  
Tour NCO 1973-75  
Keepsake Media  
1405 Sunnyside Drive  
Kalamazoo MI 49048-1340  
(269)330-5744  
[www.keepsakemedia.net](http://www.keepsakemedia.net)



## THE ATOMIC CAFÉ COLLECTOR’S EDITION DVD

\$39.95 SRP, SPECIAL 2-DVD SET  
IN BEAUTIFUL HARDCOVER PACKAGING,  
INCLUDING OVER 100 MINUTES OF BONUS FOOTAGE!

Docurama Films announces the highly anticipated two-disc release of THE ATOMIC CAFÉ COLLECTOR’S EDITION, a film by Kevin Rafferty, Jayne Loader, and Pierce Rafferty. Winner for Best Documentary at the Boston Society of Film Critics Award and Nominee for the Best Documentary through BAFTA, THE ATOMIC CAFÉ serves up a revealing slice of American history: the legendary decade when we learned to live in a nuclear world.



One of the defining documentaries of the 20th Century, THE ATOMIC CAFÉ (1982) offers a darkly humorous glimpse into mid-century America, an era rife with paranoia, anxiety, and misapprehension. Whimsical and yet razor-sharp, this timeless classic illuminates the often comic paradoxes of life in the “Atomic Cafe,” while also exhibiting a genuine nostalgia for an earlier and more innocent nation.

Narrated through an astonishing array of vintage clips and music – from military training films to campy advertisements, presidential speeches to pop songs – the film revolves around the threat – and thrill – of the newly minted atomic bomb. Taking aim at the propaganda and false optimism of the 1950s, the film’s satire shines most vividly in clever image splicing, such as footage of a decimated Hiroshima alongside cheerful suburban “duck-and-cover” routines. More than anything else, THE ATOMIC CAFE shows how nuclear warfare infiltrated the living rooms of America, changing the nation from the inside out.

Deluxe treatment includes collectible hardcover packaging as well as a FULL BONUS DISC featuring eight original government propaganda films in their entirety (with kind permission from the Prelinger Archives): DUCK AND COVER (1951) \* OUR CITIES MUST FIGHT (1951) \* HOUSE IN THE MIDDLE (1954) \* SELF PRESERVATION IN AN ATOMIC ATTACK (1950) \* OPERATION CROSSROADS (1946) \* OPERATION CUE (1955) \* SURVIVAL UNDER ATOMIC ATTACK (1952) \* BIRTH OF THE B-29 (1945)

THE ATOMIC café: COLLECTOR’S EDITION - DVD

Genre: Documentary

Sug. Retail Price: \$39.95

Rating: N/A

Catalog #: NNVG134401

Running Time: 88 min. + extras

Screeners and Color Art: Avail. Upon Request

#### **Press and Screener Contact:**

Deborah Schonfeld, Docurama Films

646-289.1005

### **COLD WAR BOOKS, BOOK REVIEWS, AND RELATED ITEMS**

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

#### **POSTERS OF THE COLD WAR**

By David Crowley

£14.99 PB

Extent: 112pp

80 color illustrations

Publication: 23 September 2008

Published to accompany a major new exhibition at the V&A – COLD WAR MODERN: DESIGN 1945–1970, 23 September 2008 – 11 January 2009

From the late 1940s, when the ‘Iron Curtain’ was drawn across Europe, to the collapse of the Soviet Union in the early 1990s, posters formed a powerful expression of a world ordered by Cold War divisions. Through the works of individual poster artists, governments and political groups this book explores a number of themes



from the period including the imagery of peace and revolution; 'samizdat' and underground poster art in the Eastern Bloc; and the Cold War film poster. With their provenance from over 15 countries, ranging from the USSR and Poland to the USA and France, the posters in this book have been selected to demonstrate the wide international reach of a conflict that was rarely contested with 'hot' weapons. Indeed, though the Cold War was fought on many fronts it was, above all, a propaganda war in which images were used to provoke fear and prompt loyalty both at home and abroad. The poster was a key medium in this war, widely employed not only by superpowers to promote their economic, technical, cultural and ideological superiority but also by protest groups seeking to voice their views through one of the few platforms available to them. Radicals on both sides of the East-West divide seized the medium to broadcast their opposition to the Cold War order with posters being pasted on the walls of Moscow, Paris, Berlin and Beijing, often at moments of electrical tension. Posters of the Cold War features over 70 designs by some of the leading artists and poster designers of the period including Peter Paul Piech, the Grapus Design Collective, Peter Kennard, Pablo Picasso and the Cuban Poster School.

Alongside posters issued by states and political groups, a small selection of cinema posters is also featured. Before the advent of mass television broadcasting in the West in the 1950s and in Eastern Europe in the 1960s, movies were one of the crucial Cold War 'battlegrounds'. Films provided powerful images of aspects of the conflict that were often conducted in secret. In short, cinema showcased a world of espionage, diplomatic machinations and fed the viewer's fear of a world destroyed by nuclear war. Lesser known film posters are illustrated alongside Stanley Kubrick's 2001: A Space Odyssey and Sidney J. Furie's The Ipcress File, adapted from Len Deighton's novel of 1962. The book also looks at further events borne of the Cold War period – the Space Race, nuclear proliferation, revolutions in Central America, wars in Korea and Vietnam – all these issues are touched upon in this excellent volume which will be essential reading for anyone interested in the history of graphic design in the twentieth century.

David Crowley is the consultant curator for Cold War Modern: Design 1945-1970. He is an historian working at the Royal College of Art, London. His specialist interest is in the cultural history of Central Europe in the nineteenth and twentieth centuries. Recent publications include Socialist Spaces: Sites of Everyday Life in the Eastern Bloc (co-edited with Susan E. Reid, 2002), Warsaw (2003).

### **CODE OF SILENCE**

By Sally S. Wright

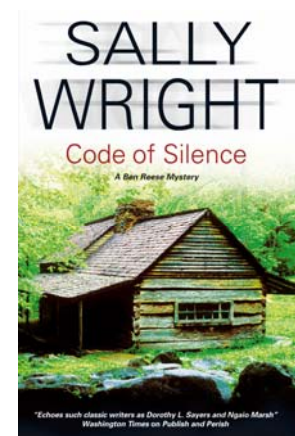
ISBN: 978-0-7278-6679-0

Severn House Publishers

Hardcover, 251 pages

\$28.95

Code of Silence, a prequel to the Ben Reese series, begins in 1947 when a woman linguist at Arlington Hall (a real life high security US decoding and decrypting facility) is murdered trying to get vital information to Carl Walker, a 'book breaker' friend at Arlington Hall. Ten years later, Ben Reese, whose wife has just died, receives an unexpected letter from Walker, a distant acquaintance who's disappeared, asking for his assistance in tracking a





murderer who's also guilty of breaching US security. An injury inflicted by the murderer makes Ben's efforts to bring him in difficult and disturbing, but still worth the personal cost once he learns of the Venona Code, the real life Soviet code, partially decrypted by the US and Britain, which changes the way Ben views the world in the 30s and 40s.

Ben Reese is based on an actual university archivist and ex-WWII scout Sally still works with. SALLY WRIGHT, her husband, and various animals, live near Bowling Green, Ohio.

Sally was recently interviewed on "Voices in Mystery" and it was posted on YouTube at [www.youtube.com/watch?v=6fwm738UGVA](http://www.youtube.com/watch?v=6fwm738UGVA). Her books are available in all major book stores.

## **ADVENTURES FROM THE COLDEST PART OF THE COLD WAR AN E-BOOK ABOUT THE DEWLINE**

By Brian Jeffrey

While the Distant Early Warning Line (DEWLine) wasn't the most romantic or exciting part of the Cold War it did serve as the eyes and ears of the Northern part of the warning system that protected North America during that critical period.

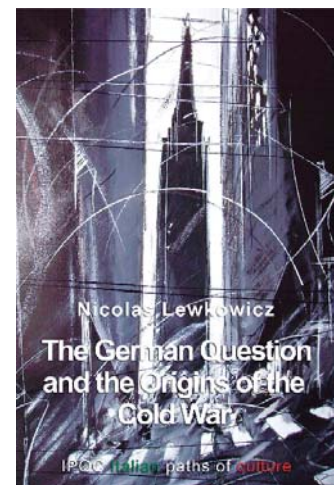
In 1960, I was the youngest civilian radar technician (known as Radicians) to go to the DEWLine and spent three years on the Line. I took some time this past year to document some of my "adventures" and they may be of interest to others who held similar positions.

My eBook titled "Adventures from the Coldest Part of the Cold War" can be found on my personal web site at [www.VE3UU.com/dewline.html](http://www.VE3UU.com/dewline.html) where I've also posted many photos of the DEWLine from that time.

## **THE GERMAN QUESTION AND THE ORIGINS OF THE COLD WAR**

"Exploring the Cold War and post-Unification Germany, Lewkowicz finds self-interested super-powers still trying to shape Germany – and Europe through Germany - suggesting that Europe is still the horse and 'the German question' still the rider." Steven Ozment, Harvard University, Author of A MIGHTY FORTRESS: A NEW HISTORY OF THE GERMAN PEOPLE

'This is a thorough and very readable overview. The author combines archival based historical scholarship with insights on intervention and coexistence, both themes that are of enduring interest to the international community.' Anne Deighton, University of Oxford.



We are happy to announce the publication of *The German Question and the Origins of the Cold War*, written by Nicolas Lewkowicz (University of Bristol). The book will be of particular interest to historians of the Cold War period and IR theoreticians.

The book analyses the role of the German Question in the origins of the Cold War. The work evaluates the transformation which occurred in Germany and the post-war international order due to the inter-Allied work on denazification. The author analyses the Rationalist aspects of superpower interaction, with particular emphasis on the legal and diplomatic framework which sustained not only the treatment of the German Question but also the general context of inter-Allied relations. The author also tackles the conflictual aspects of the treatment of the German Question by examining superpower interaction in relation to the enforcement of their structural interests. The main argument of the book is that due to the interaction between the elements of intervention and coexistence, the German Question constituted the most significant issue in the configuration of the post-war international order.

The book can be purchased through IPOC ([www.ipocpress.it/eng/home.html](http://www.ipocpress.it/eng/home.html)) or through amazon.com, amazon.co.uk Barnes and Noble and Waterstones.

Yours sincerely

Pietro Condemi  
Marketing Department  
IPOC

## **THE GREAT COLD WAR: A JOURNEY THROUGH THE HALL OF MIRRORS**

By Gordon S. Barrass

Forthcoming in March 2009

Stanford University Press

\$29.95

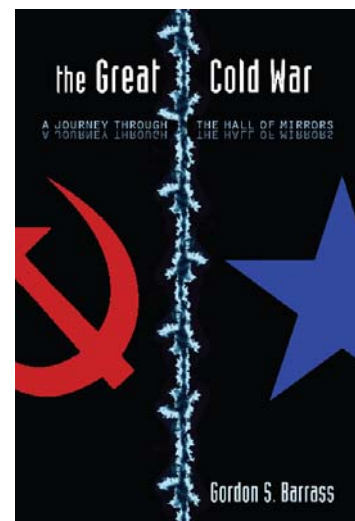
Cloth ISBN: 9780804760645

496 pages (4 figures, 28 illustrations, 6 maps)

Excerpt: “When I asked Milt Bearden, a key figure in the CIA’s Soviet operations, what he thought had been America’s greatest intelligence failure during the Cold War, he responded pithily: “We didn’t realize just how f\*\*\*\*\* scared Soviet leaders were of us!”

Shortly after the Moscow Summit of 1972, Marshal Grechko, the Soviet Defense Minister, invited Brezhnev to a war-game he had organized, seemingly hoping to stiffen Brezhnev’s resolve in dealing with the harsh realities of a nuclear war.

The exercise began with generals describing the impact of a surprise attack by over a thousand American missiles. They grimly explained that 80 million people would be killed, the armed forces obliterated, 85% of industry destroyed and European Russia so irradiated as to be



uninhabitable. General Danilevich, who was present, recalled that “Brezhnev and Kosygin were visibly terrified by what they heard.

Marshal Grechko then asked Brezhnev to push a button that would launch a “retaliatory strike,” which in reality involved the launch of just three missiles with dummy warheads along a test range. Brezhnev turned pale, began perspiring and trembled visibly. He repeatedly asked Grechko, “Is this definitely an exercise?”

The leadership were traumatized by this experience. None of them ever again participated in such an exercise. Brezhnev immediately ordered yet tighter controls to ensure that Soviet forces would never be the first to use nuclear weapons nor could they do so without authorization.”

In parallel, Brezhnev gave the go ahead for a major increase in the Soviet strategic missile force. Within a few years, according to Aleksei Kalashnikov, one of the top missile experts in the Soviet Ministry of Defense, the Soviet Union was well on its way to creating “a superior first-strike arsenal.” That would not only deter the United States, but give Moscow the psychological advantage in its dealings with the West.

*The Great Cold War* (forthcoming in March from Stanford University Press) is arguably the most fascinating account yet written about the Cold War and a timely enunciation of the lessons we need to learn from the Cold War years if we are to be successful in tackling the potential confrontations of the 21st century. This is a riveting expose of modern history for the general reader, a “must read” for policymakers, and an eye-opening overview for scholars and students.

In looking back over that half-century of confrontation Gordon Barrass, a former British diplomat, poses four big questions: “Why it started, why it lasted so long and why it ended the way it did—at the end of it we are left facing the biggest and most important question of all: how did we survive without blowing ourselves to Hell? “

To answer them, Barrass traveled to Washington, Paris, Brussels, Berlin, Warsaw, and Moscow to interview nearly 100 people, including top policy-makers, strategists, military commanders, and key figures in the world of intelligence. Their narratives reveal what was going on behind the scenes, providing valuable insights into the mixture of insecurity, ignorance, and ambition that drove the rivalry between the two sides.

No other book conveys so vividly how each side interpreted the other’s intentions. Barrass shows that while there were times when each side did understand the other's intentions, there were also times when they were wildly wrong, leading to the chilling revelation that the situation was far more serious than most people knew at the time - or imagine now.

*The Great Cold War* breaks new ground in several areas:

- How scared the Soviet leadership was of a nuclear confrontation
- The “intellectual revolution” that shaped Reagan’s policy to induce the Soviet Union to end the Cold War, and the importance of the rather secretive Office of Net Assessment in the Pentagon in articulating that policy

- How the intense and dynamic rivalry between NATO and the Warsaw Pact helped wear down the Soviet Union
- The importance of intelligence (particularly human intelligence) in shaping the Cold War for both sides and in ending it

Barrass concludes that bringing the Cold War to a peaceful end was a far greater challenge than just "being tough with the Soviets." In the end it depended on the Americans' "getting inside the mind" of the Soviets to gain the leverage needed to achieve their goals.

This is an astute, insider's perspective that will dismantle pervasive myths about the Cold War, in particular the idea that Reagan played a far greater part than Gorbachev in ending the Cold War. Barrass remarks, "The danger with this one is that it leads people to concentrate on the application of pressure, rather than the resolution of problems and the ending of confrontation. What did become clear during Gorbachev's relations with Reagan and Bush was that long-term hostility can only be overcome through the building up of trust—and that requires dialogue."

Gordon Barrass was Chief of the Assessments Staff in the Cabinet Office in London and a member of the Joint Intelligence Committee of the Cabinet during the last years of the Cold War. For several years beforehand he had worked on East-West relations, traveling to the Soviet Union and throughout Eastern Europe. As Chief of the Assessments Staff he was responsible for preparing the papers that, after discussion at the JIC, were sent to the Prime Minister, members of the government and senior officials. They were focused on Gorbachev's intentions, his willingness to cut Soviet forces, withdraw from Afghanistan and, increasingly, the growing problems Gorbachev faced in the Soviet Union and Eastern Europe. Gordon is a member of the Board of the Cold War Studies Centre at the London School of Economics.

**CONTACT:**

Puja Sangar  
 Tel: 650.724.4211  
 Fax: 650.736.1784  
[psangar@stanford.edu](mailto:psangar@stanford.edu)

**GM,DS! A DANGEROUS BILLION DOLLAR BLUNDER**

From: RedHandPublications.com  
 By Terrence O'Neill

Who killed the Northrop Wing the first dedicated nuclear bomber, at the start of the Cold War? And why?

*GM,DS! A Dangerous Billion Dollar Blunder* answers these questions asked for the last 50 years, following the Congressional inquiry dubbed 'Revolt of the Admirals' by the media.

This book is written in a new form named 'essentially non-fiction',



required by five decades of continuing unnecessary security classification and coverup by the US Air Force. The story, events, dates, and persons involved are non-fiction. Fact.

But because of the coverup, this complex train of events needed a protagonist to thread the documented info together. A few characters are inserted, noted to be fiction, as are a few of event scenarios which, if they did not happen, should have. But all are true to the biographies of the real life characters, including General Hap Arnold first head of the AAF, President Roosevelt, Colonel Roscoe C. Wilson head of AF R&D, Jack Northrop and his Marketing VP Ted Coleman, multi-millionaire CEO of Convair Floyd Odlum and his amazing wife world-renowned aviatrix Jacqueline Cochrane, personal friends of Howard Hughes and Amelia Earhart and most AF, Secretary of Defense Louis Johnson, first AF Secretary Stuart Symington, Cold War head of the post-war AF General Hoyt Vandenberg, first Strategic Air Command head General Curtis LeMay, world famous aviator Charles Lindberg, Northrop test pilots including former Flying Tiger Chuck Tucker, and President Harry S Truman. All are part of this true story.

*GM,DS!* Tells the whole story of the need for an intercontinental bomber caused by the startup of World War II in 1938. The saga continues through the war showing critical events in the development of the Northrop Wing and the Convair Stick. Both prototypes weren't ready by the sudden atomic-bomb-end of WW II in 1945. But both flew in 1946, beginning a tale of military and political interference, espionage and report falsification in the flight testing and production contract awarding, which is hard to believe. But documentation exists in the form of microfilmed records of Air Force and industry correspondence and reports, Freedom Of Information Act data, as well as the biographies of most of the main characters, and the Annual Reports of the corporations involved.

In spite of near-miraculous efforts by Northrop to show the great superiority of their breakthrough all-wing design, the greed of one man heading a nearly bankrupt Convair Corporation was able to persuade military and political servants to buy a bomber that was absolutely incapable of performing the Air Force's primary mission, which demanded the ability to destroy the USSR secret war plant cities 4000-miles-away in the Ural Mountains. The Northrop Wing demonstrated being invisible to the latest US Ground Controlled Intercept radar in 1948! and could have over flown Russia's 19,000 red-starred interceptors to deliver the standard Mk 3 A-bomb, and returned. The vulnerable, very-visible B-36 Sticks all would have been blown out of the sky at the USSR's borders.

By AF Secretary Symington's scrapping of a squadron of complete Wing airframes in 1949 and buying worthless B-36 Sticks, the Air Force put the entire world at risk to the great Communist empire which openly bragged it intended to conquer the world. This debacle surely invited the USSR-funded Korean War where the B-36 Stick's puffed up great bomb capacity never dared to be used.

The book includes related surprise stories of how close Germany was to having the atomic bomb, sending more than 1000-pounds of weapons-grade U-235 to Japan at the end of the war, but captured by an American destroyer. Also, the Germans started development of two trans-Atlantic "Amerika Bomber" designs two years before the US did, and one reportedly flew within nine miles of New York City in 1944, and then returned to Europe.

*GM,DS!* shows us many instances where good men worked brilliantly and bravely to give the USA a bomber 40 years ahead of its time, in spite of the greedy or ambitious acts of others. It also shows us good men and women who had an opportunity to prevent actions which killed the Wing, a bomber that could probably have tamed, if not prevented, the Cold War... but those good men and women did nothing.

Now, billion of dollars and lives later, as we know, nothing has changed – yet. We still elect and appoint incompetent and unethical civil servants.

### **ALONG THE IRON CURTAIN PART I BORDER PATROL IN THE COLD WAR - A CAVALRY TROOPER'S STORY; Part II A Short History of Border Operations of the 14th Cavalry in Germany, 1945-1972**

By Joe Michaud

**Email received from Joe Michaud**---I was stationed with the 3rd Sqdn, 14th Armored Cavalry in Bad Hersfeld, West Germany from 1959-1962. Our mission at the time was patrolling the Iron Curtain. During my second hitch, 1962-1965 I served with Recon Platoon, Combat Support Co, 1st Battle Group, 1st Infantry Division in Ft. Riley, Kansas. Our unit spent six months in Germany, most of which time we were stationed in Berlin. There I got to patrol the Berlin Wall.

I have written a memoir : Along the Iron Curtain. Part I: Cold War Border Patrol, a Cavalry Trooper's Story. Part II: A short History of Border Operations of the 14th Cavalry in Germany, 1945-1972. BG Albin F Irzig who was my regimental commander from 1960-1962, was favorably impressed by the book and wrote a Foreword to it. I

The book, Along the Iron Curtain, is selling for \$17.00 plus \$4.00 for media or \$6.00 for priority mail. It can be ordered directly from the author by emailing [bookery@avalon.net](mailto:bookery@avalon.net)

The Bookery & Camp Pope Bookshop, 2008. Author describes border patrol duty in Germany with 14th Armored Cavalry regiment from 1959-1962 as well as recon duty in Berlin along the Wall with 1st BG, 28th Infantry, 1st Infantry Division. With map of border operations area and 18 illustrations. Bookseller Inventory # 44037

### **COLD WAR WEBSITES OF INTEREST**

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

Save Tempelhof Airport Online Petition – [www.rescue-tempelhof.org](http://www.rescue-tempelhof.org)

Cold War Era SAC U-2 Recruiting Film – <http://video.google.com/videoplay?docid=692231942038303184>

Pobediteli: Soldiers of the Great War - <http://english.pobediteli.ru>

Cold War Modern at the V&A [www.vam.ac.uk/microsites/cold-war-modern](http://www.vam.ac.uk/microsites/cold-war-modern)

U-2 Cockpit -

[www.codeonemagazine.com/test/archives/2007/articles/jan\\_07/cockpits/cockpits.html](http://www.codeonemagazine.com/test/archives/2007/articles/jan_07/cockpits/cockpits.html)

Red Flag: 128 fighters from 6 countries in action in NV –

[www.hulu.com/watch/24197/fighter-pilot-operation-red-flag](http://www.hulu.com/watch/24197/fighter-pilot-operation-red-flag)

The New Nixon – [www.thenewnixon.org](http://www.thenewnixon.org)

United States Constabulary - [www.youtube.com/watch?v=ZE8JE2Txh8A&feature=email](http://www.youtube.com/watch?v=ZE8JE2Txh8A&feature=email)

3rd Squadron 14th Armored Cavalry Regiment in Bad Hersfeld, Germany; <http://thedeitz.com>  
and [www.youtube.com/profile\\_videos?user=theDeitz&p=r](http://www.youtube.com/profile_videos?user=theDeitz&p=r)

SR71 - [www.greatdanepromilitary.com/SR-71/index.htm](http://www.greatdanepromilitary.com/SR-71/index.htm)

Political Assassinations - [www.politicalassassinations.com](http://www.politicalassassinations.com)

Assassination of JFK: Photo Archive - [www.spartacus.schoolnet.co.uk/JFKphotographs.htm](http://www.spartacus.schoolnet.co.uk/JFKphotographs.htm)

Canada and the Early Cold War (DFAIT documents) –

[www.dfait-maeci.gc.ca/department/history/coldwar-en.asp](http://www.dfait-maeci.gc.ca/department/history/coldwar-en.asp)

Diefenbunker, Canada's Cold War Museum - [www.diefenbunker.ca/english/default.asp](http://www.diefenbunker.ca/english/default.asp)

NFB: Post war Cold War - [http://mediasphere.nfb.ca/E/history/content/cold\\_war.epl](http://mediasphere.nfb.ca/E/history/content/cold_war.epl)

Consequences of the Cold War for Canada: speech to the Canadian Club in Toronto, March 27, 1950 (PM St. Laurent) - [www.nlc-bnc.ca/primeministers/h4-4015-e.html](http://www.nlc-bnc.ca/primeministers/h4-4015-e.html)

Air Defense - [www.pinetreeline.org/misc/other/misc5d.html](http://www.pinetreeline.org/misc/other/misc5d.html)

DND - history and archives –

[www.forces.gc.ca/hr/dhh/history\\_archives/engraph/home\\_e.asp?cat=1](http://www.forces.gc.ca/hr/dhh/history_archives/engraph/home_e.asp?cat=1)

*In Unsettled Times, Revisiting Our Mutually Assured Past -*

By Joel Garreau, Washington Post Staff Writer, Sunday, November 23, 2008;

[www.washingtonpost.com/wp-dyn/content/article/2008/11/21/AR2008112100751.html](http://www.washingtonpost.com/wp-dyn/content/article/2008/11/21/AR2008112100751.html)

RAF Greenham Common - <http://sirgalahad2.googlepages.com/rafgreenhamcommon>

Nuclear launch/attack procedure of the British - [www.bbc.co.uk/radio4/factual/pip/fseue](http://www.bbc.co.uk/radio4/factual/pip/fseue)

Birgelen Veterans Association - [www.birgelenvets.org](http://www.birgelenvets.org)

Veterans Germs Lawsuit –

[www.navytimes.com/news/2009/01/ap\\_veterans\\_germs\\_lawsuit\\_010709](http://www.navytimes.com/news/2009/01/ap_veterans_germs_lawsuit_010709)

16 WW2 M3 Stuarts tanks imported into the UK –  
[www.hmvf.co.uk/index.php?option=com\\_content&view=article&id=310:16-ww2-m3-stuarts-tanks-imported-into-the-uk&catid=13:news-headlines&Itemid=2](http://www.hmvf.co.uk/index.php?option=com_content&view=article&id=310:16-ww2-m3-stuarts-tanks-imported-into-the-uk&catid=13:news-headlines&Itemid=2)

Aurora Hypersonic Plane - <http://uk.youtube.com/watch?v=uy1zHRJ0Va8>

Old Russian Aircraft - [www.vincelewis.net/ekranoplan.html](http://www.vincelewis.net/ekranoplan.html)

Largest non-nuclear explosion on record hits Beirut Marines, 25 years ago -  
[www.talkingproud.us/HistoryBeirutBombMarines.html](http://www.talkingproud.us/HistoryBeirutBombMarines.html)

Black Ops: American pilots flying Russian aircraft during the Cold War - [www.military-heat.com/46/black-ops-american-pilots-flying-russian-aircraft-cold-war](http://www.military-heat.com/46/black-ops-american-pilots-flying-russian-aircraft-cold-war)

Spy Wise – [www.spywise.net](http://www.spywise.net)

Secrets of the CIA - <http://video.google.com/videoplay?docid=-8085945499556832271>

Redacted NSA History Released - [www.gwu.edu/~nsarchiv/NSAEBB/NSAEBB260/index.htm](http://www.gwu.edu/~nsarchiv/NSAEBB/NSAEBB260/index.htm)

## **“THE END”**

Thank you for your interest in The Cold War Times and support of The Cold War Museum. Comments, questions, suggestions, or ideas on The Cold War Times can be sent to [editor@coldwar.org](mailto:editor@coldwar.org).

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If you would like to submit an article, reunion notice, event notice, or Cold War research inquiry, send an email to [editor@coldwar.org](mailto:editor@coldwar.org). If you would like to sponsor future issues of The Cold War Times, send an email to [editor@coldwar.org](mailto:editor@coldwar.org). If you would like to help establish a Museum Chapter in your State or Country, please email [editor@coldwar.org](mailto:editor@coldwar.org).

If you actually just scrolled down to the bottom of the page to see “The End,” send an email to [editor@coldwar.org](mailto:editor@coldwar.org) and let me know.

Thank you for your continued support.

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