



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, or write The Cold War Museum, P.O. Box 178, Fairfax, VA 22038.

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

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

A WORD FROM OUR SPONSOR

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COLD WAR TIMES TRANSFORMATION

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

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* for 2009, and will offer articles, news, announcements, interviews, and other content of interest to readers. Helping me on this project, and heading up editorial duties and development will be Mr. Dennis Kosmetatos, along with a small staff of volunteers that will help ensure the editorial quality of the publication.

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

Dennis is interested in hearing from any volunteers who would like editorial roles for various areas of Cold War subject interest, such as in intelligence, political science, military operations, technology, etc. 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 and also check out our editorial calendar for current topic needs. If you would like to help out in one of these roles, or have other skills or talents you would like to volunteer, please contact Dennis at editor@coldwarjournal.com.

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

THE COLD WAR MUSEUM – FALL UPDATE 2008

By Francis Gary Powers, Jr.

Over the past decade, the Cold War Museum has made great strides in honoring Cold War Veterans and preserving Cold War history. I am pleased to announce that earlier this year we submitted our draft lease for use of the former Lorton Nike Missile base to Fairfax County Park Authority (FCPC) for their review. Our lease negotiating team then reviewed the comments received back from the FCPC and will soon submit the revised lease to FCPC for their second review. I am grateful to Mr. Christopher Barker from the law firm of Walsh, Colucci, Lubeley, Emrich, & Walsh (www.thelandlawyers.com) who contributed countless hours of in-kind lease work.

The Cold War Museum continues to work with the International Spy Museum in Washington, DC and the Atomic Bunker in Harnekop, Germany to display some of its artifacts. The Cold War Museum is an affiliate of the Smithsonian Institution and has pledges of support for artifact loans

from Smithsonian Air and Space, American History, National Portrait, and US Postal Museums. The Museum has chapters in Berlin, Germany and Milwaukee, Wisconsin staffed by volunteers.

The mobile exhibit on the U-2 Incident, the "Spies of Washington Tour," and related educational activities continue to generate interest and support. The mobile exhibit has just moved from the ITOW Museum (www.itowmuseum.org) in Perham, MN. The exhibit will be displayed at New Berlin Library (www.newberlin.lib.wi.us) in WI between Nov. 24, 2008 and April 29, 2009. The educational Spy Tour of Washington (www.spytour.com) is booking group tours online.

Cold War Conversations III about the Prague Spring of 1968 was held on October 11, 2008 at South County Secondary School in Lorton, VA. The Museum worked with the Embassies of the Czech and Slovak Republics to commemorate this important anniversary. Visit www.coldwar.org/praguespring for more information. A big thank you goes to EnviroSolutions, Inc. (www.esiwaste.com), who not only sponsored Cold War Conversations III but also provided the museum with a generous \$200,000 donation. This donation will allow us to move forward with our plans to locate at the former Lorton Nike Missile base and could not have come at a better time. Our Berlin Chapter is working with the British Berlin Airlift Association to commemorate the 60th anniversary of the Berlin Airlift in May 2009. Various museum sponsorship opportunities are available. Contact the museum for additional information.

Please consider a year-end tax-deductible 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. Gifts can be made via our website. Virginia State employees can donate through the Commonwealth of Virginia Campaign (CVC#3214) and California State Employees can donate through the California State Employee Charitable Campaign (CSECC#2384 or #18101 via United Way California Capital Region). Together we can make this vision a reality.

For more information, or to subscribe to our quarterly newsletter list, please contact:

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MIDWEST CHAPTER UPDATE

By Chris Sturdevant, Chairman,

Recently, Chicagoland's Ukrainian community celebrated its 17th anniversary of independence at the Ukrainian Cultural Center. Greetings came from Illinois Governor, Rod Blagojovich, Chicago Mayor, Richard Daley, and a host of other community representatives. The Cold War Museum was pleased to also be represented.

The main speaker, Mr. George J. Panczyszyn, a Ukrainian community leader, recited the history of today's statehood of the Republic of the Ukraine. He made reference to the Holodomor (the Ukrainian Holocaust), which was organized by the Soviet government against the Ukrainian

nation, during the 1930's. Up to 12 million people were starved to death through the creation of an artificial famine. The real number of victims is still shrouded under a blanket of mystery in the files of the KGB.

(Photo: Vladyslav Dovhopiat, Main Economist, Consulate of Ukraine, Richard E. Cortez, The Cold War Museum - Illinois Representative, Kyrylo Kalita, Acting Consul General of Ukraine, and Madame Natalia Kalita.)



The New Berlin Public Library in New Berlin, WI will host the mobile exhibit on the U-2 Incident from November 24, 2008 to April 29, 2009. The Midwest Chapter will formally open the exhibit on Saturday December 13 at 1pm and Francis Gary Powers, Jr. will give a lecture and presentation on April 29. The library has a dedicated Veteran's Room that features many military exhibits. The Midwest Chapter is excited to have the U-2 exhibit in the Milwaukee area. If you would like to be a sponsor for the exhibit, please let us know.

(Photo: Singer Olha Monastyrskya, The Cold War Museum's European Affairs Director, Werner I. Juretzko, Band Leader Roman Chytriy, Mr. Luka Kostelyna, Editor of the Ukrainian Weekly "Voice of Ukraine," and Mr. Myron Lushczak.)



Our EAA tent in late July was again a resounding success. Over one hundred visitors viewed our exhibits and museum plans at the annual AirVenture fly-in at the EAA in Oshkosh, WI. Cold War veterans, pilots, aviation enthusiasts, and students were proud to see the Cold War period being preserved.

(Photo: Cold War Museum-Midwest Chapter tent at the EAA Fly in at Oshkosh 2008)

The architectural plans from the firm, Kahler Slater, have been completed for the Nike radar base at Hillcrest Park in Waukesha, WI. We are now entering a cost analysis phase to implement the expansion of the former blast building on the grounds.

For more information, please contact:

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BERLIN CHAPTER UPDATE – NOVEMBER 2008

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

Photos by Horst Simon

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

I am pleased to offer the following report about the activities and developments of the Cold War Museum-Berlin Chapter.

From 20 August to 18 September, we visited the USA. We met with close friends again for hosting, talking, and dining and we had occasion to update our friends on our advances of the Cold War Museum Berlin Chapter.

July 17, 2008

The Berlin Airlift Diamond Jubilee Committee invited me to join the Planning Committee. I accepted the invitation, which was extended by Colonel Gail S. Halvorsen, USAF-Ret, aka “the Berlin Candy Bomber,” and Dr. Earl Moore, the President of the Berlin Air Lift Veterans Association, both serving as Co-Chairs of the Planning Committee. Mr. Kirchner, the best co-worker of the Berlin Chapter, created the homepage, the layout of the official letterhead, and the ticket for the Berlin Air Lift Remembrance Concert, which will take place in Washington DC on November 11, 2009, Veterans Day. The Cold War Museum Berlin Chapter is sponsoring the homepage of the Berlin Airlift Diamond Jubilee Committee, with Mr. Kirchner serving as webmaster on the BADJC Planning Committee. The website can be found online at: www.berlinairlift-diamondjubilee.org. Additional information can be found online at www.coldwar.org/articles/40s/documents/BerlinAirliftbookletcommittee2008.pdf.

About the Berlin Airlift Diamond Jubilee Committee

The Berlin Air Lift Diamond Jubilee Committee is a “private-public partnership” which, under the leadership of the Berlin Air Lift Veterans Association (U.S.A.) www.konnections.com/airlift/ and the British Berlin Airlift Association (U.K.) www.bbaa-airlift.org.uk, brings together U.S., U.K., Commonwealth and Allied Berlin. Airlift Veterans in advance of the veterans’ wish for a Grand Reunion in Berlin in May 2009, in conjunction with the State Ceremonies organized by the Governing Mayor on 12 May 2009, to mark the 60th anniversary of the Berlin Air Lift. The Committee enjoys strong Congressional support, with the Senator Ben Nelson, D-NE, and Congressman Jeff Fortenberry, R-NE, serving as Co-Chairs of the Steering Committee. It convenes on the initiative of Mrs. Francis S. Drath (Viola Herms Drath) whom President George W. Bush recently singled out as a leading figure in American-German relations for the past thirty years, pursuant to the exchange of notes with Dr. Moore and Colonel Halvorsen (January 31, 2008). With Berlin’s coffers depleted and many veterans on fixed incomes, the BADJC’s primary function is to help raise the funds necessary to enable all willing and capable veterans to take the trip.

September 9, 2008, marked the Committee's formal launch. It was observed with a "Tribute to Ernst Reuter, U.S., U.K., Commonwealth and Allied Berlin Air Lift Veterans and the Citizens of Berlin" to mark the 60th anniversary of Reuter's speech, "Voelker der Welt, Schaut auf diese Stadt!" ("People of world look upon this city!") The tribute took place in the elegant rooms of DACOR Bacon House, an early 19th century mansion, one block East of the White House, which was home to a long list of Washington dignitaries, including two Chief Justices of the United States Supreme Court, and which now houses the elegant Foreign Service Club. Congressman Fortenberry and USAF Chief of Staff, General Norton A. Schwartz, headed a list of distinguished U.S. and Allied speakers. I had the privilege to deliver "Greetings from Berlin." My husband Horst and I had a most memorable occasion, made even more precious by the presence of more than a dozen Berlin Air Lift Veterans.

(Photo - Left-to-Right: COL Gail S. Halvorsen, USAF-Ret.; Dr. Georg Schulze Zumkley, German Embassy; Squadron Leader Stephen Hall, RNZAF, New Zealand Embassy; Air Vice-Marshal Kym Osley, RAAF, Australian Embassy; GEN Norton A. Schwartz, USAF, Chief of Staff United States Air Force; Mrs. Francis S. Drath; the Honorable Jeff Fortenberry, R-NE; COL Vincent Cousin, French Air Force, French Embassy; Mrs. Baerbel Simon, Cold War Museum, Berlin; Group Captain Carl Scott, RAF, HBM Embassy)



BERLIN AIR LIFT REMEMBRANCE CONCERT
Saint Matthew's Cathedral, Washington, DC, Veterans Day, November 11, 2008, 6 PM

All tickets are free of charge to U.S., U.K., Commonwealth, and Allied Berlin Air Lift Veterans through the major veteran organizations, Uniform Services, Congress and Allied Embassies. For further information, please contact Mrs. Viola Drath vdrath@verizon.net. Further information will post to the BAJDC webpage.

Beautiful places to visit and to learn history

From September 11, until September 14, we were special guests of the Virginia Military Institute in Lexington Virginia. Many thanks go to Professor Malcolm Muir, Jr., Director John A. Adams Center for Military History and Strategic Analysis and Col William J. Stockwell, Ph.D., Deputy Superintendent for Academics, and their colleagues who made this memorable visit possible (See Photo).

Lexington is a lovely town in the heart of Virginia within the confines of Rockbridge County. The population was 6,867 in 2000. Lexington is about 55 minutes east of the West Virginia



border and is about 50 miles north of Roanoke, VA. It was first settled in 1777. It is the county seat of Rockbridge County. www.lexingtonvirginia.com

It is home of the Washington & Lee University, the Virginia Military Institute, the VMI Museum, and the George C. Marshall Museum. Visit either <http://chapelapps.wlu.edu> or www.wlu.edu and for more information.

The Virginia Military Institute

The Virginia Military Institute was the first state military college in the United States (See Photo). VMI's campus occupies 134 acres on Main Street in Lexington, which are designated, as National Historic District.



The institute was founded in November 1839. Initially the college's site was occupied by the State of Virginia military post following the War in 1812. It was the arms storage point for the western part of the commonwealth for more than 20 years.

In 1842, the first class of cadets was graduated into the ranks of the first alumni. Until 1850, when the cornerstone of a new barracks was laid, the living conditions were poor, and hardship was the keynote of cadet existence.

By 1859, the college had opened its door to students from states outside the commonwealth.

With the outbreak of the Civil War (1861-1865), VMI's corps of cadets was taken under the command of General Thomas J. Jackson. Union forces, under the command of General David Hunter, shelled and burned the institute in June 1864.

The destruction was nearly total, but VMI reopened its doors in October 1865 and began its climb back from the ruins.

The institute-excluded women from the corps of cadets until 1997, after a court order, required women are granted admission. Four years later, its first female cadets graduated.

Today, the Virginia Military Institute is home to approximately 1,300 cadets from 37 states and nine foreign countries. About 96 percent of the 145 full-time faculty members hold their Ph.D. or terminal degree.

If you have a chance to visit VMI don't miss the full-dress cadet parade during the school year, where living history is at its best and you can learn about the old traditions (See Photo). More information: www.vmi.edu.



In addition to military programs, the four-year public college awards B.A. and B.S. degrees.

Slightly over 50 percent of VMI graduates cadets took a military commission (May 2008). Others make their marks in a variety of pursuits, including finance, medicine, law, and education.

Popular majors include civil engineering, mathematics, computer science, mechanical engineering, economics and business, modern languages and cultures, electrical and computer engineering, physics and astronomy, English and fine arts, psychology and philosophy, biology, history, chemistry, and international studies.

Since 1839, VMI has had fourteen superintendents. Francis H. Smith was the first and the longest serving filling the position 50 years. Only three of the fourteen superintendents were not graduates of VMI. From 2003 to the present the Superintendent has been USA four star General retired, J.H. Binford Peay III.



On September 11, we have the opportunity to meet Mrs. Peggy Dillard from the Marshall Archive and Mr. Robert B. James, Vice President and Director of Programs (See Photo). We had a good talk and I present the projects of the Berlin Chapter. We will keep in touch and look forward to presenting their in future there.

A big thank you goes to Mrs. Dillard and Mr. James for their readiness to welcome and talk to us, giving us so much of your time.

The George C. Marshall Foundation

The George C. Marshall Foundation was organized in 1953 "at the suggestion of President Harry S. Truman" (See Photo) The George C. Marshall Foundation "and its Board of Trustees, made up of distinguished citizens, share and promote the principles which made Marshall a great leader in his lifetime and a unique example of leadership to succeeding generations. Located in Lexington, Virginia, adjacent to the Virginia Military Institute -- Marshall's alma mater -- and the campus of Washington and Lee University, the Foundation draws its inspiration from the life and career of General Marshall, America's premier soldier-statesman. For more information on the Marshall Foundation visit www.marshallfoundation.org.



On September 15 we met with The Cold War Museum Board of Directors at the Fairfax County Economic Development Authority headquarters in Fairfax, VA (See Photo). During the board social that they held especially Horst and me, I gave a PowerPoint



presentation about our activities that was very well received. Thank you very much. It was wonderful to meet you in person and talk with you.

On September 16, I met with Dr. Christian Ostermann, another Cold War Museum Board member and Director of The Cold War International History Project at the Woodrow Wilson Center in Washington, DC (see Photo). Thank you very much Dr. Ostermann.



The Woodrow Wilson Center serves as a national memorial to President Wilson established by Congress in 1968. It is a nonpartisan institution supported by public and private funds, engaged in the study of national and world affairs. The Center establishes and maintains a lively, neutral forum for free and informed dialogue. The mission of the Center is to commemorate the ideals and concerns of Woodrow Wilson by providing a link between the world of ideas and the world of policy. The Center also focuses on fostering research, study, discussion, and collaboration among a full spectrum of individuals concerned with policy and scholarship in national and world affairs. Its location in the U.S. capital makes the Center a unique nonpartisan meeting ground where vital current issues and their deep historical background may be explored through research and dialogue. More information can be found online at www.wilsoncenter.org.

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

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COLD WAR ASSOCIATIONS

COLD WAR VETERANS ASSOCIATION

Chairman's Update

By Vince Milum - Chairman - CWVA

The recent focus of the CWVA has been on working with congressional staff to develop a streamlined and seamless coordination and processing of disability claims for both the Defense and Veterans' Affairs



Departments. In addition, we have been emphasizing the development of the recently launched Cold War Veterans Institute (which is coordinating many of the activities of the Cold War Veterans Association).

The following summary of meetings was prepared by Connie Curts, a Member of the Board of Directors of the Cold War Veterans Institute:

In the third quarter of 2008, we discussed various defense-related and international-policy-related topics including the following:

The potential impact on U.S. military responsibilities before and after Russia invaded Georgia in response to Georgia's aggressive actions regarding the breakaway-region Abkhazia and Ossetia. Military response came from Russia into the region after NATO announced it was going to accept Georgia into its organization, yet before the actual acceptance occurred. The implications of having Georgia in NATO mean that an attack on Georgia is interpreted as an attack on each NATO country, including the U.S. Since each NATO country is bound to align itself and respond militarily as needed, vigorous discussions ensued regarding the availability of U.S. troops, the impact on the stumbling U.S. economy, the U.S. reputation in the Middle East and in the Baltic Sea areas.

The strengths and weaknesses of each U.S. Presidential and Vice Presidential Candidate regarding U.S. foreign policy abilities, regardless of experience. In addition to evoking many pros and cons for each candidate, the discussion included Constitutional topics, including the responsibilities and limits of a Vice President's role.

Each discussion participant had good points and negative points regarding foreign policy, including the introduction of "new blood" and the knowledge of current political situations. However, there was no consensus, by far, regarding any single best candidate. Issues included:

Who would be the best military leader?

Who would best reclaim U.S. reputation with various allies?

Who would best restore U.S. reputation with countries currently considered enemies?

Who would best protect U.S. domestic interests from shifting economic strength and influence away from the U.S.?

China's last-minute revocation of visas for people wanting to travel to the International

Olympics.

China had legitimate security issues

Was China retaliating due to political differences?

With China opening itself to capitalistic democratic economic development, did other countries, such as the U.S., have the right to insist China change specific political policies, such as the Human Rights policies?

Originally U.S. President Bush said that that Olympics were non-political, for athletes only. Yet after he arrived in China, he commented on the need for more human rights in that country.

Discussion participants expressed mixed views on whether such comments were appropriate or not for international respect and for the sports venue, regardless of our personal viewpoints on the subject.

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

www.coldwarveterans.com

www.coldwarveterans.com/cwva_news.htm

www.coldwarveterans.com/cwva_board_statement.htm

AMERICAN COLD WAR VETERANS, INC.

CHAIRMAN'S REPORT

By Sean Eagan



Radio show to commemorate end of the Cold War

NYC NPR Affiliate Producer Eric Molinsky and American Cold War Veterans have been working on a radio program to commemorate the end of the Cold War. The show will be a montage of interviews of Cold War veterans and will air December 26th on www.wnyc.org.

American Cold War Veterans Announces New Membership Portal

In August Scott L'Ecuyer took over as Membership Director. Scott has recently made signing up online a snap with a new membership portal. The portal can be found at <http://membership-americancoldwarvets.org>.

Presidential candidates asked to back Cold War Medal.

The candidates running for President of the United States have been asked to endorse passage of a Cold War Medal. Senator Obama wrote the following response: "I agree that the Cold War Victory medal would be an appropriate honor. For veterans who had to be prepared to fight a war that most people agreed would be catastrophic, there certainly should be some recognition of service and willingness to defend and go to battle for the United States." Senator McCain's office has also been contacted and asked for a commitment to support a Cold War Service Medal.

Chairman to meet with New York State Governor's staff.

A meeting has been scheduled in Albany, NY on November 24, with Governor Paterson's Chief of Staff to discuss the NY Cold War Service Medal enacted by the legislature but vetoed by the Governor. The purpose of the meeting will be to identify possible modifications that might make a State Cold War Medal more feasible, and to suitably honor New York State's Cold War veterans.

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

FEATURED ARTICLES

SOVIET COMPOSITE BOMBER PROJECTS: THE EARLY TSYBIN CONCEPTS

By Raul Colon (rcolonfrias@yahoo.com)

The idea of combining “two-aircraft,” a mother-ship and a deployable extended plane has been around since the late 1920s. In fact, it was the Russians who developed the world’s first true operational composite project, the Vakhmistrov Zveno bomber. As promising as it was strange, the Zveno concept did performed several successful detachments proving the concept’s capability. But as promising as the Vakhmistrov aircraft was, the Russians halted further in-depth research into the concept by the end of WW II, and resuming in the early years of the 1950s when the advent of the powerful United States’ Air Force B-58 Hustler Bomber gave rise to the Soviet Union’s first true modern composite programs.

The idea behind the new Soviet concept was simple enough. A heavy lifting strike airplane would carry a fully loaded bomber to a point within its operational range. The bomber will then be deployed and proceed to its assigned target area by its own power. By the early part of the 1950s, the Soviet Union’s Experimental Design Bureaux (OKB) was well entrenched among the USSR’s state-run aircraft industry. It was extremely well funded, by Soviet standards, and well connected politically. This was probably one of the better examples of the USSR’s industrial monopoly. The OKB units divided the design and development aspects among each other, thus preventing a new member from moving in on what they believed was their territory.

Two OKB units were able to break the Experimentals’ hold on design and development. One was the famous Myasishchev Bureau. The other, more obscure one was the OKB headed by Pavel Tsybin. Tsybin was a major glider designer as well as designer and pilot of several rocket-propelled research aircrafts. Since the early 1950s, Tsybin had worked on nuclear weapons delivery platforms which were to be deployed from a larger, “mother-ship”-type of aircraft. Later his research of this unusual field earned him the establishment of his own Bureau, OKB Number 256. No small feat in such tense times.

But his OKB’s independence was short lived when in October 1959, the Myasishchev Bureau absorbed Tsybin’s small venture. Before Tsybin’s beloved 256 was registered, let alone acquired by the powerful Myasishchev OKB, he was in charge of the development of a supersonic heavy bomber capable of deploying the new thermonuclear weapons just arriving on operational status. On March 4th 1954, Pavel sent his design for such a platform to top aerospace officials inside the Kremlin. His design called for a Reaktivnyi Samolyot or RS platform. One that could be capable of achieving speeds up to 1865 mph with an operational range of 8701 nautical miles. Top ceiling was assessed at 98425’. It would have had an operational maximum takeoff weight of 36376 pounds. In order to achieve this impressive profile, the RS design called for extremely thin wing structures fitted with two powerful engines on each wing tip. To reach the necessary thrust-to-weight ratio for the called for profile, Tsybin’s design team streamlined the fuselage. They also added two forward canards foreplane. The new aircraft design would be able to deploy the new Soviet winged bomb based on the 244-N thermonuclear weapon.

The top brass at the Kremlin took Tsybin's proposal very seriously despite warnings from various quarters, mainly other OKBs, that the available technology to develop such an aircraft was not yet sufficiently tested. Nevertheless, work proceeded on the RS design and on May 5th 1955, Tsybin's team presented the concept to leaders of the Communist Party. Tsybin's presentation was a resounding success and on May 23rd, a Soviet Ministry (SovMin) resolution allowed Tsybin to establish his own Bureau. The resolution also asked for a flying prototype to be delivered no later than February 1st 1957 followed by another unit by April 15th.

The establishment of an independently run Bureau was a complex task. Hiring a highly trained staff was a top priority, but with fierce competition among the other Bureaus, the new OKB 256 was unable to grab the "lion's share" of the managers, designers, engineers, mechanics and other skilled workers needed for such a radical project. Beside those immense problems, Tsybin was also pinned against a powerful dateline. Notwithstanding, he and his small team pushed ahead and by the winter of 1955, the OKB's design team modified the original RS's profile. Operational range was now established at 4661 miles. Also, work on a newly designed RD-013 ram jet engine had commenced in earnest. With the change of range profile came the idea of joining or "pegging" the new platform to a Tupolev's Tu-95. It was determined that a Tu-95 could "carry" the RS up to 2485 miles before deploying the platform for its own flight.

By January 1956, the RS program had developed its first mock-up, vaguely similar to the British Avro 730 supersonic bomber. The new RS incarnation had a long and narrow airframe with a small trapezoidal wing structure supporting one engine on each wing tip. The team reformed the two canards foreplanes, now each measuring 10'-2" instead of the original 12'-0". Plans called for the RS to be loaded into the belly of a Tu-95-N (N) for the carrier version of the aircraft. Once the Tu-95 reached the pre-arrange altitude of 29530', it would deploy the RS, which would then proceed to its assigned target at speeds of up to 1865 mph. On its first solo stage, the RS would be powered by two assisting rocket engines which would be jettison soon after they spent themselves. The two wing tipped ram engines would then ignite, powering the craft to its destination. The engines, capable of powering the RS at speeds near Mach 2.8, were configured on fixed geometry, multi shock inlets with convergent divergent nozzles. The RS' fuel tanks were able to carry 23083 lb of fuel. The bomber's nuclear weapon, weighing in at 2425 lb, would have been carried on a tailless delta platform fitted on the rear end of the fuselage.

As promising as the RS project seemed to be shaping, it was destined to fail. At the same time Tsybin and his team was developing the outlines and designs of the RS, the Korolyov OKB was hard at work on an Intercontinental Ballistic Missile (ICBM) system code-named R7. In early 1957, the new ICBM made its maiden flight, and later that year, it achieved production status. The development of the R7 was a severe blow to the RS concept. Immediately after the successful test flight of the R7, all work related to the RS was terminated. Although work on the RS was canceled, Tsybin still manage to work on an offspring project called 2RS Reconnaissance Aircraft. The 2RS concept was first conceived in January 1956 and was also designed to use the Tu-95N as its springboard plane. But, unlike the RS, the 2RS was not designed as a nuclear delivery bomber, thus the designers replaced the canard foreplanes with a slab tailplane configuration. The fuselage specifications, beside the replacement of the canards structures, were the same of the original concept. The only difference was a reduction in frame length to 89'-11". Maximum takeoff weight (loaded with camera systems) was now 46186 lb.

According to specs, the 2RS would reach a top speed of Mach 2.54. The ceiling was estimated at 88583' with an operational range of 4351 miles. But by the time the 2RS was ready for mock-up design, passion for this reconnaissance platform had dramatically receded among Kremlin leaders.

From August 1956 onward, OKB 256 shifted its design effort from the 2RS to the newly constituted RSR aircraft. The RSR project, which called for an all jet, instead of ram engine configuration, was born on August 31st 1956. Most of the preliminary work on the concept was completed by June of the following year. The new platform was designed to take off and land on its own power. To accomplish this new task, the RSR was fitted with a reinforced bicycle undercarriage with a double wheeled main and nose gears. Powering the RSR were two Solovyov Low Ratio D-21 Turbofan engines. The new concept airframe, instead of being develop out of titanium and steel alloys, was made out of lighter materials. This was due to the expected less stress being applied to the fuselage by the turbofan engines. The aircraft's profile called for outside temperatures of around 200 degrees C.

The new project was one of the first Soviet aircrafts fitted with a rudimentary feature of stealth. The advent of ever more powerful Surface-to-Air Missiles (SAM) forced this seldom mentioned development. The RSR's lower fuselage section and wing structure were coated with a porous material designed to absorb the electronic energy emanating from an enemy's radar arrays. Besides the coating, the plane' fuselage was re-stressed to allow the pilot to make a barrel roll to an altitude of 137795' or to perform a climb and turn at the same time with a rapid change in altitude. Both maneuvers were designed to exceed the estimated 2.5G force needed to escape an incoming Western-built SAM. Two massive storage tanks carried up to 26455 lb of fuel. Two additional external fuel tanks, housed underneath the wing structure, were capable of supplying another 4850 lb of fuel, thus extending the aircraft's range. The RSR proposed range was now a more realistic 2339 miles radius.

According-to the SovMin resolution of 1957, the first RSR prototype would be rolled out of the production line no later than the spring of 1958. At the same time Tsybin's team was working on the RSR project, another concept, the 3RS began to take shape. The 3RS was intended to be a dual use platform. It would be able to takeoff on its own or it could be deployed the same way as the RS and 2RS. The whole idea behind the 3RS was range. Soviet military leaders were searching for the ultimate bomber, one capable of reaching America from Soviet-held land bases. Another step towards the realization of Tsybin's dream became true when on March 20, 1958 the SovMin authorized full development of the Tu-95N platform. The Tupolev Bureau was not pleased with the resolution. Andrei Tupolev himself thought the whole concept was a complete waste of valuable technical resources and more importantly, time. Utilizing his enormous influence, Tupolev was able to shift the development of the 'mother-ship,' or main aircraft, to the Myasishchev Bureau and freeing himself to develop more heavy bomber concepts.

Meanwhile, the Tsybin team was laying the ground work for the creation of a scale model known as NM-1 (Natrurnaya Model). On November 1956, the Kremlin made available the necessary funds for the whole program, and was another major accomplishment for such a small enterprise as the 256. The experimental NM-1 was fitted with two Mikulin AM5 engines mounted on simple nacelles, which due to their low power handling rating, meant that the aircraft could only

achieve subsonic speeds. A retractable skid arrangement was placed under the engines' nacelles. For takeoff operations, a two-wheeled trolley was installed under the skids. This mechanism would be jettisoned once the aircraft was aloft. A small tail wheel was also installed for taxiing control. Besides a shorter nose cone section, the NM-1 fuselage and materials were almost identical to that of the original RSR concept.

On April 7th 1959, after several aborted attempts, the NM-1 took to the air for the first time. Overall, 32 test flights took place between the spring of 1959 and autumn 1960. Results from the tests were timid at best. Data collected demonstrated that the aircraft was not able to maintain a regular flight pattern. Also, its takeoff profiles made it easy to roll over. Those deficiencies meant that the developmental phase of the concept needed to be pushed farther than the OKB wanted. Not the news Tsybin was looking for. He understood that delaying the rollout of the first true prototype could very well lead to the termination of his beloved OKB. He was determined not to have his OKB terminated. Tsybin feverishly lobbied the Soviet Politburo and the VVS Command for extensions. Both institutions saw the creation of such a radical platform as a necessity and paved the way for Tsybin to gain its extension on the aircraft's delivery date. The new dateline was now pushed to December 1960.

With his extension in hand, Tsybin re-doubled his efforts on the RSR concept. He redesigned some of the aircraft's features and tested its profiles on several mock-ups. Everything seemed to be ready for development, everything except the D-21 engines. The Tupolev Bureau pressured Factory 19, the main manufacturing center for aircraft engines in the USSR, to build more of the D-20 engines for its popular Tu-124 airliner jet, thus placing strains on the Factory's ability to deliver new and revolutionizer engines systems on time. When all was set and done, Tsybin did not receive a single D-21 from the Factory. He replaced the highly anticipated D-21 with two Tumansky R-11F jet engines with reheat capability. Unfortunately for Tsybin, the new engine required further fuselage modifications.

To accommodate the new engines, he and his team slimmed and enlarged the engines' nacelles. They also installed a central shock cone on each intake similar to that used on the vaunted Mig-21F. The new engines also gave the plane a change of code names to RSR R-020. Engineers began to strip down the new RSR version in an effort to reduce its weight. The volume of internal ribbing in the wing structure was increased. Thinner areas were applied throughout and welding replaced many of the fuselage's riveted joints. The titanium and steels alloys were replaced by Dural as the airframe primary structural material. All those modifications had the effect of reducing significantly the fuselage's fatigue life to just about 200 flying hours or three to six flights. The resulting airframe was one extremely light compared to other similar structures. New external self-sealing fuel tanks, capable of storing 2866 lbs of fuel, were added to the plane. Total fuel load capacity was now 10700 lbs. The wings were also re-fitted. More taper was applied to their trailing edges and tailplane sections. The fin area was also reduced. The RSR-020 sported a new undercarriage arrangement. Gone were the two large wheels, which were replaced by four smaller sets. The modified version would have a serviceable ceiling of 73819' with an operational range of 2486 miles.

Five RSR R-020 units were ordered in early 1959, but again, the development of the ICBM as a formidable weapon platform trumped Tsybin's dream aircraft. On October 1st, Soviet Premier

Nikita Khrushchev ordered the termination of OKB 256. The cancellation of Tsybin's OKB contract did not mean that the RSR program was dead. Design and development of the RSR aircraft passed on to the Myasishchev OKB. At the time of the transfer, Myasishchev was immersed in its own bomber concept, which gave Tsybin almost a free hand in developing the RSR concept. Development of the RSR was relocated to the Myasishchev OKB's Zhukovsky facility on September 29th 1960. Work was again halted the next month.

On October 1960, Vladimir Myasishchev was appointed head of the Tsentrallyy Aero-I Gidrodinamicheskiy Institute (TsAGI) or Central State Aerodynamic and Hydrodynamic Institute. For a brief time, the Chelomey OKB took control of the project, but it was short lived. By now, most of the Soviet's OKBs were either performing work on ballistic missile systems or on the country's nascent space program. As the new head of the powerful TsAGI, Myasishchev officially ended all work related to the RSR platform. He transferred Tsybin and most of his original engineering team to his OKB's space division, which at the time was developing the Soyuz space capsule. With his transfer and the cancellation of all RS-programs, all of the RS-related data was sealed or destroyed.

Today what remains of the original RSR concept are but a few documents and drawings which clearly indicated that the aircraft was in its initial construction stage when the program was axed. Some documents suggested that up to three units were completed, but there's no evidence to support this claim. What is well documented was that soon after the RSR program was canceled, Myasishchev wrote a letter to Tsybin that contained a TsAGI drawing for a supersonic reconnaissance platform very similar, if not almost identically, to the RSR. A fact that did not sit well with Pavel Tsybin or his team. For years, Tsybin suspected that Myasishchev had a hand in the cancellation of, not only his RS platform, but his beloved OKB. With the termination of the RSR and the British Avro 730 programs, only the United States developed a RSR-type platform that actually flew. It was the spectacular Lockheed SR-71 Blackbird.

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THE FRENCH DCTN F17

By Raul Colon (rcolonfrias@yahoo.com)

The F17 was the first wire-guided anti-surface ship torpedo utilized by the French Navy. The F17 was designed by the famous Direction Technique des Constructions Navales in the early 1970's. The complete missile measure 21 inches in diameter with a length of 19.4 feet. The torpedo weight's is 3108 pounds, with 515 of them being storage in its warhead. The weapon can travel at a top speed of 35 knots and its operational range is estimated at 9.7 nautical miles.

The torpedo can be employed in either the wire-guided mode or in an autonomous passive homing mode. The ability to interchange between the two modes is provided by a control panel

above the launching platform. As the torpedo homes in on its target, its terminal phase engages. This phase is controlled by the passive acoustic mechanism fitted under the torpedo's internal control system. Over the years, the F17 has evolved. Now, a surface launched variant is available, the F17P. The F17P has an active-passive acoustic homing seeker which provides the system with an autonomous operational capability the original F17 lacks. The F17P has been a major export success for the struggling French weapon developing industry. The 17P has been widely use by Saudi Arabia, which mounts the system on its Medina-class frigates. Spain also has purchased many F17Ps for its Agosta and re-fitted Daphne class of submarines.

THE SS-396 RONQUIL

By Raul Colon (rcolonfrias@yahoo.com)

Surfacing for the last time after more than thirty years of front line service, the *USS Ronquil* (SS-396), a Balao Class submarine, moved smoothly through the United States Navy Seventh Fleet's ships anchored at San Diego Bay, California. She would be decommissioned for the second and last time under the United States' flag. In a few days, a ceremony would be held on one of San Diego's Bay's ports officially transferring the SS-396 to the Spanish crown. As the memorable ship put to port, seamen, officers and visitors alike were all in awe. The sight of one of the Navy's last diesel powered submarines calling port for the last time was emotional. The *SS Ronquil* was a proud member of the longest running submarine class in the US Navy: the amazing Balao Class. Born out of necessity during the later stages of World War II, the Balao boats went on to have a distinguish career during WW II as well as on post war operations. It is a testament to the wisdom of their designers that the last active combat boat of the class was finally decommissioned in the spring of 1996, more than fifty years after its conception!

The *Ronquil's* hull was laid out on September 9th, 1943. Five months later, the sub was launched for sea trials. Finally on April 22nd, 1944, the 396 was officially commissioned by the US Navy. The boat remained on active duty after the war and in May 1952 was briefly de-commissioned. After refitting and a major system overhaul, the *Ronquil* was back to active duty, less than a year after being decommissioned. The SS-396 went on to serve undisturbed until that July morning in 1971 when she was transferred to the Spanish government. Many fine seamen and officers served on the boat during its long and distinguish service career. One of those brave men is Submarine Sonar Technician (STS2-SS) 2nd Class David Barleen. Recently, I had the opportunity to talk with Mr. Barleen who shared his recollection about this incredible submarine.

Mr. Barleen grew up near the Mare Island naval yard in Solano County, CA. His interest in the silence service grew out of the excitement the service offered a young man looking for an adventure and the elite honor of being a submariner. He followed his dream and enlisted with the Navy in 1963. Assigned to the US Navy Submarine Reserve Force, Barleen entered active duty status two years later. His first combat patrol was on the *Ronquil* in 1965. At the time, the boat was based at Yokosuka Naval Base as part of the Seventh Fleet forward deployment elements. He saw extensive action during the Vietnam War when the SS-396 was assigned to "data accumulation" all over the Pacific Ocean. Mr. Barleen would not elaborate on the boat's primarily mission profile, but it is understated that the *Ronquil* was an intelligence gathering platform. He pointed out that the boat had a "current" and "fit" electronic surveillance package, which could only emphasize the nature of the sub's missions.

On regular patrols, the *Ronquil's* carried a crew complement of 75 men, a few more on irregular ones. I questioned Mr. Barleen regarding the sub's possible aggressive engagements with other submarines, but again, he was evasive, most likely due to the *Ronquil's* sensitive mission profile. His only comment was that the SS-396 performed "evasive measures" when confronted. David went on to serve with the *SS Ronquil* until 1967. After completing his Navy tour, he went back to college. Now the once young sonar technician operates his own manufacturing company. I finish the interview by asking him his feelings of the SS-396's. Although he was not part of the ceremony, he commented that it was a "sad day," a feeling shared by many of the fine crewmen who serve on this remarkable boat.

On July 1st, 1971, the *USS Ronquil* was officially transferred to the Spanish Navy, who renamed it the *Isaac Peral* (S-32) as a tribute to the famous Spanish inventor and submarine pioneer. The *Peral* served with the Spanish Armada until 1982 when it was retired from active service, but with Spain's transition into a more modern force lagging far behind schedule, its retirement was postponed for an additional two years. Finally, on April 3rd, 1984, the *Peral* was decommissioned. Almost forty one years after first being layout, the *Ronquil* was laid to rest for the final time. Its longevity and endurance is a tribute, not only to its designers, but to the men who worked on it for nearly half a century.

If you would like to know more about this incredible submarine, you can visit the *Ronquil's* official website at www.ussronquil.com. There's also a webpage about the 396's reincarnation with the Spanish fleet: www.perso.wanadoo.es/pfcurto/s32.html.

COLD WAR MEMORIES

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

A HISTORY OF US NAVY FLEET AIR RECONNAISSANCE (PART TWO)

The Pacific and VQ-2

By Capt Don East, USN Ret

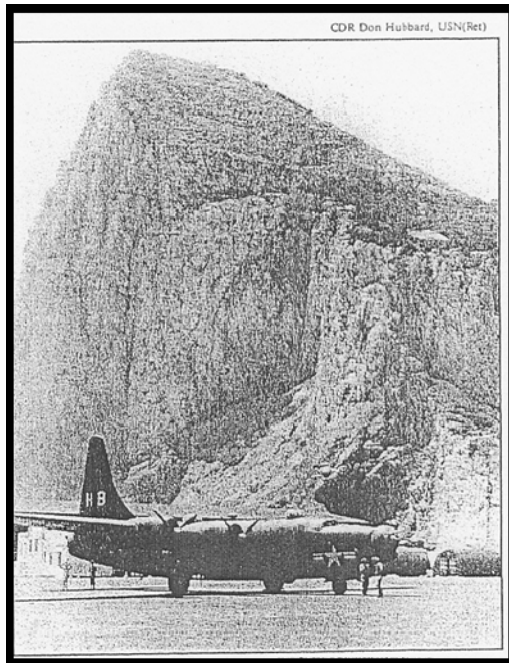
(Editor's Note - First published in Spring and Summer 1987 in Hook Magazine. Article reprinted with permission of the author and courtesy of the Tailhook Association - 800-322-Hook).

The Beginnings

Records of the early days of the Navy's aerial electronic reconnaissance efforts in the European area are vague. Through research of unit histories, personal interviews, and with some speculation, the following information has been discerned.

In much the same way as in the Pacific, the Navy's dedicated airborne aerial reconnaissance program in Europe had its genesis with patrol squadrons in World War Two. It appears that one of these European-based squadrons had a secondary task of electronic recce. At the end of the war, VP-114 had a three-plane detachment of Consolidated PB4Y-I Liberators based at NAS Port Lyautey, French Morocco. Following the war, until June 1950, the squadron (variously designated VP-HL-6 and finally VP-26, which it carries today) maintained a permanent

detachment of PB4Y-2 Privateers at Port Lyautey, while the parent squadron switched between the Moroccan base and NAS Patuxent River, Md.



(Photo - PB4 Y-2 BuNo 59645, seen here at Gibraltar 9 Nov /949, was shot down 8 Apr 1950 over the Baltic by Soviet fighters to become the first victim of the "Cold War." The fate of its ten-man crew was never confirmed, but it is suspected they were imprisoned in Russia).

During this period, the Port Lyautey detachment aircraft were specially configured for the electronic reconnaissance mission, and thus present the earliest traceable origins of VQ-2.

The primary operating areas for the electronic reconnaissance versions of VP-26's "4Y-2"s were the Baltic and Adriatic Seas, with tasking against Soviet radar facilities. The squadron's "electronic" Privateers operated from Port Lyautey under the guise of acting as courier aircraft for US. embassies and missions throughout Europe, Scandinavia and Western Asia.

During one of these Baltic Sea missions occurred the first in a long series of incidents of the "Cold War" involving U.S. reconnaissance aircraft and Sino-Soviet fighters.

On 8 April 1950, a VP-26 PB4Y-2 (BuNo 59645) and its ten-man crew were lost in the Western Baltic Sea, apparently after being attacked by Soviet aircraft approximately 80 nm southeast of Gotland Island. Earlier in April the Privateer had deployed from Port Lyautey to the U.S. Air Force Base at Wiesbaden, Germany. Leaving one crewman on the ground, Aviation Electronic Technician- Stephen Zakian, the patrol bomber took off at 1031 Saturday, 8 April on a classified mission.

At 1330 the aircraft reported it was flying over Bremerhaven, Germany, and at 1440 made its last radio report. At 2330 VP-26 headquarters at Port Lyautey received a dispatch from the commanding officer of the U.S. Naval Base in Bremerhaven Stating PB4Y-2 bureau number 59645 was declared overdue by USAF Flight Service in Frankfurt. According to a later Soviet report, the Navy aircraft was sighted at 1739 on 8 April over Leyaya, Soviet Latvia, and mistakenly identified as a B-29 bomber. It was then intercepted and ordered to land, whereupon it reportedly exchanged fire with the Russian fighters and headed out to sea. The credibility of the Soviet report was seriously weakened by the fact that the Privateer's only armament was a .45 cal. pistol carried by one of the officer crewmen.

According to subsequently declassified VP-26 reports, by 0400 on 9 April three PB4Y-2s were ordered from Port Lyautey to Wiesbaden to conduct a search for BuNo 59645. VP-26 Privateers piloted by LT Rice, LTJG Linker and a third by LT Cobb, with the squadron executive officer on board, were launched in quick order. After a short stay in Wiesbaden, the aircraft moved on to

Copenhagen, Denmark, and initiated search operations by the 10th. Before the search concluded, a fourth VP-26 Privateer and approximately 25 USAF aircraft would scour the Baltic for ten days.

A life raft, identified as VP-26 property, was picked up by a Swedish fishing vessel a few days after the search was suspended. Similarly, the British freighter Beechland pulled an empty aircraft life raft from the Baltic Sea 45 miles southeast of Stockholm. The raft was positively identified by the serial and contract numbers as having been issued to a PB4Y-2. After the incident a stiff note of protest and a rebuttal of the Soviet report was sent to the Russian government by the U.S. State Department.

Numerous Soviet naval and air contacts were reported by U.S. search aircraft, and in the VP-26 squadron report, at least two PB4Y-2 APS-15 radar operators reported noise-modulated radar jamming. The jamming obliterated the APS-15 scopes in up to 30-degree sectors for as long as three hours. The reports varied as to the origin of the jamming, but it was believed to have originated from a Soviet submarine or from ashore in Latvia.

No trace of the ten-man crew was ever found and eventually they were presumed dead. The crewmembers were: LTs John H. Fette and Howard W. Skeschaf; LTJG Robert D. Reynolds; ENS Tommy L. Burgess; AD1s Joe H. Danens Jr. and Jack W. Thomas; AT1 Frank L. Beckman; CT3 Edward J. Purcell; AL3 Joseph J. Bourassa; and AT3 Joseph N. Rinnier Jr.

In January 1955, two Americans were repatriated from Russian prison camps where they had been held since the end of WWII. They reported hearing of American prisoners who had been shot down over the Baltic Sea. Actual sighting of the Americans was reported by a third repatriate, a Yugoslav, who had served time in the infamous Soviet prison coal mine of Vorkuta, above the Arctic Circle. He alleged that one of his fellow prisoners had been a U.S. Navy officer from the lost Privateer. However, this claim was never confirmed.

A series of investigations by Naval Intelligence and demands to the Soviets by the State Department were to no avail. The fate of the VP-26 crew was never determined positively.

This article is continued online at:

www.coldwar.org/Histories/documents/HistoryofUSNavyFleetAirReconnaissancePartTwo.asp

POST SCRIPT

When the Cold War Museum asked permission to place my histories of the U.S. Navy's two Airborne Electronic Reconnaissance Squadrons (VQ-1 & VQ-2) in their museum exhibit and on their web site, a short post script to update the story from its 1986 cut off date until the current year of 2008 was deemed necessary. The following is a brief summary of the Navy's electronic reconnaissance (Signals Intelligence or SIGINT) squadron activities since 1986.

This Post Script is continued online at:

www.coldwar.org/Histories/documents/HistoryofUSNavyFleetAirReconnaissancePostScript.asp

COLD WAR EVENTS, REQUESTS, REUNIONS, AND RELATED ITEMS

INFORMATION SOUGHT ON MISSING SON FROM EAST GERMANY

Dear Ladies, dear Sirs,

I am a mother from East Germany whose son, Dirk, disappeared under rather mysterious circumstances in East Germany 29 years ago – long before the Wall came down.

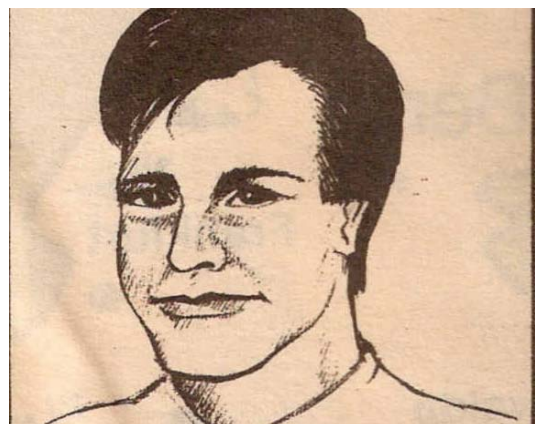
Since there are so many indications that point to the fact that the East German Secret Service (“Stasi”) was involved in the abduction of my child, the story has received a lot of media attention in West Germany. Most journalists suspect the same: i.e. that the Stasi took my son, possibly for medical research purposes since he had two fontanels on his skull, which is an extremely rare medical condition.

My multiple pleas – first to the East German Authorities and, since the Wall came down in 1989, to the West German Investigative and Governmental Authorities as well – to investigate into the unsolved disappearance of my son, respectively to re-open the case, have met with no results even though there are indications that my son is still alive today, living somewhere (presumably in Europe) under a different identity, obviously unaware of his true identity.

We are currently trying to obtain computer created pictures of the way he would look today, based on his baby photos before his abduction. If we can publish and distribute these computer photos via the internet as part of our ongoing search for Dirk, there is a realistic chance that someone may be able give us information about his fate or whereabouts.

If you can give us any information about how to obtain such computer pictures/software (that can create a replica of the natural aging process of a human face) or if you are interested in featuring Dirk’s case, please contact me at kaiheidi1@gmx.de, at (49) 5374-671563 or under my website www.kaiheidi1.de.tl, which also features other interesting facts about former GDR and Stasi activities. Any assistance you can give is will be greatly appreciated. Thank you and best regards from Germany

Heidi Stein



COLD CULTURE: A SYMPOSIUM ON THE COLD WAR

(Editor's Note – I will be attending this conference and providing remarks on the development of The Cold War Museum. I would like to thank the Executive Director of the Diefenbunker Museum, Alexandra Badzak, for her assistance and support, which allowed me to attend.)

As part of its 10th anniversary celebrations, Diefenbunker, Canada's Cold War museum, is proud to announce its first Cold War symposium scheduled for November 7-9. This event is set to correspond with the opening of two new, permanent exhibitions and an inaugural Cold War memorial ceremony to coincide with the fall of the Berlin Wall in 1989.

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

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

International and comparative topics are strongly encouraged. Questions about the Cold Culture symposium can be directed to Alexandra Badzak, Executive Director at 613-839-0007 or director@diefenbunker.ca. For more information, visit www.diefenbunker.ca.

EGLIN SAC ALERT PERSONNEL SOUGHT FOR HISTORY

Van Citters: Historic Preservation, LLC, of Albuquerque, New Mexico, wishes to contact personnel who were assigned to and stationed at Eglin Air Force Base's Strategic Air Command (SAC) Alert area in the 1950s and 1960s. Van Citters is compiling a popular book on behalf of Eglin AFB's cultural resources division and would like to find Eglin SAC Alert personnel who are willing to share their stories and reminiscences about SAC Alert at Eglin AFB. Please contact Tim Sawyer at 505-268-1324 or by e-mail at tim@vcpreservation.com.

EFFECTIVE FOIA REQUESTING FOR RESEARCHERS

On 5 December, 2008, George Washington University and the National Security Archive will join forces for a day-long workshop on Effective FOIA Requesting for Researchers. This session will offer a unique opportunity for graduate students currently enrolled in Ph.D programs to learn the fundamentals of FOIA submissions. Contact: cdavidso@gwu.edu -- URL: www.ieres.org
More Info: www.h-net.org/announce/show.cgi?ID=164536.

COLD WAR POSTERS FOR SALE

Patrolling the Berlin Wall:

The Berlin Wall construction began on August 13, 1961, in order to keep all East German residents under communist control. Prior to this date, too many East German residents were fleeing to West Germany to participate in the better life of capitalism. This control lasted until Nov. 9, 1989 when the East German leader gave the order that the Berlin Wall was to fall. Then on July 1, 1990 an economic, social, and monetary union was formed between East and West Germany and all travel restrictions were dropped. This photo was taken just prior to the Wall coming down, and shows an East German soldier peering through a crack in the Wall.



This print is 22" W X 28" H and is offered for \$24.95 plus sales tax (TX shipping addresses only) and shipping charges.

A Symbol of Freedom:

At the end of World War II, parts of Czechoslovakia were liberated from Nazi Germany by the Americans. However, from 1945 to 1990 the Soviet Union took control, and would not allow the Czechs to acknowledge the Americans participation in the liberation. The Czechs weren't allowed to wave an American flag during this period or they would be fined and jailed. This photo was taken after the Berlin Wall came down and the Cold War was over at the 1st festival honoring those Americans that liberated them back in 1945. Since then, it has become an annual festival that has grown in both participants and festivities. People come from around the world to participate.



This print is 22" W X 28" H and is offered for \$24.95 plus sales tax (TX shipping addresses only) and shipping charges.

SPECIAL: Buy both prints for \$39.95 plus sales tax (TX shipping addresses only) and shipping charges and save \$9.95.

Tracy Weise (tracyweise@comcast.net)

Once In A Lifetime Prints

TAIWAN RAILWAY PHOTOS OR MEMORABILIA FROM THE 1950S AND 1960S

Dear Friends,

My name is Loren Aandahl and I was raised in Taiwan (16 years) in the 1950s and 1960s. I read the article by your chairman, Lloyd V. Evans, in the 8/23 Taipei Times. During the late 1960s, my father, Rev. Elliot Aandahl, ministered once per month to American forces stationed in

Kinmen. It was my privilege to go to Kinmen on one his monthly ministry Sundays. Maybe some of your members remember him.

The reason for my note is that I was wondering if I could put a notice out in your regular newsletter to enquire of your members if they have any Taiwan Railway photos or memorabilia from the 1950s and 1960s that they would be willing to share with me. This was a period of martial law and railway photos are few and far between. I have many of my own photos taken in the late 1960s and am working on a book using them. I am certain that many of your members were railfans and would have taken some photos.

Best to all of you,

Loren Aandahl (laandahl@comcast.net)
Minneapolis, MN

INFORMATION SOUGHT ON PEOPLE WHO TRAINED AT FORT BLISS AIR DEFENSE SCHOOL ON NIKE SYSTEMS

I am trying to get in contact with people who trained at the Fort Bliss Air Defense School on Nike systems during the Cold War era, especially anyone who trained during the 1950s and 1960s. Is there any way to post a call at this or another Nike-related website for people who have stories that they would like to share about their Nike training days? We have been contracted by the Fort Bliss Environmental Division, Conservation Branch, to write a brochure for the general public about this Cold War training program. Please let me know the best way for me to contact Nike training veterans.

Tim Sawyer, Ph.D. (tim@vcpreservation.com)
Van Citters:

Historic Preservation on behalf of Fort Bliss Environmental Division, Conservation Branch -
505-220-3707

THE JOHN A. ADAMS '71 CENTER FOR MILITARY HISTORY AND STRATEGIC ANALYSIS COLD WAR ESSAY CONTEST WINNERS:

First prize: \$2000

“The Genesis of the Sixth Fleet: The U.S. Navy and Early Cold War Foreign Policy in the Mediterranean, 1946 - 1948” by Michael A. Palmer, East Carolina University

Second prize: \$1000

“In a Foreign Land: GIs, West Germans, and Refugees in Franconia, 1945 - 1960” by Adam Seipp, Texas A & M University

Third prize: \$500

“The Atomic Air Offensive and the Change in American Military Tradition, 1945 - 1950” by John M. Curatola, U.S. Army Command and General Staff College

Honorable mentions (in alphabetical order)

“The Quiet Death of Universal Military Training: How America Lost an Opportunity to Close the Civil-Military Gap” by Robert K. Dean, Norwich University

“Lessons of the Korean War and the Public Debate over Containment and American National Military Strategy, 1950 - 1955” by Hal M. Friedman, Henry Ford Community College

“Detachment Number 1: African-American Prisoners at Camp 5 during the Korean Conflict” by Thomas J. Ward, Jr., Spring Hill College

We are also happy to announce that the Adams Center will sponsor a fifth round, with submissions due 15 June 2009. For information, contact

Dr. Malcolm Muir, Jr., Director (muirm@vmi.edu)
John A. Adams '71 Center for Military History and Strategic Analysis
Virginia Military Institute
540-464-7447

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) 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!"

(Photo: Fire Control Area, Site Summit)



“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 15th 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 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 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 under “Meetings” - FGPjr)

REUNION WEBSITES

Visit these following websites for additional reunion information:

- www.radomes.org
- www.vets.org/airforce.htm
- www.thewall-usa.com/reunion
- www.uasf.com/reunions.htm
- www.reunionismag.com/military_reunions.html
- www.military.com/Resources/ReunionList
- www.navweaps.com/index_reunions/reunion_index.htm
- www.usaf.com/reunions.htm
- www.leatherneck.com/links/browselinks.php?c=23
- www.jacksjoint.com/cgreunion.htm

COLD WAR ITEMS OF INTEREST

H. R. 5139

110th CONGRESS

2d Session

H. R. 5139

To require the Secretary of the Interior to conduct a theme study to identify sites and resources to commemorate and interpret the Cold War.

IN THE HOUSE OF REPRESENTATIVES

January 28, 2008

Ms. BERKLEY introduced the following bill; which was referred to the Committee on Natural Resources

A BILL

To require the Secretary of the Interior to conduct a theme study to identify sites and resources to commemorate and interpret the Cold War.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. DEFINITIONS.

- (1) ADVISORY COMMITTEE- The term `Advisory Committee' means the Cold War Advisory Committee established under section 3.
- (2) SECRETARY- The term `Secretary' means the Secretary of the Interior.
- (3) THEME STUDY- The term `theme study' means the national historic landmark theme study conducted under section 2(a).

SEC. 2. COLD WAR THEME STUDY.

- (a) In General- The Secretary shall conduct a national historic landmark theme study to identify sites and resources in the United States that are significant to the Cold War.
- (b) Resources- In conducting the theme study, the Secretary shall consider--
 - (1) the inventory of sites and resources associated with the Cold War completed by the Secretary of Defense under section 8120(b)(9) of the Department of Defense Appropriations Act, 1991 (Public Law 101-511; 104 Stat. 1906); and
 - (2) historical studies and research of Cold War sites and resources, including--
 - (A) intercontinental ballistic missiles;
 - (B) flight training centers;
 - (C) manufacturing facilities;

- (D) communications and command centers (such as Cheyenne Mountain, Colorado);
 - (E) defensive radar networks (such as the Distant Early Warning Line);
 - (F) nuclear weapons test sites (such as the Nevada test site); and
 - (G) strategic and tactical aircraft.
- (c) Contents- The theme study shall include--
- (1) recommendations for commemorating and interpreting sites and resources identified by the theme study, including--
 - (A) sites for which studies for potential inclusion in the National Park System should be authorized;
 - (B) sites for which new national historic landmarks should be nominated; and
 - (C) other appropriate designations;
 - (2) recommendations for cooperative agreements with--
 - (A) State and local governments;
 - (B) local historical organizations; and
 - (C) other appropriate entities; and
 - (3) an estimate of the amount required to carry out the recommendations under paragraphs (1) and (2).
- (d) Consultation- In conducting the theme study, the Secretary shall consult with--
- (1) the Secretary of the Air Force;
 - (2) State and local officials;
 - (3) State historic preservation offices; and
 - (4) other interested organizations and individuals.
- (e) Report- Not later than 3 years after the date on which funds are made available to carry out this Act, the Secretary shall submit to the Committee on Natural Resources of the House of Representatives and the Committee on Energy and Natural Resources of the Senate a report that describes the findings, conclusions, and recommendations of the theme study.

SEC. 3. COLD WAR ADVISORY COMMITTEE.

- (a) Establishment- As soon as practicable after funds are made available to carry out this Act, the Secretary shall establish an advisory committee, to be known as the 'Cold War Advisory Committee', to assist the Secretary in carrying out this Act.
- (b) Composition- The Advisory Committee shall be composed of 9 members, to be appointed by the Secretary, of whom--
- (1) 3 shall have expertise in Cold War history;
 - (2) 2 shall have expertise in historic preservation;
 - (3) 1 shall have expertise in the history of the United States; and
 - (4) 3 shall represent the general public.
- (c) Chairperson- The Advisory Committee shall select a chairperson from among the members of the Advisory Committee.
- (d) Compensation- A member of the Advisory Committee shall serve without compensation but may be reimbursed by the Secretary for expenses reasonably incurred in the performance of the duties of the Advisory Committee.

(e) Meetings- On at least 3 occasions, the Secretary (or a designee) shall meet and consult with the Advisory Committee on matters relating to the theme study.

SEC. 4. INTERPRETIVE HANDBOOK ON THE COLD WAR.

Not later than 4 years after the date on which funds are made available to carry out this Act, the Secretary shall--

- (1) prepare and publish an interpretive handbook on the Cold War; and
- (2) disseminate information in the theme study by other appropriate means.

SEC. 5. AUTHORIZATION OF APPROPRIATIONS.

There are authorized to be appropriated to carry out this Act \$500,000.

INTERNATIONAL ASSOCIATION FOR INTELLIGENCE EDUCATION (IAFIE) ESSAY COMPETITION

The International Association for Intelligence Education (IAFIE) is pleased to announce its Essay Competition for 2009. This competition promotes IAFIE's goal of providing a forum for the communication and exchange of ideas and information for those interested in and concerned with intelligence education. More information about IAFIE can be found at: www.iafie.org.

Competition is open to everyone having an interest in furthering intelligence education. (IAFIE officers and staff are not eligible to compete.)

Awards

First place finishers in each category will receive a \$1,000 cash award and be invited to speak at the Annual IAFIE Conference, May 27-28, 2009 at the University of Maryland. IAFIE will pay for travel, accommodations and conference registration costs.

Second place finishers in each category will each receive \$500 in cash. First and second place finishers will have the opportunity to publish their essays on the IAFIE website. First and second place finishers will also receive a one year free membership in IAFIE.

Categories

Professional – An individual who is working or who has worked as an intelligence analyst, or an individual who is or has been involved in teaching intelligence studies or providing intelligence training (teacher, trainer, consultant, private citizen).

Graduate Student – A full-time or part-time graduate student currently enrolled with a college or university.

Undergraduate Student - A full-time or part-time undergraduate student currently enrolled with a college or university.

Essay Questions

Please answer one of the following questions in your essay. Essays may be written from the perspective of national security, law enforcement, academia, business or private citizen.

1. What impact have major events of this decade had on the role of the intelligence professional in national security, law enforcement or competitive intelligence? (Select major events based upon your choice of field.)
2. Intelligence- led policing is in practice in several countries on several continents. Using real-world examples, what, in your opinion, are the strengths and weaknesses of intelligence- led policing?
3. What do you think are the most important challenges facing the intelligence community over the next 10 years?
4. What advantages do strategic analysis and futures thinking hold for the future of the intelligence professional and how can they be incorporated into the intelligence professional' s skill sets?

Submission Guidelines

Submissions must include a cover sheet with the author's name, contact information, category (Professional, Graduate Student or Undergraduate Student), essay title and, for graduate or undergraduate students, the name of the college or university they are attending. Those submitting in the Professional category must submit a biography of 50 words or less. Do not include your name on the essay.

Essays must be no longer than 2,500 words, excluding endnotes and bibliography, double spaced, Times New Roman, 12 point font.

Essays must be submitted in English using Word or PDF format. Coauthored submissions will not be accepted.

Essays must be original and not previously published. Submission constitutes permission to publish.

Deadline for Submission and Notification

January 9, 2009, midnight, EST. Email your submission to: submissins@iafie.org.

Award winners will be notified no later than April 2, 2009.

Evaluation Criteria and Questions

A panel of intelligence professionals will judge all entries and select the winners for each category. Essays will be evaluated on their relevance to the question, creativity, strength of argument, and writing quality.

Questions regarding the Competition may be directed to Stephen Marrin at smarrin@mercyhurst.edu.

THE MISSILES OF OCTOBER

From October 16 through October 28, 1962, the world was faced with catastrophic annihilation as Russia placed atomic missiles and weapons in Cuba.



THE HERITAGE THEATRE COMPANY [located at The Randolph Road Theatre at 4010 Randolph Road in Silver Spring, Maryland] — the premiere historical theatre company on the east coast -- will be presenting the WORLD PREMIERE stage adaptation of Stanley R. Greenberg's 1974 Emmy Award winning television drama, "THE MISSILES OF OCTOBER" during the actual anniversary dates of the Cuban Missile Crisis, along with a special performance on November 22: the 45th anniversary of President Kennedy's tragic destiny at Dallas.

Adapted to the stage and directed by the company's founder and Producing Artistic Director, Karey Faulkner, production dates for "THE MISSILES OF OCTOBER": October 17 – November 22 -- are no coincidence.

"We commemorate significant dates in history," explains Faulkner. "In the case of "The Missiles of October," we're presenting it during the actual dates of the Cuban Missile Crisis up to the week following our National Election. Then, a very special performance on November 22 which will be the 45th anniversary of our country having lost one of our most significant and beloved leaders in President Kennedy. This year is ALSO the 40th anniversary of the loss of Senator Robert F. Kennedy who was President Kennedy's Attorney General at the time of the Cuban Missile Crisis."

Reprising his role as John F. Kennedy, Sean Coe – who portrayed SENATOR John F. Kennedy in our World Premiere production of "PROFILES IN COURAGE" last October during the 50th anniversary of the book having won the Pulitzer Prize – will this time be portraying Kennedy as PRESIDENT

To learn more about "THE MISSILES OF OCTOBER" which will run at our Silver Spring, Maryland theatre on Fridays and Saturdays from October 17 – November 8 with a special performance on November 22, and to order tickets, please see the company's website at: www.theheritagetheatre.org.

Tickets range from \$32 - \$20, and may be placed on the company's website or by calling 301-770-9080.

HERITAGE THEATRE COMPANY
4010 Randolph Road; Silver Spring, MD
Rockville, MD 20848
www.theheritagetheatre.org

3RD UNPUBLISHED PHOTO OF KHRUSHCHEV FOUND BY COBB

This photo was taken at the stand of British United Turkeys Ltd. (BUT) at the British Agricultural Exhibition in Moscow on 28th May 1964.

Khrushchev speaks with Mr. Keith Gebbes, Market Director of BUT, who was in his younger years a famous player of the Scottish National Rugby Team.



Left of Khrushchev stands Dr. George Clayton who watches attentively. Dr. Clayton was a lecturer at the Institute of Animal Genetics, University of Edinburgh, Scotland. He was the consultant geneticist to BUT. Dr. Clayton has been mentioned twice in the Khrushchev memorandum about the British Poultry Industry, dated 18th July 1964, which Professor Sergei Khrushchev sent to me.

An interesting fact is that the daughter of Sir Winston Churchill, Mrs. Mary Soames (Baroness Soames), attended the opening ceremony of the British Agricultural Exhibition in Moscow on 18th May 1964. She visited the exhibition together with her husband Mr. Christopher Soames (Baron Soames) – (1920 – 1987). He was the British Minister of Agriculture who opened the exhibition and held a speech.

Mrs. Mary Soames (Baroness Soames) – born 1922 is widow of Lord Soames youngest and last surviving child of Winston Churchill's five children still alive, now aged 86.

Wim Dekkers

Wim.Dekkers@CobbGermany.de

A CALL FOR EXHIBITS AND INFORMATION FOR THE GLOBAL MUSEUM ON COMMUNISM

The Victims of Communism Memorial Foundation is dedicated to memorializing the more than 100 million victims of communism. We believe that informing people around the world about communism is crucial to preventing its resurgence.

We have therefore begun a global effort to educate the public about the dark era of communism through an online museum. Slated to open in early 2009, the Global Museum on Communism will tell the complete history, philosophy and legacy of communism.

We recognize that many institutions have collected great amounts of information and artifacts regarding communism. Our goal is to electronically link these efforts and spark new collection efforts before the evidence is forever lost.

Our museum will network with regional museums, educational institutions and ethnic associations from around the world in one common educational mission. It will serve as an

online “meeting place” for scholars, researchers and activists to interact and build their research and educational capabilities.

We invite you join us. We ask you to help create an online exhibit that tells the unique story of your family, community, people or nation, including those who suffered under communism and those who successfully resisted it.

You can view a preview site of our Museum at www.globalmuseumoncommunism.org.

Please contact our Director of Public Affairs, Ed Priola by e-mail or telephone for more details: +1 202 589 1991, info@victimsofcommunism.org.

Sincerely,
Dr. Lee Edwards
Chairman

RB-47E AND THE 90TH STRATEGIC RECONNAISSANCE WING

By Rhu A. Bigay - Aviation Artist

As in most of my commissioned works, it is at the airshows where a large percentage of prospective clients see my work. They would approach me in a conversation, usually dealing with their favorite aircraft. This time was no different in the commencement of creating a painting for the 90th SRW of their RB-47E Stratojets.



A gentleman by the name of Paul Schmidt came into our booth one day and was admiring my work. The conversation turned to his area of expertise and that is the era of the Cold War. He put a suggestion to me that in the future, would I be interested in creating a painting to commemorate the services of those who were assigned to the reconnaissance wing of the Strategic Air Command and their role within the Cold War.

I replied that might be an interesting idea and as most ideas that come to mind, I immediately visualized what the painting will look like. He wanted something specific that highlights their particular aircraft but what he wanted in mind was too busy and would not have been applicable so in the course of our correspondence, I was able to narrow the design to something more aesthetically pleasing and has a direct impact to their mission.

I chose to portray the 90th Wing RB-47E with their distinctive lightning bolt on the tail, in a night scene where the entire scope of the image has a more direct meaning to the people of America and at the same time, highlight the unit’s contribution to the Cold War. The title of the painting is “Peace Is Our Profession” and points to that fact in the description of the image. It is because of our military and the people who serve in it that make our country what it is today. They are the ones who man and stand watch on Freedom’s Wall, day in and day out, twenty-four hours a day.

Which is appropriate to say that while America slept in peace, the men and women of the USAF Strategic Air Command remained on guard, forever vigilant and true to their faith: Peace Is Our Profession.

WINGS HISTORY, shortened version: On December 29, 1950, the 90th Bombardment Wing, Medium was activated at Fairchild AFB, Washington, but it was not until the movement to Forbes in February and March, 1951, that the new organization began functioning as a Strategic Air Command unit with a permanent mission to fulfill.

On March 1, 1954, the 90th Wing began its conversion to RB-47E jet aircraft, and the first increment of the new aircraft arrived in June 1954. The first 90th Wing crews had entered RB-47E training on February 16, 1954. On December 15, 1954, the 90th Strategic Reconnaissance Wing was declared fully combat ready in RB-47E jet aircraft after successfully accomplishing a “graduation exercise” on December 6, 1954. The 90th Wing officially became an EWP unit of the Strategic Air Command on January 1, 1955.

In the early 1960, the 90th SRW colors were retired and the wing was disbanded. The RB-47E Stratojets were dispersed and the book was closed on a proud wing of the United States Air Force. According to Paul Schmidt, in the spring of 1994, he filed the papers to establish the 90th SRW Association. By the end of that year, it was a fully registered association under title 501(c) (19). He then started the search for former members and that search continues to this day by many of the members. The first reunion was held in August 1995 in Topeka, KS where the unit was based during the Wings’ active duty period. Since then, several more were held. In 2008 it was held at Colorado Springs, CO immediately after Labor Day.

Those who wish to contact Paul Schmidt may do so at paulsinor@copper.net. Please be sure to put 90th SRW in the subject line. Contributing to this article is Paul Schmidt, Founder of the 90th SRW Association.

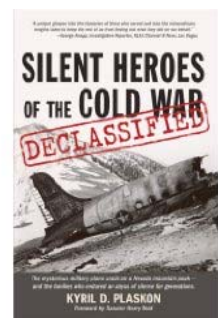
T-shirts are available depicting the RB-47E either through the museum or the artist. Contact the artist for availability of the limited edition prints at AIR SHOW Blues P.O. Box 31107 Walnut Creek, CA 95598-8107 - 925-686-5133 or at airshowblues@aol.com.

COLD WAR BOOKS, BOOK REVIEWS, AND RELATED ITEMS

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

SILENT HEROES OF THE COLD WAR

From Las Vegas, Mount Charleston looks like little more than a giant gravel mound in the distance, towering 11,916 feet above the neon lights of the entertainment capital of the world. Only a fraction of the nearly 40 million people who visit this 24-hour city ever bother to look west and skyward toward the mountain. The truth is that this very mountain is a silent memorial to fourteen men who died there in a plane crash on November 17,



1955; men who were part of the secret development of the U-2 spy plane, integral to America's success in the Cold War. The United States government was so determined to keep their mission a secret that it lied to the families of the victims, sealed the crash records and even rigged the site with explosives in an effort to obliterate any remnants of their existence. If it weren't for the curiosity of one visitor, the national secret that haunted the mountainside might never have been revealed. In these pages, finally, the story is told.

About the Author

Kyril Plaskon is a network television news reporter whose work has appeared on the airways for more than a decade. Here is a review from George Knapp, Investigative Reporter, KLAS Channel 8 News in Las Vegas:

"Ky Plaskon's meticulously researched and deftly chronicled account is a fitting tribute to the thousands of men and women who have toiled in obscurity and secrecy, under restrictions so harsh that they were unable to tell their own families what they did or where they worked. Their sacrifices allowed the rest of us to sleep each night under an unseen umbrella of security and freedom. Today the name Area 51, aka Dreamland, The Ranch, and other less exotic monikers, is known all over the world as a place of mystery and technological marvels. In reality, it is a blistering, sun-baked hellhole in the middle of nowhere that has been blanked by radiation, poisoned by toxic fumes and enveloped by a blanket of secrecy so intense that its very existence has been denied by our government for more than fifty years. Plaskon's book provides a unique glimpse into the character of those who served and into the extraordinary lengths that have been taken to keep the rest of us from finding out what they did on our behalf."

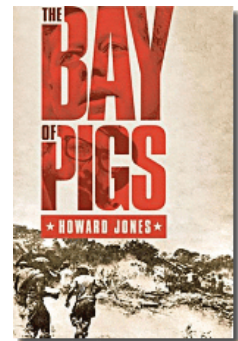
THE BAY OF PIGS

by Howard Jones

Oxford University Press, 237 pages

Reviewed by Frank DeBenedictis

Most historians see the October 1962 Cuban Missile Crisis in terms of it being at the height of the Cold War. The unfolding crisis and its dangerous nuclear implications were tense and defining. Related to the missile crisis is the failed US effort to topple Castro's regime in April 1961. The Bay of Pigs invasion preceded the missile crisis, but its antecedent characteristics contributed to the confrontation.



Contributing to the Bay of Pigs literature is a new book by University of Alabama professor Howard Jones. Professor Jones repeats the invasion's military aspects such as President Kennedy's rigid adherence to plausible deniability of US complicity in the invasion, as well as the major player's roles in Washington Miami, Guatemala, and in the press. Jones also covers the Cuban and Soviet roles in the simply titled The Bay of Pigs.

Howard Jones's book relies on recently released documents such as the well publicized "family jewels," but his analysis goes even further. The Bay of Pigs historically remains a fiasco, but Jones's analysis links other aspects of the Kennedy administration's anti-Castro program to the

invasion. Jones does this by asking questions mid-way through the book. First question: “Why did such an intellectually talented president approve an invasion so obviously and egregiously flawed?” Second question: “Why did he further undercut that plan by reducing and then canceling the air strikes, particularly those on D-Day?”

Assassination plots against Castro were planned in Eisenhower’s administration. Under Kennedy’s mantle they started up again. Jones argues that Kennedy saw assassination important to success in the Bay of Pigs, opining that Castro’s assassination may have made the difference. The author goes beyond the Bay of Pigs as an early 1960s event, to one which changed the trajectory of US foreign policy to a more aggressive stance. He writes early in the book, “United States policy in Cuba set a precedent by combining the two elements of assassination and military force in going farther than any corrective previously considered at the highest level of government.” Jones concludes that the Bay of Pigs—often less thought of historically than the Cuban Missile Crisis—caused the US to pay a heavy price. He concludes obviously that the invasion not only embittered relations with the USSR, but also poisoned relations with Cuba that remain in effect today, as the 1962 trade embargo remains intact.

A book about the Bay of Pigs inevitably covers the military actions. Failure can be shown simply by focusing on long talked about events such as the president’s calling off of the D-Day air strikes, his worrisome adherence to plausible deniability of the participation of US forces, and the lack of communication between the CIA, and the military. The Joint Chiefs were infuriated at this last snafu related to the Bay of Pigs, and Jones could have covered this aspect more thoroughly. His book was short enough for additional text to explain the disconnect between the military, the administration and the CIA. It may also have broken even newer historical territory in explaining the difficulties the administration had with the Joint Chiefs during the Cuban Missile Crisis, particularly with Air Force chief General Curtis LeMay. LeMay had contemptuous feelings toward JFK after the Bay of Pigs that extended into the missile crisis.

Howard Jones’s *The Bay of Pigs* broke new ground both with documentation and interpretation. In doing so, he also painted a broader Cold War brush in showed the foreign relations legacy of both the Bay of Pigs and the Cuban Missile Crisis. The legacy touched future presidents during the Vietnam War and beyond. Regarding the Cuban Missile Crisis legacy, Jones is right. But to Kennedy’s credit, he did reach out to his southern neighbors, warning of the danger of nuclear weapons in the Western Hemisphere. So the legacy of Vietnam is more likely with Kennedy’s predecessor. Even Howard Jones, also author on an earlier book about JFK and Vietnam, may agree with that.

COLD WARFARE II: POLITICAL TERROR

By Patrick Pacalo

As of June 20, Patrick Pacalo of Boardman has entered into an agreement with the Publish America publishing company to produce his new book *Cold Warfare II: Political Terror*. The book is the second in a series of volumes on the Cold War. Volume I (*Cold Warfare: A Compact History*) was a single broad history of the conflict with a focus on political ideology and covert action. Volume II will focus on state directed terrorism and on various terrorist groups that

operated during the Cold War. The volume on political terror will likely be forthcoming in the next four to six months. Under the deal, Publish America assumes responsibility for publication and distribution of the Cold War book.

The first volume has sold well, and is widely available. It can be ordered through Barnes and Noble or almost any place else books are sold. Pacalo did four book signings for that book and plans even more for volume II. The genesis of the idea for a series of history books on the Cold War came to the author during his masters program at Youngstown State in the early 1990s. In his MA program he studied US and Soviet/Russian history. Additionally, during that program Pacalo presented scholarly papers on the Cold War at three different universities. He also won the award for "Best Graduate Paper" in the history department in 1992-93. Pacalo was named "Author of the Month" by the Boardman Township Trustees in June of 2007. His work was displayed in the Boardman Township Government Center. He is a veteran and served as an intelligence officer in the Army Reserve.

Cold Warfare II: Political Terror will contain 12 chapters. The chapters concern such items as presidential policy since the 1960s, Soviet "red terror," the Cambodian genocide in the 1970s, and the German/Italian/Japanese terrorist groups known variously as the Red Brigades/Red Army Faction/ and Baader-Meinhof Gang. There is a bibliography or 46 different sources and a list of 92 documentary footnotes included in the book.

Sources used in writing the book included National Intelligence Estimates (NIE), Special National Intelligence Estimates (SNIE), other documents obtained from the CIA under the Freedom of Information Act (FOIA), and presidential papers. The National Archives and National Security Archive were also used in conducting the research for both books. Pacalo made several trips to Washington DC to do research. He also has thus far interviewed a high ranking Naval Officer, a senior United States Information Agency (USIA) diplomat, and Daniel Ellsberg of the Pentagon Papers fame for the series.

Synopsis of Volume II

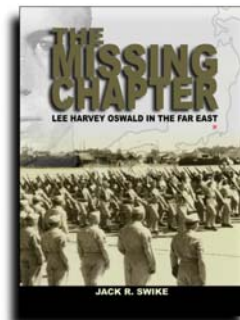
From an early age, growing up during the Vietnam Era in the Washington DC metro area, the author was affected by the terrorism of the day. Friends, associates, and neighbors were impacted in one way or another. One neighbor was taken hostage in Beirut, Lebanon years prior to the Iran hostage crisis and 9/11/01. In this volume Patrick Pacalo, PhD put the skills learned as a student of political science and history; a Strategic Studies Institute (SSI) intern; and as an intelligence officer in the US Army Reserve during Desert Storm to work. According to CIA analysis in 1981 "without indirect Soviet assistance many terrorist groups would find their operations severely hampered." There existed Soviet state directed terrorism and quasi-independent terrorist groups. This book represents information and analysis. The reader is free to reflect and decide if the winding down of some groups, while the Soviet state disintegrated, was coincidental. Publish America, ISBN: 1-60672-355-3. Release date in late 2008 or early 2009.

Further information can be found at Pacalo's web site www.coldwar.net or you can call 330.629.2264.

THE MISSING CHAPTER: LEE HARVEY OSWALD IN THE FAR EAST

By Jack R. Swike

Before Lee Harvey Oswald became linked to the JFK assassination, he was a mediocre U.S. Marine assigned to a radar squadron in Japan. Author Jack R. Swike, a former Marine Corps Intelligence Officer stationed in Japan, spent over two decades researching Oswald's activities overseas, resulting in *The Missing Chapter: Lee Harvey Oswald in the Far East*.



This book will not solve the JFK assassination, but it will debunk some of the myths about Oswald's life during the Cold War era. For instance, few people know that Oswald's Marine squadron was stationed near a top secret atomic bomb facility on the Atsugi Naval Air Field in Japan, which also housed U-2 spy planes.

Using the most reliable sources available, plus interviews with people who knew or allegedly had ties to Oswald, Swike has compiled a book of historical significance in unraveling a chapter of Oswald's life that had quite simply been overlooked – probably because researchers didn't know where to look. But Swike knew where to look, and was urged on by former CIA Counterintelligence Chief James Angleton, who felt the research in this book was too important to ignore.

Some of Angleton's letters appear in this book, along with photos, military documents and information Swike obtained while stationed in Japan, resulting in even more questions about Oswald's descent from Marine, to defector, to alleged assassin. The book also contains many unpublished photos of the MAG-11 flight line, Atsugi airfields, the U2 spy plane, Lee Harvey Oswald, and much more.

Do you have a question or comment for the author of *The Missing Chapter: Lee Harvey Oswald in the Far East*? If so, please send an email to info@themissingchapter.com.

HOLLYWOOD'S COLD WAR

By Tony Shaw

Amherst: University of Massachusetts Press, 2007. 342 pp.

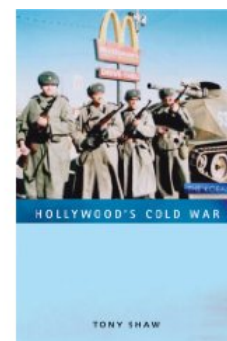
Illustrations, notes, bibliography, index. \$98.00 (cloth)

ISBN 1-55849-611-4; \$29.95 (paper), ISBN 1-55849-612-2.

Reviewed for H-Diplo by Giles Scott-Smith Roosevelt Study Center,
Netherlands

The Mighty Projector?

Of all U.S. cultural products in the twentieth century, surely movies were the most exemplary (with the possible exception of food). They were also the most adept medium for propaganda purposes. Tony Shaw's comprehensive survey of Hollywood's role in the ideological contest between the United States and the Soviet Union from the 1920s onward leaves few archives



untouched and few movies unseen. Shaw chronicles how movies were central to the total conflict that was the Cold War and perfect for reifying a U.S. democratic identity while simultaneously undermining, ridiculing, or exposing the truth-claims of communism and its Soviet adherents. All forces in society needed to be mobilized for the cause, and the "state-film network," from government officials and studio bosses down to production staff and the cast, were in their own particular ways part of this escapade.

To illustrate the depth and breadth of Hollywood's commitment to the Cold War, Shaw presents a series of case studies from the 1930s to the 1980s through which he unpacks the many layers involved in cultural production and reception. He begins his deconstruction of the movie industry's reactionary politics soon after 1917. Prior to the Russian Revolution, filmmakers did not shirk from dealing with social strife, however much the films generally still ended in capitalist bliss. But the Red Scare, combined with the solidification of the studio system and dominance by the big eight (MGM, Paramount, Warner, Twentieth-Century Fox, RKO, Columbia, Universal, and United Artists) turned Hollywood in the 1920s and 1930s into a fantasy factory determined to woo its mass audiences with the emotions of romance and the products of success. Big business (and its financiers on Wall Street) saw in movies the perfect vehicle (or opium) for distracting the public away from questioning the realities of quotidian inequalities. However, by analyzing Great Garbo's movie "Ninotchka", Shaw highlights well the change in mood and environment before and after World War II. Originally released by MGM in 1939, the movie lampooned rather than lambasted the Soviet experiment, while its re-release in 1947, deliberately timed to profit from the growing concerns over the Soviet threat, turned it into a more obvious political document, not least in Western Europe. By 1957, it had been remade into "Silk Stockings", a musical that went several steps further than the original in emphasizing the exuberant vitality of the West and the accessibility of its uninhibited consumerism.

Hollywood may have produced some remarkable pro-Soviet movies during the mid-1940s to sell Moscow's war effort to the American public, but it was also during that period that right-wing pressure groups began to gain influence, such as the Catholic National League of Decency and the Motion Picture Alliance for the Preservation of American Ideals. By the 1950s, the portrayal of Communists and communism was far more black-and-white than before the war, in line with Washington's demonization of the main U.S. adversary. But Shaw, as in every dimension of this book, is judiciously careful not to draw any simplistic conclusions. His list of reasons for 1950s conservatism ranges from the financially opportunistic to the wish to protect studio reputations, but it is the need to avoid further mauling at the hands of the House Un-American Activities Committee (HUAC) that strikes the sharpest cord. HUAC trailed its way through tinsel town in 1947, 1951-2, 1953, and 1955-8 as part of its consistent campaign to ensure an unswerving anticommunist line from the U.S. media and entertainment industry. No direct evidence of communist subversion was ever found, but HUAC demanded retribution anyway, and the studios complied with a blacklist of around two thousand people who were ejected from the Hollywood payroll and not readmitted before the 1960s. An aspect of this story that Shaw does not address is how far the accusation of communism was used as a weapon against those who were suspect because they were recent immigrants. If Hollywood needed to be all-American in outlook, were foreigners more likely to be tainted with subversive tendencies as a result?

Shaw explores the intricacies of Cold War film politics further through a series of studies on George Orwell, science fiction, race, John Wayne, the CIA, and, unexpectedly, Alex Cox, who represented a remarkable collision between freewheeling British indie filmmaking and the limitations of U.S. corporate conservatism in the 1980s. The details of the Pentagon's involvement with Hollywood, which Shaw dismantles via "The Green Berets" (1968), are revealing enough. But the investigation of the film versions of George Orwell's "Animal Farm" (1954) and "1984" (1956) takes the analysis to a new level. Orwell, of course, is regarded as an icon of independent left thinking, although this reputation did take a hit with revelations of his list of undesirable leftists provided for the British government's Information Research Department. [2] The intricate story of how these two novels were brought to the screen, by whom, and for what specific reasons, is a gem of a chapter. Were they successful in conveying the essential evils of totalitarianism to receptive audiences? They possibly were. Do these examples give us an insight into the ideological thinking of those involved, and the kind of conflict that they understood the Cold War to be? Yes, they absolutely do.

Two comments can be made on Shaw's approach. Firstly, while he refers to the impact of major changes in the economics of film production, it is presented as no more than one influence among many on the line that movies took instead of being a decisive influence. Nevertheless, there is a sequence of events sketched through the book that clearly had a major influence: the rise of the studio system and the big eight in the 1920s, the decline of the studio system in the 1950s due partly to the rise of television, the need for renewal that brought a younger creative generation to the fore in the early 1970s, and the power of "big capital" in the 1980s. It would have been straightforward to have explained the developing outlook of Hollywood solely on these structural shifts. To Shaw's credit, he avoids this line, instead appreciating at every opportunity the many layers involved when interpreting the production and reception of a movie. Secondly, Shaw neglects cinematic satire, and therefore does not examine the critical side of Hollywood. The early 1960s shrugged off the paranoia of the previous decade (only to encounter new ones, of course, but that is another story), allowing space for several movies that sought to undermine the standard interpretation of the East-West confrontation. They did this by turning it into an opportunity for sociopolitical comedy, either of the light ("One, Two, Three" [1961]) or dark variety ("Dr. Strangelove" [1964]), or as a means to highlight how both sides were equally corrupted ("The Manchurian Candidate" [1962]).

Shaw mentions all three movies in the book, but only in passing, and he mentions satire only briefly in relation to the spate of swinging spy movies in the late sixties. More could perhaps have been made of these and other examples of how Hollywood sought to deflect the strictures of Cold War politics not by head-on criticism but by pastiche, ridicule, and unbounded eccentricity. Billy Wilder, in this respect, could have featured more here, having been on the production team of "Ninotchka"; refusing to testify to HUAC; suspected by the CIA's man at Paramount, Luigi Luraschi, of being too pro-Soviet; and making a string of second-to-none movies ("Sunset Boulevard" [1950], "Some Like It Hot" [1959], "The Apartment" [1960]) before spoofing the superpower system in "One, Two, Three". But Wilder was driven by the art of moviemaking, not by Cold War concerns, therefore he does not fit so easily in this narrative.

Throughout the book, Shaw points out the workings of propaganda and lessons to be drawn from its application. The best propaganda, as one astute critic noted in 1955, is indirect, coming in

under an audience's radar. The Psychological Strategy Board's approach in the same decade was that to be good propaganda, art itself had to be of a sufficient quality. And above all, propaganda works best by reinforcing existing beliefs and sentiments instead of trying to convert. So where does the book leave us in terms of understanding Hollywood's Cold War? Overall, one has the strong impression that it was big business using the conflict to make money as much as government using big business to wage the conflict. But that is precisely the point. The Cold War's agendas, caricatures, and lines of demarcation did seep into every aspect of social life, and it would be strange if the movies did not reflect this. Both government and business were in a "harmonious relationship" based "at root on the need to protect capitalism" (p. 304). The problem for historical analysis such as this, of course, is that everything can easily slip into one-dimensionality--if the Cold War was everywhere, it was, in the end, nowhere. On the whole, Shaw avoids this trap; the quality of his research confirms that Hollywood did not simply project a state-scripted ideology but displayed "a range of different ideologies," generally interlocking, sometimes merging, and occasionally clashing (p. 303). For this reason, the "state-film network" to which he refers is after all best illustrated through the case studies he provides, it being an uneven and constantly shifting marriage of convenience (or conviction, depending on who was involved). Hollywood was no more an agenda-setter than it was a gatekeeper for a Cold War consensus based on U.S. leadership, the vitality of free society, and the fear of failure.

In short, this is a complex and rewarding book, held together with a coherent argument but not afraid to admit the many-sided possibilities when interpreting cultural products. Occasionally, Shaw does overstep the line, such that the infamous "The Blob" from 1958 becomes "an objective correlative for the right-wing fear of 'creeping communism'" (p. 138). But we can forgive him this, not only because this is a fine, well-researched work, but mainly because in dealing with Hollywood, of all subjects, one should be allowed the occasional lapse into excess.

Note:

[1]. See Bernard Crick, "George Orwell: A Life" (London: Penguin, 1992), 483-484; Michael Sheldon, "Orwell: The Authorized Biography" (New York: HarperCollins, 1991), 468; and Christopher Hitchens, "Orwell's Victory" (London: Penguin, 2004), 111-121.

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THE USE OF SPORTS TO PROMOTE THE AMERICAN WAY OF LIFE DURING THE COLD WAR: CULTURAL PROPAGANDA, 1945-1963

By Russ Crawford

This work investigates the use of sport in the first two decades of the Cold War to resist Communism by strengthening the American Way of Life. Each of the Cold War's key players used athletics as a means of advancing political ideologies. The book also evaluates the gains and losses of minorities in this era.

Reviews

"[The author] brings to life the important and mostly hitherto untold history of how Americans enlisted sports on behalf of the war against postwar communism. . . . Here, you will find a well-written, perceptive, and authoritative account of a largely forgotten but also significant aspect of the nation's history." - Benjamin G. Rader, Department of History, University of Nebraska-Lincoln

". . . Crawford illustrates how sport served as a crucial means through which the United States in general and dominant political, economic, and social institutions of the United States during the Cold War were aligned with morality and virtue, especially as they were represented in opposition to the institutions of the Soviet Union and other Communist countries." - Dr. Raymond Schuck, Instructor, Department of Interpersonal Communication, Bowling Green State University

"The book is intriguing since it demonstrates how sports appeared in idealized versions of the American Way of Life. Leave it to Beaver and I, Spy serve as prime examples of the victory of the capitalist way." - Ed Wood, Assistant Professor of History, Glenville State College

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COLD WAR WEBSITES OF INTEREST

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

Save Tempelhof Airport Online Petition – www.rescue-tempelhof.org

Armchair General - Hot War, Cold War Blog Discussions - www.armchairgeneral.com/hot-war-cold-war-forum-discussions.htm

USS Inchon Association - www.ussinchon.com

Germany: Names of Dead From Soviet Camps Published – www.rferl.org/content/article/1074068.html

Taiwan military forces, by branch of service - www.globalsecurity.org/military/ops/taiwan.htm

Taiwan Veterans Badge of Honor Association - www.TaiwanVets.com

Taiwan Crisis for Taiwan Air Power web-site - <http://blog.taiwanairpower.org>

50th Anniversary of 2nd Taiwan Strait Crisis (Part 1) - <http://taiwanairpower.org/blog/?p=250>

50th Anniversary of 2nd Taiwan Strait Crisis (Part 2) - <http://taiwanairpower.org/blog/?p=251>

Cold War Modern Exhibition - www.vam.ac.uk/microsites/cold-war-modern

U-2 Carrier Landings - [www.creativefission.com/Frame MOV Carrier320x240.html](http://www.creativefission.com/Frame_MOV_Carrier320x240.html)

P&W J58 Engine Last Run (SR 71 engine). The SR-71 burns over 3 gallons a sec. - www.enginehistory.org/p&w_j58.htm

Martin Luther King FBI File - www.thememoryhole.org/2008/09/fbi_mlk_file

"How to Read an FBI File" by Phil Lapsley - www.historyofphonephreaking.org/writings/htraff

Latest Speaker update on the JFK Lancer conference in November - <http://jfklander.com/dallas08/speakers.html>

Mary Ferrell was a lifelong student of the Kennedy assassination, and amassed a vast archive (her husband built an extra house on their property to house it all), which we've been putting online since 2005. Our topic base currently focuses only on the assassinations of JFK, RFK, and MLK, but we will be expanding our topic base over the next few years. Currently, the MFF archive contains over 1,000,000 pages - all digitized, and fully searchable - www.maryferrell.org and www.maryferrell.org/wiki/index.php/Documents.

Nike Battery A 562 Air Defense artillery Fort Wainright AK - www.a-2-562.org

Recordings from the Nixon White House Cabinet Room - www.nixontapes.org

The George 1 Recovery Project is committed to the recovery of the remains of three American servicemen who died when their flying boat — a U.S. Navy Martin PBM-5 Mariner codenamed George 1 — crashed in Antarctica on December 30, 1946 - www.george1recovery.org.

In June 1968 a Douglas DC-6 of Seaboard World on a Flight from McChord AFB WA via Alaska bound for Yokota Air Base Japan, with final destination Cam Ranh Bay AB., Republic of Vietnam, strayed into Soviet Airspace by navigational error and was forced down. It was released two days later. The flight was filled with U.S. Soldiers bound for Vietnam - www.seaboardairlines.org/misc/kuriles.htm

MI-5 - www.mi5.gov.uk/output/Page231.html

1983 Soviet false alarm “Petrov's Dilemma” - www.bbc.co.uk/radio4/factual/pip/eggqv

The Untold Story of the Cold War's Most Daring Mission –
<http://christiannewswire.com/news/497607309.html>

Some very unusual US aircraft - <http://rareaircraft1.greyfalcon.us/UNITED%20STATES.htm>

6937th Communications Group - Peshawar Air Station, Peshawar, Pakistan –
www.6937th.50megs.com

Royal United Services Institute (RUSI) - www.rusi.org/us

National Museum of Americans in Wartime - www.americansatwar.org

American Legacies - www.theamericanlegacies.com/preserving.asp

U-2 Carrier Landings - www.creativefission.com/Frame_MOV_Carrier320x240.html

“THE END”

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

Thank you for your continued support.

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