



OFFICIAL MAGAZINE OF THE COLD WAR MUSEUM®

THE COLD WAR TIMES

MEET BOARD MEMBER
ADELBERT "BUZ" CARPENTER

SUMMER 2026



COLDWAR.ORG

ABOUT THE COLD WAR MUSEUM®



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

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

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

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

War, Cold War Berlin, Civil Defense, atomic weapons, the U-2, USS Liberty and USS Pueblo Incidents, Cold War cultural and Olympic competitions, Strategic Air Command, submarine detection (SOSUS), the Cuban Missile Crisis, the STASI (East German secret police), and Soviet and East German disinformation campaigns. Many of our artifacts are rare one-of-a-kind items while some of our exhibits were created and donated by those who did the work. The Cold War Museum is an all-volunteer organization, drawing upon our staff's extensive Cold War experience as professionals in the military and intelligence communities. *We are the Real People Explaining the Real Things.*

HOURS

11-4 PM Saturdays

1-4 PM Sundays

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

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COLD WAR TIMES



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Front cover photo courtesy of National Air and Space Museum®

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MISSION STATEMENT

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

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EXECUTIVE DIRECTOR'S MESSAGE



Dear Friends,

Welcome to the Summer 2026 edition of *The Cold War Times*. Whether you have been with us for years or are reading our newsletter for the first time, thank you for being part of The Cold War Museum® community. As you explore this issue, I hope you'll find both fascinating stories from the Cold War and inspiring examples of the people working today to preserve its history for future generations.



This edition highlights the remarkable breadth of our mission. You'll meet one of our distinguished Board members, Col. Adelbert "Buz" Carpenter, USAF (Ret.), whose extraordinary career as an SR-71 Blackbird pilot offers a firsthand window into one of the Cold War's most iconic aircraft. You'll also read about efforts to preserve Cold War heritage around the world, exciting developments in museum collections and exhibits, our growing *Cold War Conversations* lecture series, and the many volunteers, partners, and supporters who make this work possible.

As Executive Director, one of my priorities is ensuring that The Cold War Museum® continues to grow as the nation's leading institution dedicated to preserving, interpreting, and sharing the history of the Cold War. That means expanding educational opportunities, strengthening partnerships, increasing public engagement, and ensuring that the stories of those who served are preserved with the dignity and historical accuracy they deserve.

This fall, we look forward to hosting a special fundraising gala celebrating the extraordinary work of The Cold War Museum® while honoring distinguished Americans whose leadership and service helped shape our nation's security during the Cold War and beyond. We look forward to sharing more details in the coming months and hope many of you will join us for what promises to be a memorable evening.

Thank you for your continued support of our mission. Together, we are ensuring that one of the defining chapters of modern history continues to educate, inspire, and inform future generations.

Sincerely,

Arman Amini

Executive Director

The Cold War Museum

MUSEUM CHAIRMAN'S MESSAGE



Dear Friends,

As we reflect on our recent accomplishments in 2025, the first half of 2026 and as our nation celebrates America's 250th anniversary, I am filled with gratitude for the generous community that makes The Cold War Museum® possible. For three decades, donors, members, volunteers, and friends like you have preserved this important chapter of history, ensuring that the lessons of the Cold War continue to educate, inspire, and inform future generations.

Because of your support, the museum has meaningful progress. Our volunteers completed a major redesign of the Vint Hill exhibit, opened a new exhibit exploring chemical weapons during the Cold War, and expanded our human intelligence exhibit including a panel dedicated to Remote Viewing through the Stargate Program. We were also honored to receive several significant artifact donations that strengthen our collection and enable us to tell more complete and compelling stories of the men and women who served during this pivotal period in history. Work continues on cataloging the more than 3,000 books and periodicals in the museum's library. Here is the link to a working draft of the library's catalog: <https://coldwar.org/default.asp?pid=34914>

Every achievement at the museum reflects the commitment of people who believe our mission matters. I extend my sincere appreciation to our Board of Directors, docents, and dedicated volunteers whose countless hours make our work possible. I am equally grateful to our donors and members whose financial support provides the resources needed to preserve artifacts, develop exhibits, and expand educational opportunities. Simply put, The Cold War Museum® could not fulfill its mission without your partnership.

Your generosity made 2025 and the first half of 2026 one of the museum's strongest fundraising periods in recent memory. Contributions through Give Local Piedmont, Giving Tuesday, and individual gifts are already helping us preserve our growing collection, enhance the visitor experience, and expand programs that reach students,

veterans, educators, and lifelong learners. Every donation—large or small—helps ensure that these stories are preserved for generations to come.

Beyond our galleries, your support enabled us to continue offering group tours, speaking engagements, and our Cold War Conversations Lecture Series.

These programs bring together veterans, scholars, students, and members of the public to explore the history and enduring legacy of the Cold War. We look forward to announcing our 2027 lecture series in the coming months, while continuing to recruit new volunteers and build partnerships with organizations that share our commitment to education and historical preservation.

As we look ahead, there is much more to accomplish. We remain committed to expanding our exhibits, preserving newly acquired artifacts, and reaching broader audiences through innovative educational programming. Later this year, I hope you will join us for our special fundraising gala as we continue building support for the museum's future. Details will be announced soon, and I look forward to sharing this exciting evening with many of you.

On behalf of our Board of Directors, docents, volunteers, and staff, thank you for your generosity, your confidence in our mission, and your continued friendship. Together, we are preserving history, honoring those who served, and ensuring that the lessons of the Cold War continue to educate and inspire future generations.

Very truly yours,

Gary

FRANCIS GARY POWERS, JR.

Founder

The Cold War Museum®



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is a 501(c)(3) charitable organization*

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FROM THE BOARD OF DIRECTORS



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

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

- ♦ The Cold War Museum® board is in the process of finalizing the 2025 annual report. The report includes details on museum activities, speaking engagements, exhibits, and financial data.
- ♦ The board reviewed upcoming events including the Warrenton Fall Festival on September 19 and City of Fairfax Fall Festival on October 10, both in Virginia.
- ♦ The board discussed a potential partnership with New College of Florida. The board authorized the museum to participate in the September Air Force Association (AFA) conference.
- ♦ Congratulations to [Pauline Thompson](#) for being awarded The American News Women's Club Trailblazer Award. She was also recently featured in McLean City Lifestyle, [Pauline Thompson: Queen of Tysons](#).
- ♦ Francis Gary Powers Jr was featured in the McLean City Lifestyle July issue. [Celebrating a Hometown Hero](#). His most recent book, *Cold War California* won first place overall in the San Francisco Book Festival and first place in the nonfiction category of the Los Angeles Book Festival, [Cold War California](#).
- ♦ Chuck Wilson was selected to serve on the nominating committee for the Virginia Aviation Hall of Fame located at the Shannon Airport in Fredericksburg, VA.

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MEET OUR BOARD: CWM_BOARD

PAULINE THOMPSON HONORED



WOMEN'S HISTORY MONTH

RECEPTION

**THURSDAY,
MARCH 26, 6 PM**

Join us at Tower Club Tysons to celebrate Women's History Month. Experience the power, leadership, and legacy of women making an impact across our communities and industries. With curated cuisine, signature cocktails, live entertainment, and meaningful networking, this will be a night to honor women, elevate voices, and celebrate lasting impact.
Tower Club Members: \$85
Guests: \$95



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MEET BOARD MEMBER ADELBERT “BUZ” CARPENTER



By : Vitek Formánek and Eva Csölleová

The article is an excerpt from the book *Cold War*, which was published by the publishing house Naše vojsko. The article was translated from Czech.

Adelbert “Buz” Carpenter born on July 31, 1943, in Darby, near Philadelphia. He graduated from the Oakland High School, graduated from the USAF Academy in June 1967 and then went through pilot training at Williams Air Force Base and received his pilot’s license in 1968. He served two tours in the Vietnam War, flying 150 hours. He later served as an instructor and was selected as a spy plane commander. He became a SR-71 pilot and instructor pilot and flew 777 hours. In addition to several other assignments to various units, he worked at the Pentagon and was the wing commander in Europe at Rammstein during the Gulf War. Francis Gary Powers Jr. interviewed him in 2023.

What led you to become a fighter pilot and join the army?

My dad was an aerospace engineer, as was my godfather and one of my uncles. I have been interested in aviation since I was young. I was always interested in flying, and the United States Air Force flew the planes I was most interested in.

Did you go to the Vietnam War as a volunteer or were you drafted against your will?

I was a volunteer and felt it was my patriotic duty to serve in this war for the spread of communism. I have never felt any regret and am proud of my service and the men and women I served with. Conducting the War in Washington DC was chaotic and misleading. Our losses were much higher than they would have been if the war had been fought by the military. An example is Operation Desert Storm.

Before you became an SR-71 pilot, did you know

about its existence?

When I was a cadet at the Air Force Academy-us in Colorado, I did a summer internship at Edwards Air Force Base in California. It was in 1965, when a lot of aircraft were being developed, and we saw the Blackbird there regularly. So, I knew about the SR-71 and that its pilots wore spacesuits. When I graduated in 1967, the SR-71 flew over our graduation ceremony. Later in my career, I worked for the then-colonel who flew the first operational mission in the SR-71. And we got along great—he liked the way I did things, and he taught me an awful lot. When we were both living in Thailand, he took me aside and said, “You’re the kind of guy we’re looking for, but you’re too young. You need to get a lot more flying experience, and if you are *still interested, I will support you being evaluated for acceptance.*”

It is said that the SR-71 costs \$85,000 per hour to operate. Do you think the amount of information the program provided for “US defense” was it worth the high cost?

Yes, during crisis situations, six presidencies turned to the SR-71 for critical information so that we could support our allies’ timely decisions. Satellites are not in flexible orbits and mobile, and once they are in orbit, you can predict exactly where it will be at any given time and probably what it will be able to see and what data it will be able to collect. During the Yom Kippur War of 1973, SR-71 missions flying from the United States to the Middle East provided our President and his staff with 95% of the imagery used to make decisions.

We read that the SR-71 had high fuel consumption and had to refuel in flight. What was the refueling speed and what was the normal speed (not using 3M) to avoid missiles?

The SR-71 held 12,400 gallons of fuel. Refueling was

done about every 2 hours, and we flew over 3,200 miles, which was the maximum. Refueling took about 15 minutes and started at 325 knots and gradually increased to 350 knots, which was the given speed for an altitude of 25,000 feet. During the SR-71 program, there were almost 26,000 refuelings, and I am not aware of any time our tankers forgot about us. We had a few basic speeds. Mach 2.8 in tight turns, like turning into the Baltic Sea or flying over West Germany. Mach 3 was a good operating speed for flying in less hostile or safe areas. When flying over areas like Cuba and the Middle East, we had to fly above 75,000 feet and approximately Mach 3.15 to keep our electronic defense systems working.

Do you think that US defense was really their top priority, and not lobbying for certain manufacturers who paid huge “bribes” to certain people to vote for their company?

There is no connection between the existence of the B-2 and the SR-71. With the end of the Cold War and a safer world, the need for the development and deployment of rapid and technologically advanced interception collection systems was also questioned. The space program also claimed to have more satellites in orbit and emphasized that they could cover all unforeseen events. I call that a real overstatement! Even my program to produce 132 B-2 bombers was canceled after a lot of money was spent on development and we ended up with 21 operational bombers - such stupidity.

A total of 12 of the 32 SR-71s were destroyed in accidents. Were they unreliable and difficult to control, or were the pilots not good enough? When a pilot got into trouble with his plane, what was the higher priority, saving the expensive plane or the life of the trained pilot?

Most of the accidents occurred in the initial stages of the testing program and training of the first operational pilots' crew. No aircraft had ever flown as fast or operated in such extreme environments as the SR-71, and that came at a cost. We had to learn a lot of new things, tweak and make changes to the aircraft, and find the best way to operate it. To the aircraft's credit, it was the safest USAF

aircraft I've ever flown in, with no fatalities during its operational history. We always tried to save a nationally acquired aircraft, and we knew we were sitting in an ejection seat that would get us out safely if needed.

What was it like flying at Mach 3? Did you feel any physical discomfort or difficulty, dizziness, etc.?

We had the greatest perception of speed during take-off. Here, when two powerful engines quickly took us for about 20 seconds to go from rest to 240 mph and you've covered about 4,500 feet and you're climbing. We went through 20,000 feet in less than two minutes from the moment we started taking off. Once we got up to cruising speed at high altitude, it was pretty quiet because we were traveling at three times the speed of sound. We were wearing pressure suits because the air is so thin that if something happened, the suit would be our protection, and because we were 16 or 17 miles above the ground, we were almost not aware of the speed. At that height you can see the curvature of the Earth, the sky above was black because 97% of our atmosphere was below us, and we could see more than 320 miles in any direction. The spacesuit, which was developed during the Gemini space program and cost \$250,000, worked well, and met our operational needs. We had no real physical discomfort or felt any.

What qualities should a reconnaissance pilot have?

Reconnaissance pilots by nature fly alone, while bomber and fighter pilots fly in formations. It is obvious that reconnaissance pilots must have a great deal of knowledge of the aircraft and the mission for which they have been selected, and they must be adaptable. Imagine that the situation changes and the pilot is there alone and therefore the only one who has to make the decision whether to continue the mission or to terminate it and return to home or reserve base. A certain level of self-confidence and professionalism is also needed. Not that other (military) pilots are not professional, but they work more like a larger team. With reconnaissance, you are the tip of the spear and gather information, which will influence our management decisions.

Is it true that the SR-71 pilots had to be invited, so can they enroll in the program?

Some of us were invited—because someone saw us and noticed our skills. But then we all went through a formal application process. Copies of our personnel records, our flight records, and our medical records were sent to our home base, Beale Air Force Base, north of Sacramento. And the application went through a pretty intense vetting process, which I know well because later, when I became an SR-71 pilot at Beale, I was part of the vetting process for the people we wanted to bring in. Once we found a pilot or navigator who seemed to have the qualifications we needed, 2,000 hours for pilots, physically fit, good flight records, 1,500 hours for navigators, the same level of physical fitness, we brought them in for a five-day interview. We spent the first two days in a modified astronaut physical, working to see if they were fit for this type of flight.

A series of interviews with current pilots and crew, up to the wing commander, followed. Then they flew in a T-38 with a current SR pilot, and his task was to evaluate how well they flew.

Was flying well in the T-38 considered good? A prerequisite for success in SR71?

Yes, but then they put us in the SR-71 simulator. I was introduced to it in 1974, and it was the first computer simulator I had ever seen. It flew exactly like an airplane. In fact, when we had test missions, they would run the mission tape through the simulator to see if it picked up any glitches. Unlike today's simulators, the SR-71 had no visual display.

In the morning they sat me in the simulator to familiarize me with the cockpit and teach me how to start the plane, take off and fly subsonic around the pattern. Then I came back and did an instrument landing. Then they took me to lunch. After lunch they put me back in the simulator and said, "What do you remember? Do you remember enough to start the plane and take off?" The SR-71 manuals were stacked on top of each other, about 12 inches high. I was in the simulator for four hours and they put me in every possible situation, and I

had to know how to react.

Why did the plane get hot while flying?

We flew at high speeds, often higher than half a mile per second (up to 35 miles per minute), and because the air was rubbing against the plane, the surface of which was heating up. Most of it was heated to 600 °F. This is why the plane is 93% titanium, because aluminum loses its strength at these temperatures. The pilot's side window was heated to 560 °F, and the plane grew 3-4 inches in length and 1-2 inches in width, due to the heat it generated in flight. It was painted black because that color is the best for drawing heat away from an object.

Was there anything you didn't like about flying the SR-71?

There was one thing that had to do with the security of the program. We couldn't even go with our families, no one else to share what we were doing. I had three daughters: they knew their father flew the Blackbird, but they didn't know the details of the missions. My wife knew if I was in England or Japan. I spent 150 days a year overseas, and it was a strain on my family, but I had a wonderful wife who understood why it had to be that way. But in the SR-71 program, we probably had a 50% divorce rate.

Was the aviator in the back seat responsible for navigation?

The reconnaissance systems operator was essentially your navigator. And the SR-71 was the first airplane to have an automated star tracking system. So, the technicians came in two hours before takeoff and uploaded all these mission logs: exactly where we're going, the targets we have, the whole thing that they need to tell the main computer in the airplane. This computer is-worked behind the navigator – we affectionately called him "R2-D2." Once we started the engines and they drove out of the hangar and had clear skies day or night, within two minutes this sensor looked up at the sky and locked on the stars. This allowed us to film a target with an accuracy of 300 feet anywhere in the world at 2,200 miles per hour.

What other duties did the navigator have?

The navigator also launched cameras. Some of them were computer controlled. The side cameras knew what to look for, and the lens moved—these cameras could look 30 miles to either side of the plane. The large front camera, which took a 72-mile-wide image, was turned on and off by the navigator as we flew over the target.

When we flew training missions in the States, the navigator was the one who talked to the air traffic control centers. As a pilot, I talked during takeoff, climb, and landing, and worked as a team with the navigator. When I was going through training and then paired with the navigator, John, my wife told me that I should have married him because I saw him more often than she did.

The CIA secretly purchased titanium for the SR-71 from the Soviet Union. Isn't that a funny paradox?

The Russians wanted money and we needed their titanium to build this plane because they were not able to produce at the time. It is 93% titanium, which can withstand almost 600 °F, the average temperature of an aircraft. During the Cold War, there were many paradoxes between the opposing sides.



To Leopold
Here's to your
recovery!
Buzz Carpenter
SR-71 pilot



Photos courtesy of the authors.



VISIT THE MUSEUM'S LECTURE SCHEDULE: CWM_LECTURE SERIES

BOEING KC-135Q STRATOTANKER THE UNSUNG HERO OF THE SR-71 PROGRAM



Colonel Charles P “Chuck” Wilson, USAF Ret., Past-Chairman of the Board- The Cold War Museum®; KC-135Q Pilot & Flight Commander; Cold War U-2 Pilot, U-2 Instructor & 2-time U-2 Squadron Commander; also, AF Group and C2 Center (became 505 C2 Wing) Commander; Pentagon Bureaucrat; State Department Diplomat; later Corporate Business Development executive; NASM DOCENT



Photo courtesy of the author.

The KC-135Q Stratotanker played a crucial yet often overlooked role in the Blackbird program. While the Blackbird had a maximum operational range of approximately 3,000 miles without refueling, most missions necessitated at

least one aerial refueling, with some requiring as many as six, depending on the mission profile. A few exceptions operated solely on the fuel available at Kadena AB, but these were rare.

During its production run from 1954 to 1965, 803 KC-135 aircraft were built, 56 of which were modified to Q specifications. As told by Paul F Crickmore in his book *Lockheed Blackbird: Beyond the Secret Missions* (Revised Edition), it became apparent to Strategic Air Command (SAC) that the tanker force dedicated to supporting SR-71 operations would need to be expanded beyond the original 21 Q-model aircraft and in 1967 the decision was made to modify an additional 35 aircraft from four other Air Force Wings. However, to save costs these additional 35 aircraft weren't equipped with the full avionics suite found on the KC-135Qs stationed at Beale and were known informally as 'partial Qs'.

The primary distinction between a Q tanker and a standard KC-135 lies in the design that isolates the payload fuel in the aircraft's body from its own fuel carried in the wings. This design is essential because, while nearly all aircraft in the USAF used JP-4 jet fuel, the SR-71 Blackbirds operate on JP-7. JP-7 boasts several unique characteristics that make it ideal for aircraft flying at speeds exceeding 2,000 miles per hour and altitudes of 80,000 feet, where skin temperatures can range from 600 to hot engine area 1200 degrees Fahrenheit. The tanker delivers fuel to the Blackbird at around -60 degrees Fahrenheit, the ambient temperature at the KC-135's altitude and speed. Upon boarding, this “cold” fuel also serves as a heat sink, circulating throughout the SR-71 to maintain optimal temperature control. Only the hottest fuel makes its way into the engines and afterburners, where the JP-7 fuel's temperature surpasses 400 degrees Fahrenheit—far too hot for JP-4, which would ignite prematurely.

Another critical reason for keeping the two fuel types separate is the difficulty in igniting JP-7. Its high flash point prevents combustion in the tanks but also complicates ignition. To ignite the fuel, the SR-71 Blackbirds are equipped with canisters of Tri-Ethyl Borane (TEB), a volatile chemical that self-combusts upon contact with oxygen to over 3,000 degrees Fahrenheit, providing the necessary flash to ignite the fuel and propel the aircraft.

Air refueling between the KC-135Q Stratotanker and the SR-71 Blackbird was not easy. The rendezvous between the KC-135Q and the SR-71 was quite tricky as it required precise aerial maneuvers to join up the two aircraft. Adding to the complexity was the fact that the rendezvous was conducted in total radio silence to prevent adversaries from detecting communication signals emanating from either aircraft. All this mandated close crew coordination between the four KC-135Q crewmembers, who possessed unique training and certifications to air refuel the SR-71.

So, what was it like to rendezvous with the SR-71? Retired Colonel D. R Kenerley, a navigator who flew the KC-135Q in the 350 Air Refueling Squadron at Beale AFB, CA, describes the complex operation:

“The greatest challenge was primarily due to the speed differential between the two aircraft. While the SR-71 was inbound traveling at Mach 3, the KC 135Q flew at a speed of 275 knots indicated airspeed (KIAS) in an orbital racetrack flight pattern to establish an initial position (Point Echo, or ‘E’) at a predetermined geographical point. The KC-135Q would fly 1000 feet higher than the planned refueling flight level, typically in a block altitude of FL 250 to FL270. The closure rate between the KC-135Q and the SR-71 could be nearly 2,000 NM per hour or 30+ NM per min -- a miscalculation of a mere 10 seconds would result in a missed rendezvous.

The KC-135Q navigator and the SR-71 Reconnaissance System Operator (RSO, who sat in the back seat of the SR-71) would have less than eight minutes to find each other, get the proper offset, and perform the rendezvous. The KC-135Q crew used timing charts to determine the number of seconds needed to travel past Point ‘E’ before starting a turn in front of the SR-71 onto the final refueling heading. In an age before GPS, the crew used AN/ARN-90 Air-to-Air Tactical Air Navigation (TACAN), the specialized COMNAV-50 distance measurement equipment (DME, and stopwatches to complete the join-up. Upon expiration of the exact number of seconds and calculated turn range (typically 26 NM separation), the KC 135Q pilot would execute an immediate left turn to roll out on the final heading. Operating in locations with high crosswinds greatly increased the complexity of the calculations.

During all this, the SR-71 would descend and decelerate from ~80,000 feet and Mach 3 down to the air refueling altitude and slow to 355 KIAS (near SR-71 slowest speed). In the final turn at 30° of left bank, the KC-135Q rolled out 4.5 NM ahead of the SR-71. When the SR-71 was 3 NM in trail, the KC-135Q would “descend and accel” by lowering the nose to reach a 1,000ft per minute rate of descent at Military Rated Thrust (MRT), leveling out in one minute as the airspeed increased to 325 KIAS. The KC-135Q throttles were “firewalled”.

At this point, the SR-71 would fly into a precontact position and the KC 135Q Boom Operator, using the KC-135Q’s high-speed boom, would use pilot director lights on the underside of the tanker to direct the SR-71 pilot into “contact”. Upon “contact”, the two aircrews could communicate via a unique boom interphone to complete the fuel transfer. Upon refueling, the SR-71 would pull up on the KC-135Q’s right wing and then, after a salute, zoom out of sight.”



Photo courtesy of the author.

Overall, it's impossible to overstate the essential role played by the KC-135Q tanker crews. Without a calculated 26,000 air refuelings over the span of the program, successful execution of the SR-71 Blackbird's missions would have been unattainable.



"KC-135Q flies through a thunderstorm to refuel a Blackbird" SR71 Pilot Dave Peters and RSO Ed Bethart. Artist conception Peter Chilelli; photo source: <https://theaviationgeekclub.com/blackbird-pilot-recalls-when-a-kc-135q-crew-flew-through-a-thunderstorm-with-their-tankers-throttles-frozen-to-refuel-his-sr-71/>

COLD WAR CONVERSATIONS



The Cold War Museum's® **Presentation Series**, where we present eyewitnesses to, and expert accounts of, key Cold War events, has been a key method by which the Museum educates about the Cold War for our audience (which normally averages about 40-50 people), a resource for future scholars (since we film all these events including the question-and-answer sessions), and a significant source of income for our operations. If you would like to sponsor or advertise in The Cold War Times, please email gpowersjr@garypowers.com

AS YOU KNOW, WE BEGAN this Series well before COVID and originally did all of them in-person. When COVID forced the closing of our doors and suspension of all of our activities, we had to rethink many things. Since people could no longer gather in large groups, we got a Zoom license and converted to 100% online. This has been highly successful for us, since it allows both audience and speaker to be from anywhere in the world, so we will continue with Zoom streaming but eventually also return to the in-person option where the speaker is local; we'll do that when COVID conditions allow, although not in our prior venue of the Old Bust Head production floor since that is no longer available. Because of the popularity and scope of the Zoom format, we've expanded to doing these about every 3 or 4 weeks.

UPCOMING LECTURES

August 23, 2026 – 7 pm EST (ZOOM only): *Dreamland: The Secret History of Area 51*: Speaker: Aerospace historian Peter W. Merlin will talk about his book, the first ever scholarly history of the National Classified Test Facility at Groom Lake, Nevada. Better known as Area 51, this top-secret installation hidden in a remote desert valley northwest of Las Vegas, has been shrouded in mystery since 1955. Decades of Cold War secrecy spawned rumors and conspiracy theories, and catapulted Area 51 into popular culture. Now, after more than 30 years of painstaking research, Merlin cuts through the myths to reveal the true story of one of the nation's premier flight-test and evaluation facilities, where evolving global threats are met with unprecedented technological innovations.

[Click HERE for tickets](#) (NOTE: To avoid paying the suggested Service Fee of 17%, click on the drop-down menu and select "Other" to enter your own amount

which could also be zero).

September 27, 2026 – 5 pm EST (ZOOM only): *SHADOW FLYER: The Life of Bob Ericson, CIA and NASA U-2 Pilot*: Speaker: Chris Pocock will talk about his new book, *Shadow Flyer*, about Bob Ericson who was one of the select group of pilots recruited in 1956 by the CIA to fly the U-2 over the Soviet Union. He subsequently flew this extraordinary spyplane for 30 years, 16 years with The Agency followed by another 15 years with NASA. This book tells the story of how a small-town boy grew up to serve his country with distinction, how he survived a crash in this most difficult-to-fly airplane, and how he was nearly shot down over the USSR. It also describes Bob's flight over Cuba in 1962 that set off the Cuba Missile Crisis; his missions over Tibet, China and North Vietnam; and his remarkable save of a crippled U-2 for NASA. Bob Ericson's sons, Arne and Myles, will join the program for the Q&A session.

[Click HERE for tickets](#) NOTE: To avoid paying the suggested Service Fee of 17%, click on the drop-down menu and select "Other" to enter your own amount which could also be zero).

October 25, 2026 – 7 pm EST (ZOOM only): *All Eternity Lies Before Me: Hope, Faith, & Love After the Loss of Navy Alfa Foxtrot 586*: Speaker: Loreen Gibbons interweaves a dual narrative account about her memories as a Navy pilot's wife with a tale of what happened to her husband's crew after the ditching of the crippled plane in the frigid, stormy North Pacific waters off the coast of the Soviet Union in 1978. A propeller malfunction causing four engine fires which burned dangerously close to a wing fuel tank forced the ditching, and left the crew in life rafts for twelve hours before being rescued by Russian fishermen and

taken to the Soviet Union. After an extensive search, Loreen would not know the fate of her husband for three days. *All Eternity Lies Before Me* is a suspense filled, real-life drama that reads like an action movie. This story is more than a tale of military heroism; it is also a story of faith, hope, love, and resilience with a deeply spiritual core. It is likely that several of the eight living survivors will plan to join in the Zoom program as well as members from the Air Force, Navy, and Coast Guard SAR crews.

[Click HERE for tickets](#) (NOTE: To avoid paying the suggested Service Fee of 17%, click on the drop-down menu and select "Other" to enter your own amount which could also be zero).

November 15, 2026 - 7 pm EST (ZOOM only): *The Wireless Operator*: Speaker: David Tuch, in this riveting debut, recounts the astonishing true story of his cousin, Harold Derber: a British Merchant Navy radio operator who carried his wartime training into the clandestine networks of the Cold War. He worked with Fidel Castro to smuggle Cuban refugees off the island, while tangling with Cuban intelligence, the Miami Mafia, and the CIA. Attorney James Donovan features heavily in his book because his cousin's ship, *The Empress of Bahamas*, was selected to return the Bay of Pigs prisoners after Donovan's successful negotiation. The Red Cross reneged on the deal but his cousin went ahead anyway, which brought the full weight of the CIA and State Department crashing down on him, eventually leading to his deportation as a national security risk. By the 1970s, Derber had become the largest marijuana trafficker in American history, pioneering the use of "drug motherships" and running a guns-for-drugs trade to arm Marxist guerrillas in Latin America. Drawing on declassified files, an unpublished memoir, and accounts from the undercover investigators who pursued him, *The Wireless Operator* uncovers how one man's secret life at the crossroads of espionage, organized crime, and revolution during the Cold War helped ignite the modern war on drugs.

[Click HERE for tickets](#) (NOTE: To avoid paying the suggested Service Fee of 17%, click on the drop-down menu and select "Other" to enter your own amount which could also be zero).



THE COLD WAR NETWORK



In 2020, Dr. Peter Robinson, Head of Events, Tourism and Hospitality Management at Leeds Beckett University, and Dr Milka Ivanova, Postgraduate Course Director for Hospitality and Events, received a Leverhulme British Academy Small Grant to investigate visitor experiences at Cold War heritage sites, comparing Eastern and Western European perspectives.

The project's dissemination event, held at Kelvedon Hatch Secret Nuclear Bunker in 2023, brought together organisations including English Heritage, the National Trust, Imperial War Museums, and the RAF Radar Museum. The workshop revealed a clear appetite to continue conversations about Cold War interpretation and heritage engagement. Delegates highlighted the absence of a dedicated specialist network in this field—and from these discussions, The Cold War Network was established.

Since this initial event The Cold War Network has rapidly evolved into a national Community Interest Company (CIC) supporting collaboration across academia, heritage, tourism, museums, education, and the wider visitor economy across the UK. Membership remains free, and in just 16 months, the Network has grown to more than 750 members from across the UK.

The Network brings together academics, site managers, museums, veterans' groups, local authorities, destination organisations, and enthusiasts with a shared mission: to promote and preserve Cold War heritage through research, interpretation, education, tourism development, and public engagement.

For those working in tourism and heritage education, the Network presents significant

opportunities for student learning, placement development, collaborative research, knowledge exchange, and community engagement. Supported by a multidisciplinary Board of Directors and Advisory Board, the Network now delivers an ambitious programme of national and local initiatives, including:

→ Two face-to-face events each year at Cold War heritage sites across the UK, featuring expert talks, guided tours, and networking opportunities.

→ A programme of online events and webinars, including virtual tours and interactive sessions with specialists, broadening accessibility and participation.

→ Support for local meetings and grassroots engagement, helping smaller organisations and volunteers connect and collaborate.

→ National Cold War Heritage Week, held annually in May, bringing together museums, attractions, schools, archives, and community organisations through exhibitions, talks, educational visits, and performances.

→ A regular newsletter programme, currently producing up to twelve newsletters annually to keep members informed about events, research, funding opportunities, and collaborative projects.

The Network has also begun to secure external funding and sponsorship support, receiving £19,600 from The National Lottery Community Fund alongside additional sponsorship and donations. Current and emerging projects include destination product development initiatives, educational travel partnerships, heritage interpretation projects, and

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collaborative research opportunities.

A major focus for 2026 and 2027 will be the development of educational and community engagement toolkits as part of a 12-month National Lottery - supported development programme linked to National Cold War Heritage Week.

International collaboration is also becoming an increasingly important priority, with the Network seeking to connect with similar organisations overseas to encourage joint projects, best-practice sharing, and wider international engagement with Cold War heritage.

For the higher education tourism and heritage community, The Cold War Network represents a compelling example of heritage-led knowledge exchange and sector - wide collaboration. It demonstrates how academic research can develop into a sustainable and impactful platform that supports educators, tourism professionals,

museums, heritage organisations, and the wider public.

To learn more or get involved, visit www.coldwarnetwork.co.uk.



CARROLLTON NIKE MISSILE BATTERY N-75L



As the former site of Carrollton Nike Missile Battery N-75L, Carrollton-Nike Park, named for its Cold War history, continues to serve as an important fixture within the community as a well-maintained park with Isle of Wight County Parks and Recreation facilities housed within the remaining historic structures.

The Nike-Ajax missile was gifted to Isle of Wight County in November 2019 by the City of Hampton and received a permanent exhibit space on Saturday, February 14.

GC Commercial Inc. of Newport News was awarded the contract for the support and the move, and Steeltech Industrial Fabrication Inc. worked to create the support and install the artifact.

As the fabrication and move to the support structure came in under budget, the project will proceed with paint and interpretation next. Additionally, I am awaiting news on a grant for funding for interpretation. Should hear about that in the next month.

Better interpretation and display of Isle of Wight County Museum's largest artifact, the Nike-Ajax missile, are improving the recognition of Carrollton-Nike Park's important role as a key player in the coastal defense of the entire Hampton Roads area during the Cold War. Furthermore, interpretation highlights the site's national significance as America's most complete remaining Chatelain design Nike-Ajax missile launch site still open to the public.

Site N-75L was added to the National Register of Historic Places in 2019, making proper display and interpretation of the utmost importance. The significance of Carrollton-Nike Missile Battery N-75L's role in Virginia's Cold War history deserves recognition as it showcases the location's importance within local, state, national, international and military history.

The bluebird on the booster's fin was the missile's first visitor after the installation's completion...definitely symbolic of this project's joyful forward movement!

Installation was flawless with skillful work by Steeltech Industrial Fabrication Inc. of Smithfield, and there was great weather to boot.

Isle of Wight County Parks and Recreation Director Mike Frickanisce is the point of contact for the construction coordination, and Isle of Wight County Museum Director/Isle of Wight County Historic Resources Manager Jennifer England is the point of contact for the artifact itself as well as its interpretation and preservation.

The Isle of Wight County Museum will air a video about the move itself on its YouTube channel <https://youtu.be/BUwcpKrggFw>

Saturday was a wonderful and fabulous step in the permanent visual interpretation of our National Register of Historic Places site with the largest artifact in Isle of Wight County's collection. We are all proud and eager to finalize the project in conjunction with the interpretive mural project atop Missile Magazine B. For more information on that project, see: <https://www.facebook.com/watch/?v=1149610824013066>

J.L. England
Director, Isle of Wight County Museum
Historic Resources Manager, Isle of Wight County



Photos courtesy of Brett England





OPEN TO THE PUBLIC
Seminar on the Cold War in
Germany (1947-1991)



**Hosted by Outpost #5845 International,
Society of the 3rd Infantry Division**



When: 17-19 September 2026 (Thursday to Saturday)

Where: American Legion Post 176, 6520 Amherst Avenue, Springfield, Virginia 22150, Homewood Suites, 7010 Old Keene Mill Rd, Springfield, VA 22150

Who: Friends and family of veterans who served in Germany during the Cold War, family, friends, and anyone interested in history.

**What: 17 Sept: 9 AM to 5 PM – Historical Seminars I, II; 7 PM Social hour at hotel (Homewood Suites 7010 Old Keene Mill Rd, Springfield, VA 22150)
18 Sept: 9 AM to 5 PM – Historical Seminars III, IV; 7 PM Movie night at hotel (Homewood Suites 7010 Old Keene Mill Rd, Springfield, VA 22150)
19 Sept: 1115 AM – Public Wreath ceremony at the Tomb of the Unknowns Arlington National**

Why: To honor Cold War veterans and to preserve history, educate the public, and pass on the torch of their proud legacy and that of NATO.

Register by 1 September 2026 with Monika Stoy, President, Outpost International, Society of the 3rd Infantry Division; email: timmoni15@yahoo.com, PH: 571 419 8915

Event Registration - \$25

OPEN TO THE PUBLIC

HOW THE UTAH COLD WAR VETERANS FOUNDATION HONORS COLD WAR VETERANS



**By Nelson Thibault, USN,
Retired**

From the humble beginnings of a grassroots effort that began nine years ago, a nonprofit organization called the Utah Cold War Veterans Foundation has become one of the most prominent and dynamic veteran advocacy groups in the Beehive State.

In its nearly decade-long existence, the Utah Cold War Veterans Foundation has conducted pinning ceremonies throughout the entire state and presented some 6,000 Utah Cold War Victory Medals to eligible veterans at no cost to recipients.

In a March 2, 2026 interview with the organization's chairman, Vietnam veteran Larry Kerr, I was able to trace the foundation's modest origins to its present-day activities. In so doing, I discovered that the development of the Utah Cold War Veterans Foundation is indirectly tied to laudable actions of state lawmakers.

The establishment of a state medal paying tribute to veterans who served in the armed forces during the Cold War era

eventually necessitated the creation of an organization to facilitate the logistics involved in the procurement and distribution of such an award.

That award, the Utah Cold War Victory Medal, filled a void that had existed for more than a quarter of a century following the collapse of the Soviet Union. Although there has been considerable advocacy over the years for an official U.S. Cold War medal, those efforts have thus far been unsuccessful.

In 2001, for instance, both houses of the United States Congress approved legislation authorizing the creation of the Cold War Service Medal with the passage of H.R. 2586 and S. 1438. That legislation was then signed by the president, but the Department of Defense has not yet created the medal.

The lack of a federal Cold War medal has prompted lawmakers in several states to authorize a state-level medal recognizing Cold War service. In 2017, Utah became the fourth state to establish a Cold War medal with the passage of H.B. 220. No funding however, was appropriated for the purchase of medals to be presented to

veterans who meet the criteria for the award.

The absence of state funding however, did not deter some very ardent veteran advocates from purchasing and presenting medals to deserving recipients. Medals were and continue to be purchased from BrightPoint Creative, LLC in Salt Lake City with generous donations from individuals and charitable organizations.

As the early efforts to buy and award Utah Cold War Victory Medals began to expand, the need to establish some type of organization became evident. So in 2019, a nonprofit organization called the Utah Cold War Veterans Alliance was established.

The Utah Cold War Veterans Alliance was founded by four individuals. They were VFW members Tom Montez, Kraig Throne, and Larry Kerr, and business owner Jon Brewer. In 2021, the alliance became the Utah Cold War Veterans Foundation with Larry Kerr as its chairman. Larry has remained in that position ever since.

The mission of the Utah Cold War Veterans Foundation is to

award the Utah Cold War Victory Medal free of charge to all eligible Utah veterans who served between September 2, 1945 and December 26, 1991. In the case of a deceased veteran, the medal is presented to a family member.

In pursuit of its mission, the foundation relies on an incredible team of board members and other volunteers who comprise a coordinated statewide network that facilitates pinning ceremonies. Larry Kerr refers to the organization's volunteers as "Blue Shirts," due to the blue-colored shirts they wear.

The shirts serve as a uniform of sorts and were initially purchased from the DAV Store by Larry and his wife, Shuree. Larry has been a DAV member for well over forty years now and he felt that the shirts would provide volunteers a uniformed appearance.

In some areas of the state where there are no Blue Shirts, members of Veteran Service Organizations host and conduct pinning ceremonies. These organizations include the Veterans of Foreign Wars, American Legion, and Disabled American Veterans.

In addition to events that are held at Veteran Service Organization facilities, over the years pinning ceremonies have taken place at car shows, Veterans Homes, and even at Murray City Hall, where a ceremony took place for the first

time on January 17, 2026.

On a number of occasions, the Hyrum City Museum has partnered with the Utah Cold War Veterans Foundation to arrange pinning ceremonies in Hyrum. Those events have taken place at the Mountain Crest High School auditorium.

At the January pinning ceremony in Murray, 25 veterans were presented with the Utah Cold War Victory Medal. The number of medal recipients at a given ceremony is generally less than 100. On one occasion however, a total of 1,000 medals were presented.

Since 2022, veterans who have been awarded the medal have also received an additional honor. That tribute is a certificate of recognition for their Cold War service. The certificate is suitable for framing and complements the medal very nicely.

In addition to presenting medals, pinning ceremonies also serve as an opportunity to educate people in attendance. Family members of veterans honored, for instance, learn about the 13 folds of the American flag through a demonstration preformed by veteran volunteers.

A Cold War display is an additional teaching tool. A table densely covered with Cold War memorabilia and posters enhances awareness of the tremulous era. These include the 1962 Cuban Missile Crisis, 1968

"Pueblo incident," and Operation Paul Bunyan, which occurred in 1976.

Another notable feature at pinning ceremony venues is a small table called the MIA/POW Table. It is set up with items of a symbolic nature to pay tribute to service members who are Missing in Action and those who are Prisoners of War.

The highlight of pinning ceremonies is the presentation of the Utah Cold War Victory Medal. It is quite literally an emotionally charged moment. This is because it is an extremely meaningful experience permeated by a profound sense of appreciation and reflection.

The Utah Cold War Victory Medal is a tremendously impressive award that owes its design to three insightful individuals. Those individuals deserve an enormous amount of credit for the fantastic job they did. They were Kraig Throne, Jon Brewer and Legionnaire Kent Blanco.

The medal's red, white, and blue ribbon with three white stars conjure images of Old Glory. The ribbon's stars symbolize the three departments that comprise the U.S. Department of Defense. They are the Department of the Army, the Department of the Navy, which includes the Marine Corps, and lastly, the Department of the Air Force.

Centered in relief on the front of the medal, is a star with 6 points,

the outline of the Beehive State, the medal's name, and the years 1945 and 1991. The former year indicates when the Cold War began and the latter year denotes when the conflict came to its decisive end with the Soviet Union's demise.

Situated between points of the star are images of key areas where conflicts occurred during the Cold War. Those places were Germany, Korea, and Vietnam. The remaining images are components of the nuclear triad that helped deter nuclear war. Those include an intercontinental ballistic missile, a B-52 bomber, and a nuclear-armed submarine.

The medal's features clearly indicate that its designers were well aware of the prevailing threat of nuclear war. During the Cold War era, subterranean silos with intercontinental ballistic missiles were widely scattered around the country. Submarines armed with nuclear missiles patrolled vast reaches of the deep, and B-52 bombers carrying nuclear bombs flew continuously in the sky.

Each time I look at the brilliant gold-colored Utah Cold War Victory Medal conspicuously mounted in my mahogany finished shadow box, I'm reminded of that precarious era. I also experience a profound feeling of gratitude for the meaningful and dedicated efforts of the Utah Cold War Veterans Foundation.



Photos taken at a pinning ceremony at the Mountain Crest High School auditorium, photos courtesy of Jami J. Van Huss, Hyrum City Museum Director and VP Professional Development, Utah Museums Association.





These photos show the presentation of medals, a certificate of recognition, and a veteran surrounded by a group of Blue Shirts, *photos courtesy of Andy Vigil, vice chairman of the Utah Cold War Veterans Foundation.*



COLD WAR LINKS OF INTEREST



Cold War & Espionage Tour of Europe 2027 (Oct 5 – 16): <https://www.cha-tours.com/garypowers/2027/>

West Berlin Archives: www.westberlinarchives.org.

The Cold War Museum: <https://www.unitingthroughservice.com/the-cold-war-museum/>

The wobbly impossible way to balance plane that needs extra wheels: <https://www.youtube.com/watch?v=bf80q-ELRcY&authuser=0>

Cold War Art, Commemorating the 65th Anniversary of the Bay of Pigs. "We Who Tried" Illustrations for the 10 May 1963 issue of Life Magazine, By Sandy Kossin: <https://www.germe.info/.../illustrating-the-bay-of-pigs.../>

Southeast Asia ASA Veterans Association: <http://www.oldsbooksandspies.org/>

Air Force Association Annual Convention: <https://www.afa.org/events/2026-national-convention>

2026 AUSA Annual Meeting and Exposition: <https://meetings.ausa.org/annual/2026/>.

Triple Tree Aerodrome: www.tta.aero

The Top Secret Testimony of CIA's MKULTRA Chief, 50 Years Later, October 30, 2025, *National Security Archive*: <https://nsarchive.gwu.edu/briefing-book/dnsa-intelligence/2025-10-30/top>.

US Air Force to Update U-2 Dragon Lady Defensive System: <https://theaviationist.com/2026/03/18/u-2-ads-updates/>

Where did U2 get their name from?: [Where did U2 get their name from? - Radio X](#)

<https://www.yourclassical.org/story/2025/11/11/veteran-bruce-gleason-shares-stories-and-music-in-cold-war-cadence>

<https://tinyurl.com/RRH-SeaSpies> <https://tinyurl.com/RRH-WatchInTheSea>

NS Savannah Association | Preserving the World's First Nuclear Powered Merchant Ship: <https://share.google/UZ7KR3CEAAPH4RqhX>

Recent interview of the *Florence University of the Art* (FUA), the American university in Florence, focusing on "*Tre anime in cammino*" by Antonio Degl'Innocenti: [Antonio Degl'Innocenti su Tre Anime in Cammino » AUF](#)

Buy your copy of "Steinstuecken: A Little Pocket of Freedom": [Buy your copy of "Steinstuecken: A Little Pocket of Freedom" – gahmusa.org](#)

Congress Limits Divestment, But First U-2 Is Sent To The 'Boneyard': <https://dragonladytoday.com/2026/01/25/congress-limits-divestment-but-first-u-2-is-sent-to-the-boneyard/>

The BBC World Service is presenting a multi-part audio series titled "Kennedy & Khrushchev" about the Cuban Missile Crisis : <https://www.bbc.com/audio/brand/p08llv8n> and <https://www.bbc.co.uk/programmes/w3ct8vc2>

ASA video link: <https://www.youtube.com/live/T9KvZg6kqIY?si=aNJ8qZ7WXTMIOtgG>

Truman Doctrine: https://info.mysticstamp.com/truman-doctrine_tdi/?utm_source=Klaviyo&utm_medium=email&utm_campaign=TDIH&_kx=3qDy4xbEJD44SwHLAoyoEI95yfQkWpEtgsPEDsy5tiqHvhH9LjY9iH-aalxJ1P.TpEw4N

Francis Gary Powers, Jr.: [Celebrating a Hometown Hero](#)

A call to action in regard to a local hero: <https://dickensonmedia.substack.com/p/a-call-to-action-in-regard-to-a-local>

Life has its challenges.
**As a Veteran,
you don't
have to solve
them alone.**



Visit [VA.gov/REACH](https://va.gov/REACH) for resources
or Dial **988** then Press 1 to reach
the Veterans Crisis Line.

Don't wait. **Reach out.**

VA



U.S. Department
of Veterans Affairs

TRAVEL OPPORTUNITY



Gary Powers Jr.'s 2027 World War II & Cold War Espionage Tour of England, France, Belgium & Germany 12 days/10 nights

Travel Dates: October 5-16, 2027

Join renowned author, historian and lecturer Gary Powers Jr. on this exciting 12-day educational tour of World War II & Cold War espionage related sites in England, France, Belgium & Germany



What's Included:

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- Valuable insight and informative commentary by Gary Powers Jr.
- Full-time CHA Tour Director
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Prices & Deadlines:

Full Tour Price: \$6,395 per person

Land Tour Price: \$5,495 per person
(does not include airfare or transfers)

Price based on double occupancy.
A \$900 single room fee will apply for travelers without roommates.

Enroll by April 1, 2027 with a required deposit of \$495. Final payment is due by June 1, 2027.

Enroll Early & Save!

Enroll by February 1, 2027 and save \$100 on the above prices.
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*included visits subject to change based on availability

For more information and to enroll online, scan the QR code or visit www.cha-tours.com/garypowers/2027


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BOOK REVIEWS BY MANSKE



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

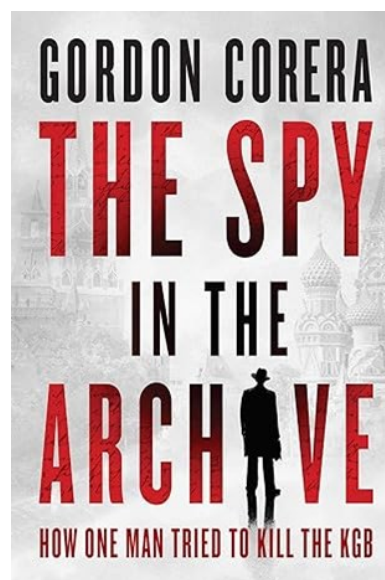
The Spy in the Archive: How One Man Tried to Kill the KGB

Gordon Corera

Pegasus Books, 336 pages, 2026

Gordon Corera's "The Spy in the Archive: How One Man Tried to Kill the KGB" is that rare work of intelligence history that reads with the velocity of a thriller while never sacrificing analytical heft. At its center is Vasili Mitrokhin, a failed field officer turned dusty archivist who decides, almost quietly, to take on one of the most fearsome organs of state power in the twentieth century. Corera anchors the narrative not in the familiar fireworks of clandestine meetings and car chases, but in the monotony of the Lubyanka's stacks, where Mitrokhin spends decades handling the inner secrets of the Chekist state and slowly comes to see the KGB as a moral cancer eating his country from the inside. This choice pays off: the transformation of a bookish bureaucrat into a solitary insurgent against the apparatus he serves becomes genuinely gripping. Each small act of copying, hiding, and smuggling notes out of the archive feels like a defiant vote against the entire Soviet system. The operational story—the rehousing of the KGB archives, Mitrokhin's painstaking transcription of names, codes, and networks, and his eventual approach to Western embassies—is handled with admirable clarity. Corera is especially good on tradecraft details and bureaucratic psychology: the Americans' initial dismissal of an odd old man with notebooks, the British diplomat's intuition that the material might be epochal, and the fraught exfiltration of Mitrokhin and his unsuspecting family. These chapters unfold with escalating tension, yet the drama never feels

manufactured; the stakes are written into every page of the archive itself. What lifts the book above many Cold War narratives is Corera's insistence on consequence. The Mitrokhin material detonated across services in the West, exposing illegals, long-running penetrations, and the sheer scale of Soviet political warfare, while forcing the KGB to assume that much of its past was now compromised. Corera also traces the through-line from the Cheka to the late-Soviet KGB and on into the security-state ethos of post-Soviet Russia, offering pointed, unsettling reflections on continuity up to the era of Vladimir Putin. For readers steeped in intelligence literature, *The Spy in the Archive* offers both an indispensable case study and a sobering meditation on how one obscure individual, armed only with patience and paper, can wound a leviathan.

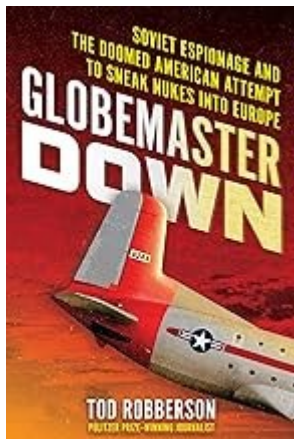


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Globemaster Down: Soviet Espionage and the Doomed American Attempt to Sneak Nukes into Europe

Ted Robberson

Citadel, 384 pages, 2026



Tod Robberson's "Globemaster Down: Soviet Espionage and the Doomed American Attempt to Sneak Nukes into Europe" is the kind of Cold War history that reads like a classified file smuggled out of the archives and turned into a thriller. It takes a little-known 1951 Air Force disaster and gives it the pulse of a spy novel, but with the sober

weight of genuine historical inquiry behind it. What makes the book so compelling is its central mystery: a C-124 Globemaster vanished over the Atlantic with 53 people aboard, and the official story never fully explained what happened. Robberson argues that the flight may have been carrying more than the Air Force admitted, possibly even atomic material meant for a secret U.S. buildup in Britain. That premise alone gives the book a relentless, almost electric tension. Robberson's great strength is his ability to turn fragments into momentum. He works from archival records, military context, and unanswered questions, then builds a narrative that feels both investigative and ominous. The result is not just a tale of one lost plane, but a portrait of an era when American and Soviet leaders were flirting with catastrophe, espionage was routine, and secrecy could bury a disaster for decades. The book's fascination lies partly in its restraint. It does not pretend the record is complete; instead, it leans into the gaps, clearly signaling where evidence ends and informed conjecture begins. That honesty gives the story credibility, even when the implications are unsettling. As a review, the simplest verdict is this: "Globemaster Down" is gripping, eerie, and deeply provocative. It should appeal to readers who love Cold War intrigue, aviation history, and true stories that reveal how

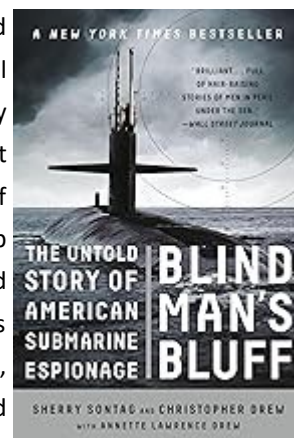
close the world came to breaking.

Sherry Sontag and Christopher Drew's "Blind Man's Bluff: The Untold Story of American Submarine Espionage" is a riveting journey into the shadowy world beneath the oceans, where the silent service waged secret battles that shaped the course of the Cold War. Drawing on declassified documents, exclusive interviews, and anonymous testimony, the authors reveal the daring and often harrowing exploits of

Blind Man's Bluff: The Untold Story of American Submarine Espionage **Sherry Sontag, Christopher Drew,** **Annette Lawrence Drew**

Public Affairs, 448 pages, 2016

American submariners who risked everything in pursuit of crucial intelligence on Soviet military capabilities. This book stands out for its seamless blend of suspenseful storytelling and deep historical research. Sontag and Drew's narrative plunges readers into claustrophobic hulls, following crews who penetrated hostile waters, tapped undersea



cables, tracked enemy boomers, and lived with the ever-present specter of disaster. Highlights include the audacious mission to retrieve a sunken Soviet sub using Howard Hughes's Glomar Explorer, the loss and subsequent search for the USS Scorpion, and nerve-wracking close encounters with armed Soviet vessels. "Blind Man's Bluff" does not just recount covert missions; it gives human faces to the submariners involved, detailing their ingenuity, courage, and the psychological toll exacted by high-stakes operations in the ultimate isolation. The underwater chess match is described with cinematic vividness, and the tension is palpable throughout, underscoring how submarine espionage was every bit as decisive as airborne spy missions or satellite intelligence. For those interested in Cold War history or military technology, the book is an educational

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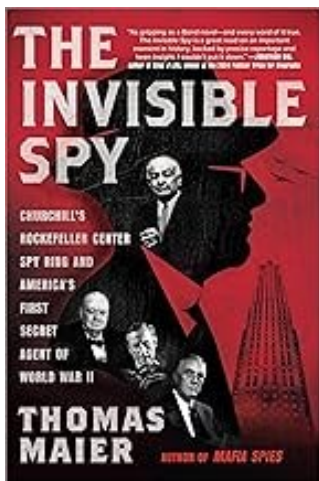
treasure trove, explaining submarine capabilities, intelligence-gathering tactics, and the strategic calculus behind American underwater operations. Even seasoned readers of naval history will find new revelations and gripping details thanks to Sontag and Drew's exhaustive research. Ultimately, "Blind Man's Bluff" uncovers a concealed chapter of Cold War rivalry, illuminating how silent warriors shaped world events beneath the waves. It provides not only an entertaining read but also a sobering appreciation of the dangers and heroism of submarine espionage—a must for anyone seeking to understand the invisible front lines of international conflict.

The Invisible Spy: The Untold True Story of an NFL Player Turned Spy and His Role in America's Covert WWII Operations

Thomas Maier

Hanover Square Press, 480 pages, 2025

Thomas Maier's "The Invisible Spy: The Untold True Story of an NFL Player Turned Spy and His Role in America's Covert WWII Operations" shatters the boundaries of traditional spy biographies by unearthing the astonishing saga of Ernest Cuneo—a man who moved from football fields to the heart of global espionage. Maier skillfully resurrects Cuneo, a



Columbia University gridiron star and one-time Brooklyn Dodgers NFL player, revealing his transformation into a White House insider with a very secret second life: as America's first World War II spy and key go-between for FDR and Churchill's British agents in New York City. The narrative briskly whisks readers through Cuneo's unlikely journey as he collaborates with figures such as Winston Churchill, the mysterious Canadian spymaster William "Intrepid" Stephenson, and Ian Fleming—who would later model

aspects of James Bond on Cuneo's exploits. With deft storytelling, Maier details how Cuneo navigated a clandestine world tucked away inside Rockefeller Center, orchestrating counterintelligence against Nazi operations inside the United States at a time when the very notion of American intelligence was embryonic. Perhaps most striking are the glimpses into Cuneo's personal life, including a romance with Margaret Watson, a Canadian agent with a photographic memory—an affair that nearly cost her life in an encounter with a Nazi assassin. These humanizing moments ground the high-stakes drama, making Cuneo's motivations and vulnerabilities tangible beneath the bravado of a spy. Maier's research shines as he interlaces real-time danger, political intrigue, and vivid character studies, while shrewdly drawing parallels between the "America First" debates of Cuneo's day and contemporary politics. If Maier's style occasionally tips toward information-laden, the sweep of action and cast of larger-than-life personalities more than compensate. "The Invisible Spy" isn't just a fascinating tale of derring-do; it's a revelatory excavation of a quintessentially American figure who shaped—and haunted—the origins of modern espionage. For anyone intrigued by the blurry frontiers between sports heroism, political power, and spycraft, this book is a knockout.



The Cold War Library, photo courtesy of The Cold War Museum®.

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BOOK REVIEWS BY WILSON



Colonel Charles P. "Chuck" Wilson, USAF Ret., Past-Chairman of the Board - The Cold War Museum®; KC-135Q Pilot & Flight Commander; Cold War U-2 Pilot, U-2 Instructor & 2-time U-2 Squadron Commander; also, AF Group and C2 Center (became 505 C2 Wing) Commander; Pentagon Bureaucrat; State Department Diplomat; later Corporate Business Development executive; NASM DOCENT

The U-2 Over the Soviet Union America's Famous Cold War Spy Plane from the Soviet Perspective

Dmitry Degtev

Pen & Sword Air World, 259 pages, 2026

In "The U-2 Over the Soviet Union: America's Famous Cold War Spy Plane from a Soviet Perspective," acclaimed Russian analyst and researcher Dmitry Degtev offers an insightful

adds a humanizing touch to the complex geopolitical narrative.

Degtev also engages in a critical examination of the intelligence gathered during these missions, questioning the effectiveness of the U-2 flights in pinpointing key Soviet installations, including the confidential sites associated with the Soviet atomic project that remain unidentified to this day.

By presenting these events through a Soviet lens, Degtev ensures that readers appreciate the nuanced dynamics of Cold War espionage, revealing how the U-2 incidents not only informed military strategies but also shaped the ideological confrontation between the superpowers. In sum, "The U-2 Over the Soviet Union" is a significant scholarly work that reveals a somewhat different view, from a Soviet perspective, on a critical chapter of the Cold War, and it will undoubtedly be of interest to historians, military strategists, and anyone intrigued by the intricate web of international relations during a time of heightened tension and competition. "According to Gary Powers, Jr. This book is full of the misinformation of the time period and is not 100% accurate in its narrative of the U-2 Incident of May 1, 1960."



exploration of one of the Cold War's most pivotal espionage programs.

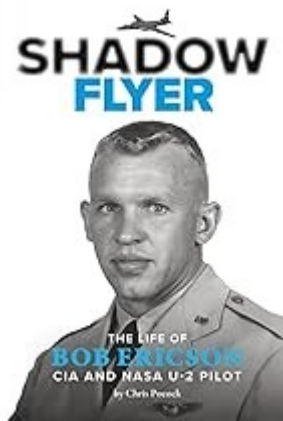
Drawing on his extensive expertise as the author of over 43 books, Degtev provides a nuanced account of the planning, execution, and ramifications of the U-2 reconnaissance flights over the Soviet Union from 1956 to 1962. The narrative is anchored in a wealth of primary sources, including CIA records, declassified documents from the Russian Ministry of Defence, and firsthand testimonies from those directly involved in the operations. Through this meticulous research, Degtev illuminates the strategic military responses of the Eastern Bloc to these aerial incursions and delves into the technical challenges faced by the Soviets, including their unsuccessful efforts to develop a stratospheric interceptor.

A particularly compelling section of the book covers the infamous shootdown of U-2 pilot Francis Gary Powers on May 1, 1960, during a Soviet military parade that underscored missile superiority. Here, Degtev contextualizes the incident within the broader Cold War landscape, analyzing its implications on Soviet military doctrine and highlighting the regime's emphasis on its "Rocket Troops" as the dominant force in national defense. The unexpected inclusion of items confiscated from Powers upon his capture, such as women's jewelry,

SHADOW FLYER: The Life of Bob Ericson, CIA and NASA U-2 Pilot **Chris Pocock**

Independently Published, 263, pages 2025

In “Shadow Flyer,” esteemed aviation historian Chris Pocock expertly chronicles the extraordinary life of Bob Ericson, a Cold War U-2 pilot whose career spanned three decades in the USAF, the CIA and NASA. Renowned for his meticulous research on the U-2 Dragon Lady, Pocock provides a compelling narrative that underscores the pivotal role this iconic reconnaissance aircraft played during one of history’s most tense periods.



The U-2 Dragon Lady, designed by the legendary Clarence “Kelly” Johnson at Lockheed’s Skunk Works, is celebrated as one of the most famous “spy planes” ever conceived. With the ability to soar above 70,000 feet from undisclosed locations, the U-2 flew under a veil of secrecy, often launching and landing in darkness and devoid of any identifying markings. Ericson was among the elite cadre of pilots recruited by the CIA in 1956 to operate this remarkable aircraft, and his story is one of both danger and valor.

Pocock deftly recounts Ericson’s experiences flying the U-2, detailing not only the technical challenges and thrills of piloting such a complex machine but also the personal sacrifices involved. Ericson’s story is marked by harrowing moments, including a near-fatal crash and a tense encounter with enemy fire over Soviet territory. The narrative captures his critical reconnaissance flights during major Cold War events, including his significant mission over Cuba in 1962, which catalyzed the Cuban Missile Crisis, as well as intelligence missions over Tibet, China, and North Vietnam. Particularly noteworthy is Ericson’s remarkable feat during a NASA operation, where he skillfully navigated a disabled U-2 back to safety.

Beyond the cockpit, Pocock offers readers a more profound understanding of Ericson’s life, presenting a vivid portrayal of the toll that such a demanding and secretive career took on his family dynamics. The book’s exploration of Ericson’s personal life adds depth to the narrative, revealing the strains of long deployments and

the weight of carrying national secrets.

“Shadow Flyer” is an engaging and insightful biography that not only honors Bob Ericson’s commitment to his country but also pays tribute to the legacy of the U-2 Dragon Lady. This book is a must-read for aviation enthusiasts and anyone interested in the complexities of Cold War history. Through Ericson’s journey, we gain a deeper appreciation for the sacrifices made by those who fly for national security, solidifying Bob Ericson’s legacy as a true “Deuce Driver.”

FLASHES IN THE DARK, Volume 1: USAF Covert Operations and Nuclear Intelligence in Argentina, 1946-1957 **Gustavo Maron**

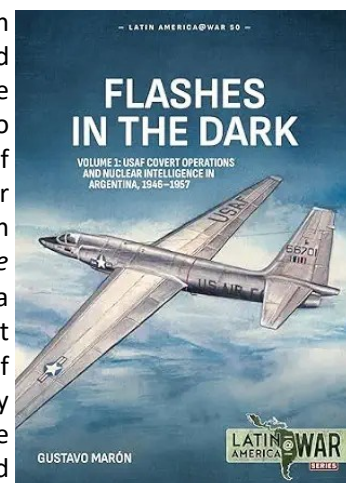
Helion & Company Limited, 92 pages, 2026

Gustavo Maron was born in Argentina and graduated from the Law School of the National University of Cuyo and is a professor of Aeronautical Law at four Argentine Universities. In his book, *Flashes in the Dark*, Maron explores a captivating yet underreported facet of contemporary military history: the clandestine aerial operations conducted by the United States Air

Force (USAF) in Argentina during the Cold War. This period of geopolitical tension between the United States and the Soviet Union lasted from 1945 until the late 20th century, culminating in the USSR’s collapse due to multifaceted social, political, and economic challenges.

The book derives its title from the initial “flashes” of information that the author uncovered over more than two decades of extensive research, involving a vast array of documents, photographs, and testimonies about U.S. air missions in Argentine airspace. These operations, often shrouded in secrecy, were executed without the knowledge of both Argentine political and military authorities. The author aims to unveil the long-hidden details of U.S. military activities in Latin America, particularly in Argentina, enriching public understanding of this critical history.

The narrative traces its roots to the post-World War II era, concurrent with the establishment of the USAF as an



independent branch of the armed forces in 1947. Shortly after, in August 1948, the Air Force Office of Atomic Energy (AFOAT—1) was established to oversee the Atomic Energy Detection System (AEDS). This top-secret entity sought to monitor foreign atomic tests and related nuclear activities, specifically targeting the Soviet Union, France, and China.

Significantly, AFOAT—1's first success came with the detection of the Soviet Union's inaugural atomic test on August 29, 1949. Radioactive debris from this test was identified by a modified Boeing WB-29 Superfortress, which was ostensibly flying for meteorological research. This triggered a pivotal disclosure by President Harry S. Truman, marking a turning point in international perceptions of Soviet nuclear capabilities and eroding Soviet secrecy.

Throughout the Cold War, this intelligence-gathering strategy was repeatedly executed, garnering vital information for U.S. leadership. The utilization of ostensibly meteorological aircraft for espionage highlights the levels of secrecy surrounding these operations; they were publicly justified under the premise of conducting atmospheric research. Notably, the operations conducted by AFOAT—1/AFTAC remained classified until 1975, a full year after USAF ceased its permanent bases in Argentina.

The author details how nuclear espionage in Argentina commenced as early as 1946, utilizing Douglas C-47 Skytrain and C-54 Skymaster aircraft to identify uranium deposits essential for nuclear weaponry. These missions expanded to incorporate the Boeing WB-29 Superfortress, which surveilled Argentina's own covert atomic initiatives on Huemul Island.

Maron also discusses the High-Altitude Air Sampling Program (HASP) and how its plan began in 1957 for Argentina. The HASP program was designed to achieve the highest possible sampling density over a single cross section of the planet. The U-2 Dragon Lady began its overflights in 1958 under Operation CROWFLIGHT.

The utmost secrecy surrounding all these operations was so profound that even key Argentine military units lacked awareness of their full scope. Airports in Ezeiza and Mendoza, critical for these missions, operated without explicit oversight from the Argentine Air Force.

In light of the sensitive nature of these revelations, the Maron meticulously cites sources and documents, paving the way for future researchers to explore this

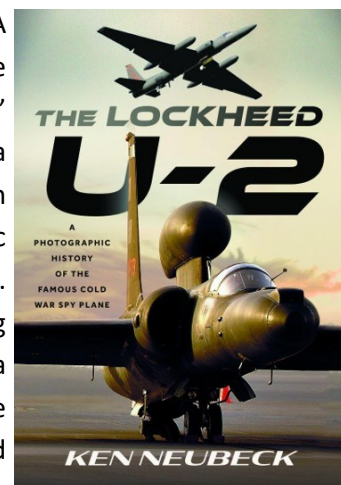
unprecedented aspect of military history further. *Flashes in the Dark* is a significant contribution that sheds light on the secretive undertakings of U.S. military operations in Argentina, enriching the discourse on Cold War dynamics and geopolitics in Latin America.

THE LOCKHEED U-2: A Photographic History of the Famous Cold War Spy Plane

Ken Neubeck

Air World, 200 pages, 2026

"The Lockheed U-2: A Photographic History of the Famous Cold War Spy Plane" by David Neubeck is a comprehensive exploration of one of the most iconic aircraft in aviation history. The U-2, developed during the Cold War, played a crucial role in intelligence gathering and reconnaissance missions, and Neubeck's work celebrates both its technological innovation and significant historical impact.



One of the strengths of Neubeck's book is its extensive visual documentation, primarily presented in black and white. The profuse array of photographs captures the U-2 in various contexts—on the runway, during in flight, and action during notable missions. These images not only provide a vivid portrayal of the aircraft but also serve to illustrate the engineering prowess and design intricacies that made the U-2 a unique craft.

The narrative accompanying the photographs is researched and engaging, offering readers insights into the aircraft's development, operational history, and the challenges faced by pilots. Neubeck communicates the tense atmosphere of the Cold War, highlighting how the U-2 became a symbol of intelligence and national defense.

In addition to technical specifications, the book delves into personal anecdotes from a few U-2 pilots and personnel, giving a human touch to the historical account. It touches upon significant events, including the

infamous U-2 incident involving Gary Powers, which escalated tensions between the U.S. and the Soviet Union.

Critics might argue that while the book is rich in photographs and narratives, it could benefit from a more critical analysis of the U-2's impact on both military strategy and international relations. However, the focus on the visual aspect makes it an appealing choice for enthusiasts and historians alike.

Overall, Neubeck's "The Lockheed U-2" is a visually impressive and informative tribute to this legendary spy plane. It offers a well-rounded perspective that appeals to both aviation enthusiasts and those interested in Cold War history.

SEEKING COLD WAR VETERANS

I am former Marine and scholar of Cold War history who is doing research for a book about the military response to the assassination of President John F. Kennedy.

I'm currently searching for the stories of veterans who were on active duty that day. If you were serving at the time of the JFK assassination, I would be grateful if you could contact me and relate your experiences.

Your stories of what happened on that tragic day would be a great help in telling a little-known but important part of Cold War history that now needs to be told.

John F. Davies
USMC 1977-1985

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Facebook: <https://www.facebook.com/profile.php?id=61556698720736>

LinkedIn: <https://www.linkedin.com/in/john-francis-davies-663456169/>

NEW BOOK PRESS RELEASES



The Siege of Budapest, 1956 and Budapest ostroma, 1956

László Eörsi

Joshua Books Bt.

Allow me, József Márkus, to address you on behalf of the independent book publisher Joshua Books Bt.

Joshua Books is publishing two books by historian László Eörsi in connection with the 70th anniversary of the 1956 revolution.

The book, illustrated with photographs, is an important document of Budapest's urban memory: through the history of streets, squares, human destinies and decision-making situations, it shows what the revolution and its suppression meant in the life of the capital.

The volume discusses the events divided into three stages of the organization and history of the armed groups.

In the first period, from the outbreak of the revolution to the armistice negotiations (October 23 –29), spontaneity played a decisive role. With weapons acquired in various ways, mainly small insurgent groups were formed under the control of a capable commander. The majority of the population supported these groups, the composition of which changed almost hourly. Their main activity was the fight against the Soviets, as well as the ÁVH, police, and army forces.

The second phase was the result of the October 28th turn: at that time, the political leadership – changing its previous position – accepted the resistance fighters as revolutionaries and freedom fighters. With the participation of military, police, and civilian forces, they formed the National Guard and together they tried to preserve the achievements of the revolution.

The third period lasted from the Soviet attack on

November 4th to a week until the armed suppression of the revolution. At that time, the Pest revolutionaries were essentially left alone again, with only a few soldiers taking the risk of resistance with them. Most of the insurgents held out against overwhelming odds, relying on Western or UN support. However, many members of the dispersed groups continued their resistance both at home and abroad, unarmed.

The activity of civilian militants, if we examine their activities from the outbreak of the revolution to the end of the rearguard battles, became particularly significant in five connected areas:

1. The areas of Középső-Józsefváros and Középső-Ferencváros;
2. The part of the VII. district outside the boulevard;
3. Széna Square and its surroundings
4. The northern part of Csepel;
5. The northwestern part of Pesterzsébet.

In addition to the above, heavy fighting took place in Budavár, at the Schmidt Castle in Óbuda, in the southern part of Újpest, in Kőbánya, in the Móricz Zsigmond Square in Újbuda, in the northern part of Angyalföld, in Pestlőrinc and Kispeszt.

Smaller clashes took place in the chamber forest of the 11th district, in Bosnyák Square in Zugló, in Rákospalota, at the Déli railway station.

The following will discuss the freedom struggle that took place in these districts.

The appendix is particularly important in the volume, collecting the main data of the members of the insurgent groups, as well as all the court records in which the freedom fighters of Budapest were judged.

"There is no place for mercy"

The executed of the 1956 revolution and freedom

struggle

“Irgalomnak helye nincs”

Az 1956-os forradalom és szabadságharc kivégzettjei

Second edition, revised, expanded with data and photos

“The volume contains the biographies of 254 people, of whom – according to my research – 226 were executed based on court sentences, four died in captivity, they would probably have been handed over to the executioner, as well as the 24 people who were sentenced to death in their absence.” – László Eörsi

<https://www.joshuakonyvek.hu/elokeszuletben>

We are convinced that the memory of 1956 will remain alive if it is not only present in anniversary speeches, but also in accessible, authentic, readable books, discussions and educational and cultural programs.

McLean, VA (June 8, 2026) — A new biography, *Rickover: Underway, My Way*, offers a rare and

Rickover: Underway, My Way Reveals the Complex Genius of Admiral H.G. Rickover, Father of the Nuclear Navy
Joann DiGennaro, with Joe David
Independently published, 339 pages, 2026

deeply personal portrait of Admiral Hyman G. Rickover, the architect of the U.S. Navy’s nuclear propulsion program, revealing not only his revolutionary leadership, but also the private character behind one of the most formidable figures in American military history.

Authored by Joann DiGennaro, who co-founded the [Center for Excellence in Education \(CEE\)](#) with Rickover, the book provides an unprecedented look into the life, leadership philosophy, and enduring legacy of a man who reshaped both naval power and educational excellence in the United States.

Born in 1900 to a Polish Jewish family, Rickover

immigrated to the U.S. as a child to escape antisemitism and moved in Chicago after arriving at Ellis Island. He entered the U.S. Naval Academy in 1918, and through intellectual brilliance and relentless determination, he became the longest-serving navy officer in history.

Over a 63-year career, Rickover served under 13 presidents from Woodrow Wilson to Ronald Reagan. He oversaw the development of the *USS Nautilus*, the world’s first nuclear-powered submarine, which transformed global naval strategy during the Cold War. He served as head of the U.S. Naval Reactors program for over 30 years.

Rickover’s influence extended beyond the Navy. As a young officer, Lieutenant Jimmy Carter trained under him and later credited Rickover as the most influential figure in his life outside his father. After his naval career, Rickover co-founded the Rickover Foundation, now the Center for Excellence in Education (CEE), which has produced some of America’s top academics, researchers, and business leaders in STEM fields.

Rickover: Underway, My Way goes beyond the historical record to examine the paradox of the admiral’s character: a demanding, often controversial leader whose uncompromising standards produced unmatched safety, efficiency, and performance. Known for his blunt demeanor and unorthodox management style — including famously rigorous personal interviews — Rickover challenged bureaucracy, defied convention, and insisted on absolute accountability at every level.

Despite criticism of his abrasive style, Rickover’s results were undeniable—his nuclear Navy program set the global standard for excellence and performance. This success was rooted in his belief that technology alone is never enough, and that when people are properly trained and held to the highest standards, success is inevitable.

The book also highlights Rickover’s profound commitment to education and his legacy in founding the Center for Excellence in Education with

Joann. They championed programs that continue to cultivate future generations of leaders in science, technology, engineering, mathematics (STEM), and business. Since 1983, more than 3,000 alumni of its [Research Science Institute \(RSI\)](#) have gone on to distinguished academic careers at prestigious universities and become leaders in medicine, pharmaceuticals, technology, government, and business.

“Admiral Rickover believed that excellence is a moral obligation,” said DiGennaro. “This book captures not only his intensity and intellect, but also the principles that remain essential for leadership in today’s complex world.”

“His mantra was simple but uncompromising: if you cannot personally verify a standard, assume it is not being met,” she added.

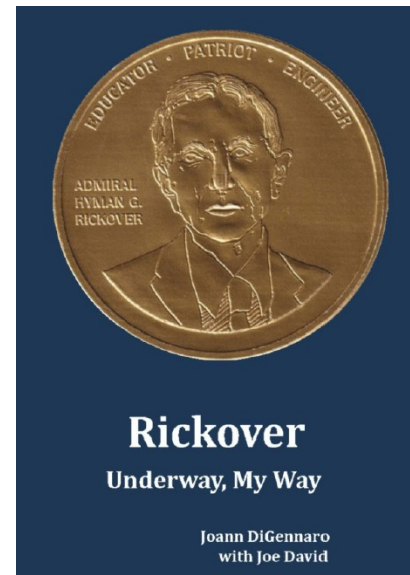
Rickover: Underway, My Way offers readers:

- A definitive account of Rickover’s leadership, philosophy, and management style.
- A behind-the-scenes look at Rickover’s scarcely known softer side – he was a private romantic who wrote frequent love letters to his wife and found solace in poetry and flowers.
- A chronicle of the nuclear Navy’s creation and enduring success.
- Practical lessons to navigate today’s high-risk, high-performance environments.
- Evidence of his enduring influence on STEM education in America and across the globe.

A highlight of the book is Rickover’s framework of seven principles for success, including relentless standards, rigorous training, and institutional learning from past mistakes. At a time when leadership accountability and technical rigor are under increasing scrutiny, Rickover’s principles are more relevant than ever.

Rickover: Underway, My Way offers timely lessons for leaders that demonstrate how discipline, accountability, and courage drive lasting impact. This landmark biography is now [available for purchase on Amazon](#).

About the Author: Joann DiGennaro is a nationally recognized leader in education and co-founder of the [Center for Excellence in Education \(CEE\)](#), an organization dedicated to nurturing high-achieving students in science, technology, engineering, and mathematics. Her work reflects a lifelong commitment to advancing academic excellence, opportunity, and global leadership in technology.



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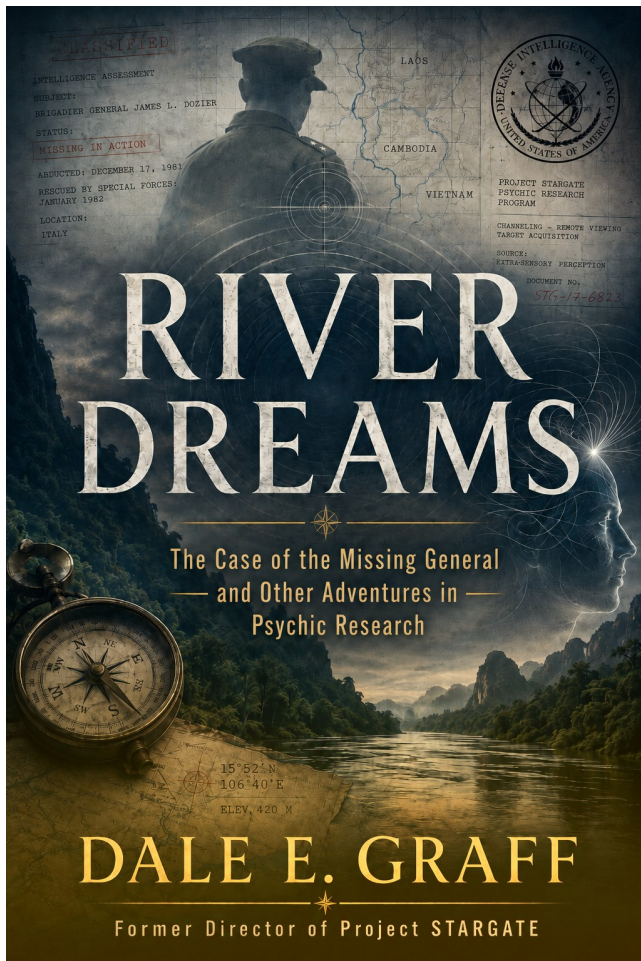
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River Dreams: The Case of the Missing General and Other Adventures in Psychic Research

Dale E. Graff

Currently being reprinted, 2026



River Dreams takes readers inside the hidden currents of psychic research through the eyes of Dale E. Graff, former director of Project STARGATE.

With a background in aeronautical engineering, physics, space program work, and Department of Defense intelligence, Graff brings a rare insider's perspective to one of the most controversial government explorations of human potential: the use of remote viewing to gather information beyond ordinary perception.

Blending true accounts from his personal life, research work, and government service, Graff recounts remarkable cases involving distant perception, dreams, intuition, precognition, and the search for missing people—including the case of abducted Brigadier General James L. Dozier. Yet River Dreams is more than a look behind the curtain of a secret program. It is also an invitation.

Through stories, reflections, and practical guidance, Graff shows that psi is not reserved for a gifted few. It is a natural human capacity—one that can emerge through dreams, focused intent, inner listening, and careful practice.

Mysterious, thoughtful, and deeply human, River Dreams invites readers to explore the rivers of consciousness flowing beneath ordinary reality—and to discover what their own dreams may know.





Dear Editor/Producer,

THE DEFECTOR (Pegasus Books; September 1st, 2026) by Richard Kerbaj is the riveting untold story of how the defection of a KGB saboteur in London led to the rescue of MI5 after a series of disastrous intelligence failures.

Drawing on newly declassified intelligence documents and dozens of interviews with spymasters, ***THE DEFECTOR*** tells a startling story of a Soviet mission to plant fake Kremlin agents within British and American intelligence services, the paranoia that ensued, and how the actions of a genuine turncoat, the former KGB officer Oleg Lyalin, and the secrets he revealed resulted in one of the most dramatic and pivotal moments in the Cold War.

Lyalin led MI5 to rethink its relationship with the CIA. And his defection discredited a previous KGB defector, Anatoly Golitsyn, the darling of the CIA, and ultimately destroyed the reputation of the US agency's head of counterintelligence, James Jesus Angleton.

At the heart of Lyalin's story is a narrative entwined with lies, disinformation, Kremlin deception campaigns, intelligence failures by the CIA and MI5, and a tangled love life. Told in full here, for the first time, by one of this country's leading commentators on national security, it reveals how during the darkest moments of the Cold War one of the West's greatest achievements transpired as a result of MI5's break with the CIA.

The disclosure of the inside story of this historic event also comes at a time when there is a renewed interest in the relationship between transatlantic spy services—from the intelligence they share or hold back to the way they respond to their political masters and stand up to threats from Russia.

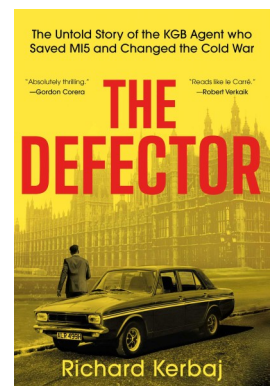
Thank you for your consideration of ***THE DEFECTOR: The Untold Story of the KGB Agent Who Saved MI5 and Changed the Cold War*** for coverage, and I look forward to being in touch about a review, excerpt, or interview with **Richard**.

All best,
Olivia St. Peter
Publicity and Marketing Associate | Pegasus Books
806.577.7298
olivia@pegasusbooks.us

About the Author: Richard Kerbaj is a writer, investigative journalist, and Bafta-winning filmmaker. He is also the author of *The Secret History of the Five Eyes* (Union Square), the internationally acclaimed first account of the spy network between America, Britain, Australia, Canada, and New Zealand. Richard lives in London.

**The Defector | Richard Kerbaj | \$29.95 | Hardcover | 9798897101719 | 6 x 9 | 336 pp. |
Category: History | September 1st, 2026**

148 W 37th Street, 13th Floor, New York, NY 10018
www.pegasusbooks.com





Early Praise for *The Defector*:

"An absolutely thrilling read based on deep research which brings this MI5 asset's importance to life."

—Gordon Corera, co-host of *The Rest is Classified* and the author of *The Spy in the Archive*

"Kerbaj is well-placed to recount the facts of this forgotten story. One of the most sensational episodes of the Cold War."

—*The Sunday Times* (London)

"An explosive book about the extraordinary life of Oleg Lyalin."

—*The Mail on Sunday*

"Beautiful. It looks and reads like a novel. Critics everywhere are all queuing up to lavish praise upon [this] book."

—James O'Brien, author of *How they Broke Britain*

"A truly gripping, untold story of how a Russian defector helped British intelligence defeat the Soviet spies. Richard Kerbaj's painstaking research, including interviews with key players, upends much of the orthodoxy about what happened in the Cold War. *The Defector* reads like Le Carre but uncovers important truths that are being played out in Putin's Russia today."

—Robert Verkaik, London *Sunday Times* bestselling author of *The Traitor of Colditz*

"A lucidly written account of a significant setback for Soviet intelligence. Dynamic and vivid, reads like a spy thriller. Kerbaj skillfully makes major figures of the Cold War cloak-and-dagger operations come to life."

—Dr. Filip Kovacevic, author of *KGB Literati: Spy Fiction and State Security in the Soviet Union*

Praise for *The Secret History of the Five Eyes*:

"Mr. Kerbaj gives readers a valuable look at the origins and trajectory of the oldest and most successful intelligence network in the world."

—*The Wall Street Journal*

"[An] absolutely brilliant book and very, very timely to read."

—Tom Holland, *The Rest Is History* podcast

"Puts Richard Kerbaj in the front rank of modern authors on espionage. It is, by turns, gripping and shocking and sheds completely new light on the most important intelligence alliance in the world."

—Tim Shipman, bestselling author of *All Out War*

"An impressively detailed account of a remarkable alliance."

—Jeremy Bowen, *The New Statesman*

"This thought-provoking and informative book suggests that the era of globetrotting lone agents such as James Bond is long gone."

—*Sydney Morning Herald*

"The stories Kerbaj tells reveal . . . a story of failure—of missing warnings that could have prevented atrocities, of misusing intelligence to start a war."

—*The Observer*

148 W 37th Street, 13th Floor, New York, NY 10018

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Dear Editor/Producer,

In **The Man Who Knew Russia: Richard Pipes, Humanist and Cold Warrior** (Stanford University Press, April 7, 2026), historian Jonathan Daly cuts through the controversy surrounding Richard Pipes to present a nuanced portrait of his life, thinking, and the philosophical and ethical principles that underpinned his work.

Pipes was a longtime Harvard University professor, historian of Imperial and Soviet Russia, and influential Soviet expert during the Cold War. A towering figure in his field, Pipes produced work that shaped the study of Russian and Soviet history, and he influenced U.S. foreign policy as a public intellectual and political advisor, including as a member of the National Security Council during the Reagan administration. At the same time, Pipes was a controversial figure; his tendency to swim against the intellectual tide and challenge consensus views alienated some colleagues and angered others.

Placing Pipes' scholarship and political career in the context of Russian studies, U.S.-Soviet relations, and the Cold War, **The Man Who Knew Russia** elucidates Pipes' impact, and argues that his broad learning, keen historical judgment, and humanistic approach permitted him to attain a deep understanding of Russia's historical and contemporary development that continues to resonate today.

Jonathan Daly is Professor of History at the University of Illinois Chicago. His previous books include *Pillars of the Profession: The Correspondence of Richard Pipes and Marc Raeff* (2019) and *Seven Myths of the Russian Revolution* (2023) with Leonid Trofimov.

Thank you for your consideration,

Lizzie Saunders, Assistant Publicist | lizziesaunders@stanford.edu | 650.497.3033

The Man Who Knew Russia: Richard Pipes, Humanist and Cold Warrior

by Jonathan Daly | Stanford University Press | April 7, 2026

ISBN: 9781503645714 | 440 pages | Cloth | \$65.00

Advance Praise for **The Man Who Knew Russia**:

"Richard Pipes was a great scholar, devoted professor, and mentor who left an indelible mark on the study of Russian History. Jonathan Daly's fine intellectual biography is long overdue for Pipes, but could not be more timely for reflecting on the complexities of understanding Russia."

—Fiona Hill, The Brookings Institution

"Daly has written a deeply researched, unsentimental, and surprisingly relevant biography of a historian who transformed the field of Soviet studies and the world we live in. This book penetrates the complex ideas in many of Pipes' writings, revealing an elegant thinker who deserves a second look."

—Russell E. Martin, Westminster College

"Richard Pipes, Harvard Professor and intellectual giant in Russian history, was shunned by liberals and leftists because of his conservative political views. Jonathan Daly's engaging biography of Pipes will enlighten both his friends and foes and should be read widely."—Hiroaki Kuromiya, Indiana University Bloomington





PRESS RELEASE

The Army Historical Foundation, Inc., 1775 Liberty Drive, Suite
400 Fort Belvoir, VA 22060 (703) 562-4166

FOR IMMEDIATE RELEASE

14 July 2026

AWARDS ANNOUNCED FOR EXCELLENCE IN U.S. ARMY HISTORY WRITING

Fort Belvoir, VA – The Army Historical Foundation is pleased to announce the winners of the 2025 Army Historical Foundation Distinguished Writing Awards. The 2025 awards honor books and articles published in 2025.

The winners:

Book Awards

Biography

Redemption: MacArthur and the Campaign for the Philippines. By Peter R. Mansoor. Cambridge University Press.

Operational-Battle History

A Task Force Called Faith: The Untold Story of the U.S. Army Soldiers Who Fought for Survival at Chosin Reservoir—and Honor Back Home. By Steve Vogel. Lyons Press.

Institutional-Functional History

The Airborne Mafia: The Paratroopers Who Shaped America's Cold War Army. By Robert F. Williams. Cornell University Press.

Journals, Memoirs, and Letters

Waging War for Freedom with the 54th Massachusetts: The Civil War Memoir of John W.M. Appleton. Edited by James Robbins Jewell and Eugene S. Van Sickle. Potomac Books.

Unit History

The Road to Cisterna: Darby's Rangers and Their Most Consequential Battle in World War II. By David Lyle Williams. Louisiana State University Press.

Reference

A Forest of Granite: Union Monuments at Gettysburg, 1863-1913. By Brandan Harris. Brookline Books.

Reprint

World War II Order of Battle: An Encyclopedic Reference to U.S. Army Ground Forces from Battalion

through Division, 1939-1946. Revised Edition. By Captain Shelby L. Stanton, U.S. Army, Retired. Stackpole Books

Article Awards

Academic Journals

“Light Fighters: The 7th Infantry Division (Light) and the Late Cold War, 1983-1989.” By Donald P. Wright. *Army History*, Winter 2025.

Journals and Magazines

“Fort Donelson: Early Turning Point of the Civil War.” By John Walsh. *Military Images*, Winter 2025.

The book award winners receive a plaque honoring the book and a \$1,000 cash award; the winner in the Reprint category receives a plaque only. The article award winners also received a plaque and a \$250 cash award.

The Army Historical Foundation, a 501(c)(3) nonprofit, tax-exempt organization, is dedicated to preserving the history and heritage of the American soldier. Its goal is to promote greater public appreciation for the contributions that America’s Army – Regular, Reserve, and National Guard – has made to the nation in 251 years of service. The Foundation is the principal fundraiser for the National Museum of the United States Army at Fort Belvoir, VA, which opened to the public on 11 November 2020.

In addition to fundraising for the National Museum of the United States Army, the Foundation’s projects and activities include refurbishment of historical Army buildings; acquisition and conservation of historical art, artifacts, and documents; support of Army history education programs; historical research; publication of historical materials on the American soldier; and providing counsel and support to private and governmental organizations committed to the same goals as the Foundation.

The AHF Distinguished Writing Awards program was established in 1997 to recognize authors who make a significant contribution to the scholarship on U.S. Army history. Each year, nominations are submitted to the Awards Committee by publishers and journal/magazine editors. A small group of finalists is selected and a final judging is made.

Thank you to all the book publishers and journals/magazines who submitted nominees for this year’s awards. We look forward to your participation in next year’s program.

For more information on the Foundation and its activities, please view the AHF website at www.armyhistory.org.

END

For more information on the AHF Distinguished Writing Awards, please contact:

Mr. Matthew J. Seelinger

Chief Historian

Army Historical Foundation

Fort Belvoir, VA 22060

(703) 562-4166; matt.seelinger@armyhistory.org

MUSEUM FUNDRAISING



STEINSTUECKEN: A LITTLE POCKET OF FREEDOM

Donald Smith

Acclaim Press, 344 pages, 2022

<https://www.acclaimpress.com/books/steinstuecken>

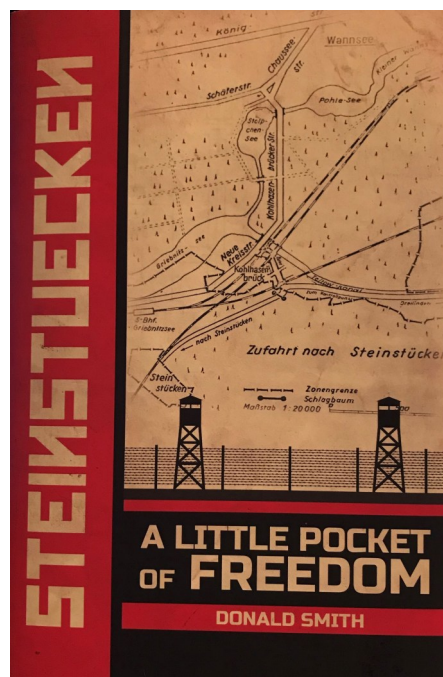
Donald Smith, a retired Army officer and Cold War veteran, served in Germany from 1986 to 1989. (He left Germany two months before the Berlin Wall opened.) While in Germany, he visited divided Berlin three times---and learned about a fascinating episode in America's Cold War history. So interesting, in fact, that he wrote a book about it!

Steinstuecken, a West Berlin neighborhood, was part of the American Occupation Sector. However, Steinstuecken itself was COMPLETELY surrounded by East German territory. All the roads and trails connecting it to the rest of Berlin crossed East German land. The Americans couldn't even send soldiers or supplies to the village without risking a confrontation (and possible combat) with the East Germans or Soviets!

Yet, for more than 20 years, American soldiers and diplomats kept Steinstuecken out of Communist hands. The village's residents showed determination, and even courage, in resisting Communist pressure. They also managed to live relatively normal lives, and build a bond with the Americans that stays strong to this day. At the same time, the Americans and Soviets managed the village's situation in a way that kept tensions down and prevented a crisis.

This book tells how they did it. It's an interesting, even inspiring story that deserves to be remembered.

Cold War Museum members can get the book for a 20% discount, if they order directly from the publisher, Acclaim Press. Use the code CWMUSE (for "Cold War Museum") at checkout.



**Deadline for
Fall/Winter
Issue
October 15, 2026**



PACT ACT: VIETNAM ERA VETERANS COLD WAR ERA VETERANS



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



PACT Act Health Care Eligibility

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

Republic of Vietnam

January 9, 1962 - May 7, 1975

Guam or American Samoa

(or in their territorial waters)
January 9, 1962 - July 31, 1980

Cambodia

at Mimot or Krek,
Kampong Cham Province
April 16, 1969 - April 30, 1969

Thailand

Any U.S. or Royal Thai base
January 9, 1962 - June 30, 1976

Laos

December 1, 1965 -
September 30, 1969

Johnston Atoll

(or on a ship that called there)
January 1, 1972 - September 30, 1977



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

Enewetak Atoll

January 1, 1977 -
December 31, 1980

Palomares, Spain

January 17, 1966 -
March 31, 1967

Thule, Greenland

January 21, 1968 -
September 25, 1968



Toxic Exposure Screenings

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

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

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



PACT Act Benefits

The PACT Act adds two new Agent Orange presumptive conditions:

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

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

4 EASY WAYS TO APPLY FOR VA HEALTH CARE



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



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



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



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

4 EASY WAYS TO GET STARTED WITH CLAIMS



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



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



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



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

VA



U.S. Department
of Veterans Affairs

Learn more and sign up at [VA.gov/PACT](https://va.gov/PACT)
Download the [VA Health and Benefits App](https://va.gov/health-care/apply/application/introduction)
Call us at 1-800-MyVA411 (1-800-698-2411)
Find a VA at [VA.gov/find-locations/](https://va.gov/find-locations/)

SOVIET JOKES FOR THE DDCI



Declassified and Approved For Release 2013/09/16 : CIA-RDP89G00720R000800040003-6

~~DDCI~~

Soviet Jokes for the DDCI

A worker standing in a liquor line says, "I have had enough, save my place, I am going to shoot Gorbachev." Two hours later he returns to claim his place in line. His friends ask, "Did you get him?" No, the line there was even longer than the line here."

"What's the difference between Gorbachev and Dubcek?" Nothing, but Gorbachev doesn't know it yet.

Sentence from a schoolboy's weekly composition class essay - "My cat just had seven kittens. They are all communists." Sentence from same boy's composition the following week - "My cat's seven kittens are all capitalists." Teacher reminds boy that the previous week he had said the kittens were communists. "But now they've opened their eyes," replies the child.

A Chukchi is asked what he would do if the Soviet borders were opened. "I'd climb the highest tree," he replies. Asked why, he responds: "So I wouldn't get trampled in the stampede out!" Then he is asked what he would do if the U.S. border is opened. "I'd climb the highest tree," he says, "So I can see the first person crazy enough to come here!"

A joke heard in Arkhangelsk has it that someone happened to call the KGB headquarters just after a major fire. "We cannot do anything. The KGB has just burned down" he was told. Five minutes later he called back and was told again that the KGB had burned. When he called a third time, the telephone operator recognized his voice and asked, "Why do you keep calling back? I just told you, the KGB has burned down." "I know," the man replied. "I just like to hear it."

A train bearing Lenin, Stalin, Khrushchev, Brezhnev and Gorbachev stops suddenly when the tracks run out. Each leader applies his own, unique solution. Lenin gathers workers and peasants from miles around and exhorts them to build more track. Stalin shoots the train crew when the train still doesn't move. Khrushchev rehabilitates the dead crew and orders the tracks behind the train ripped up and relaid in front. Brezhnev pulls down the curtains and rocks back and forth, pretending the train is moving. And Gorbachev calls a rally in front of the locomotive, where he leads a chant: "No tracks! No tracks! No tracks!"

Declassified and Approved For Release 2013/09/16 : CIA-RDP89G00720R000800040003-6

Ivanov: Give me a medical example of perstroyka.
Sidorov: (Thinks) How about menopause?

An old lady goes to the Gorispolkom with a question, but by the time she gets to the official's office she has forgotten the purpose of the visit. "Was it about your pension?" the official asks. "No, I get 20 rubles a month, that's fine," she replies. "About your apartment?" "No, I live with three people in one room of a communal apartment, I'm fine," she replies. Suddenly she remembers: "Who invented communism--the communists or scientists?" The official responds proudly, "Why the communists, of course!" "That's what I thought," the babushka says. "If the scientists had invented it, they would have tested it first on dogs!"

An American tells a Russian that the United States is so free he can stand in front of the White House and yell, "To hell with Ronald Reagan." The Russian replies: "That's nothing. I can stand in front of the Kremlin and yell, 'To hell with Ronald Reagan,' too."

A man goes into a shop and asks "You don't have any meat?" "No, replies the sales lady, "We don't have any fish. It's the store across the street that doesn't have any meat."

A man is driving with his wife and small child. A militia man pulls them over and makes the man take a breathalyzer test. "See," the militia man says, "you're drunk." The man protests that the breathalyzer must be broken and invites the cop to test his wife. She also registers as drunk. Exasperated, the man invites the cop to test his child. When the child registers drunk as well, the cop shrugs, says, "Yes, perhaps it is broken," and send them on their way. Out of earshot the man tells his wife, "See, I told you it wouldn't hurt to give the kid five grams of vodka."

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YouTube: Prince William Office of
Historic Preservation

January 22

Desegregation in Northern Virginia Libraries

Chris Barbuschak and Suzanne S. LaPierre
Old Manassas Courthouse, 9248 Lee Ave, Manassas

March 26

**Shipwreck on the Potomac: Disaster in Pursuit
of Lincoln's Killer**

Karen E. Stone
Old Manassas Courthouse, 9248 Lee Ave, Manassas

May 28

**'Better Known than Acknowledged':
The Lees of Stratford and the Cause of Liberty**

Dr. Gordon Blaine Steffey
Williams Ordinary, 17674 Main St, Dumfries

July 23

**Opening Manassas: The Iron Brigade, Stonewall
Jackson, and the Battle on Brawner's Farm,
August 28, 1862**

Bill Backus
Pat White Center at Ben Lomond
10501 Copeland Dr, Manassas

September 24

Cold War Virginia

Francis Gary Powers Jr. and Christopher Sturdevant
Old Manassas Courthouse, 9248 Lee Ave, Manassas

November 19

True Crime Prince William County in the 1950s

Zachary G. Ford
Occoquan Town Hall, 314 Mill St, Occoquan
703-792-1731

Each program is free and will begin at 7 pm

IN MEMORIAM



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

Lindeman, Kirt Travis



Kirt died peacefully with his wife, Andie, by his side on April 15, 2026. He fought a long, courageous, and valiant battle with pancreatic cancer. He maintained a positive outlook throughout his surgeries and treatment and is truly an example of strength and resilience.

Kirt attended Washington State University, where he graduated with a degree in Physics. Upon graduation, he entered the USAF where he had the privilege of flying the T-38, B-52, and closed his military life flying the U2. He then began flying for Pan American World Airways until its demise in 1991. While there, he met his wife Andie. After the Pan Am days, they married and moved to Japan where he flew for Japan Air System for the next 7 years. After returning to the U.S. in 1998, he joined the UPS family and retired in 2014. When asked about his flying days he would often say "I've never worked a day in my life!" He loved flying, and it was apparent anytime he had the opportunity to talk about it.

His passing has left a tremendous void in the hearts of those who knew and loved him. He is survived by his wife, Andie of 33 years, two sons, and two grandsons.

There is no memorial service planned at this time. However, Kirt's remains will be launched into space at a later date, honoring his life-long wish for interstellar travel.

Messick, Rex Alan



Rex Alan Messick, 77, of Delaplane, Virginia, beloved Husband, Father and Grandfather gained his angel wings in the early morning hours Tuesday June 9, 2026. Rex was born October 26, 1948, in Youngstown, Ohio, son of the late John and Maxine Munson Messick. Rex was the eldest of his two siblings Karen and Mark who preceded him in death.

Rex graduated from Bristol High School and continued his education at Kent State University. He met the love of his life Maryann Lucik in high school. His studies were interrupted by the Viet Nam War. The draft lottery system was in effect and his number was 7. Being the astute person, he was, he chose to enlist in the US Army, becoming part of the Army Security Agency (ASA). He and Maryann were married on August 22, 1970, on his leave from basic training. He then spent a year on the Korean DMZ. Upon returning to the states, Rex was stationed at Vint Hill Farms where he completed his Associate of Arts in social sciences.

Rex then began a very successful career at IBM Manassas, VA. He loved field engineering as he was mechanically inclined and his assignments were both international and stateside. He retired after 30 years of service from IBM/Lockheed Martin.

Rex had a love for the outdoors. Golf and gardening consumed much of his free time. Known for his green thumb and his perfect swing, he lived life with patience and grace. His life was a tapestry of joyful moments, but none greater than the birth of his son Dwight Owen Messick in 1976.

Time spent with family, especially Grandsons Hunter and Aidan always brought a smile to his face. He found immense joy in family memories they shared together and loved passing down his outdoor skills to them.

Rex leaves behind a legacy of love that will live on through his family members and friends.

A Requiem Mass will be held at 10:00a.m. June 27th, 2026, at The Anglican Church of St. John the Baptist 4107 Winchester Road, Marshall, Virginia with Fr. Jonathan Ostman, SSC officiating.

In lieu of flowers, please consider a donation to a charity of your choice.

The family wishes to express our extreme gratitude to Dr. Annie Ressalam M.D. for going above and beyond. Your empathy, compassion, and clinical/medical excellence will long be remembered.

Schaudel, Jr., George Lawrence



George Lawrence Schaudel Jr, 93, of Woodbridge, VA, passed away on March 17, 2026, in Woodbridge, VA.

Born September 12, 1932, raised in Bayonne, NJ, he was the son of George L. Schaudel and Jane Konieczko. George enlisted in Marine Corps Reserves while in high school in 1948 and upon his graduation in 1950, the Reserves were called up. On November 10 (USMC birthday), 18-year-old George landed in Korea, soon to be involved in the historic

Chosin Reservoir Campaign in North Korea. George made the Marine Corps his career and after retiring in 1974 as MSgt settled in Woodbridge and worked for GSA. George was a member of many military organizations, and an officer in The Chosin Few, a veteran's survivor organization. He volunteered weekly at the National Museum of the Marine Corps for over 15 years.

George is survived by Loretta, his wife of 66 years; his daughter, Caroline Vaughan (Sam) of the Eastern Shore, VA; his son, George L Schaudel III (Wanda) of Houston, TX; his brother, Robert Schaudel of Marietta, GA; six grandchildren: Bryan (Jacqueline), Derek (Gina), Sarah (Hunter), John Austin, Cade, and Riley; five great-grandchildren and one on the way. He was preceded in death by his daughter, Nancy Jane Schaudel and his sister Joan Schaudel Lanigan

Visitation will be Tuesday, March 24 from 3 pm – 5 pm at Miller Funeral Home, Woodbridge VA. The funeral service will be on March 25 at 9:30 am at Miller Funeral Home. Interment with military honors will follow at Quantico National Cemetery, 11:30 am.

Shaud, John Albert



Gen. John Shaud, who led AFA as Executive Director for seven years at the dawn of the 21st century, died at his home in McLean, Va., on March 13 of complications following a stroke. He was 92.

Born in Cleveland to schoolteacher parents in 1933, Shaud grew up as a child of the Great Depression and World War II and spent a year as a pre-med student at Lafayette College in Easton, PA. But when an Ohio lawmaker offered him a vacant spot at the U.S. Military Academy at West Point, NY, he changed his trajectory completely.

"You had to be qualified for pilot training to go to the Air Force out of West Point," he recalled in a 2014 interview. Setting his heart on that course as a cadet, he earned his pilot wings along with a commission in the Air Force upon graduating in 1956—

three years before the first Air Force Academy class would graduate and earn their commissions.

Shaud headed off to pilot training at Reese Air Force Base, TX, and from there to the 358th Bombardment Squadron at Davis-Monthan Air Force Base, AZ, where he flew B-47s.

Over the next 31 years he would fly 35 aircraft types, carrying his signature smile and good humor through combat in Vietnam and to command tours at every level. He flew B-52s with the 17th Bombardment Wing at Wright-Patterson Air Force Base, OH, then qualified in the RF-4C before departing for Southeast Asia, serving on the operations staff at the 388th Tactical Fighter Wing at Korat Royal Thai Air Force Base, Thailand, and later flying RF-4Cs at Tan Son Nhut Air Base, South Vietnam, with the 12th Tactical Reconnaissance Squadron.

In between flying tours, Shaud pursued his academic goals, earning a Master of Science degree from The George Washington University in 1967, a doctorate from Ohio State University in 1971, and graduating from the National War College in 1974.

Following staff duty at the Pentagon in Plans and Operations, he took command of the 92nd Bombardment Wing (Heavy) and, later, of the 47th Air Division, both at Fairchild Air Force Base, WA. He was there when Mount St. Helens erupted in 1980, recalling later that "I knew we could fly from Spokane to Mount St. Helens. What I didn't know was Mount St. Helens could fly to us." As volcanic ash approached the base, he had to cancel an air show and send people home as the sky "became like dusk."

Following a brief tour as commander of the 57th Air Division, Shaud returned to Air Force headquarters, serving in a series of jobs as deputy director of plans, director of plans in the Office of the Deputy Chief of Staff, Plans and Operations, and as the three-star Deputy Chief of Staff for Personnel from September 1985 to August 1986.

He commanded Air Training Command at Randolph Air Force Base, TX, from 1986 to 1988, and completed his career as Chief of Staff, Supreme Headquarters Allied Powers Europe in Mons, Belgium, serving there from 1988 to 1991.

Shaud had 5,600 flying hours over his career in the B-47, B-52, RF-4C, T-38 and C-21A, among others, including 251 combat hours in the RF-4C. His military decorations include the Distinguished Service Medal, Legion of Merit with oak leaf cluster, Distinguished Flying Cross, Meritorious Service Medal with oak leaf cluster, Air Medal with five oak leaf clusters, and Air Force Commendation.

John Albert Shaud is survived by his wife Beverly Brockus Shaud, his children, Patricia Francis (Tom), James Shaud (Lola) and Katherine Tofigh (Navid). His first wife, Janelle Ohlenbusch Shaud, the mother of his three children, died in 2006 and he remarried in 2010. He leaves behind nine grandchildren and their families—Joey, Elizabeth, and Katherine Francis; Jamie, Sam, Ana and Ryan Shaud; and James, Jason and Luke Tofigh; a great granddaughter, Charlotte Francis; a stepson, Jason Heinberg; and a stepdaughter, Susan Heinberg and her husband, Andrei Oleinik, and their children, Nikita and Alex Oleinik, whom he considered

grandchildren.

Following his retirement from the Air Force, Shaud continued to serve in significant ways. He was Director of the Air Force Aid Society (now the Air & Space Forces Aid Society); was a senior mentor for the Pentagon's Capstone Program, advising senior officers from all services newly promoted to flag rank; and in 1995 was named Executive Director of the Air Force Association, where he led the staff from 1995 to 2002.

During his AFA tenure, AFA worked with other associations in the Military Coalition to help pass legislation ensuring states could not impose income taxes on military retirees not living within their boundaries, but who served in those states during their careers, and helped secure an act of Congress ensuring an honor guard detail would be made available on request for any veteran's funeral. He also led AFA's efforts to celebrate the Air Force's historic 50th birthday and set in motion efforts that would ultimately lead to the creation of the Air Force Memorial.

Even after retiring from AFA, Shaud continued to work. He was the first director of the Air Force Research Institute, leading it from 2008 to 2013, and for a decade was president of the SHAPE Officers Association.

In 2011, while leading the Air Force Research Institute, Shaud co-authored a prescient report with Adam B. Lowther analyzing "An Air Force Strategic Vision for 2020-2030." The study described a future focus "likely to continue shifting from Europe to Asia, which will require a greater emphasis on long-range power projection by the Air Force... that will double, in most cases, the distances the Air Force must fly to reach its primary operating areas."

The report emphasized the necessity to integrate cyber and space as "particularly important in an Asia-centered world" and advocated for increasing "global situational awareness" by means of affordable space and cyber capabilities as the "only means of conducting surveillance and reconnaissance of peer competitors."

AFA staff recalled Shaud fondly. "General Shaud was a true American hero, a combat veteran of Vietnam, a thoughtful operational planner and visionary leader, and a great friend and partner in AFA," said AFA President and CEO Lt. Gen. Burt Field, who holds the post Shaud held a quarter century ago. "He was a man of service, always an advocate for Airmen and airpower, and devoted to our Association. He will be deeply missed."

Kenneth Goss, who worked under Shaud as Executive Director and was friends with him both before and after that tenure, recalled asking him which aircraft he liked best. Without hesitation, Shaud answered, "The B-47," adding, as many an Air Force pilot has done, his eyes brightening above his wide grin, "You know, I am the Air Force's greatest B-47 pilot."

Another long-time AFA employee, John Tirpak, who recently retired after three decades at Air & Space Forces Magazine, captured Shaud's memory in just three brief sentences: "He was always smiling; I never saw him angry. He loved AFA."

In a [2018 awards ceremony](#), when he was presented with AFA's

Lifetime Achievement Award, Shaud demonstrated his own dedication and humility with two points. The first was recalling former Chief of Staff Gen. John Jumper describing the kind of young person attracted to Air Force service: "The Airmen, with a capital A, coming on board, were interested in becoming part of something greater than themselves, and wanted to be part of a team," he said. "This reflected what I was thinking about when I joined the Air Force."

The second point Shaud made was about what one does after hanging up the uniform. "The idea was to give back to this institution that meant so much to us," he recalled, and he chose to do that through AFA. "Our mission," he said, "is service."

Schell, John A.



John A. Schell, a dedicated electrical engineer and proud veteran of the United States Air Force, passed away peacefully on March 30, 2026. Born on March 25, 1946, John lived a life marked by quiet determination, intellectual curiosity, and a devotion to family and country.

He pursued his education at Penn State University, where he laid the foundation for a distinguished career in electrical engineering. During his service in the United States Air Force, John's expertise and passion for technology flourished. He was the chief avionics engineer on the development of the SR-71 blackbird and U-2R during the Cold War. One of his proudest accomplishments during retirement was authoring a nationally acclaimed paper on the SA-2 and U-2, which he had the honor of receiving an award in Washington, DC. During retirement, John also gave presentations and tours at the Wright Patterson Air Force Museum—a testament to his profound knowledge and dedication to his field.

Known for his quiet demeanor, John often reserved his voice for topics close to his heart—engineering innovations and his uniquely bad dad jokes that brought smiles to family and friends alike. A lover of golf in his younger years, he cherished time spent in never-ending happy hours and memorable vacations with his beloved family. Among these moments, his fondest memories were those shared with his grandchildren, where his gentle spirit shone brightly.

John is preceded in death by his parents, John and Rosalyn Schell. He is survived by his devoted wife of 56 years, Joanne Schell, who was his steadfast partner throughout life's journey. He leaves behind his children, Terri (Jim) Roberts and Scott (Sally) Schell, who carry forward his legacy of integrity and kindness. His grandchildren, Hayden Roberts, Grace Roberts (Cade Kadel), and Megan Schell, will forever remember their grandfather's warmth and wisdom. John's life was further enriched by his brothers, Gary (Chris) Schell and Alan (Terri) Schell, along with a loving host of nieces, nephews, and friends who were fortunate to know him.

John A. Schell's legacy is one of quiet strength, generosity, and intellect. He will be deeply missed and fondly remembered by all who were privileged to be part of his life.

Please join the family to celebrate the life of John. The Celebration of Life open house will be held at The Gem on Tuesday April 21, 2026 between the hours of 4-8pm. The Gem is located at 3425 Valley Street Dayton, Ohio 45424. Please come share your stories or favorite memories with the family and enjoy some light refreshments.

In lieu of flowers, please send any monetary gifts to:

Ohio Masonic Home
In memory of John Schell SMC
2655 W. National Rd
Springfield, OH 45504

SOVA, John J.



John J. Sova passed away peacefully, surrounded by his loving family on June 17, 2026.

John was married to Lynda (Baker) on July 14, 1973, and they enjoyed just shy of 53 wonderful years together. John, known as Jack to his many friends, was born on December 16, 1945 in Stamford, Connecticut to Bernadette M. (Sullivan) Sova and John F. Sova.

Jack is survived by his wife, two children, Matthew (Rachel) and Elizabeth (Gabriel), and six grandchildren, Leo, Harper, Allen, Ethan, Susannah, and Vivian.

He was preceded in death by his parents and three siblings, Joan, Patricia, and Cathy.

He graduated from the University of Connecticut in 1968 and was commissioned a Second Lieutenant in the United States Army. He served with distinction as an Army Aviator, Artilleryman and Comptroller for over 22 years. He received an MBA from Syracuse University in 1978. He served multiple field and aviation duty tours in Vietnam, Germany, and at the Pentagon. He earned multiple Air Medals, Air Medal w/V, Distinguished Flying Crosses, Purple Heart, Bronze Star, Meritorious Service Medal, and the Legion of Merit. After retiring from the military, Jack went on to a career in financial management. Later, he assumed a position as the defacto Comptroller for the Criminals Investigation Task Force (CITF), a Department of Defense directed Army Joint Task Force whose mission was to bring those who either planned, participated in or directly performed hostile acts against Americans to justice.

In retirement, Jack took on his proudest role as Grandpa. He planned his days around sports games, swim lessons, water parks,

and going out for ice cream. He carried backpacks and pushed strollers through amusement parks and across the world, and never let his grandkids pass up a gift shop. Jack was kind and helpful. A dedicated family man, he treasured his close friends and family. He loved his kids, grandkids, and granddogs.

He was an excellent short-order cook and dressed up even the simplest of meals. He loved dogs and always wondered what they were thinking. He kept a family of crows fed for generations, always helped turtles cross the road, and never killed a spider. He was thoughtful, generous, and honest, and no one who closely knew him will ever forget Jack's unique sense of humor. Jack was a friend to many. He was a servant leader who prioritized the growth, wellbeing and the empowerment of all associated with him. He was part of incredible teams, and was a believer that true leadership is found in those willing to risk everything for someone else.

After a life of good works, of sincere and unselfish devotion to his country, his family and his fellow men, he has passed to his reward, leaving his family the priceless heritage of a good name and an honorable and upright life.

The family will receive visitors Tuesday, June 23rd from 6-8pm at Miller Funeral Home, 3200 Golansky Blvd., Woodbridge. Funeral services are scheduled for Wednesday, June 24th from 1030-1130am with a reception from 1130am-1230pm at Immanuel Anglican Church, 7075 Hoadly Rd, Manassas. Interment will follow at Quantico National Cemetery at 130pm.

In lieu of flowers his family suggests that you may donate to a charity of your choice.



Rear Gate Guard Post, Vint Hill Farms Station, 1944, photo courtesy of The Cold War Museum® collection.

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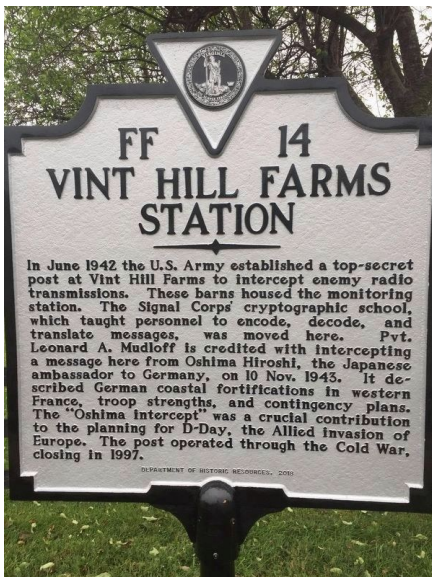
One of the ways The Cold War Museum® fulfills its key mission of educating about the Cold War is via presentations to local community groups. We are receiving more and more of these invitations as the museum gets better known locally. The purpose of such events is of course to attract people to the museum,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

PRIVATE TOURS Are An Important Source of Museum Income

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



February 2, 2026 — SSGT Freeman and Marines from the IO School, *photo courtesy of The Cold War Museum®.*



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

Bryan A. Zwanzig

703-408-2039

bryan.z@coldwar.org

Cost:

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March 21, 2026 — Georgetown University Class photo courtesy of *The Cold War Museum®*.



March 25, 2026 — Francis Gary Powers, Jr., Spy Tour Group from Richmond, Virginia, photo courtesy of *The Cold War Museum®*.



May 5, 2026 — In a rare and historic reunion, a few former KC-135Q air crews who flew critical Cold War air refueling missions for the SR-71 Blackbird gathered May 11-15 in the National Capital Region. Known as “The Beale Bandits,” these select former crewmembers stopped by The Cold War Museum for a tour and a series of museum artifact briefings by museum experts: Mike Washville, Bryan Zwanzig, and Doug Harsha. The KC-135Q Stratotanker played a crucial yet often overlooked role in the Blackbird program. The Blackbird required special fuel JP-7 that would be flown on specially modified KC-135s by carefully selected and specialized crews that enabled the SR-71 to conduct its sensitive reconnaissance missions. Pictured above: Mark Magie, Dave Hale, Steve Hammond, Patty Hammond, Dave Keenan, Mrs. Keenan, Tom Prior, Chuck Wilson, Dave Kenerley, Britta Kenerley, Steve Brown, *photo courtesy of The Cold War Museum.*



May 8, 2026 — Spy Museum Staff, Washington, D.C., *photo courtesy of The Cold War Museum®.*



May 20, 2026—Soldiers stationed at the U S Army Security Agency Field Station Misawa in the 1970's, photo courtesy of The Cold War Museum®.



May 22, 2026 — Nance Wilson retirement ceremony held at Old Busthead. The group visited The Cold War Museum® prior to the retirement ceremony, photo courtesy of The Cold War Museum.



June 20, 2026 — Drop-in group who were out for a walk, *photo courtesy of Cold War Museum®.*



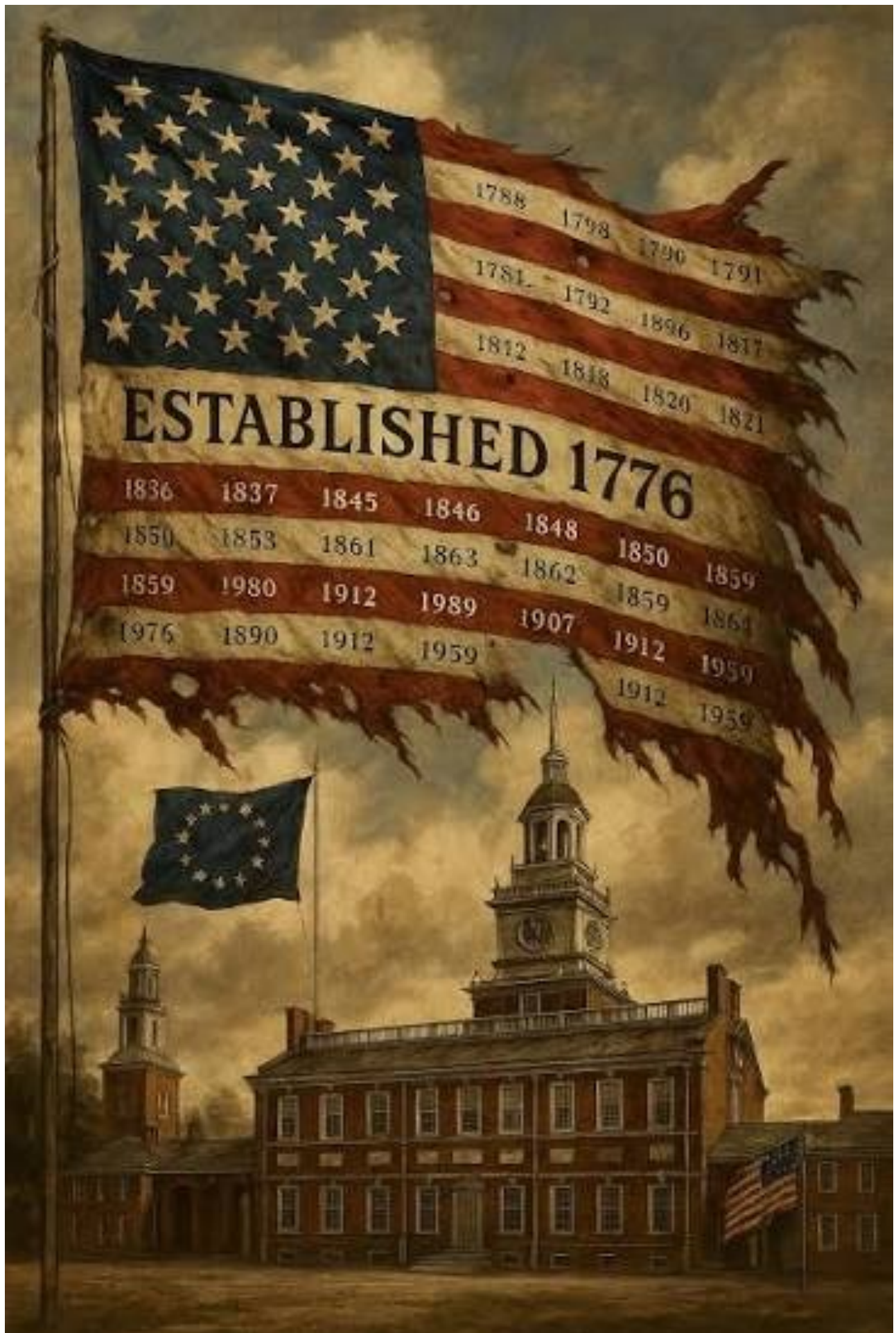
June 30, 2026 — Group from Ashby Ponds, *photo courtesy of Cold War Museum®.*



July 2, 2026 — Doug and his family, *photo courtesy of Cold War Museum®.*



July 4, 2026 — Jack Einstein is a WWII veteran celebrating his 102nd birthday July 8. He just returned from Europe where he was a guest of honor at the D-Day commemoration. He received the 2nd highest civilian honor that Luxembourg can give. He was presented it by the head of State, the Grand Duke of Luxembourg. Here is an article about Jack from the Winchester Star newspaper: https://www.winchesterstar.com/winchester_star/wwii-vet-reflects-on-a-long-life-of-military-service/article_8966af38-fe46-5f9c-a85a-49b6b39f82f1.html, *photo courtesy of Bill Mencarow*



CARRYING THE MESSAGE



Three Main Goals of the Museum

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

One of the ways The Cold War Museum® fulfills its key mission of educating about the Cold War is via presentations to local community groups. We are receiving more and more of these invitations as the museum gets better known locally. The purpose of such events is of course to attract people to the museum, encouraging them to visit either during public hours on the weekend when admission is

free, or to arrange for private group tours during the week, for which there is a per-person fee, depending



The Cold War Museum® participated in the Maryland Civil Air Patrol's open house at the former BA-79 air defense site near Granite, Maryland on June 28, 2026. Over two hundred people learned about the museum and BA-79's history at our booth, *photo courtesy of Cold War Museum®.*

THE COLD WAR MUSEUM® MEMORIAL CHALLENGE COIN!

The Museum's Challenge Coin is available for \$15 per coin plus \$10 shipping if mailed.

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



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