



# Cold War Times®

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

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**A WORD FROM OUR SPONSOR ([www.Spy-Coins.com](http://www.Spy-Coins.com))  
OLD SCHOOL SPY GEAR MEETS HIGH TECH STORAGE MEDIA**

New Hollow Spy Coins Will Encapsulate the Micro SD Memory Card. A local firm (Dereu Manufacturing & Design) has brought back the Cold War hollow spy coin with a new twist. Back in the days of the Cold War, hollow coins were used to transfer and hide secret messages and microfilms. While the data holding capacity of a small microfilm was very generous, it holds no candle to micro memory cards available today. A Micro SD Memory card has capacities of up to 16 GB of data. The Dereu Manufacturing Company produces these hollow coins in their own shop in Missouri, one at a time using manual metal working machinery. When assembled, these coins are absolutely indistinguishable from a solid coin to the naked eye. They can be safely handled without danger of separation, and a special tool is included to take them apart. With this marriage of old and new technology, the bearer of one of these hollow coins can conceal in his pocket change enough government, corporate or personal data to fill several hundred volumes, and carry this data unfettered through airports and across International borders. The complete line of these items can be found at [www.Spy-Coins.com](http://www.Spy-Coins.com). (Editors Note: Enter the Code Word "powers" without the quotes and readers of The Cold War Times will receive a 20% discount on any order.)

About The Cold War Museum®

*The Cold War Museum® is dedicated education, preservation and research on the global political and ideological confrontation between East and West from the end of World War II to the dissolution of the Soviet Union. For more information go online: [www.coldwar.org](http://www.coldwar.org) or write The Cold War Museum®, P.O. Box 861526 Vint Hill, VA 20187. To contact The Cold War Times or to submit articles for future issues, email the editor at: [editor@coldwar.org](mailto:editor@coldwar.org) or visit [www.coldwartimes.com](http://www.coldwartimes.com).*

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Museum Blog:

<http://cwmblog.blogspot.com/>

# THE COLD WAR MUSEUM®

State of the Museum – Fall 2012

By John C. Welch, Co-Founder and Board Chair

*How important is Cold War history? Is there a Cold War story you want preserved? Can future generations learn from the Cold War toward securing a safer and freer world?* These questions speak to the mission of The Cold War Museum®. Below is a brief review of activities, plans and needs at the Museum. Please consider the value of preserving and interpreting Cold War history for future generations and compare it to the immediate needs of maintaining and growing The Cold War Museum, which include:

- Sponsors for our [October 27 commemoration of the Cuban Missile Crisis](#)
- Monthly rent and utilities: \$1,100
- Print needs including signage and brochures: \$3,500.

If you have already donated or joined as a Founding Member, thank you! (Please donate again!) If you are considering a donation, now is the time! The Museum has been fortunate to have received some support, but we need to go further. Click [here to](#) help us to secure the future of The Cold War Museum®.

## Upcoming Events

### **Cold War Conversations IV – The Cuban Missile Crisis: 50 Years Later**

In partnership with George Mason University and thanks to sponsorships from Syneca Research Group and Whit Williams, The Cold War Museum will host [a symposium on the 50<sup>th</sup> anniversary of the Cuban Missile Crisis](#) on October 27, 2012 at GMU's main campus in Fairfax, VA.

You will receive accounts from historians and experts with first-hand knowledge of the information, strategies and decisions involved in this, the most dangerous time in human history. The symposium is free to the public, but [preregistration is required](#).

You can join the panel of experts for a private breakfast prior to the symposium. [Click here](#) for information on the cost of the breakfast and the valuable sponsorship opportunities.

## Recent Events

On July 21, 2012 The Cold War Museum hosted *Operation: Cold War Tradecraft*, led by former Museum board member, founding CIA Museum Curator and professional historian Linda McCarthy and Linda's partner at [History is Hoot](#), Kris Sanders. Guests enjoyed an opportunity to see and learn about some of the most unique and authentic spy paraphernalia remaining today.

## Membership

For a mere \$25/year you can [become a Founding Member of The Cold War Museum](#). I'm very pleased to present this [list of Founding Members](#), people who understand the need for a Cold War Museum and are doing their part to help it along.

New to the membership program is the **Sustaining Member** category. By agreeing to a regular monthly contribution, Sustaining Members achieve greater contributions with less impact on their own budgets and provide critical cash flow to the Museum for its basic expenses like rent and utilities. We sincerely hope you will become a Sustaining Member using the [membership form](#) and one of the payment options on our [contributions web page](#), and thus play a significant role in the creation of our Museum.

### Board Development

The [Governing Board](#) of the Museum includes dedicated Cold War Veterans and experts in key areas including nonprofit management, history, business development, law, finance and more. We are seeking nominations for Board members who will be passionate about the Museum's mission, generous in their support, and engaged in the Museum's development. Board members need not be located near Vint Hill, VA, but if distant we ask that they participate in meetings by telephone, at least one meeting per year in person, and volunteer for at least one committee of the Board. If you know a good candidate, please share with her or him [this link to our board application and related documents](#).

### In Closing

Freedom isn't free. Many sacrificed greatly during the Cold War to gain or preserve Freedom. There's so much to be remembered and honored about that time, and so much to be learned for the benefit of our children. Please join us in this worthy endeavor.

John C. Welch, Co-founder and Board Chair  
The Cold War Museum®  
[John.welch@coldwar.org](mailto:John.welch@coldwar.org)

## ***COLD WAR CONVERSATIONS-IV*** **THE CUBAN MISSILE CRISIS:** **50 YEARS LATER**



• Salt Lake City

October 27, 2012  
Harris Theater, George Mason University  
Fairfax, VA Campus



[More Information](#)

## THE COLD WAR MUSEUM – BERLIN

By Baerbel E. Simon – German Affairs

The Cold War Museum – Berlin, by Baerbel E. Simon

In May and June the Cold War Museum – Berlin hosted groups of veterans and high school students.

On the 11th of May a group of British Berlin Airlift veterans visited the new facility in Kunersdorf. It was a great welcome after 4 years because the group was in Harnekop in 2008 as we are opening the Berlin Airlift-The first battle of the cold war.



The Cold War Museum – Berlin joined the European Union partnership program for 2012 once again. The conference of students from Poland and Germany was at the beginning of June the next conference is planned for September 2012.



High school conference, beginning of June 2012

For more information, visit [www.coldwar.org/BerlinChapter](http://www.coldwar.org/BerlinChapter), [www.atombunker-16-102.de](http://www.atombunker-16-102.de)

Or contact:

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## THE COLD WAR MUSEUM – MIDWEST CHAPTER

By Chris Sturdevant, Chairman

**EAA AirVenture 2012:** The Cold War Museum hosted a booth this year on the grounds AirVenture grounds from July 23 – 29. Among the Cold War Museum partners featured presenters were Werner Juretzko, Dave Roebke, and sons and daughter of crew members of the “Wild Hog”, shot down over Korea in August 1945. Many thanks to our presenters as well as supporters John Hartung, Marine Col Doug West (ret), and USS Pueblo POW Rich Rogalla for another successful year of EAA.

**New Berlin Library Veterans Room** exhibit location will feature an expanded Cold War Berlin exhibit and Milwaukee area Nike missile history in the fall. We are also adding a program to coincide with the Cuban Missile Crisis in October. 2013 will mark major anniversaries with the Berlin Blockade (1948) and the end of the Korean War (1953), among other notable Cold War timeline events.

If you would like to become involved with the Midwest Chapter or have any suggestions or ideas for the Museum, please let me know.

Chris Sturdevant

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## THE COLD WAR MUSEUM – CARRIBEAN

**Raul Colon - Director**

If you have any questions or would like to join our chapter, please contact me at:

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## THE COLD WAR MUSEUM – CALIFORNIA

Richard Neault - Director

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## **THE COLD WAR MUSEUM – NEWLY INDEPENDENT STATES (NIS)**

Jason Smart - Director

The Cold War Museum - NIS (Chapter of the Countries of the Former Soviet Union) continues to progress.

Anyone with information regarding parties in Russia and the surrounding independent states that may be interested in working with CWM-NIS, should contact Jason at [jasonjaysmart@gmail.com](mailto:jasonjaysmart@gmail.com).

## **COLD WAR VETERANS ASSOCIATION**

### **Chairman's Corner**

With Vince Milum - Chairman – CWVA

For more information on the Cold War Veterans Association, please visit them online at: [www.coldwarveterans.com](http://www.coldwarveterans.com)

## **THE INDOCHINA WARS (1946-1975) REMEMBRANCE ASSOCIATION (IWRA)**

Come join us while we honor our fathers and forefathers who fought Communist aggression, 1946-1975. Visit our website online at:

[www.legionetrangere.us/indochina\\_wars\\_remembrance\\_association\\_1946\\_1975.html](http://www.legionetrangere.us/indochina_wars_remembrance_association_1946_1975.html)

Michael W. (Mick) Stewart, IWRA Secretary

The Indochina Wars (1946-1975) Remembrance Association (IWRA)

5909 Fairdale Lane, Suite 3 \* Houston TX 77057 \* 713.785.5126

## **AMERICAN COLD WAR VETERANS**

Jerry Terwilliger, National Chairman, ACWV

Albert J. Lepine, Secretary-Treasurer ACWV

Frank M. Tims, Ph.D., Historian, ACWV

For the most recent updates on American Cold War Veterans, please visit [www.americancoldwarvets.org](http://www.americancoldwarvets.org).

## Cold War Memories

(Editor's Note: Send us your Cold War Memory for posting in future issue.)

Interview with a Navy Observer of U.S. Atomic Detonations, South Pacific Ocean  
Michael J. O'Neill, Technical Sergeant, USAF-retired  
Originally completed on September 22, 2011

However reluctant some military officers' were regarding the utility of nuclear weapons, field testing of the bombs began in earnest in July 1945; test locations were Nevada, Utah, Bikini and Eniwetok Atolls in the South Pacific. Military officers', enlisted personnel of all services, civilian scientists' and university psychologists' employed by the Atomic Energy Commission, were dispatched to test sites in Nevada, Utah, Eniwetok and Bikini Atolls in the South Pacific to observe the nuclear detonations while monitoring and transcribing how military personnel reacted during and after the explosions.

Hundreds of awestruck military and civilian members observed nuclear detonations at from Eniwetok, approximately 200 miles from Bikini Atoll; in fact, between 1948 and 1958 twenty three nuclear bombs were detonated by the U.S. military at Bikini Atoll.

Robert van Boening, a young farm boy from Hastings, Nebraska was eager for adventure, so he enlisted in the Navy, in December 1950. After completing basic training in San Diego and the challenging trade school for aviation mechanics, van Boening was assigned routine duty until the final year of his enlistment, in 1954. In January of that year, Aviation Mechanic 3rd Class (AM3) Robert van Boening was "volunteered" by his superior officer for Operation Castle, a six-month deployment to Eniwetok Proving Grounds with his unit, Patrol Squadron Twenty-Nine (VP-29), to observe nuclear detonations from Bikini Atoll, 200 miles away. The military personnel and civilians wore their utility uniforms; protective gear consisted of sunglasses and rudimentary radiation detection badges issued to each person prior each bomb's extraordinary detonation. Prior to each explosion, a sonorous voice announced over loudspeakers the chilling countdown to the detonation; participants were instructed to prostrate themselves on the ground, turned away from Bikini Island. Lying motionless on the sand they would see an extraordinarily brilliant lit horizon which permitted them to view the bones in their arms, and then experience, in sequence the attendant shock and tidal waves that resulted from the tremendous release of the thermonuclear bomb's energy.

Mr. van Boening never received a physical examination before or after he completed his six month assignment to Bikini Atoll; in fact, no medical examinations of any military participants were ever conducted before or after the government's nuclear tests were terminated. Moreover, according to the Atomic Veterans' of America website, "When the atmospheric nuclear testing ended in 1963, no medical follow-up was ever conducted by the Atomic Energy Commission or Department of Defense. There was never any government-sponsored medical surveillance of its 'atomic test subjects,' nor any attempt on the part of the government to contact those who participated in the atomic tests and alert them to the fact their health was potentially at risk."

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Monument Dedicated to the Cold War  
Chris Adams, Major General, USAF (Ret)  
[www.literarywerks.com](http://www.literarywerks.com)



A few of us "Cold Warriors" got together a couple years ago to create a lasting memory of Strategic Air Command and Carswell AFB as the base slipped away to ownership by the Navy. We raised the money locally, secured the MK-17 nuclear weapon bomb case (the megaton weapon that could only be carried by the Mighty B-36 Bomber) from the Lockheed (formerly General Dynamics) junk pile, received excellent support from the Navy and created a permanent monument to SAC, Carswell AFB and the B-36's Cold War deterrence role. The monument is now completed!

Background: After some ten years of commitment and hard work by team of Old SAC B-36 Warriors to completely refurbish the last B-36 to roll off the assembly line at General Dynamics-Fort Worth, no one entity or group in the area would step forward to provide the space to locate the old monster, so the Air Force Museum decision makers at Wright-Patterson took away the bomber and moved it to the Pima County Air Museum at Tucson.

Our monument team took a little chiding (heat) for creating the memory of Strategic Air Command and Carswell with a "nuclear bomb," but the bomb case factually symbolizes SAC's Cold War deterrent mission and the capability to carry it out. As one who flew the "Beautiful" old bird for six years and carried the MK-17 aloft several times, along with others in the project, we felt a strong sense of commitment to create the monument. History as it should be remembered and not forgotten. Enjoy, better yet, come see it!

Visit [www.sacmonument.com](http://www.sacmonument.com) to see the completed monument at NAS Fort Worth. [formerly Carswell AFB]

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The President is on the Line  
Michael J. O'Neill

Four months after getting married to a lovely Kansas farm girl, Brenda Somers at McConnell AFB Catholic chapel on April 27, 1983, the Air Force sent me on an unassigned tour of duty to Tague Air Base, Korea; in official lexicon it's called remote duty. As a twenty-two year old airman and melancholy newlywed my chronic loneliness was relieved by heavy drinking at the NCO Club or by calling my wife in Wichita, Kansas using the Military Affiliated Radio System (MARS). Dedicated MARS ham radio operators' voluntarily provided their time and radiotelephonic skills to connect service members with their spouses living in the United States. Spouses living near a military base could easily obtain an overseas telephone line, termed morale call, simply by dialing the base operator and requesting an overseas telephone call.

One sultry night in July 1983 Brenda courteously requested a morale call to Korea from an empathetic McConnell switchboard operator. Sometime during our pithy telephone conversation my wife heard this startling announcement, "please excuse me, the United States President Ronald Reagan wants to use this phone line." Undeterred by this unexpected interruption my intrepid wife requested additional time from the White House employee to complete her conversation with me. With the president's prompt concurrence, my wife and I tearfully concluded our long-distance dialogue.

Dean Martin's popular song "Memories are made of these" is apropos in this situation because Brenda's determination to speak with me effectively postponed the president's own morale call to a lonely soldier stationed somewhere in Korea.

## MEETINGS, REUNIONS, AND UPDATES

(Editor's Note: Organizing a reunion? Looking for squadron or unit members? Send us your Cold War reunion or unit info for posting in future issue. Below are continued from the last issue and will be run as they remain relevant)

**Roger A Babler, webmaster for [www.a-2-562.org](http://www.a-2-562.org), sends along this Nike reunion update:**

We have expanded the scope of the A-2-562 "Moose Creek Nike" reunion to include all Alaska Nike vets. We met at the Anchorage "Site Summit" event enjoyed the event. Our reunion will be in your area this year as we move across the country to different locations. This year it will be held at Sandy Hook NJ on Sept 19th. We have 2 contacts there that seem to be very helpful: Peter De Marco and Don Woods. Don served at A-2-562. With the addition of the Anchorage vets I will be contacting as many of them that I can find using the attendance list from the Anchorage Reunion and those posted at "Ed's Nike Site" that will be a good base to start with. At the present I think we have a distribution list of somewhat over 200 names that served in the Fairbanks / Eielson units.

We have done an overhaul of our website to add additional pages dedicated to our reunions a direct link is: [http://www.a-2-562.org/reunion\\_r/index\\_r2.html](http://www.a-2-562.org/reunion_r/index_r2.html)

**Charles D. Carter, Nike Historian, sends along this Nike missile reunion ([www.Nike252.org](http://www.Nike252.org))**

The Nike veterans who served in the 2<sup>nd</sup> Missile Battalion 52<sup>nd</sup> Air Defense Artillery from 1962 – 1983 in south Florida and Ft Bliss (and family and friends) are invited to attend the Nike252 Veterans Reunion and Commemorative Ceremony October 20-21, 2012. This event coincides with the 50<sup>th</sup> anniversary of the Cuban Missile Crisis which was the basis for the Homestead-Miami Air Defense Network.

In addition to a meeting and dinner on Saturday evening, a tour of the former A Battery inside Everglades National Park will be conducted after a ceremony in the administration mess hall to commemorate and honor the service of the Nike veterans who served in the Homestead-Miami Air Defense Network.

To view the reunion agenda, and register, visit the Nike 252 website at [www.Nike252.org](http://www.Nike252.org)

Mr. Carty Lawson of Leesburg, VA would like to notify our readers of an upcoming reunion

The 47th Bomb Wing Association (RAF Sculthorpe/Alconbury, England 1952-1962, B/RB-45 Tornado & B/RB-66 Destroyer) will hold their 2012 annual reunion October 17-20 in Sacramento, California.

Reunion information is available at:

<http://goodtennis2.com/47thBW/>

## REUNION WEBSITES

Visit these following websites for additional reunion information:

[www.raymack.com/usaf/buddies.html](http://www.raymack.com/usaf/buddies.html)

[www.radomes.org](http://www.radomes.org)

[www.vets.org/airforce.htm](http://www.vets.org/airforce.htm)

[www.thewall-usa.com/reunion](http://www.thewall-usa.com/reunion)

[www.uasf.com/reunions.htm](http://www.uasf.com/reunions.htm)

[www.reunionmag.com/military\\_reunions.html](http://www.reunionmag.com/military_reunions.html)

[www.military.com/Resources/ReunionList](http://www.military.com/Resources/ReunionList)

[www.navweaps.com/index\\_reunions/reunion\\_index.htm](http://www.navweaps.com/index_reunions/reunion_index.htm)

[www.usaf.com/reunions.htm](http://www.usaf.com/reunions.htm)

[www.leatherneck.com/links/browselinks.php?c=23](http://www.leatherneck.com/links/browselinks.php?c=23)

[www.jacksjoint.com/cgreunion.htm](http://www.jacksjoint.com/cgreunion.htm)

## Cold War Articles

(Please send article submissions for review to: <mailto:editor@coldwar.org>)

*Cold War Leaders: General Curtis LeMay and Admiral Hyman Rickover*  
By Chris Adams, Major General, USAF (Ret)

There were many great leaders during the Cold War, both military and civilian. And any discussion of the Cold War would be incomplete without a special tribute to two particular leaders whose long shadows stretched far behind them during that critical period. Fighting conventional thought, they overcame almost insurmountable obstacles and constraints to plan and build the greatest capabilities in history to both deter and fight a war if necessary. The visions, perceptions, and extraordinary achievements of General Curtis E. LeMay and Admiral Hyman Rickover far exceeded those of most military leaders. These brief profiles are not intended to constitute complete biographical stories of these two leaders, rather to provide brief composites of two controversial and unconventional men who stood above all the rest.

### General Curtis E. LeMay (1906–1990)

While not the first commander of Strategic Air Command (SAC), General LeMay was its “Father” by all other distinctions. Many have called him the “creator” of U.S. strategic nuclear deterrence. Of the 13 commanders of SAC, General LeMay served the longest (nine years). He was responsible for SAC’s dramatic growth—not only in size, but also in war-fighting capability through technological advances. Born in Columbus, Ohio, in November 1906, LeMay was infatuated with flying from his earliest remembrance. He wanted very much to attend West Point, but his family had neither influence nor acquaintance with Ohio’s representatives and senators. Failing to receive any responses to his letters expressing interest in an appointment, he entered Ohio State University.

LeMay was commissioned as a second lieutenant in June 1928; an honor graduate of the Army ROTC program. Following graduation, he attended basic training with a field artillery brigade at Fort Knox, Kentucky. Concluding that field artillery was not for him, he resigned his commission and applied for appointment as an officer in the Ohio National Guard, hoping to work his way into the Army Air Corps. He received the National Guard appointment, only to find that he had to resign that commission to enter pilot training as an aviation cadet. He did so and earned his pilot wings and commissioned for the third time. During the next ten years, he flew fighters and bombers in various Air Corps units. In 1937, four years before the United States entered World War II, he was assigned to a B-17 bomb group and became one of the most proficient pilots in the unit. Excelling at every assignment given him, he was rapidly promoted. In September 1942, he took the 305th Bombardment Group to England as its commander; a year later, he was promoted to brigadier general. In March 1944, at age 38, he was promoted to major general and given command of an air division consisting of B-17s and B-24s. He personally flew with his bomber crews, leading his units in all of the major bombing attacks over Germany.

In June, 1944 he was sent to the Pacific Theater, as commander of XX Bomber Command. Provided with the new B-29 bombers, General LeMay developed long-range bombing tactics to strike Japanese targets directly; first from airfields in China, later from the Mariana Islands. Despite the XX’s devastating heavy bombing attacks and firebomb raids, the Japanese refused to surrender. Finally, his command was given responsibility for dropping the atomic bombs on Hiroshima and Nagasaki. He had already gained “hero” status in news articles; highlighted in the New York Times, Collier’s, and The New Yorker. He was also featured on the August 13, 1945 cover of Time magazine. His name became synonymous with strategic bombing and professionally disciplined aircrews. The story was often told that when his wife, Helen, asked him why he stayed in bombers, LeMay replied, “Fighters are fun, but bombers are important.”

At age 39 and the end of the war, he was assigned to the Pentagon as Army Deputy Chief of Staff for research and development. While postwar downsizing and ever-decreasing budgets were a constant battle, he fought successfully for development of new bomber and fighter systems, including the B-36 heavy bomber, an all-jet B-47 and B-52, as well as development of the F-80, F-84, and F-86 jet fighters. In October 1947, he was promoted to lieutenant general and command of US Air Forces, Europe (USAFE).

The Army Air Corps became a separate service in September 1947. A few months later, General LeMay, at age 42, became commander of Strategic Air Command. Being the “junior” among commanders of major commands did not deter his drive to develop SAC into the most powerful military force in the history of the world.

SAC already existed when LeMay took command, but little had been accomplished to make it a combat-ready force. He found morale reasonably high, but professionalism and crew proficiency low. He did not openly criticize his predecessor, General George Kenney; rather, he praised Kenney for keeping the command intact during a difficult military downsizing period. His immediate concerns were for combat crew professionalism and proficiency. He had a knack for poking into every nook and cranny of an organization—and an eye for “uncovering” the slightest deviations from the expected norm. This “poking” extended from the general appearance of an Air Force base to the quality and service of food in the mess hall, to the cleanliness of vehicles and airplanes, to the living conditions of enlisted personnel, and especially to the competence and proficiency of the combat crew force. He went to the extreme in every directional sense to impress upon his staff and unit commanders that he would not tolerate anything but the best in everything—from shoe shines and trouser creases to navigation and bombing accuracy. He established goals in every facet of SAC life and personally inspected their accomplishment. When he took command, SAC Headquarters was in the process of moving from Andrews AFB, Maryland to Offutt AFB, Nebraska, and into an array of 75-year-old brick buildings left over from the cavalry days of old Fort Crook. It would be over eight years before SAC Headquarters moved into newly constructed facilities and he began to make SAC an elite institution, establishing the toughest proficiency training and evaluations ever known in flying operations. He used a number of creative techniques to instill competitiveness within the combat crew force, including bombing and navigation competition events, “spot” promotions for combat crew members with the highest levels of proficiency, long-range demonstration flights by SAC bombers and a war planning process that included aerial reconnaissance, intelligence collection and processing, Soviet target development, and nuclear weapons employment.

Over the next several years, SAC participated in the Korean War and General LeMay continued to drill SAC in the fundamentals of strategic air war proficiency. Combat-ready bomber units were capable of launching strike missions against any targets anywhere. B-36 bomb wings began to rotate to Guam for 90-day ground alert tours; ready for combat with nuclear weapons loaded for execution. B-52’s were delivered to SAC in 1955 along with the integration of ICBMs into its strategic war plans.

General LeMay departed SAC on June 30, 1957 to become Vice Chief of Staff and later, Chief of Staff, US Air Force. A revered but controversial leader, he retired from active duty in 1964; he had been the man for the time. After his death, and in the wave of “Cold War historical revisionism,” many critics maligned General LeMay; his character, intentions, motivation, policies—even his personal appearance—came under fire from several prominent writers; not to be mentioned herein. Their characterizations, and wholly false accounts of events, were fabricated without them ever having met LeMay. Nor did they ever understand the necessity for his call to arms and his leadership in the perilous Cold War period. He did not win the Cold War single-handedly, but he was one of the principal architects of the US deterrence that brought it to an end.

## Admiral Hyman G. Rickover (1900–1986)

Admiral Hyman Rickover was every bit as controversial as General LeMay. Several biographers have attempted to reach into Rickover's early life, but with little success. The admiral would seldom sit still for interviews or provide enlightenment about his background. Two different dates reflect his birth: His Naval Academy biography states that he was born on January 27, 1900; other records reflect that he was born eighteen months earlier, on August 24, 1898. By some accounts, his father immigrated to the United States in 1899; others suggest 1904. In any event, Hyman Rickover was born of Jewish parents in the small village of Makow, Poland. His father, Abraham, a tailor, found work in New York and saved enough money to bring his family to the United States. There is no clear record of exactly when Hyman Rickover, his mother and his older sister arrived in New York, but it is known that the family relocated to Chicago around 1908.

Admiral Rickover attended John Marshall High School in Chicago, graduating with honors in February 1918. While attending high school, he worked as a Western Union messenger—a job that put him in frequent contact with the Chicago office of US Representative Adolph Sabath, also a Jewish immigrant. Impressed with young Hyman, Congressman Sabath awarded him an appointment to the US Naval Academy.

Never one to make friends, Rickover remained a loner and studied hard, earning a reputation as a “grind.” Shunning extracurricular activities, he finished 106th in a class of 539. At graduation he received his diploma from Assistant Secretary of the Navy, Theodore Roosevelt. In his first assignment, Rickover served as a watch officer aboard the destroyer USS La Vallette; a year later, he was appointed engineering officer. He found his element here, running the ship's engine room. He was a “spit and polish” supervisor and a tough taskmaster. On one cruise, his engine room crew completely overhauled the ship's engines—a job that would normally be accomplished by contractors while the ship was in dry dock.

Rickover, loved being at sea; spent 11 of his first 17 years aboard ships. After serving aboard La Vallette, he was assigned to the battleship Nevada for two years as electrical officer. In 1927, he attended postgraduate school at Annapolis. Two years later, he earned a master's degree in electrical engineering from Columbia University. He was accepted for submarine school and assigned to the submarine S-9. Later, he sailed aboard the S-48 for three years.

In May 1946, following a series of assignments as engineering officer, commanding officer of a minesweeper, commander of a ship repair facility and inspector general of the nineteenth fleet, he was assigned to the Bureau of Ships (BuShips) as liaison officer to the Manhattan Project at Oak Ridge, Tennessee. Now a captain, he had begun to drift away from the structure of the uniformed Navy. He had also become even more of a workaholic—a tough and frugal taskmaster who forced his staff to travel on Sundays to save duty days. To save money for his departments, he would “sponge” from contractors or friends wherever he traveled. If that wasn't possible, he and his traveling staff stayed in the cheapest hotels available. He never wore his uniform on travel, much to the displeasure of his superiors. He was rapidly becoming a legend for both his eccentric habits and for his driving genius to get the job done—and to get it done perfectly. Errors and sloppy work were unacceptable to Rickover. He was called “ruthless,” “tyrant,” and worse by subordinates and colleagues alike. A “TOBR Club” developed—“tossed out by Rickover.”

At Oak Ridge, he caught the eye of Edward Teller—an association that would greatly assist him in his quest to create nuclear propulsion for ships. Although his first tutorials on nuclear power did not generate

immediate enthusiasm, he eventually convinced Teller and others in the atomic community that nuclear energy for ship and submarine propulsion was the future of the US Navy. Upon hearing Rickover's concept for the first time, an assembly of atomic weapons scientists agreed that nuclear propulsion might be feasible, but it would take 20 years to develop a demonstration model. As he continued to argue for nuclear propulsion, the Air Force was winning the budget battles for developing strategic systems—the B-36 and atomic weapons delivery in particular. Missions to hit potential strategic targets within the Soviet Union were being given to the newly created SAC, in large part because the Navy had no long-range delivery vehicles. As the Cold War progressed, the AEC was extremely busy developing atomic weapons for aircraft delivery.

Rickover continued fighting for his nuclear propulsion concept. He finally found a friend in Dr. Lawrence R. Hafstad, whom he had known during his earlier assignment in the Pentagon. When Hafstad was appointed head of the AEC's atomic reactor program, Rickover wasted no time in prevailing upon him to consider organizing a Naval Reactor Program within the AEC. Admiral Earle Mills, who was impressed with Rickover and supported the nuclear propulsion concept, agreed that a naval branch should be created within the AEC. Hafstad was convinced, and named Rickover as the director.

His assignment went largely unnoticed until seniors within the Navy and the Washington community realized that he had taken command of both Navy's and AEC's nuclear propulsion activities. He could now send priority requests to himself from either office, obtain instant "sign-off," and proceed on his merry way. He never abused his positions, but he did drastically cut red tape to move the program along. He was also a genius at selling ideas to AEC and industry. He convinced Westinghouse that building small nuclear power plants for ship propulsion would be an ideal way to pursue the goal of building industrial nuclear power plants.

He continued to build his small empire. He took over a group of World War II prefabricated buildings set up on Constitution Avenue; ripped out the carpeting and items that reflected a "cushy" Washington environment and established work schedules of 14 to 16 hours a day. Money was still scarce, but Rickover somehow managed to leach enough from the Navy and other sources to continue developing a nuclear reactor. He selected the Nautilus to receive the new propulsion engine.

In the early 1950s, he began to create serious problems for himself and his programs by becoming a complete nonconformist. He fought convention and bureaucracy at every turn. He developed a complete contempt for the conventional Navy and saw the military only as a source for getting his work done. He shunned the Navy uniform, finally giving it up altogether. Stories out of his office had it that he owned two suits—a gray baggy tweed that he wore to work every day and a blue one that he wore on trips or to special meetings. He grew more and more frustrated with the people he had to advise on the complexities of managing military nuclear reactors and nuclear-powered propulsion systems. His reputation as a notorious taskmaster and brutal interviewer of job applicants continued to grow. Interviews were "cat and mouse" games, with Captain Rickover looming like a large tiger over the small mice that were sent to him as candidates to work in his program. He threw temper tantrums, cursed at what he considered wrong answers to questions (which were often ambiguous) and generally intimidated officers and civilians alike. But surprisingly, candidates kept coming and those who were finally selected to work on the program became Rickover disciples. His philosophical battles were equally challenging. The atomic physicists tended to "rule" over his engineers, baffling them with the magic of the atom and the complexities of their work. He could see his programs grinding to a halt with the "twenty-year" program approach preached to him earlier by the physicists. He finally got the theoretical physicists together and announced that, in his opinion, "The atomic powered submarine is 95 percent engineering and only five percent physic."

He advised that no one should forget it! He gave the same instructions to the engineers. Everyone got the word because program delays due to bickering and “turf battles” all but disappeared. Meanwhile, Captain Rickover was an officer in the United States Navy; one who had not endeared himself to the Navy’s seniors. He came up for promotion to rear admiral in 1951 and was not selected. When he came before the promotion board in 1952, he had the support of Navy Secretary Dan Kimball, AEC Chairman Henry Jackson, Congressman Mel Price, and numerous other influential men in Congress, but he had few supporters among the Navy’s senior officers.

When he was passed over for promotion a second time, which meant that retirement by mid-1953 was mandatory, the Navy came under strong pressure from influential members in the Congress. The Senate Armed Services Committee called for inquiries. In the end, the Navy Secretary prevailed and he became a rear admiral on July 1, 1953. He was now labeled “influential with all except the Navy,” a designation that would both haunt and sustain him for another 40 years.

Admiral Rickover’s perseverance paid in December 1954 when the Nautilus, outfitted with the first shipboard-installed nuclear propulsion power plant, was brought up to running power. And, on January 17, 1955, the Nautilus cast off under nuclear power with Rear Admiral Rickover standing next to his handpicked commanding officer, Eugene Wilkinson. The Nautilus’ power plant was considered “crude” by many in the atomic energy community, but it launched the Navy and the United States into a new era of war-fighting capability. These Rickover successes led to the Polaris submarine and SLBM programs, which were followed by the largest submarine building program in US history—all powered by nuclear energy. Rickover was promoted to vice admiral in 1958 and became only the third Naval officer in history to be awarded the Congressional Gold Medal. (The two previous recipients were Richard E. Byrd and Ernest J. King.)

But, not the end of the story; in 1961, the Navy was again preparing to retire Admiral Rickover from active duty. Senior leaders arranged a ceremony on board the Nautilus to present the nation’s highest peacetime decoration—the Distinguished Service Medal—to him. But the Navy was foiled again; Navy Secretary John Connally announced that Admiral Rickover had been asked to stay on to complete the work he had started. President Lyndon B. Johnson initiated a series of two-year appointments to retain him on active duty. Presidents Richard M. Nixon, Gerald S. Ford, and Jimmy Carter continued these two-year appointments.

In 1973, a Congressional Resolution recommended to the Navy that an engineering building at the Naval Academy be named after Rickover; reluctantly, the Navy complied with the recommendation. That same year, in a joint Senate and House Resolution, Rickover was promoted to full admiral. So, the “twice passed over” captain whom the Navy wanted to retire and “move out of the way” became a four-star admiral.

Admiral Rickover saw his promotions only as a means to facilitate his work.

*Vietnam MIA Remains Recovered*  
05/26/2012

Despite claims to the contrary on the record by the US State Department, Patty O'Grady, Ph.D can confirm firsthand with multiple source confirmation that the remains of Colonel John F. O'Grady USAF, POW/DIC were recovered from the grave the soldiers who buried him protected for 45 years.

On Thursday, May 24, 2012, Patty O'Grady confirmed that a full jawbone with 7 teeth was recovered by the Joint Vietnamese American MIA team.

On Friday, May 25, 2012, the Vietnamese shut down the excavation site allegedly for Dr. O'Grady's safety. The real reason was so the full remains could be recovered in secrecy and transported directly to Hanoi. The Vietnamese Army, the Vietnam Foreign Affairs representative, and Quang Binh Province militia were on site until about 5:00PM local time supervising remains recovery. The remains are currently in the custody of the Vietnamese government.

The site was then shut down permanently and left unprotected from 5:00 pm on May 24, 2012 until approximately 11:30 am on May 25, 2012. No US military personnel were on site. He was abandoned again by his government.

However, his daughter would not leave - under threat of arrest, deportation, robbery, assassination, emotional blackmail, and primitive living conditions she vowed to stay.

Dr. O'Grady noticed activity at the site on Friday; small groups of workers going up the mountain to the site to dig. She contacted US State Department to confirm excavation has not resumed. She asked again for a briefing and was told "nothing to report" and "site still shut down". About mid morning she noticed an SUV with military officer (national uniform) standing beside the trail workers were using to go to gravesite parked south toward Dong Hoi. A large truck was parked on opposite side of the road facing North toward Vinh and Hanoi.

As Patty walked to investigate and take photographs, the villagers were animated and approaching her - hugging her, shaking her hand. Many were crying. "Your father!! Your father!!!" They pointed to the hill and then the truck. They were nodding and saying, "Yes! Yes!" with great excitement!!

The SUV left. The truck pulled away with a local villager driving who slowed down next to her and with a big smile shaking his head up and down saying, "Yes! Yes!" "Father!! Father!!!" The truck drove away and the village returned to normal. The Vietnamese and Americans will return tomorrow - perhaps today to dig again and will "find his remains."

Patty knows they already have him. On Memorial Day, he was finally on his way home. Just as An and Thiet promised, his dog tags were found with him.

The Joint POW/MIA Accounting Command  
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## **COLD WAR BOOKS, DVDS, BOOK REVIEWS, AND RELATED ITEMS**

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

### **THE BRILLIANT DISASTER: JFK, CASTRO, AND AMERICA'S DOOMED INVASION OF CUBA'S BAY OF PIGS**

460 pages with photos and maps.

By  
Jim Rasenberger

**Reviewed by Frank DeBenedictis**

When Fidel Castro's took power in Cuba in 1959, a Caribbean chapter opened up in US Cold War involvement. In 1960, another transition took place—this time in the US—as John F. Kennedy assumed the presidency from the aging soldier-statesman Dwight D. Eisenhower. Kennedy promised a more aggressive policy against the new Communist dictatorship in Cuba.

Kennedy's optimistic and talented White House staff lifted hopes for ending the Castro regime. It was not to be. The president's youthful brain trust turned The Bay of Pigs into an abysmal failure. Jim Rasenberger chronicles this failure in his new book, *The Brilliant Disaster: JFK, Castro, and America's Doomed Invasion of Cuba's Bay of Pigs*. Rasenberger's interpretive views are main stream as to why the invasion failed. The strength of his work is not his theory, but the inclusion of stories from Cuban exile Bay of Pigs veterans, and by American pilots missing in action. His attorney father, who worked as a negotiator in releasing captured Bay of Pigs veterans, brings a familial view and understanding of this Kennedy administration episode. His inclusion of the families of the American pilots were members of the Forgotten Families of the Cold War.

The Bay of Pigs was fleeting by Cold War standards—less than a week long—but had lasting importance in the context of the war against Castro. President Eisenhower's administration proposed the invasion, developed plans, utilized the CIA in the effort, while working under the president's critical eye. These plans devolved under the Kennedy administration. While in crisis mode, Kennedy needed to show strength, and an invasion of a nation just ninety miles off the Florida coast provided ample opportunity.

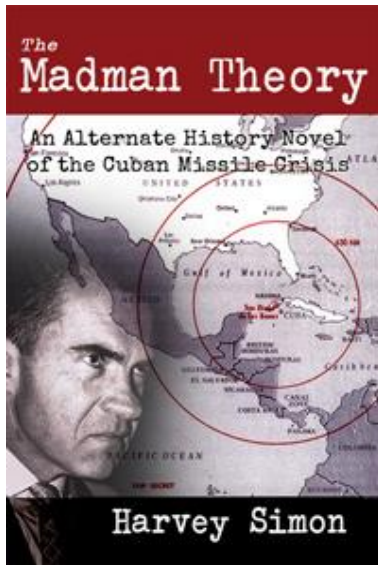
Arthur Schlesinger, Jr. once said at a Miami Book Fair presentation that the Bay of Pigs was “the education of a president.” Rasenberger includes Kennedy's 1960 campaign opponent Vice President

Richard Nixon as someone who also learned from the Cuba experience. He writes that Nixon was sandbagged in a debate by Kennedy on the then secret efforts to topple Castro. Kennedy in turn was sandbagged by the CIA, who did not tell the newly elected president all the facts of the upcoming invasion plans. Kennedy was extremely sensitive about the appearance of US involvement and intervention in a tense Cold War environment. Efforts against the Castro regime had to be kept secret and deniable on the world stage. This the author writes led to failure. Kennedy called off air strikes, whose inclusion may have yielded a different invasion result.

Rasenberger's comparison of the Bay of Pigs failure to that of the failed Vietnam War sits on an historical fault line. A better comparison would be the pre-Civil War antebellum era. The Bay of Pigs failure led to the covert anti-Castro Operation Mongoose plan on sabotage and destabilizing the Castro regime, which as planned, would make Cuba ripe for invasion. An ongoing war against Castro led to the much more serious Cuban Missile Crisis.

Information-wise this book succeeds. Rasenberger's inclusion of the Alabama pilots story, including those missing in action, is worthy of Oliver North's War Stories. Until families of the missing soldiers intervened, the MIAs had been overlooked. The book covers the ground level exile story also. With the Bay of Pigs battle flag returned, the veterans got closure. But since the Bay of Pigs did not result in the return of their homeland, and Castro's fall, it left a bitter legacy in the exile community, one that exists to this day.

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**COUNTERFACTUAL HISTORY AND  
THE CUBAN MISSILE CRISIS:  
NEW LESSONS FROM ALTERNATE SCENARIOS**

WASHINGTON, D.C. – June 2012 – When the Cuban Missile Crisis ended 50 years ago, the world breathed a sigh of relief that the imminent threat of nuclear war had passed. But what if Richard Nixon had been president during the Missile Crisis—as he very nearly was—instead of John Kennedy?

Written by Harvey Simon, a former Harvard national security analyst, *The Madman Theory* is counterfactual history of the Cuban Missile Crisis, written in the form of a novel. In this alternative history, the highly experienced two-term Republican vice president wins the '60 election, as most observers expected he would, over the little-known Democratic senator from Massachusetts. Just 20,467 votes in three states—0.03 percent of the total vote—were enough to make the difference.

After 50 years, there are still new lessons to be learned about the Missile Crisis by thinking about how another man—with a much different governing style—might have managed the same events. Were the institutions of government and the strategic imperatives of the Cold War sufficient to prevent a nuclear exchange, or was a peaceful outcome primarily a function of presidential leadership?

*The Madman Theory* offers the opportunity for this kind of fresh discussion of the Missile Crisis for the 50<sup>th</sup> anniversary commemorations. It also naturally leads into a discussion of how lessons are learned from history and the proper role of counterfactual history, which is winning increasing favor among mainstream historians.

**“A nuanced portrait, with the full range of Nixon, from the bizarre and terrifying to the comic figure he really was,” Stanley Kutler, a leading Nixon historian, says about *The Madman Theory*.**

In *The Madman Theory*, Nixon faces the same decision Kennedy confronted—whether to bomb the missile sites in Cuba and send troops ashore. Kennedy initially favored military action and his Joint Chiefs of Staff never wavered from unanimously backing this hard line. In *The Madman Theory*, the same Joint Chiefs provide President Nixon the same advice.

“*The Madman Theory* is based in fact, as much as any novel can be. In describing what would have happened, had Kennedy been defeated, I adhered to the historical record,” Simon said. “I write about this period as it really would have been, had Nixon been elected. Accuracy was the guiding rule, right down to

the smallest details, including the look of Air Force One—a plain silver fuselage—and the color of the presidential limousine—black, not Kennedy’s dark blue.”

Simon is a freelance writer living in Washington, DC. His articles have appeared in *The Los Angeles Times*, *The Boston Globe Sunday Magazine* and elsewhere. Before moving to Washington he was a national security analyst at Harvard University, where he also wrote about other public policy issues. He received his undergraduate degree from Cornell University and an M.A. in philosophy from the University of Massachusetts at Amherst. ## 479-674-5449

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## COLD WAR EVENTS, REQUESTS, AND RELATED ITEMS

Media Advisory-For Immediate Release, Please

August 29, 2012

### 50TH ANNIVERSARY CUBAN MISSILE CRISIS CONFERENCE AND BOOK SIGNING WITH SERGEI KHRUSHCHEV

(FAIRFAX, VA, August 29, 2012)--The Cold War Museum in conjunction with the Department of History & Art History at George Mason University (GMU) will convene a distinguished panel of historians, authors, and first hand participants to discuss and commemorate the 50th anniversary of the Cuban Missile Crisis. This **FREE** half day program will be held Saturday October 27, 2012 in the Harris Theater on the main campus of GMU, 4400 University Drive in Fairfax, Virginia. Seating is limited. Pre registration required. Program starts at 10:00 a.m. Immediately following the conference there will be a book signing reception.

**Sergei Khrushchev**, son of Soviet Premier Nikita Khrushchev and author of "*Nikita Khrushchev and the creation of a superpower*" will provide the keynote address. **Martin J. Sherwin**, Pulitzer Prize winning author on Robert J. Oppenheimer and GMU History Professor, **Michael Dobbs**, Washington Post Reporter and author of "*One Minute to Midnight*," and **Svetlana Savranskaya**, editor of "*The Soviet Cuban Missile Crisis*" and National Security Archive's Director for Russian Archives and Institutes will conduct a roundtable discussion following Khrushchev's remarks.

U-2 pilot Colonel **Buddy Brown** (USAF, Ret) and F8U-1P Crusaders pilot Lt. Commander **Tad Riley** (USN, Ret) who overflew Cuban SA-2 missile sites during the crisis will discuss their mission objectives and recollections. Photographic interpreter, **Dino Brugioni**, author of "*Eyeball to Eyeball*", who briefed President Kennedy on the photos taken over Cuba, will provide a dramatic first hand account of the behind the scene activities of the Kennedy administration during those tense thirteen days in October 1962.

Immediately following the conference, there will be a book signing with **Sergei Khrushchev** ("*Nikita Khrushchev and the Creation of a Superpower*"), **Dino Brugioni** ("*Eyeball to Eyeball*"), **Michael Dobbs** ("*One Minute to Midnight*"), **Ken Jack** (co-author "*Blue Moon over Cuba: Aerial Reconnaissance during the Cuban Missile Crisis*"), **Svetlana Savranskaya** (editor "*The Soviet Cuban Missile Crisis*"), **Harvey Simon** ("*The Madman Theory*"), and **David Stokes** ("*Camelot's Cousin*").

Sponsors include **David Stokes**, **Syneca Research Group, Inc.**, and **Whit Williams**. For more info on sponsorship opportunities, breakfast with the panelists, or to register to attend, visit [www.coldwar.org/articles/60s/CubanMissileCrisis50thAnniversary.asp](http://www.coldwar.org/articles/60s/CubanMissileCrisis50thAnniversary.asp).

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