



Cold War Times®

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

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About the Cold War Museum

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

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

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A WORD FROM OUR SPONSOR

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THE COLD WAR MUSEUM – SPRING UPDATE 2008

By Francis Gary Powers, Jr.

Over the past decade, the Cold War Museum has made great strides in honoring Cold War Veterans and preserving Cold War history. I am writing to provide you with a brief update on the Museum's activities.

I am pleased to announce that on April 8, 2008 we submitted a proposed draft of a lease for use of the former Lorton Nike Missile base to Fairfax County Park Authority for their review and comment. I am grateful to Mr. Christopher Barker from the law firm of Walsh, Colucci, Lubeley, Emrich, & Walsh (www.thelandlawyers.com) who contributed countless hours of in-kind work in preparing our proposed lease for submission to Fairfax County.

As indicated in my last update it was a very difficult year for all nonprofits seeking State support. Even though Senator Chap Petersen from Fairfax, VA and Delegate Joe May from Leesburg, VA introduced budget amendments in January 2008 on our behalf, as a result of the Virginia budget crisis, the museum did not receive a non-state agency grant this cycle.

The Cold War Museum continues to work with the International Spy Museum in Washington, DC and the Atomic Bunker in Harnepok near Berlin, Germany to display temporarily some of its artifacts. The Cold War Museum is an affiliate of the Smithsonian Institution and has pledges of support for artifact loans from Smithsonian Air and Space, American History, National Portrait, and US Postal Museums. The Museum has chapters in Berlin, Germany and Milwaukee, Wisconsin staffed by volunteers.

The mobile exhibit on the U-2 Incident, the "Spies of Washington Tour," and related educational activities continue to generate interest and support. The mobile exhibit is currently on display at the ITOW Veterans Museum (www.itowmuseum.org) in Perham, Minnesota through October 2008. If you know of a museum that would have an interest in the exhibit, please contact us. The educational Spy Tour of Washington (www.spytour.com) is now booking group tours online.

Initial planning has begun for Cold War Conversations III about the Prague Spring of 1968 scheduled for October 11, 2008 at South County Secondary School in Lorton, VA. The Museum is working with the Embassy of the Czech Republic to commemorate this important anniversary and our Berlin Chapter is working with the British Berlin Airlift Association to commemorate the 60th anniversary of the Berlin Airlift in May 2008. There is a variety of sponsorship opportunities available in conjunction with these anniversary events as well as other Cold War Museum educational events and activities. Please email gpowersjr@coldwar.org for additional information.

If you know of friends or family members that would be interested in our efforts, please share this update with them or encourage them to visit www.coldwar.org. Please consider a tax-deductible contribution and/or artifact donation. Your gift will help ensure future generations remember Cold War events and personalities that forever altered our understanding of national security, international relations, and personal sacrifice for one's country.

Please help spread the word about the Museum. Together we can make this vision a reality. For more information, or to subscribe to our Cold War Times email newsletter list, please contact:

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MIDWEST CHAPTER UPDATE

By Chris Sturdevant, Chairman,

On Thursday April 24 the Midwest Chapter hosted Raymond Benson, the fourth official James Bond author. Raymond wrote six original novels, three film novelizations, and three short stories for the 007 series. The event was held at Carroll College in commemoration of Ian Fleming's 100th birthday.

I am pleased to announce that we have reached agreement in principle with two architects from the firm of Kahler Slater in Milwaukee to do preliminary design work of the Nike missile tracking station at Hillcrest Park. Pending our Board vote later this month the project will produce both floor plans and develop an artist's rendering of the building project.

On a sad note Mrs. Virginia Tapper, widow of the late Amron Corporation founder, Ken Tapper, passed away at the age of 88. The Amron Corporation produced ballistics, shell casings, land mines, ejection seats, and other war material from 1956-1998 here in Waukesha. Virginia had donated shell casings to the Midwest Chapter and the history of Amron will be a permanent fixture of our future local museum.

The Safe House will be sponsoring a 1967 Aston Martin in the upcoming Great Race from New York to Paris. It will be outfitted with Wisconsin 007 plates. Jerry Price of Price-McKone Racing in Plymouth, WI will be one of the drivers of this vehicle. Unfortunately the race has been postponed due to travel permits being revoked from China. Check out www.greatrace.com for more information.

For more information on the Midwest Chapter, please contact,

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BERLIN CHAPTER UPDATE

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

Photos by Horst Simon

Dear Friends and Supporters of the Cold War Museum,

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

We wish to offer our thanks to the RAF Museum in London, UK (Mr. Stuart Hadaway) for supporting the new exhibition with photographic materials. RAF Museum London, Grahame Park Way, London, NW9 5LL www.rafmuseum.org.uk/london (see photo).



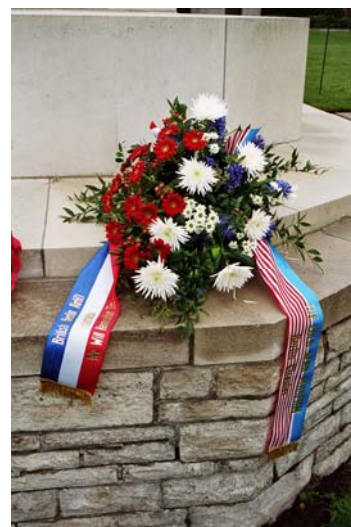
In Memory

I am very sad to announce that USN Commander retired Maurice Burke Jackson, passed away in his home in Virginia Beach April 5, 2008. "Maury" was born Sept. 4, 1919, grew up in Lawrence, Kan., and graduated with a BA degree in economics from the University of Kansas in 1941. He served in the Navy 24 years before retiring with the rank of commander in 1964. During World War II he served as an officer aboard a sub-chaser in the Atlantic. He earned his Navy wings in 1944 and served as a Navy primary flight instructor. After the war he flew 105 missions in the Berlin Airlift, he was also public Report officer for VR-6, and VR-8 Transport Squadron. Last September Commander Jackson donated to the Berlin Chapter his personal film from the airlift from the years 1948-49 along with documents and photos.

The new Exhibition of the Berlin Chapter - *The Berlin Airlift* will honor him with a special display. On behalf of the Cold War Museum / Berlin Chapter I send all our sympathy to his family.

We are working with British Berlin Airlift Association on the opening of a new exhibition, which will be dedicated 24 May 2008, at 11:00 am at the Memorial Site Atom Bunker Harnekop.

Among the honored guests coming to Germany are the British Berlin Airlift Veterans. I am thankful to Air Berlin - Mrs. Alexandra Mueller (press spokesperson) and Mr. Peter Hauptvogel (communication director) for sponsoring the flight tickets. I am also grateful to Ms. Birgit Compnas -ILA Berlin 2008 Project Officer- who is also sponsoring ILA tickets and welcoming for the British Airlift Veterans. On the 16th of April Rolls Royce of Germany agreed to sponsor the shuttle bus to Harnekop and the dinner for the veterans group. All my thanks go to Ms. Dichter, Rolls Royce Brandenburg Germany.



On 5th of April 2008, we were invited by The Royal British Legion Berlin Branch to lay a wreath at the British Cemetery -Berlin- in commemoration of those who perished in a civilian airplane crash, 14 British - two US American and both pilots were killed. On behalf of the British Berlin Airlift Association and of The Cold War Museum - Chapter Berlin/Germany a wreath was laid, which stated, "The Cold War Museum Berlin Chapter – British Berlin Airlift Association- We will Remember Them" (see photo).

The First Battle of the Cold War the Berlin Airlift

The Situation in Berlin c. 1939

With the situation in Berlin now terrifyingly tense, the confrontation between Soviets and the West spilt over into Berlin's internal politics. The Berlin city council was the scene of a fierce power struggle between the East German Communists and their political foes, led by the Social Democrats. Ernst Reuter, a Social Democrat, was the leader of the anti-Communist coalition in Berlin, and a powerful orator. He and his family were forced to flee Germany because of Hitler, but returning in 1946, he hoped to help rebuild Germany as a democratic state. Reuter's election in 1948 as mayor of Berlin (Great Berlin) vetoed by the Soviets, now Reuter feared he wanted have to escaped again, from another form of political dictatorship. Intimidation, blackmail, and kidnapping characterized the tactics of the Soviet-likely East German Communists, whose agents operated in both East and West Berlin. Communists and socialists came together in a new party, Socialist Unity, led by Walter Ulbricht, Stalin's first man in East Germany.

Spring 1948

Social and political developments in East and West diverged to such an extent that one could speak of emerging "blocs." Berlin, the past and presumptive future capital, was of course the focal point of attention. Here the growing tension manifested itself in increasing friction with and obstruction on the part of the Soviet authorities. This came to a head in 1948. Here follows a chronology of the events.

January 24, 1948:

The Soviets detain a British military train en route from Berlin to Bielefeld, ostensibly because of "technical difficulties." The real reason is the presence on board of 120 German civilians with British travel permits whose validity for transit through the Soviet Occupation Zone the Soviets dispute. After eleven hours, the British are allowed to continue; the Germans must return to Berlin.

March 20, 1948:

After repeatedly charging the Western Powers with trying to erect a separate West German state, Marshal Vasily Sokolovsky walks out of the Allied Control Council (ACC). This marks the effective end of Four-Power cooperation in Germany (even though the ACC continues to exist on paper until 1990.) A few days later, the Soviet Military Government promulgates new regulations for traffic between the occupation zones that make for long delays at the checkpoints.

April 1, 1948:

Two British passenger trains on route to Berlin are stopped at the border of the Soviet Occupation Zone then sent back.

April 2, 1948:

Barge traffic between Berlin and the Western Zones is interrupted, the Soviets citing “invalid freight documentation.”

April 3, 1948:

Citing “bridge repairs and technical traffic difficulties,” the Soviets discontinue rail traffic between Berlin on the one side and Hamburg and Munich on the other. They shrug off all Western paper protests. An attempt by the U.S. Military Government to respond more resolutely fails miserably as well. The armed military train it sends is simply shunted onto a rail siding and left to sit there for several days. It has no recourse but to return to the Western Zone.

April 2-4, 1948:

Faced with a shortage of military supplies in Berlin, the Americans for the first time resort to a mini airlift tailored solely to the needs of the U.S. garrison there. General Lucius D. Clay, the U.S. Military Governor, orders 24 transport planes at Frankfurt’s Rhein-Main Air Base into this service. When the difficulties with road and rail traffic cease after a few days, the “Baby Airlift” is discontinued.

April 5, 1948:

Airplane crash: Vickers Viking of British European Airways took off from an airfield in West Germany on a scheduled flight into RAF Gatow Airfield, one of the Allied air bases in West Berlin. As it came into Berlin, in one of the agreed twenty-mile-wide air corridors, the Viking buzzed by a Soviet Yak-3 fighter plane. It was not the first time this had happened. For a few days, Soviet fighters had been carrying out mock attacks on Allied planes flying into Berlin. However, this time, as the British transport plane took evasive action, it collided with the Yak fighter. Both planes crashed to the ground, killing all people on the BEA plane and the pilot of the Soviet fighter. The Soviets blamed the British for the collision, and the British blamed the Soviet pilot. A joint investigation of the accident broke down when the Soviets refused to allow German witnesses to testify. The British and Soviets separately concluded that the mid-air collision was an accident. However, it made both sides more nervous.

April 9, 1948:

The Soviets now demand to approve and stamp in advance all lading bills for the freight traffic between the Western zones and Berlin. This marks the resumption of serious harassment, which continues throughout April and May.

April 30, 1948:

Citing insufficient documentation, the Soviets send a British military convoy en route to the Western zones back to Berlin.

May 7, 1948:

Two German freight trains are likewise denied passage to Berlin.

June 1 – 4, 1948:

Several trains carrying mail between Berlin and the Western zones are denied passage.

June 15, 1948:

The Soviets close the interstate bridge across the Elbe near Magdeburg. The detour arrangements via secondary roads and a provisional ferry service cannot handle the traffic volume, resulting in long delays.

June 20, 1948:

The currency reform, having been promulgated two days earlier, takes effect in the Germany's Western zones. It does not, for the time being, affect Berlin's Western sectors. The Soviets respond by halting all road and rail traffic between their occupation zone and those of the Western Powers. No agreement on Berlin's Western sectors is reached.

June 22, 1948:

In line with the Soviet demand that Berlin's Western sectors use "a currency indistinguishable from that of the surrounding East [i.e., Soviet Occupation] Zone," Marshal Sokolovsky orders a currency reform for both areas—even the sectors of Berlin not under his control. The German public is therefore quick to dub this the "wallpaper mark."

June 23, 1948:

In response, the new deutsche mark of the Western zones is introduced into Berlin's Western sectors, stamped "B" for Berlin. Officially, at least, this money is not valid for Berlin's Soviet sector or the Soviet Occupation Zone. Then, shortly before midnight, it's literally "lights out" for the Western sectors. The Soviets have switched off the Golpa-Zschornowitz power plant that had been supplying power to West Berlin. In the small hours of June 24, they halt all surface traffic between Berlin and the Western zones, including that by barge, as well as all shipments of food from their zone into the Western sectors. The Berlin Blockade is on.

June 24, 1948:

The West introduced a counter-blockade, stopping all rail traffic into East Germany from the British and US zones. Over the following months, this counter-blockade would have a damaging impact on East Germany, as the drying up of coal and steel shipments seriously hindered industrial development in the Soviet zone.

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

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COLD WAR VETERANS ASSOCIATION

CWVA CHAIRMAN'S UPDATE

By Vince Milum - Chairman - CWVA



Once again, May 1st is being recognized as Cold War Victory Day around the nation. As in years past, CWVA Chairman Vince Milum will be delivering a speech to the Johnson County (Kansas) Commissioners and other attendees at an upcoming proclamation ceremony.

In conjunction with Cold War Victory Day, a drawing was held (April 27, 2008) for a brand new AM-FM CD Player. [See photo:] Cold War Veterans Lynn Norris and Brian Lawrence conducted the drawing. Eligible for the drawing were all Platinum, Gold and Silver Honor Roll members. The winner was José Alvaras of Tampa, Florida. (NOTE: Holding the drawing prize in the photo is CWVA database administrator Norm Kinnaugh.)



Richard Isaac and Nils Parr will once again represent the Cold War Veterans Association at the 2008 Memorial Day ceremony at Arlington National Cemetery. The leader of this event will be President Bush.

Cold War Veteran Richard Keeney has assumed a leadership position for the CWVA in the state of Kansas. He will represent the CWVA before the Kansas (state) Commission on Veterans Affairs.

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

www.coldwarveterans.com

www.coldwarveterans.com/cwva_news.htm

www.coldwarveterans.com/cwva_board_statement.htm

AMERICAN COLD WAR VETERANS, INC.

By Frank M. Tims, Ph.D., Chairman

American Cold War Veterans continues to grow, since our founding last August at the Truman Library and Museum. Our website at www.americancoldwarvets.org was featured in a recent issue of VFW Magazine, and the number of visitors surged, and remains at a high rate.



Our Membership Director Lloydene Hill and Associate Membership Director, Scott L'Ecuyer, report that our membership continues to grow.

Our National Meeting was held at the Best Western Rosslyn/Iwo Jima Hotel in Arlington, VA on April 30. A number of important organizational issues were considered, including expansion of

our Board of Directors from its present five to seven, with three directorships up for election by the members. As previously announced, I plan to step aside as National Chairman effective July 31, and the new Board will elect a new Chairman. I will continue to run the website and, if elected, continue to serve on the board.

Sean Eagan, our Director of Public Affairs, has arranged for ACWV to participate in a national screening of CHARLIE WILSON'S WAR ON the evening of April 30, in cooperation with the Iraq-Afghanistan War Veterans, via a national conference call, including participation by Charlie Wilson himself!

May 1 - NATIONAL DAY OF REMEMBRANCE FOR FORGOTTEN HEROES OF THE COLD WAR!

On May 1, American Cold War Veterans will host a Congressional Breakfast in Room 902 of the Hart Senate Office Building 8:30-9:30 AM, followed by visits to senators and representatives to discuss a National Day of remembrance resolution, and legislation for a Cold War Medal.

At 12:00 Noon on May 1, a ceremony of remembrance at Section 34 of Arlington National Cemetery will take place. Speakers include David Clevenger, National Chaplain of ACWV and Ernie Gallo, President of the USS Liberty Veterans Association. The ceremony will honor all who were killed, missing in action, held POW, or wounded in Cold War operations, many of whom are buried at Arlington. We will also honor General James Van Fleet, who led the successful US Advisory and Assistance Mission against Communist insurgents in Greece (1948-50) and Captain William McGonagle (MOH), who was skipper of the USS Liberty, and stayed at the bridge for sixteen hours despite serious wounds through and after an attack that left 34 of his men dead and 171 wounded. We intend to make the Day of Remembrance an annual event, and have adopted the motto for our organization "We remember."

COLD WAR MEDAL legislation is alive and well in the US Congress. S.1097, introduced by Senators Hillary Clinton and Susan Collins, is before the Senate Armed Services Committee. We expect similar legislation to be introduced in the House of Representatives. The key to success will be to increase support in the Senate – we have the following Senate cosponsors to report: Charles Schumer (NY), Blanche Lincoln (AR), and Olympia Snowe (ME). We need more, and it is up to you to get them on board.

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

FEATURED ARTICLES

THE INCREDIBLE B-70 VALKYRIE BOMBER

By Raul Colon (rcolonfrias@yahoo.com)

The B-70 Valkyrie supersonic heavy bomber was one of the most elegant planes ever take to the skies. It was not only a remarkable looking aircraft but also the most advance flying platform of its time. Its elegant design and airborne avionic systems were decades ahead of its peers. Just the sight of a Valkyrie flying sent chills down the collective spines of military leaders in both

America and the Soviet Union. But, as with most revolutionary weapons platforms, the B-70 was also an aircraft without a dedicated mission profile. In an ironic twist of fate, the B-70, once conceived and designed with the intention of penetrating the most complex of Soviet's air defensive systems as well as their most advanced fighters, in the end was terminated by advances in those same systems, specifically the Soviet's surface to air missile (SAM) systems. The new Soviet SAMs made the Valkyrie's great advantage, sheer speed, somewhat irrelevant.

Conceived to replace the United States Air Force's fleet of Boeing's B-52 heavy bombers, the XB-70 program commenced at earnest in the spring of 1955. The Air Force, fresh out of the complex and highly technical B-58 program, wanted the new bomber to be incorporated with the latest of the so called "next generation" technology package available. It was towards this end, that the Air Force was willing to give total weapon system design responsibility to the winner of the contract. During the design phase, two companies emerged as the leading contenders for the contract to build the most advanced aircraft in the world: Boeing and North America. After a relative short test design stage, North America was awarded a developmental contract. Work commenced on the project late in 1958 and in 1964, the first of two ordered prototype performed its maiden flight.

The XB-70 was indeed an elegant flying machine. One that concealed its true nature: the nuclear showering of targets deep inside the Soviet Union. This amazing aircraft had a fuselage length of 196 feet with a high of 31 feet. Its estimated maximum gross operational weight was of 521,000 pounds. The bomber was manned by a crew of four: a pilot, copilot, and bombardier and, a defensive weapon systems operator. The aircraft was fitted with a thin delta wing structure that spanned 105 feet. Six massive General Electric YJ-93 engines capable of producing 30,000 pounds of thrust each with afterburners. They were located in a side-by-side configuration on a large pod underneath the airframe. Two rectangular inlet ducts provided the engines with a two dimension airflow profile. The aircraft's fuel tanks were housed on the delta wing structure.

The high drag ratio of the B-70 while flying at Mach 3, require a total fuel load comparable to that of a B-52. This in turn limited the operational range of the bomber to around 5,000 nautical miles. The wing structure was swept at an angle of 65.5 degrees, and the wing tips were folded down hydraulically 25 to 65 degrees to improve the aircraft's stability while performing at speeds of Mach 3. While flying at this speed envelop, the XB-70 was designed to "ride" in its own shock wave. A large canard fore-plane (28 feet, 10 inches) installed near the front of the fuselage was utilized for stability moderation. Two large vertical tail units, each of them possessing hydraulic-moving sections, were fitted on the aft of the airframe.

The Valkyrie was made completely out of titanium and brazed stainless steel materials. These composite materials were incorporated to enable the aircraft to withstand the heating during the sustained high Mach portions of the bomber's flight. The aircraft's fuselage was painted with a nuclear blast reflecting white-looking paint cover which did not stand up well to the Mach 3 kinetic heating. The aircraft did not have any defensive armament system and could only carry its ordinance inside due to its speed profile. The B-70's had a massive payload capacity. Up to 50,600 pound of free fall nuclear bombs could had been storage inside the aircraft's underbelly.

As the first series of trials began, the aircraft's started to demonstrate that it could accomplish almost all of the Air Force's mission requirements, including the most important one: the achievement and sustaining of flying operations at three times the speed of sound. While the Valkyrie was enduring its test trial stages, one aspect that eventually would lead to the cancellation of the entire program, surfaced. At high altitude, an aircraft operating at Mach 3 speeds could not maneuver well enough to evade even the Soviet's second generation SAM missiles of the early 1960s. Also, the aircraft's straight and level trajectory profile, which Mach 3 speed requires, would had provided the Soviets with nearly pint-point information on the B-70's projected directional path, enabling their fighters to intercept the bomber's path instead of the aircraft itself.

There was also another unexpected situation that rose out of the bomber's speed profile: the Valkyrie radar cross section signature was huge. This was due to the technology, airframe material and avionics package, implemented on the aircraft in order to made sustainable Mach 3 operational speeds feasible. The trials also reviled the aircraft's poor low level operational capability. The B-70 was not adaptable to low level penetration because its thin delta wing structure did not provided the bomber with the necessary in-flight modifications for sustained low level operations. As the trials continued, it was becoming apparently to engineers at North America that the XB-70 did not posses the necessary characteristics to perform as a stable bombing platform. Thus the aircraft's profile was changed from a deep penetration heavy bomber, to a reconnaissance and strike platform. This change in profile actually occurred while the aircraft was still in its developing stages in late 1959.

Wing Span	105'-2"
Fuselage Length	189'-0"
Height	29'-11"
Total Wing Area	6,295sq ft
Maximum Speed	2,000mph at 73,000'
Service Ceiling	73,982'
Weight	550,000lb fully loaded
Operational Range	8,283 nautical miles un-refueled
Armament	50,600lb bomb load capacity

In mid 1961, the Kennedy Administration officially removed the program from its active operational status to a purely research project. The high cost of the aircraft program, between 500 to 700 millions at the time, and its perceived vulnerability to the latest Soviet SAM batteries, were cited as the cause of the shifting in the program status. Eventually, two units were built by North America. The first plane took to the air in 1964. The second prototype followed the next year. Initial testing showed the brilliance of the aircraft's aerodynamic design. During its test flight test, the B-70 consistently demonstrated its ability achieve and sustain speeds above the 1,988mph threshold. But the trials also demonstrated the plane's vulnerability. At the same time, the US Air Force began to shift its nuclear deterrence resources from manned bombers and nuclear capable strike aircrafts to the relative easy to develop and maintain Inter Continental Ballistic Missile force which had began to eat more and more of the Air Force's budgetary pie.

The end of the Valkyrie program came shiftily. On the morning of June 8th, 1966, the first prototype was flying an experimental mission with a formation of NASA operated F-104

Starfighter, piloted by the experience Joe Walker, strayed too close to the Valkyrie's vortex generated by its down turned wingtips. The F-104 was thrown across the massive bomber's wing structure, smashing one of its tailfins as it exploded. The XB-70 was able to flight for a few short seconds before it spirally out of control until it crashed deep inside California's Mojave Desert. Only one man survived the accident. Following the incident, what was left of political support for the program promptly evaporated. The program was officially canceled in the spring of 1969. An undistinguished ending for such an elegant and advance flying platform, but an end that was scripted the minute the aircraft's plan was on North American's drawing board. @

The World Encyclopedia of Bombers, Francis Crosby, Herms House 2004

Behind Valkyrie: The Amazing Story of the XB-70, Martin Cooper, Penguin Books, 1978

Concept Aircraft: Prototypes, X-planes and Experimental Aircraft, Edit Jim Winchester, Thunder Bay Press, 2005

SOVIET RUSSIA LAST PISTON POWERED BOMBERS

By Raul Colon (rcolonfrias@yahoo.com)

Photo and drawing by Tim Connors

Before the Great Patriotic War, the Soviet Union was one of the world's leaders in innovating heavy bomber designs. But following the surprise attack by the German Armed Forces upon their country in June 1941, the vaunted Soviet design bureau began to concentrate their scarce resources in the development of fighter and ground attack aircraft, not bombing platforms.

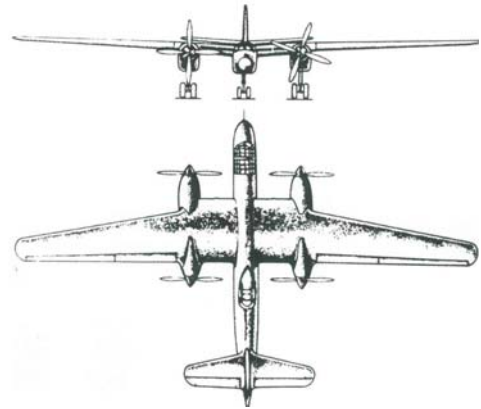
The bombers that were developed prior and during that year of the war were basically medium type platforms. This trend continued during the early years of the struggle in which only the venerable Petlyakov Pe-8 was the Soviet Union's sole four engine, heavy bomber platform available for operational missions. Nearly no effort was invested in the development of a new type of heavy bomber to replace the outmoded Pe-8 during the first two years of the war. It was not until the autumn of 1943, that Soviet Russia began to emphasized the development of such platforms. In early 1944 the Soviet Union's State Committee for Defense (GKO) passed a resolution calling for the immediate development of a massive four engine heavy bomber that could strike anywhere within the European Continent.

This radical shifting in positions was entirely due to two Soviet assumptions that started to develop following the winter offensives of 1943. The first was that Germany was a beaten opponent. An eminent Allied landing on the French northern coast, an invasion that Joseph Stalin at one time clammed for and now began to retrieved somewhat from; was viewed at the Kremlin as the final nail in Nazi Germany's military coffin. The second, and most closely guarded of the two, was the fear that the massive armada of bomber amassed by both the British and more importantly, the United States; would shift the balance of power away from the Soviets in a post war European environment. As a direct response of the GKO's decree, many of the most prestigious Soviet design bureaus began to consolidate their efforts into different conglomerates or as they would be known later, Experimental Construction Bureaus



(OKB). All the founded OKBs were moving for positions that would allow them to better compete for what would become the largest aircraft program ever awarded by the GKO.

The Flying Fortress Contest, as the competition was referred to, began in earnest in the summer of 1944. Although the majority of the OKBs possessed the necessary facilities to build and, eventually, test a prototype unit; none of the bureaus undertook the final production phase, instead, they passed that task on to the State Aviation Factory (GAZ) that was under the direct control of the Ministry of Aviation Industry (MAP). This clear developing structure, which also passed through the Central State Aerodynamic and Hydrodynamic Institute (TSAGI), assured that the only real assigned task placed on the OKBs was the simply, the design of the aircraft blue prints and mock-ups. Nothing more was expected of them.



The first foray into the development of a true heavy bomber successor for the Pe-8 was centered on the Ilyushin Il-14 platform. Initially intended to be a high speed penetrator-type bomber replacement of the Il-4 unit, the Il-14 program began with a spring in March 1944. The resulting design blue print presented an aircraft fuselage centered around four massive Mikulin AM43 piston engines with a direct fuel injection system on each power plant. They were to be mounted in tandems pairs at each side on the aircraft's center airframe. In each power plant nacelle, the forward engine was designed to drive a tractor-type propeller, while the rear engine unit would use a pusher-type configuration with its own propeller mechanisms.

The aircraft's main wheels of a tricycle undercarriage configuration were placed between the nacelles. The main and nose fuselage area were also supported by a twin wheel alignment. Another retractable wheel was housed in the bottom of the aircraft's tail. The overall Il-14 program projected enough promise that on July 12th, 1944; the board of the Ilyushin bureau approved its mock-up stage. The original Il-14 blue print called for speed as its main defensive attribute, but Red Air Force officials, well aware of the damage German fighters inflicted upon the British, and more specialty, American bomber formations; called for a design modification in order to incorporate to the 14 a heavy machine guns defensive arrangement. Accordingly to the Air Force's request, the re-designed 14, with its basic layout still intact, was fitted with a forward firing 23mm nose-based cannon, plus two moving 20mm cannons in dorsal and ventral mounts emplaced behind each wing structure. The implementation of defensive armament meant that the 14's crew compliment was augmented from three to four. The original designed 14 had a maximum take-off weight of just below 44,100lbs, with its proposed added guns emplacements, the weight increased by 2,800lbs. Service ceiling for the Il-14 was estimated to be near 41,000', the aircraft's operational range, fully loaded, would had been 1,554 miles.

Actual work on a prototype Il-14 began in the summer of 1945, but after several months, inexplicably, work ceased of the program. A year later, the Il-14 program was officially canceled. No reasonable explanation had ever been made available for the 14 demise. Around the

same time that the Il-14 was being terminated, the Myasishchev bureau presented its bomber design to the GKO. The Myasishchev DVB-202 and 302 versions were presented to the influential People's Commissariat Heavy Industry (NKAP) in December 1945. The DVB-202 and 302 designs were to be powered by four M71FTK turbo charge engines. Both would have a high wing structure for the allowance of a larger bomb bay area than previous designed bombers. The 202 and 302's fuselage closely resemble those of the advance US bombers.

Massive fuel tanks placed all around the wing structure; were able to carry an impressive 24,250lbs of aviation fuel. This amount of fuel storage would have given each design and even more impressive operational range of 3,729 miles. Each of Myasishchev's designs was able to operate at altitudes of 41,000'. The main different between the types was the incorporation of a forward cabin layout on top of the main fuselage. It also possessed a remotely controlled gun arrangement in the aircraft's tail area. But as with the Il-14 program, work was canceled on each project before a prototype was built. The 202 program was officially terminated in late 1945, while the 302 lasted a couple of months more when the GKO made it official.

Of all of the OKBs programs at the time, maybe the most important was that of the Tupolev's bureau. Work commenced on Aircraft 64's, the new bomber's codename, design in September 1943. In May 1944, Tupolev's engineers layout the basic profile of Aircraft 64 to a committee representing the GKO. The 64 would have a maximum weight load of 77,160lbs. Top operational speed was to estimated at 373mph at 32,800', with an operational range of 3,729 miles and a service ceiling of 39,370'; Aircraft 64's performance profile would had outclassed the latest American and British designs. The aircraft's fuselage was 98'-4" in length. Its wing span was of 137'-9.5". Partially because Tupolev's was eager to received the contract and mainly because their projected profile characteristics needed new engine technology to achieved, engineers began to experiment with various engines types. They drew blue print for the 64 with a numerous of engine possibilities. Chief among them was the liquid-cooled Mikulin AM-42TK engine. The team also studied deeply the new Charomsky ACH-30B diesel engine, even the huge Dobrynin-Skubachevsky M250 power plant.

The bomber was designed to have two bomb bays. One of the bomb bays where located on the forward area, while the other laid on the rear of the fuselage, behind the upper wing structure. Following a long standing Soviet doctrine, a tricycle undercarriage configuration was implemented to Aircraft 64's design. From its conception, Tupolev decided to arm the new bomber. The design contained fitting for four twin Nudelman-Suranov NS-23 23mm cannons turrets, augmented by a twin set of NS-23 20mm cannon. The airframe was to be built with existing metal alloys using the same production practices used by the Soviets since the early 1930s. The overall design called for a monocoque fuselage supported by a center wing structure which was overstressed to be able to carry several cleverly developed devices in an effort to improve the aircraft's lift-drag ratio.

By July 1944, Tupolev began working on a smaller 64 design, which projected a lower operational profile in contrast to the original Aircraft 64 blue print. Also, around that time, the Soviet Air Force (VVS) impose a new requirement to the 64 program: the new bomber must be able to carry out operations at night. This requirement was followed by an additional one that was schedule to derail eventually the complete 64 program. The SSV wanted the new bomber to

be a redundant platform. They envisioned the new bomber able to carry out high altitude photo-reconnaissance missions as well as to serve as the Soviet Army's main transportation air platform. Daunting as these new impositions were on the design, Andrei Tupolev's engineer team proceeded with the re-design of Aircraft 64 in order to meet all of the SSV new requirements.

On May 24th, 1945, Tupolev presented a letter to Aleksey Shakhurin, head of the NKAP, in which he stated that the primary design phase of the project was completed, a preliminary mock-up had been built by that time, and that for the development stage to commence, they would need to acquire a factory such as GAZ-22. At the time, the GAZ-22 facility was involved in the production of the Pe-2 twin engine bomber. Any redirection of GAZ-22 resources would have probably meant the termination of the Pe-2 production line. The Aircraft 64's mock-up was harshly received by the VVS, mainly because the model lacked basic radar-aimed bomb mechanism. Nevertheless, the project continued.

In the early days of February 1945, an updated version of the VVS concept mock-up (the ten such variant) with a new bomb-aimed radar system passed the SSV requirement threshold. The new aircraft was now slated to be powered by four big Mikulin AM-43 engines fitted with the TK300 turbo-charges mechanism. It was estimated that the new engine configuration would have given the new bomber an operational range of 3,108 nautical miles with a maximum bomb load of just over 11,000lbs. It did not matter to the Soviets that nearly all of its vaunted OKB would have halted any work on existing or new planes in order to meet Aircraft's 64 rigorous standard, they wanted a heavy bomber badly. It was not until the "copy B-29" affair in late 1946, that the program was officially terminated. Now all of the Soviet Union's considerable air industry would shift to the reverse engineering of America's massive and powerful B-29 heavy bomber.

The mere fact that the Soviet could develop such a copy came as a complete surprise to, not only the United States and Great Britain, but even the Soviets themselves. Four of America's most advanced aircraft platforms literally landed voluntarily on Soviet territory in the closing days of World War II. All of them were involved in operations against the Japanese home islands. After sustaining battle damage during routine missions, all of these massive planes crash landed on the Soviet Naval base at Tsentral'naya-ooglavaya in the afternoon of July 20th, 1944. These aircrafts, in fact, there were a fifth unit that was returned to the U.S.; were interned for the duration of the war and more.

At first, the U.S. military thought nothing of it. They did not believe at the time that the Soviet possessed the technical know-how to copy-cat an exact replica of the advanced bomber. They were proven wrong. During 1945, Soviet engineers worked hard at restoring each B-29 to operational flight status in order to better understand the technology involved. The USSR board of engineers gave the Tupolev's bureau the task of copying a complete B-29 platform. Immediately, all of the OKB's considerable resources were placed on this only project. It became the bureau top priority and most important task ever. Soviet leader Joseph Stalin did not bask in the glory of the Soviet victory in the Great Patriotic War, he remained deeply concerned about America's nuclear strike capability and wanted the USSR to match it as soon as possible. It was this need that made Stalin and the Soviet top brass to move on quickly on the B-29 project. On the

morning of June 22nd, 1945, the NKAP issue an executive order mandating that the first B-4 unit (B-29 designed copy model) was to be re-engineered at Factory No. 22 in the Kazan region.

Tupolev did perform its assigned task. It re-engineered three copies of the 29. The first unit rolled out was allocated to the famous Ramenskoye Flight Research Institute for further aerodynamic studies. The second plane was dismantled for research and development purposes. The third example was reserved for references. Tupolev decided to use the proven ASh-73 engine which had a very similar profile as the B-29's original Wright Cyclone engine. On the morning hours of May 19th, 1947, the first copy B-29, took to the air for the first time. The rest of the units flew between June and August. Flight trials went better than original expected and by October of that year, the B-4 was re-designated as the Tu-4. On January 1948, the SovMin order Tupolev to use "all necessary resources" to mass produce the Soviet's first true heavy bomber.

When production was finally halted in the summer of 1952, the Tu-4 program was the largest single procurement of military funds inside the Soviet Air Force. The last operational Tu-4 was removed from active duty service in the early 1960s, but some units remained on tactical reserve up to early in 1970. Although the Tu-4 gave the Soviet the opportunity to get into the long range bomber game, the aircraft design proved to be obsolete by the time it entered front line service. The Soviets tried several times to improve on the original Tu-4 design, most noticeable the Tupolev's Tu-80 program. The Tu-80, which was basically an upgraded version of a Tu-4, had a very distinct cross section ensemble that reflected Soviet research on the original model. Work commenced on Aircraft 80 in March 1948. The new design called for a boost in internal weapon systems capabilities as well as upgrading the aircraft payload capacity. The reduced engine cross sections would give the Tu-80 much needed boots on its lift to drag ratio. The wing structure was also enlarger in order to accommodate as much fuel as possible. Range and weapons delivery capabilities were the essence behind the 80's program.

By mid July 1949, the Tu-80 was ready for taxi trials. The first and only unit built flew for the first time in the afternoon of December 1st, 1949. However, as the sole test aircraft began its flight test series, it became painfully obvious to Soviet Air Force brass that the plane could not compete head to head with the newest American and British heavy bombers, thus the program was shelf in the spring of 1950. There were other attempts at revising the Tu-4 frame and electronic package in order to make the bomber a more flexible weapons platform. In the end, most of them failed. One of them is worth mentioned, the Aircraft 85 program. The program achieved some important milestones and data colleted on it would found its way into the most successful of all piston engines heavy bombers: the awesome Bear. Nevertheless, by mid 1950, it was becoming obvious that the day of the piston engine bomber was over. The Americans were suffering heavy casualties among its B-29 fleet against the Soviet supplied Mig-15 fighter. As a result, all work connected with the development of piston engine bombers in the U.S. was terminated. Work did progress on the Soviet Union but this was on a "piece meal" approach.

Indigenous Bombers: 1945-2000, S.M. Ganin and A.V. Karpenko; Bastion 2001
Aircraft of OKB Ilyushin, Yuri A. Yegorov; Moscow Russavia 2003
Russian X-Planes, Alan Dawes; Key Publishing 2001
Aircraft of OKB Tupolev, Vladimir G. Rigmant; Moscow Russavia 2001

COLD WAR MEMORIES

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

CORRECTION: OPERATION ANADYR, AKA "CUBAN MISSILE CRISIS" (1962)

For the February 2008 issue of Cold War Times, Mr. Julio Decastro submitted an article entitled "Operation Anadyr, AKA Cuban Missile Crisis (1962)," starting on page 17.

Shortly after this article appeared, Mr. James Hansen informed us that his work had been plagiarized by Mr. Decastro. Each paragraph of Mr. Decastro's shorter contribution was lifted word by word from parts of Mr. Hansen's larger work without attribution. A graphic was also lifted from Mr. Hansen's original work.

The origins of this work date back to a CIA publication *Studies in Intelligence* (Volume 46, Number 1, 2002). Mr. Hansen's article was then entitled "Soviet Deception in the Cuban Missile Crisis."

The following year, *The Cold War Times*, reprinted the article in three separate editions in 2003, noting that it had appeared in *Studies in Intelligence*. The article appeared in *Cold War Times* as "Caribbean Crisis – Diagnosis of Deception" and included the footnotes that appeared in the original article. This three-part series may be found in: Volume 3, Issue 1 (January/February 2003), Volume 3, Issue 2 (March/April 2003), and Volume 3, Issue 3 (May/June 2003). This work is significant in that it points out the elaborate concealment and deception involved with the deployment of Soviet missiles in Cuba, thereby triggering the crisis that nearly brought the world to World War III.

Mr. Decastro indicated that he was sorry for the inconvenience he caused and explained that he has hundreds of pages in his Cuba database for historical value and support from different sources. He checked his records and found the full document to be part of the Cuban Missile Crisis history in his database with no name attached to it and submitted a condensed version for the February 2008 issue. He thought that the full document was from open source materials and did not realize that it was part of Mr. Hansen's private domain.

Cold War Times regrets the oversight in not catching the identical wording of the recent contribution by Mr. Decastro. We apologize to our readers for any misunderstanding of the article's origins.

VANGUARD PROGRAM 50TH REUNION

I worked in the headquarters, Martin Company, Baltimore, MD. Advanced design engineering department, as senior technical engineer. I worked on every new product that Martin was developing. I produced the award winning film "Vanguard, A Rocket for Science". Shown to 43 million TV viewers. Was part of the launch team from Baltimore for each launch.

Dr. Robert Adcock set up the re-union for the 50th anniversary in Cocoa Beach. Here is his story. Enjoy history,

Bill Roy

On 17 March 2008 approximately 50 remaining members of the original Vanguard Launch Crew met at the Radisson Hotel in Cape Canaveral exactly 50 years after the initial flight success and orbital insertion of a satellite into earth orbit. The reunion was organized by Bob Adcock representing Martin and John Neilon from NASA. Viewing prototype hardware, a replica of the orbited satellite and many pictures and plaques were former Glenn L. Martin crew members: Bob Adcock, Bud Yeager, Frank Horner, Al Koller, Bob Stone, Joe Lohman, Rudy Dufka, Bill Bidell, Jim Wilson, Carl Robb, John Krieg, Stan Welch, Artie Arteaga, Norm Penn, Junior Stark, Cris Butler, and George Warner. Representing Aerojet was Bill Maltby.

The early 1950's were interesting times in history. The United States set off on a program to launch the first man made object into earth orbit. In 1955 the Vanguard Program was started by the Naval Research Lab. President Eisenhower wanted to separate the new space program from the countries weapons systems development so he established the Stewart Committee to select a space program. On 3 August 1955 they chose the Vanguard Program over the Army's Orbiter Program. Vanguard Program tests were then conducted on 8 December 1956 and 1 May 1957. Then surprise, the Russians orbited Sputnik I on 4 October 1957. Vanguard tested again on 23 October 1957 and surprise number two, the Russians orbit Sputnik II on 3 November 1957. The United States rushes into an early attempt with Vanguard Test Vehicle-3 to orbit a satellite on 6 December 1957 and fail. The Army launches the United States first satellite, Explorer I into orbit on a modified Jupiter C rocket on 31 January 1958. Vanguard makes a second attempt with the TV-3 back up on 5 February 1958 which also fails. Then success as related in this story by Bob Adcock who was the Chief Electrical Engineer for Martin on the St. Patrick's Day 1958 Vanguard. Launch.

It was the start of another countdown like so many we had been through before. The cool March night cast a damp chill over the launch complex. Men scurried about dispensing with their tasks that led up to the start of countdown of Vanguard Test Vehicle (TV-4). This one might, just might work right- failure had been experienced before on TV-3 in December '57. Nobody could have forecast the disappointment the launch team experienced when that vehicle went down the flame bucket. With all the United States watching (it seemed) , and having put all our expectations for national vindication in the Vanguard basket, only to have it fizzle out and lie in a scrap heap on Pad 18A at the Cape Canaveral Air Force Station, was depressing. As it was falling back to the pad, the vehicle started to become disjointed like a folding carpenter's rule and now it laid there smoldering from the ensuing fire, parts and pieces strewn randomly, the pathetic little grapefruit sized satellite laying in the palmetto beeping as if nothing had happened and as if it had reached its destination in orbit above earth. The memories of that afternoon were fresh in the launch team's mind as they were now busy a little after midnight early on Saint Paddy's day getting everything ready to pick up the next launch countdown.

The US Naval Research Lab, as part of the United States' contribution to the International Geophysical Year, had agreed to launch an artificial earth satellite in the eighteen months comprising the IGY. Vanguard was the project name and it was managed from the Lab in Washington DC. The Navy chose The Glenn L. Martin Company in Baltimore to build the launch vehicle, while the satellite would be provided by the Naval Research Lab (NRL). In the Vanguard launch vehicle program, there were to be six development flights and seven Satellite Launch flights. The launch vehicle was originally envisioned to be a modified Viking booster like the one that had been flying from White Sands, New Mexico, but the requirements soon drove it beyond the Viking's capabilities and the Vanguard became a new rocket. That was why there were Test Vehicles because they were needed to test out the new and more powerful facets. Two leftover Vikings called TV 0 and TV 1 had been launched. The Launch team was comprised of Naval Research Lab employees and contractors. At Canaveral on the order of 150 people total completed the contingent of launch team members including Martin, General Electric, Aerojet and NRL. Martin had the most employees probably between 75-100. The team was pretty high spirited regardless of previous failures, when in October of '57 the Russians launched the Sputnik and took some of the wind out of their sails! The whole nation was belly aching about the US lack of progress in space and wondering how we could catch up. About that time our customer decided that TV 3 would be outfitted as a full up Launch Vehicle. Three stages and a grapefruit sized satellite launch would be attempted in December of '57. Wernher von Braun came to complex 18A and toured the Vanguard late one afternoon and called the rocket "very sophisticated" when the tour was over. It was generally unknown that he was secretly working on Explorer I development at that time which would launch the next February.

After the fiasco with TV-3 and Explorer I had kind of taken pressure off the Vanguard to launch in the limelight, the crew pretty well settled down to make this one work. Tests were run and rerun. Engineering had made a special mod to the vehicle. They installed a Saint Christopher's medal to the gyro base in stage II to give it divine guidance to where it was going. They painted "Love lifted me" opposite in the stage II compartment- maybe a reference to one of our inspectors named Love. The countdown for TV-4 continued throughout the late evening hours with no significant problems. Propellant loading of the first stage happened during the countdown because it was cryogenic liquid oxygen. The fuel was JP-4 and stage II was storable hypergolic propellants, all loaded before the countdown began. At T-5:00 minutes, the vehicle was transferred to battery power, and everything got very quiet in the blockhouse with very few people talking-maybe just the Test Conductor to the Superintendent of Range Operations, the NRL telemetry guys to the Range receivers and Pad Safety to the Range Safety Officer. The NRL countdown announcer continued to callout the time as the seconds ticked away his voice growing louder and more intense as it approached zero.

T-0 (7:15 EST) arrived and the first stage engine came to life as expected. Liftoff occurred in the early morning Florida mist and the vehicle rose out of sight to those in the blockhouse and it was then up to the watcher at Central Control who could follow its flight path on radar plots and inform all on the voice net what was happening. The blockhouse was hushed as Central Control called out milestones: max Q; normal first stage shutdown; second stage burn normal; on course, at altitude; second stage normal shutdown; third stage spin up and ignition; looks good and off the plot! Yahoo! Was it headed in the right direction? Only time would tell. The blockhouse door opened and people began getting their tools together in preparation for going home. It had

been a long night. The engineers stayed right where they were in the blockhouse. No word! Was it still alive? Suddenly some 90 minutes later word over the net from San Diego! Its voice was detected as it came around the earth. Whoops and cheers went up!

Hangar S, the offices of NRL and Martin came alive as engineers and managers reported to others the apparent success. Martin's engineering manager wanted, he said, a short report on each system's performance before leaving for the day. One guy grabbed a sheet of paper and scrawled " tremendous" on it and handed it in while everyone else either headed home or to Cocoa Beach' Bernard's Surf restaurant where they were serving green beer in honor of St. Patty's Day, 1958.

"BEYOND THE FRONT LINE" MILITARY LIAISON MISSIONS IN GERMANY

By Peter Duffy (neptune@dircon.co.uk)

I am a member of the British C-in-C's Mission to the Soviet Forces in Germany (BRIXMIS) Association – see www.brixmis.co.uk, having served in this unit during 1956-58. There is a website for the corresponding U S Military Liaison Mission at www.usmlm.org and for the French Military Liaison Mission at www.lesanciensdesffb.com/FFSB/MMFL-F/mmfl-f.html.

The three western Missions had Soviet counterparts accredited to the respective high commands of each of the Western Zones of Occupation in West Germany. Each Mission had an HQ within the territory of the occupying force to which it was accredited, but for convenience (and a pleasanter life-style) the Western Missions each based themselves in West Berlin, maintaining their mission buildings in Potsdam (Soviet Zone) with light representation.

Each Mission had rights of access to the territory of the Occupying Power to which they were accredited, with the exception of agreed frontier and military training areas. In fact, the members of the Missions took little notice of the restricted areas, and frequently entered them in order to observe military training and equipment. This led to frequent clashes with the occupying host's Armed Forces, resulting the death of Major Nicholson (US Army) in 1984 and of Adj-Chef Mariotti (French Army) in 1982, and the serious wounding of the UK Corporal Day in 1961. Russian sentries and troops on exercise frequently opened fire on cars of the Allied Missions, arrested their personnel and detained them for many hours, while the East German secret police (STASI) employed numerous cars to follow, observe, film, and hinder the movement of Allied Mission vehicles, resulting in highly dangerous car chases round East Germany and numerous accidents.

The (public) history of the British Military Mission was written by Tony Geraghty, historian of the SAS, entitled "*Beyond the Front Line*" and is still available, and former members of the USMLM have also published interesting accounts of their work and experiences.

The Soviet Military Missions (SOXMIS) are reported to have been very much involved in covert espionage and running undercover agents in the West as well as observing western military training, exercises and equipment.

So far as I know, the Western Missions confined themselves to "overt espionage", namely, visiting Soviet military installations used by the Russian army, air force and navy on a regular basis, and socializing to some extent with the citizens of East Germany (DDR) as well as observing military rail traffic and Soviet troop movements, training, exercises and equipment. The military missions thus acted as a form of trip-wire. If either side planned to make a sudden attack on the other, the missions would probably have picked up tell-tale signs of a build-up and the disturbance of routine training and rotation cycles. Equally, if their cars failed to report in, that would in itself signal some rise in tension - to that extent the missions could be described as "canaries down the mine" - if they stopped singing, something was wrong.

For the servicemen involved in the Western missions the posting usually lasted 2-3 years, and was seen in retrospect as one of the most exciting assignments of their service career. For young conscript soldiers like myself, an 18 month posting to Berlin at age 19 coupled with the daily work of observing, recording and meeting Russians in the far-off days of 1956 - the time of Suez and the Polish and Hungarian uprisings, was an extraordinary and unforgettable experience. This was the Cold War at its hottest, and we were "Beyond the Front Line."

U-2, SR-71, AND RELATED STORIES FROM ROAD RUNNER INTERNATIONALE

<http://roadrunnersinternationale.com/coldwarstories.html>

MEMORIES OF THE U-2 AT GIEBELSTADT

<http://www.pinetreeline.org/metz/other/otherm9s1.html>

THE RUSSIAN LEGEND OF THE SHOOT-DOWN OF GARY POWERS

By T.H.E. Hill the author of *Voices Under Berlin*

(Editors Note: *May 1, 2008 marks the 48th anniversary of the U-2 Incident. I am please to provide this unique Russian legend for the May 1 issue. As with all legends there is some truth. I would like to again set the record straight in regards to the part in the story where it says "The debris cloud caused the engine to fail." Declassified US and Soviet records show that the explosion of a Soviet SA-2 missile damaged the tail section causing structural failure. As a result, the nose pitched forward, the wings broke off, and the U-2 fell from the sky).*

I once met a Russian who had served in the PVO Strany unit that had engaged the U-2 overflight flown by Gary Powers, and he related the "legend" of the shoot-down as it was told in the unit at the time he served there, some years after the actual fact. As with any 'war story,' it was doubtless embellished for its effect on the listener (in this case an American who could speak Russian), but the core elements of the story were, nevertheless, most likely based on fact.

The Russians were tracking the U-2 on radar, and a flight of fighter-interceptors was scrambled to engage the target. The fighters had reached their ceiling, but the U-2 was still several thousand meters above them. At this point, ground control decided to recall the fighters so that they could launch a SAM.

All the fighters followed instructions, broke off pursuit, and returned to base. All of them except the regimental commander, a hot-shot colonel who wasn't going to let this target get away from him. He cut on his after burners, pushing his aircraft to the limit in his attempt to climb to the altitude of the target so that he could engage it.

At the radar station tracking the U-2, the blips for the colonel's plane and for the U-2 merged on the screen. The firing officer took the disappearance of the blip that represented the Russian colonel's plane to mean that there were no friendly aircraft in the area and said "Pusk!" (Launch!). The SAM flew right up the Russian colonel's tail pipe, turning his plane into a cloud of metallic debris. The debris cloud from the explosion of the colonel's plane enveloped the U-2, and a part of it was ingested into the intake of the U-2's engine, causing the engine to fail, and the rest is history.

If it hadn't been for the hot-shot colonel, they never would have brought down the U-2. The SAM couldn't climb that high, and neither could the fighters. The debris cloud, however, could. The colonel, of course, got the Order of Lenin, and had his portrait hung on the wall in the regiment's ready room. "What a way to go," said my interlocutor, "but he made the intercept. Nothing but the best in the Soviet Air Force."

THE LESS KNOWN "PAPA"

By Raul Colon (rcolonfrias@yahoo.com)

On a cold October 1970 day, in the Soviet shipyard at Severodvinsk, a single, new version of the Charlie Class submarine was launched for sea trial. Known by its NATO codename of Papa, this new sub was and remains a mystery to many outside the submarine community. It would be ten additional years, in the summer of 1980, that the Western world would understand the reason behind this single boat class submarine. The Papa was a much larger and advance version of the Charlie boat. The boat, NATO later discovered, was a test-bed for new systems and submarine development techniques.

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

This sole sub had baffled western military analyst for a decade. They could not figured out why a sole ship was produce, specially with the Charlie II boat so close to be developed. As it was stated before, the answer presented itself in 1980 when the Soviet deployed its new Oscar class submarine design. Although the Papa never made it to full operational status, its sole existence

made NATO members diverge energy and resources to scout and pray on a ship that never was intended to fire at any of them. In the end, the sole Papa rusted away in Severodvinsk, a fresh remainder of what the Soviets could and had accomplish in their long and illustrious sub designing history.

COLD WAR EVENTS, REQUESTS, REUNIONS, AND RELATED

U.S. AMBASSADOR CHARLES LARSON'S VISIT TO LIEPĀJA AND SALDUS

By U.S. Embassy Riga, Public Affairs Section

On Tuesday, April 8 and Wednesday, April 9, 2008, U.S. Ambassador to Latvia Charles Larson paid a two-day visit to Liepāja and Saldus to learn more about military and security cooperation between our countries and about Liepaja's economic importance and potential.



Representing DPMO and the U.S.-Russia Joint Commission at the ceremony on 8 April were Jim Connell, LTC Michael O'Hara, USA, Chief of the Moscow office, and Lt Col Tim Hall, USAF, Chief, Cold War Working Group, JCSD.

Ambassador Larson and representatives of the Latvian military participated in the annual ceremony at Liepaja Seaside Park in honor of the lost crew of a U.S. aircraft (see photo). Ambassador Larson met with Liepaja City Mayor Uldis Sesks and other members of the city council. In the afternoon,

following the ceremony, the Ambassador visited the Baltic Naval Diving Training Center. The first day of the Ambassador's visit concluded with a visit to the St. Nicolai Russian Orthodox Cathedral in Karosta.

On April 9th, Ambassador Larson visited the Liepaja economic Zone and tour the Liepaja Port, as well as have a meeting at one of the biggest companies in Liepaja – Liepajas Metalurgs. His visit to Liepaja concluded with a meeting with Prof. Oskars Zīds, rector of Liepajas Pedagogical University and a presentation to the students, where Ambassador Larson shared his experiences serving in Iraq. In the afternoon, Ambassador Larson visited Saldus and meet the Mayor of Saldus, Didzis Konusevskis.

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TAIWAN VETERANS BADGE OF HONOR ASSOCIATION 50TH ANNIVERSARY TRIP

We have 30+ for our Taiwan trip this August, and I know that some of you have thought "I'll make the next one." Me too. But there is no "next," there's only now, unfortunately, and even my health "challenges" could prevent "the next time." Remember, this is the 50th anniversary of one of the most auspicious days in Taiwan's history Aug. 23, 1958 and we will be there to celebrate it. Rest assured that there will be plenty of Kaoliang and "Gan-bei (bottoms up, literally, dry glass)."

Aug 17 depart from JFK or LAX by China Airlines.

Aug 18 pass the International date-line

Aug 19 Both flight arrive Taipei early in the morning and transfer to Grand Hotel Taipei.

Aug 20 Taipei on your own arrangement.

Aug 21 Taipei coach transfer to Kaohsiung, touring the Kaohsiung city stay at Grand Hotel.

Aug 22 Kaohsiung visiting Tainan Air Base (to be arranged by you). Coach to Alishan.

Aug 23 Back to Taipei stay at Grand Hotel.

Aug 24 Transfer to airport

***Optional tour to Kinmen Kinmen.

Aug 24-26 for 2 nights all inclusive.

Aug 25 touring in Kinmen.

Aug 26 Kinmen back to Taipei early in the morning then transfer from domestic to Inter'l airport. Back to USA.

Includes; Round trip ticket JFK/LAX to Taipei, Meals daily breakfast lunch and dinner. All airport transfers, tour in Kaohsiung and Alishan. Transfer Taipei to Kaoshiung, Tainan Alishan and back to Taipei, English speaking guide, Twin sharing 3 nights hotel at Grand Hotel Taipei, 1 night Grand Hotel, Kaohsiung and 1 night at Alishan.

Excludes; Tipping to guide and driver, all airport tax and fuel surcharges, personal expenses.

\$1,980.00 plus tax. (LAX departure \$1930) -- high season fare and hard to get seats for the return before 01Sep, 2008.

For more information on this trip, contact Lloyd Evans at BOHAUSA@peoplepc.com or www.TaiwanVets.com for the association's newsletter.

US ARMY CORPS OF ENGINEERS SEEKS INFO ON HISTORY OF COLD WAR DAVY CROCKET UNITS

Information on the Davy Crockett weapon system has been declassified. An informative and significant historical study is currently being conducted about "Davy Crockett Platoons" which trained and deployed with the named weapon system to CONUS and OCONUS stations.

Together with our research for historical documentation on the Davy Crockett weapon system at the National Archives, Center of Military History, and other sources of historical information, we would like to listen to the "first-hand experiences" of the veterans who served their nation with the Davy Crockett weapon system in order to make our historical study complete.

We would like to informally interview "Davy Crockett Veterans" by telephone, email, or other means. Your recollections to the best of your memory would be appreciated.

We have already spoken with many "Davy Crockett Veterans" from the 3rd Armored Division. However, our time for conducting our historical study is limited. We ask for your expeditious response.

Please contact:

Frederick T. Miller
Historian
U.S. Army Corps of Engineers
St. Louis District
Attention: CEMVS-EC-P
1222 Spruce Street
St. Louis, Missouri 63103
Telephone: Commercial (314) 331-8792
Fax: Commercial (314) 331-8828
frederick.t.miller@usace.army.mil

INFO SOUGHT ON 512TH HISTORY

I am a member of the 512th rescue squadron at Kirtland AFB. I am putting together a complete history of our squadron. I have all the info from the time it was first activated in WWII until after the Korean War. What I don't have or can't find is anything on the squadron after they switched to B-47 and moved to Lockborne AFB in the early 50's. Is there any way you could help?

Eric Shaw (Eric.Shaw@kirtland.af.mil)

US REMAINS AT RISK, SPEAKERS TELL RALEIGH SPY CONFERENCE

By Rick Smith

David Ignatius, a ground-breaking reporter in espionage coverage — and author of five spy novels highly praised by members of the intelligence community — is worried about the CIA.

Speaking at the Fifth Raleigh Spy Conference, Ignatius warned that so-called intelligence reforms put in place following the 9/11 terrorist attacks have left the Agency and the United States vulnerable to terror attacks and espionage by other enemies.

“To be honest, I’d blow up the CIA — get rid of it,” The Washington Post columnist told the crowd in his closing keynote address. Rather than keep the CIA as it exists under the National Director of Intelligence, the CIA’s headquarters in Langley, VA, should be “turned into a theme park,” he said.

In an address that covered his career dating from the 1970s that included his interview as a young reporter with legendary CIA counterintelligence chief James Angleton, Ignatius said the CIA had degenerated from a “robust, well-wired organization” capable of penetrating Yasser Arafat’s inner circle to an organization today that is encumbered by bureaucracy, “an administration that doesn’t like it” and is “risk adverse.”

His calls for change would not be unwelcome in Langley, said Brian Kelley, a 40-year CIA counterintelligence veteran who was also a guest speaker.

“Some in the CIA would agree with him,” said Kelley, who was exonerated by the FBI after a tortuous three-year investigation that targeted him as a Soviet “mole.” The actual spy turned out to be the FBI’s own Robert Hanssen. “To separate the clandestine service is necessary to get us out from the bureaucracy. I’m not sure how it would work, but he is not alone in saying this.”

A strong CIA is needed as much now as ever, added Tennent “Pete” Bagley, an Agency veteran of the 1960s and ‘70s who was the case officer charged with handling alleged Soviet KGB defector Yuri Nosenko. Nosenko came to the US with the story that the Soviets had no ties to John F. Kennedy assassin Lee Harvey Oswald. Bagley never believed him.

In his new book *Spy Wars*, Bagley relates how he ultimately failed to convince the CIA leadership that Nosenko was an instrument in a KGB deception operation. He told the conference he believes that the Agency’s failure to pressure Nosenko for his true knowledge of all Soviet efforts — such as “turning” cryptologists and running unidentified moles — is being felt today.

“I don’t want to see those traitors escape justice,” he said. “There is always a continuum in espionage, so the spies of the past have roots in the future.”

Although retired for 30 years, Bagley, 82, also insisted in an interview that the Cold War continues with Russia. Under Vladimir Putin, the Russian spy services are as active as ever, he said. On a recent visit to Moscow he met a former KGB rival who said the hate didn’t die with the collapse of the Berlin Wall.

“He looked me straight in the eye and said, „We are STILL working against you,” Bagley said. “Was I surprised? Not at all.”

The Raleigh Spy Conference drew a host of former and current intelligence operatives and members of the public to hear additional speakers, including former Time magazine Bureau Chief Jerrold Schecter and CIA chief historian David Robarge.

“The world is a more dangerous place than ever,” Robarge told Metro in an interview. “There is no balance in terror that prevents the worst from happening, as there was between the Soviet Union and the United States.

“The worst,” he warned, “could happen tomorrow.”

Go to www.raleighspyconference.com for more information and biographies of conference speakers.

UPCOMING COLD WAR INTERNATIONAL HISTORY PROJECT EVENTS

Christian F. Ostermann, Director

- May 1, 2008 (4:00 - 5:30pm) Book Discussion: *In from the Cold: Latin America's New Encounter with the Cold War* -Gilbert Joseph, Yale University, Daniela Spenser, Centro de Investigaciones y Estudios Superiores en Antropología Social in Mexico City, Max Paul Friedman, American University, and Vojtech Mastny, National Security Archive, George Washington University
- May 6, 2008 (4:00 - 5:30pm) Book Discussion: *Foreign Relations of the United States, 1969-1976: European Security* -Douglas E. Selvage, Embry-Riddle Aeronautical University, Edward C. Keefer, US Department of State Office of the Historian, and Helmut Sonnenfeldt, the Brookings Institution

For further information and to RSVP for the events, please visit us at www.cwihp.org and click on the event title or send an e-mail to coldwar@wilsoncenter.org.

MEETINGS, REUNIONS, AND UPDATES

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

- SAC 2008 - 30 April - 4 May 2008, Dayton, OH, reunion and dedication of the SAC Memorial, contact J. T. Romero, 520-203-8809 or 866-260-9302, jtrome-25@excite.com
- 579 SMS, 15-18 May 2008, Roswell, NM, contact Fred Mortimer, Fmortimer@tampabay.rr.com, 727-734-3487, www.579sms.com
- 485 TMW (Florennes), 5-8 June 2008, Valley Forge, PA, contact John Rudzianski, 570-278-2482, jrudz@epix.com
- 351 SMW - 19-22 June 08, Warrensburg, MO, for those who served in ops from the early 1980s to early 1990s and others. Holiday Inn Express, telephone 660-747-3000. Contact Jeff Wilson, 210-481-9849 - jc.wilson@sbcglobal.net or Don Williams, pyro777@embarqmail.com or http://groups.yahoo.com/group/351_SMW_Ops_2008_Reunion

- 351 SMW Maintenance, mid-June, Warrensburg, contact Chuck Rick
chuckrich2000@msn.com
- OCS Class 56B, 14-18 July 2008, Branson, MO July 14-18, contact: Glynn McCoy
gmcoy22@centurytel.net, phone 417-779-2083
- 455SMW (Minot), 10-14 September 2008, Northeast Harbor, ME, Contact Jack Twigg at
JKTwigg@worldramp.net
- C-7A Caribou Association, 29 Sept to 03 OCT 2008, Dayton, Ohio, contact Bill Buesking
wbuesking@satx.rr.com, web page www.c-7acaribou.com, phone 210-403-2635
- 341 SMW Ops, mid September, contact Gerald Campos at gsdcampos@verizon.net
- SAC Airborne Command Control Association, 15-19 October 2008, Dayton, OH, contact
Wilton Curtis, 804-740-2290, wcurtis135@aol.com
- Visit these following websites for additional reunion information:
 - www.radomes.org
 - www.vets.org/airforce.htm
 - www.thewall-usa.com/reunion
 - www.uasf.com/reunions.htm
 - www.reunionsmag.com/military_reunions.html

COLD WAR ITEMS OF INTEREST

REPORT ADDRESSES COLD WAR EXPERIMENTS

From www.Military.com - Week of March 17, 2008

A new report by the Government Accountability Office (GAO) confirmed that the Department of Defense stopped looking for veterans used in Cold War experiments that used chemical weapons and biological weapons and drugs, such as LSD and PCP. The veterans were involved in the Cold War Experiments known as Operation SHAD/112, Edgewood Arsenal's chemical weapon and drug tests 1955 - 1975 and the Fort Detrick Biological Weapon tests from 1953 - 1972. Thousands of Soldiers were used in these experiments, yet many of the programs never conducted follow-up medical studies. For more information, read the report in its entirety in .pdf format on the GAO website, www.gao.gov/new.items/d08366.pdf.

PARALLEL HISTORY PROJECT

1) THE SOVIET THREAT TO SWEDEN DURING THE COLD WAR - While continental Europe was the strategic area central to all planning for military confrontation in Europe during the Cold War, the Soviet Union also attached importance to the Nordic region given the latter's flank position and NATO's sea communications across the Atlantic. The PHP is pleased to

announce the e-publication of a documented essay by Bengt Gustafsson, former Supreme Commander of the Swedish Armed Forces, who revisits Soviet thinking and details Moscow's plans regarding Sweden and Scandinavia altogether. See www.php.isn.ethz.ch.

This PHP collection, which includes documents and map material, complements two earlier PHP contributions on Sweden during the Cold War: "Sweden's Secret Ties to the West" (www.php.isn.ethz.ch/collections/colltopic.cfm?lng=en&id=29456) and "Submarine Incursions in Swedish Waters during the Second Cold War" (www.php.isn.ethz.ch/publications/areastudies/subinc.cfm).

We would like to use this opportunity to encourage researchers working on the Cold War and willing to share their insights, selected documents, and / or articles via the PHP website to get in touch with us. We are happy to discuss the details of cooperation.

2) FRUS AND AAPD VOLUMES - We would like to alert you to two recently released US and German document volumes co-edited by PHP affiliates Dr. Douglas Selvage (FRUS) and Dr. Tim Geiger (AAPD) respectively. They focus on US efforts to negotiate multilateral agreements with NATO allies and the Soviet Bloc with a view to greater European security (FRUS: European Security 1969-76) and Bonn's international relations in 1977 (AAPD 1977). See www.php.isn.ethz.ch.

3) STUDY ON SWITZERLAND IN THE COLD WAR - In his recent study, entitled "Angriffsziel Schweiz?", Peter Veleff discusses the operational-strategic thinking in the Warsaw Pact with a view to neutral Switzerland during the Cold War. Contrary to earlier prevalent beliefs, he concludes that the bloc's operational plans were at no point during the Cold War directed against Switzerland. The volume follows Veleff's "Spionageziel Schweiz?" (2006), which similarly reasoned that Switzerland was no Eastern espionage target. For a review of the books by former PHP affiliate Christian Nuenlist, see www.php.isn.ethz.ch/news/documents/veleffbuch_071222.pdf.

4) BOOK PROJECT ON ROMANIA, 1989-2007 - Karina Marczuk and colleagues from Warsaw University are planning a book project on Romania in the immediate post-Cold War years. Scholars interested to contribute or learn more about the planned volume may get in touch with Ms. Marczuk at k.marczuk@uw.edu.pl.

Sincerely,

Anna Locher and the PHP team
Center for Security Studies, ETH Zurich

**THE NATIONAL GEOSPATIAL/INTELLIGENCE ALUMNI ASSOCIATION
MEMBERS' IMPACT ON THE END OF THE COLD WAR**

Contributing to this article: Allen Anderson, Lawrence Ayers, and Edward Obloy.

After the atomic conclusion of WWII, the stalemate in Korea, and with the initiation of the space race between the USSR and US, these two world powers embarked on a Cold War struggle, the

former to dominate the world, the latter to prevent that from happening. It is well established in military history that the nation that is most knowledgeable of the battlefield holds a significant advantage in combat. On the global Cold War battlefield, strategy depended upon military parity or mutually assured destruction. During the period between 1962 and 1989, the US military mapping, charting and geodetic services played a critical role in giving the US the advantage, bankrupting the USSR, and ending the Cold War.

There were four critical geospatial technologies that the US Military needed to gain battlefield knowledge superiority. First, was a very precise model of the shape and size of the earth to an accuracy of a few feet worldwide. This was needed as a reference system for navigation and guidance systems. Second, was the missile and aircraft launch positions and the assigned target positions half way around the world. Third, was a detailed model of the variations in the pull of gravity at the missile launch site and the gravity effects on inertial navigation and guidance systems worldwide. Fourth, was a detailed model of the topography and natural and manmade features on the earth's surface for intelligence assessments and military deployments.

The men and women of the Defense Mapping Agency (DMA) took on the task of developing a World Geodetic System (WGS), to replace the myriad of national and regional reference systems which then existed. WGS became the standard for all strategic and tactical systems and forces. The second task was to take essential satellite and airborne imagery of the earth and precisely position the imagery so that target and intelligence assessments could be established in a very dynamic and fast moving cat and mouse mobile environment. This was known as the Strategic SIOP target list. The third was to build gravity collection systems and collect relative and absolute gravity over the earth. The gravity collection included cooperative exchanges with nations, oil companies, and universities worldwide. The DMA World Gravity Model became the standard and official worldwide model for navigation and scientific studies. Fourth, DMA along with NATO allies ran a 24 hour, seven day a week operation to create a worldwide digital elevation data base and a manmade feature data base to support the strategic and tactical weapon guidance systems and troop deployment systems.

These are the data bases that helped bring US Forces into the era of Smart Weapons Systems, such as Cruise Missile. The Navy's nuclear submarines faced a similar need for updating their inertial navigations systems. The need was met by creating sea bottom digital elevation footprints, similar to the dry land versions produced for cruise missiles. The point-positioning and geodetic/gravitational models also served Naval strategic weaponry, as well as other, more specialized products. Each of these efforts presented unprecedented technical and resource challenges and required significant technological breakthroughs. The pinpoint accuracy of the Pershing II has been cited as a major factor influencing the USSR to seek the Treaty on Intermediate Range Nuclear Forces, which was signed in 1987.

In 1984 DMA received the Defense Meritorious Award from the Secretary of Defense for the major effort that gave the US military a strategic advantage in the Cold War. A number of the employees also received Distinguished Executive awards from President Reagan for the significant contribution DMA made toward ending the Cold War.

The DMA contributions to the Cold War effort continue to pay dividends today for both the United States and the rest of the world.

--The World Geodetic System is the essential framework for the Global Positioning System.

--The cooperative mapping and charting programs undertaken to bulwark Third World nations against the threat and lure of Communism have served as the foundation for infrastructure and economic development around the world.

--Digital mapping technologies pioneered by DMA have been adopted by nations everywhere and affect our everyday lives through websites such as Google Earth and MapQuest.

In 1996, DMA became part of the new National Imagery and Mapping Agency (NIMA), the precursor of the National Geospatial-Intelligence Agency (NGA). The National Geospatial/Intelligence Alumni Association (NGIAA) is one of the agency's retiree groups, mainly comprised of former DMA headquarters, NIMA, NGA, and collaborative personnel. Their web site is: www.geointelalumni.org.

EISENHOWER PORTRATE AND TELEGRAM FOR SALE

To whom it may concern. My name is Ed Larimer and I own a portrait of General Eisenhower which he sat for and was painted by the artist Edgar Bowlin, completed in 1962. I also have the telegram sent to Mr. Bowlin by the Generals aide telling him when he could visit to talk with General Eisenhower. I am going to offer this painting for sale and was inquiring if you had any interest in a private sale before I went through an auction gallery. Please let me know if you have an interest or not. I have attached pictures of the painting and the telegram.



Thank you,

Ed Larimer
we_bike@msn.com

SALE OF RUSSIAN ART OF BREZHNEV EPOCH PHOTO REPRODUCTIONS

I'm a professional photographer and in years 70s I have made professional photo reproductions of a great number of paintings of so-called non-official Russian artists. The list of artists includes such names as Bulatov, Ginzburg, Izmaylov, Kabakov, Lamm, Pivovarov, Pyatnitsky, Roginskiy, Rubashkin, Shteynberg, Shvartsman, Sooster, Turetskiy, Tumanov, Tselkov, Vasilyev and others. Most of this artworks are in private collection now.

The other part of my archive presents soviet sculpture artists of the early 1980s: Propaganda sculpture, created by the government request ; sculpture by independent artists - Gadaev, Dilendorf, Mitlianskiy, Soshinskaja, Frangulian; official sculpture exhibits of this period. All the transparencies and negatives were made using professional equipment (24X36 mm and 6X7cm).

At present I finishing work on systematization (size, technique and creation date of each piece were recorded during the shootings) and digitalizing of the archive. This work I have performed voluntary on my own risk and my own expenses. All photo reproductions were made under permission of their respected authors. So now I have an archive (about 2500 transparencies including different foreshortening of sculptures and copies of paintings) of photo reproductions that covers one of the most significant and interesting period of Soviet art.

I am ready to negotiate for sale the scanned images from my archive, which I would like to offer for your consideration. I would gladly provide any further details upon your request.

I am looking forward to hearing from you. Yours sincerely,

Mikhail Volfkovich
coldwarart@gmail.com

NATIONAL ARCHIVES OPENS HISTORIC CIA COLD WAR-ERA RECORDS

National Archives Press Release

The National Archives and Records Administration has opened 534 cubic feet or approximately 1.3 million pages of historic Central Intelligence Agency (CIA) records covering the Cold War period from 1946-1977.

This "Sunshine Week" event marks a joint effort of the National Archives and the CIA highlighting the importance of open government and freedom of information. It is also a part of the National Declassification Initiative program announced by the Archivist of the United States Allen Weinstein in April 2006. "This release of more than one million pages signifies the commitment of the National Archives and the CIA to make as much material available to the public as soon as possible," said the Archivist. "It demonstrates the success of the National Declassification Initiative."

These newly-released records are from the CIA's Foreign Documents Division, which provided translation, abstracting and research services on newspapers, periodicals and other foreign-language publications. The series consist of translations of newspapers, periodicals, and other foreign-language publications in verbatim, excerpt, and summary form.

These documents cover all major types of open-source intelligence subject matter, including economic, scientific, political, military, and sociological topics, with particular emphasis on developments in the Soviet Union, Eastern European countries, and the People's Republic of China. Also included are summaries and abstracts of foreign-language broadcasts.

These records are available to the public in the research room at the National Archives in College Park, located at 8601 Adelphi Road. A research card is required for viewing the materials. Cards may be obtained from the Consultant's Office in Room 1000 at the College Park facility. Clean research room procedures apply. Any closed information will be re-reviewed by the NARA, in response to researcher requests under the provisions of the Freedom of Information Act. Some of

the newly released material is available on the NARA website through the Archival Research Catalog (ARC) at www.archives.gov/research/arc.

For directions and hours, see: www.archives.gov/dc-metro/college-park.

Newly opened records series include Information Reports filed under the following codes:

OO-UC, 1947-1954 (4.536 cf)
OO-UT, 1949-1957 (10.08 cf)
OO-X, 1949-1977 (70.056 cf)
OO-XX, ca. 1949-1969 (14.616 cf)
U, 1947-1953 (94.752 cf)
OO-M, 1954-1956 (5.544 cf).
OO-W, 1947-1956 (58.464 cf)
OO-J, 1957-1968 (24.696 cf)

For press information, contact the National Archives Public Affairs staff at 202-357-5300.

STAGE SET FOR TRANSFER OF CIA RECORDS TO NATIONAL ARCHIVES

By: Secrecy News written by Steven Aftergood and published by the Federation of American Scientists (www.fas.org)

A memorandum of understanding signed this month by the Director of the Central Intelligence Agency and the National Archivist is expected to enable the transfer of many permanently valuable historical CIA records that are 50 years old or older to the custody of the National Archives (NARA), officials of both agencies said today.

Up to now, "we haven't had a framework" for such transfers, said Joe Lambert, the new CIA chief information officer. And so, with few exceptions, "we haven't transferred anything [to the Archives] in the past." (Exceptions include certain CIA records related to the JFK assassination, Nazi war crimes, and a few other topics, as well as translations of foreign news reports.)

The new memorandum "lays the groundwork for routine transfer of CIA records" to the National Archives once they become 50 years old, said Assistant Archivist Michael J. Kurtz. "This will institutionalize the process."

The memorandum itself does not seem very promising. It imposes a number of binding requirements on NARA officials, including referral to CIA of any request for records that have not already been approved for public release. No binding requirements are imposed on CIA, beyond an open-ended commitment to "review" any such requests.

But Allen Weinstein, the Archivist of the United States, said the memorandum would pave the way for regular transfers of CIA records to the Archives, and would ultimately result in improved public access to those records.

"Access is a multi-step process," said Gary M. Stern, General Counsel at the National Archives. "Getting the records into the Archives is the first step."

Having "listened carefully to the words and the music, I was convinced that this [agreement] would serve the public interest," said Dr. Weinstein. "I wouldn't have signed it otherwise." The memorandum's words, at least, can be found here:

www.fas.org/sgp/othergov/intel/nara-cia.pdf

CIA is expected to provide to NARA an index of records subject to transfer in the next few weeks, with actual transfers to follow sometime thereafter.

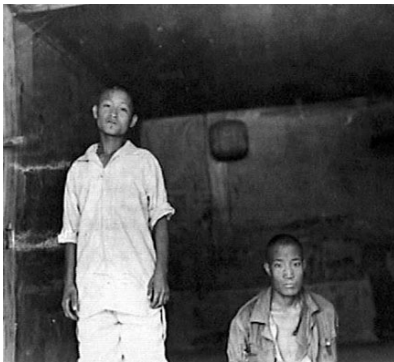
A March 2000 National Archives evaluation of "Records Management in the Central Intelligence Agency" provided some detailed insight into the subject.

www.fas.org/sgp/othergov/naracia.html

At that time, NARA held that "CIA retention of permanent files for 50 years is no longer appropriate" and should be reduced to something closer to 30 years. But by default and inaction, 50 year retention of records by CIA has now become the goal that the agencies are striving for.

LIVING THROUGH THE FORGOTTEN WAR: PORTRAIT OF KOREA EXHIBIT

Living Through the Forgotten War: Portrait of Korea provides a new, human perspective on a war that forever changed the land and people of Korea and the many Americans who served there then and since.



(Photo: Two North Korean POWs, Cpl. Sommer, August 5, 1950, Army - National Archives and Records Administration - The faces of these two men reveal their complex emotions as they await questioning)

The photographs collected for the exhibit focus not on scenes of conflict and combat, but on the human dimensions of the war. The purpose of this collection is to "humanize a war in which stereotype and prejudice were powerful forces" and convey the sense of devastation experienced by all of the people involved-Korean laborers, children, the wounded, American GI's and even North Korean POW's. This exhibition of 39 black and white photographic prints was developed for general American audiences.



(Photo: GI's Capture North Korean Sniper, Sgt. Peter, Army, National Archives and Records Administration, The stark and personal nature of the war in winter comes across dramatically in the poses of the four men in this picture. Their stances communicate each individual's attitude in this, their moment together during the war)

On behalf of The Korea Society, I would like to get in find host institutions for our traveling exhibition, Living Through the Forgotten War: Portrait of Korea.

The traveling package includes customized wall text panels, labels, and complimentary brochures, and catalogues. The Korea Society supports a significant portion of the expenses including the international loan fee and shipping of the exhibition. Thus, The Korea Society asks a minimum flat exhibition fee to the hosting institution.

If you would like to learn more about our exhibition, I will mail you the detailed information (booking information, check list, exhibition description, brochures and press clippings). In the mean time, please visit our website for further information.

www.koreasociety.org/arts/traveling_exhibitions

We look forward to your thoughts. Thank you.

Sincerely yours,
Heewon Kim

COLD WAR BOOKS, BOOK REVIEWS, AND RELATED

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

THE ENCYCLOPEDIA OF THE COLD WAR

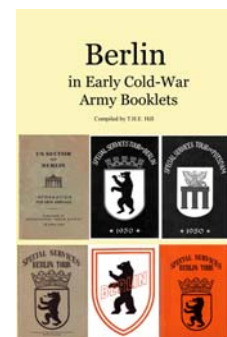
Ed. by Spencer C. Tucker. 2007
1,385p. ABC-CLIO
\$495 (9781851097012)



Eminent military historian Tucker, who has edited ABC-CLIO encyclopedias on World War I, World War II, and the Korean War, among others, now turns his attention to the Cold War. Chronologically, coverage begins with some background articles on World War II and ends in 1991, with the collapse of the Soviet Union. According to promotional material, The Encyclopedia of the Cold War: A Political, Social, and Military History is “the first and only major reference on the cold war to take advantage of recently opened Russian, Eastern European, and Chinese state archives.” The content gives a broad global view of an anxious period and provides useful background for some of today’s conflicts.

BERLIN IN EARLY COLD-WAR ARMY BOOKLETS

Compiled by T.H.E. Hill
(ISBN 978-1-434839756) 260 pages, \$17.95
Available from: www.VoicesUnderBerlin.com



This is a reprint of a series of six army booklets on Berlin, covering the period from Stunde Null (1946) to 1958, two years after the Russians shut down the CIA cross-sector tunnel that served as the background for the novel Voices Under Berlin. The booklets reprinted here represent part of the

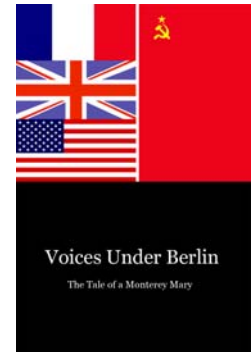
research that went into the novel. The booklets are written from a single institutional viewpoint, that of the United States Military Command in Berlin. When read in parallel, the booklets create a sense of living history, because, while they cover the same topics of interest about Berlin, their coverage of these topics changes as the series progresses, and you can see the political relationships of the time change before your eyes. The reprint is indexed and the changes in the text from one edition to the next of the individual booklets are highlighted for ease of comparison. To help better define the historical context of the booklets the reprint is provided with a Berlin Chronology.

VOICES UNDER BERLIN: THE TALE OF A MONTEREY MARY

By T.H.E. Hill

(ISBN 978-1-434839732) 312 pages, \$14.95

Available from: www.VoicesUnderBerlin.com



Fifty two years ago during the night of 21-22 April 1956, the Soviets “discovered” Operation GOLD (covername: PBJOINTLY), the CIA cross-sector cable-tap tunnel in the Rudow district of Berlin. The article on the tunnel in the issue of Time magazine that followed this event on 07 May 1956 said “It’s the best publicity the U.S. has had in Berlin for a long time.” The tunnel was such a major event on the espionage landscape of Berlin that it is still being written about fifty years later, now that records of the project have been declassified.

Voices Under Berlin is a fictionalized look at the tunnel written by T.H.E. Hill—not a veteran of PBJOINTLY itself, but of its “successor” overt SIGINT operation, Field Station Berlin. The novel is ostensibly the story of the American soldiers who worked the tunnel, and how they fought for a sense of purpose against boredom and the enemy both within and without.

The yarn is told from both ends of the tunnel with a pace and a black humor reminiscent of that used by Joseph Heller (*Catch-22*) and Richard Hooker (*M*A*S*H**). One end is the tunnel is the story of the “tunnel rats,” who man the operation.

The novel opens on the day of the flood that shut down digging in the tunnel until pumps could be brought into Berlin from the American Zone of Germany. The “tunnel rats” are told to make themselves scarce until the pumps arrive, and they disperse throughout Berlin, where three of them meet German women, one of whom is a SWALLOW, the bait in a Russian “honey trap,” a sex for secrets operation. But which of them is the SWALLOW’s target: Kevin, the Russian transcriber, Blackie, the blackmarketeer, or Lieutenant Sheerluck, the martinet?

At the other end of the tunnel are the Russians whose telephone calls the Americans are intercepting. They are the voices under Berlin. Their side of the story is told in the transcripts of their calls, which reveal tantalizing details of the “honey-trap” operation, but not enough for the reader to figure out who its target is, until the final chapters of the book.

The boredom inherent in any intercept operation while waiting for the target’s proverbial loose lips to provide the information that will sink a proverbial ship takes on a role in the tale similar to

the major role it played in Thomas Heggen's *Mister Roberts*. To relieve their boredom the Americans play practical jokes on one another and on the hapless East-German guards in a tower across the border.

Against this background of practical jokes there is always the sinister threat of Americans being kidnapped by the GRU "body snatcher" unit that was one of the hallmark features of Cold-War Berlin at this period in time. Information obtained from Russian transcripts offers the Americans an opportunity to thwart two kidnappings, but fears of the source of the information leaking prevents the Chief of Base from taking action on the information. "So, you're a plumber! That's a surprise. I thought that I was talking to an intelligence officer," yells Kevin, displaying the smooth people skills that had gotten him put on straight Swings and out of people's way. Is there any way to save the intended victims?

The faulty transcription of one of the Russians' calls takes the world to the brink of war. Can the mistake it contains be corrected before the Cold War goes hot? "And why is this man transcribing a tape in his underwear?" asks Lieutenant Sheerluck while all this is going on.

Who were really the victors and who the vanquished in this battle of wits? History says the Russians won, but were they the real enemy, or were they just the target of the tunnel operation?

Answering those questions would spoil the book for those who have not read it, so they will be left unanswered here.

The writing style used in the novel, however, merits some attention. It demonstrates an unusual approach to literature that is reminiscent of Henrik Ibsen's "play for voices," *Peer Gynt*. This play is usually considered very hard to stage due to its accent on the aural, rather than on the visual. The novel is likewise almost totally lacking the kind of visual clues that readers are accustomed to seeing on the printed page. Instead—as the novel's title (*Voices Under Berlin*) suggests—it is a novel of voices, intended as a tale to be heard. Half the novel is made up of unnarrated transcripts of conversations between the Russians whose telephone lines have been tapped. The other half of the novel carries the same "aural" signature as the transcripts, reflecting the ear-centric worldview of the people who had to transcribe the Russians' conversations. The result is a new type of spy novel, as unique as Berlin herself.

AMERICA'S RASPUTIN: WALT ROSTOW AND THE VIETNAM WAR

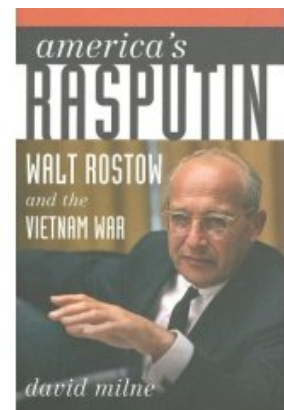
By David Milne

Reviewed by Frank DeBenedictis

Hill and Wang publishers

320 pages. Reviewed by Frank DeBenedictis

The Vietnam War could simultaneously be described as an aggressive departure from the ongoing Cold War as much as it was a part of it. Growing US involvement led a determined effort to stop Communism from being extended from North to South Vietnam.



British lecturer on US foreign policy David Milne of Nottingham University wrote a biography of Walter Rostow, a defense adviser and Vietnam hawk in both Kennedy and Johnson administrations. Milne's book, *America's Rasputin: Walt Rostow and the Vietnam War* begins with a description of Rostow's anger toward outgoing Defense Secretary Robert McNamara after the 1968 Tet Offensive. McNamara had dismissed increasing troop strength by another 206,000 from its high mark of 500,000. The hawkish Rostow referred to McNamara as defeatist.

In an era where containment of Communism was a basis for Cold War orthodoxy, Walt Rostow during the Vietnam War went beyond containment in his calls for more aggressive action against Ho Chi Minh and North Vietnam. Rostow over a five year period called for both bombing and invading the North, and engaging in efforts to counter guerilla warfare in the South. As the war became more unpopular, and prominent US foreign policy elder statesmen turned against the war, Rostow fell out of favor with the likes of Averell Harriman and Dean Acheson. Harriman's contempt for Rostow led him to dub Johnson's advisor as "America's Rasputin," drawing an analogy to pre-Soviet Russia's dreaded advisor to the Czar. Rostow, in turn, was favored by the hawkish president, who felt contemptuous toward the establishment figures.

Rostow and President Lyndon Johnson constantly berated opponents to the Vietnam War and the growing groundswell of establishment figures such as Senator JW Fulbright, diplomat George F. Kennan, and Rostow's chief nemesis Averell Harriman. They also fought the anti-Vietnam dissent of White House staffer George Ball, McNamara and dissenting military figures such as Generals James Gavin and David Shoup.

Walt Rostow ironically got his start in international economics rather than foreign policy. His concern about Communism originated well before his affiliation with the Kennedy and Johnson administrations. However, his earlier means of combating the destructive ideology was to offer a free market alternative. This advocacy impressed both Kennedy and the early Johnson administration. Rostow's ideas were to be applied to developing nations, offering hope and an alternative to Marxism. In a sense his work *The Stages of Economic Growth: A Non-Communist Manifesto* was figuratively antithetical to Soviet leadership, and Nikita Khrushchev's rejoinder to the US that "we will bury you." The underside of Rostow's ideas was that Communism maintained control not because of its economic controls, but its hold on the military, the police and communications. This second idea was what Milne says led Rostow to make the ideological journey from economic advocate to stress military solutions in Vietnam.

Milne writes that this is the paradox of deputy director of national security Walt Rostow, when seen from a post-Cold War perspective. On one hand he sees economic factors as essential to defeating Communism, on the other he is the most vociferous advocate in both Kennedy and Johnson administrations for bombing and invading North Vietnam. When the Cold War ended, the economic factors responsible for its downfall were not given short-shrift by anyone active during the Cold War. The idea of winning without firing a shot was one of the crowning achievements of US foreign and economic policy. Walt Rostow's economic thesis seems to fit this mold in spite of his unrepentant hawkish stand on Vietnam.

Walt Rostow is arguably one of the most interesting Cold War policy figures in the history of the struggle. He was an establishment academic who befriended a president from Texas, who in turn

felt contemptuous toward the Eastern Establishment. Eventually he would, like his president, find his way to the Texas academic world, rather than that of the Northeast. The author points all this out, but adds a contemporary analogy to the Rostow story comparing his hawkish stand to that of neo-conservatives such as Richard Pearle, Paul Wolfowitz and Francis Fukuyama. In doing so, David Milne's bibliographical study proves both timely and conceptually connective to the Cold War, Vietnam and the current war in Iraq.

SEDUCED BY SECRETS INSIDE THE STASI'S SPY-TECH WORLD

By Kristie Macrakis

\$28.00 | 392 Pages | ISBN: 978-0-521-88747-2

"Thoroughly researched, *Seduced by Secrets* gives us an important, unmatched, insider account of East German intelligence. Kristie Macrakis writes with a scholar's eye and novelist's skills, revealing secrets and spy tradecraft never meant for public disclosure."

—Pete Earley, best-selling author of *Comrade J: The Untold Secrets of Russia's Master Spy in America After the End of the Cold War*



A shadowy character slips into a darkened office. Nervously, he pulls the cord on a small desk lamp. Rifling through a manila folder, he finds what he's looking for: documents stamped "TOP SECRET." Quickly, he takes photographs of the files with a miniature camera concealed in what looks to the untrained eye like an ordinary cigarette lighter. He hears a noise from down the hall and freezes. A moment later, a guard arrives and passes a flashlight over the now pitch-black office. The shadowy man with the hidden camera is long gone.

From the fantasy of James Bond to the stark realism of the award-winning *The Lives of Others*, spy gadgets have long been a key plot element in the dramatized accounts of Cold War espionage. Audiences feel a strange sense of awe at the duplicity and ingenuity of spy organizations of yesterday. But how much of what we see on screen can be believed? How historically accurate are hidden microphones in flower pots and pens with invisible ink?



Concealed camera.

In the case of one Cold War intelligence gathering agency, the East German Ministry for State Security, the truth is more fascinating than fiction. In *SEDUCED BY SECRETS: Inside the Stasi's Spy-Tech World* (Cambridge University Press; April 17, 2008), Kristie Macrakis explores the technology and techniques of one of the most effective – and feared – spy agencies in history. For the first time, Macrakis pulls back the veil of secrecy to reveal the seemingly far-fetched means by which the Stasi gathered information on the West but on its own citizens as well. Based on years of prodigious research in the Stasi archives (including materials acquired by the CIA), exclusive interviews, court documents, visits to spy sites, and biographies of the agents, defectors, and officers who worked for the Stasi, Macrakis shows how this insular spy agency was more

concerned with securing power than protecting national security. The Stasi's greatest weakness, Macrakis concludes, was its over-reliance on secrets and its blind faith in technology to solve problems.

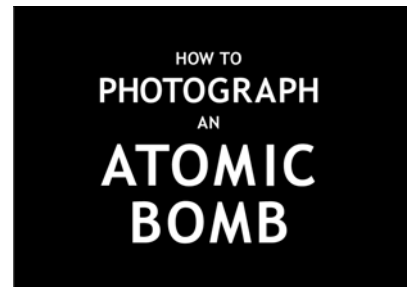
SEDUCED BY SECRETS resists politically charged commentary and instead approaches the Stasi's story by setting it in the context of intelligence history. SEDUCED BY SECRETS is sure to be of interest to anyone interested in the cloak and dagger techniques of the Cold War and what can be learned from them today.

Kristie Macrakis, who lived in Germany before and after the fall of the Berlin Wall, is a professor of the history of science at Michigan State University. Her books include *Surviving the Swastika* (1993) and *Science Under Socialism* (1999). She is a Visiting Scholar at Harvard University for the year 2007-08.

HOW TO PHOTOGRAPH AN ATOMIC BOMB

By Peter Kuran

“Book reveals newly declassified and previously secret photographs of US atomic weapons tests conducted between 1945 and 1962”



Peter Kuran, award-winning documentary producer/director, announces the publication of his book, **HOW TO PHOTOGRAPH AN ATOMIC BOMB**.

A richly detailed hardcover book of 142 pages with 250 spectacular photographs, 12 diagrams and illustrations from the atomic testing era 1945 - 1962, the black and white and color book explores with fascinating detail stories behind the photography of the atomic bomb.

Peter Kuran is the award-winning creator of “Trinity and Beyond (The Atomic Bomb Movie),” an unsettling yet visually fascinating documentary presenting the history of nuclear weapons development and testing. In 2003, Kuran won an Academy Award® in the Scientific and Technical Achievement category for RCI®, a new photo-chemical process he developed to restore original color negatives of government footage, including previously classified footage. Kuran began his career as an animator on the original “Star Wars” in 1976 and has since worked on over 300 theatrical motion pictures.

The result of more than ten years of research, **HOW TO PHOTOGRAPH AN ATOMIC BOMB** (ISBN978-1-889054-11-7) by Peter Kuran is available for \$39.95 from publisher VCE, Inc. (661) 299-5605 vceinc@aol.com.

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“The Secret War in Korea, June 1950 to June 1952” - www.fas.org/irp/cia/product/korea.pdf

"Record of Paramilitary Action Against the Castro Government of Cuba, 17 March 1960 - May 1961" - www.fas.org/irp/cia/product/cuba.pdf

"The Evolution of Ground Paramilitary Activities at the Staff Level, October 1949-September 1955" - www.fas.org/irp/cia/product/paramil.pdf

Nike site in Bristol, RI - www.frontiernet.net/~w2hyn51/page4.html

This video takes you inside the cockpit on a guided tour with an active U-2 pilot - www.youtube.com/watch?v=XBK0CP509UY

Cuban American Veterans Association - www.veteranscava.org.htm

Korean War Educator: Home Page <http://koreanwar-educator.org/home.htm>

Don Boelling's Titan web site - www.titan2icbm.org

F-117 stealth fighter makes last flight - www.angelfire.com/indie/aerostuff/F-117Decom.htm

Berlin Tunnel - www.coldwar.org/articles/50s/berlin_tunnel.asp

USS Thresher - www.ulsg.org and www.americanretirees.org

Lost at sea, 10 April 1963 - www.csp.navy.mil/othboats/593.htm

Atomic Heritage Foundation - www.atomicheritage.org

USSR Afghan War circa 1979 Photos - <http://englishrussia.com/?p=1778#more-1778>

603ACW - WWW.603acw.com

CNN Cold War Series – www.coldwar.com

“THE END”

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Thank you for your continued support.

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