



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 861526 – Vint Hill, VA 20187. To contact The Cold War Times or to submit articles for future issues, email the editor at editor@coldwar.org or visit www.coldwartimes.com.

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

A WORD FROM OUR SPONSOR (WWW.SPY-COINS.COM)

OLD SCHOOL SPY GEAR MEETS HIGH TECH STORAGE MEDIA

New Hollow Spy Coins Will Encapsulate the Micro SD Memory Card. A local firm (Dereu Manufacturing & Design) has brought back the Cold War hollow spy coin with a new twist.

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

THE COLD WAR MUSEUM
SPRING UPDATE 2011
BY JOHN C. WELCH
CHAIRMAN AND CO-FOUNDER

Greetings from The Cold War Museum!

There's a lot of Museum news to share with you, starting with this newsletter. We hope the newly reformatted Cold War Times will prove informative, enjoyable, and easier to navigate. Please join me in thanking our editor, Chris Sturdevant, for his outstanding work. This new format reflects a huge effort on the part of Chris and his team – volunteers all – to bring you compelling Cold War content.

With the start of May, I'd be remiss not acknowledging the 51st anniversary of the U-2 shoot down. That international incident remains a key component of the Cold War narrative, and deserves to be remembered and retold at its many levels. Let's remember there was a patriot involved; that the honor and bravery of Francis Gary Powers is evident throughout his career and deserves also to be retold in our story.

That leads me to our Founder, Francis Gary Powers, Jr. Gary recently accepted an offer to serve as executive director of the Military Aviation Museum in Virginia Beach, VA (www.militaryaviationmuseum.org). Gary and I met in graduate school and collaborated on a museum to commemorate the U-2 Incident and honor his father's memory. Then we realized there was an opportunity to do more, and we formed The Cold War Museum. The Museum has continually evolved, including this most recent chapter wherein our Founder moves on to new challenges, allowing the creativity and potential of new leadership to pursue a worthy mission. Thankfully, Gary hasn't gone too far. He remains an active board member and the single greatest contributor to our success up until now. I've never seen someone so dedicated to a mission, and I ask you to join me in thanking him.

The board welcomed two new members at its April meeting. Richard (Rick) Perraut is a recently retired Air Force major general. Marvin S. (Shep) Crow is a retired Army lieutenant colonel. Both veterans have superb credentials and bring a wealth of knowledge, experience and dedication to the mission of the Museum. We are grateful for their commitment and eager to work beside them to bring this important museum to life.

Renovations on our first home are nearly complete, and we anticipate moving in soon! This 2,000 square foot, two-story building dates back to WWII and Vint Hill's role in our national defense. Fittingly, it was also once the home of the Vint Hill Post Museum. Now, the fully renovated building will serve as the Cold War Museum's "incubator." Tentatively labeled The Listening Post, it will provide an executive summary of Cold War themes and a small taste of the artifacts currently held in storage by the museum. Perhaps most importantly, it will invite visitors to participate in the planning of the permanent museum, ensuring that The Cold War Museum will reflect a spectrum of interests and passions as broad as the Cold War itself.

The Listening Post is getting its final touches as of this writing. Displays and furniture will be moved into place in June and July. We are tentatively targeting early August for a "soft" opening of the museum. Please watch the website (www.coldwar.org) for more information. Many details have to be managed between now and that time, and **this is where The Cold War Museum needs YOUR HELP:**

Volunteers are needed for

- Docent duty
- Maintenance
- Fundraising
- Membership Recruitment
- Web site maintenance
- Historical expertise
- Collections management
- Communications/Outreach
- And much, much more...

Funds are needed to pay for rent, insurance and to keep the lights on. For starters, **become a Member of The Cold War Museum!** Our new [membership program](#) allows you to become a Member for as little as \$25 per year! There is a Corporate Membership program for companies and organizations choosing to associate up to ten named individuals with the corporate membership. **Founding Members** will be recognized as individuals whose membership contributions until the opening of the permanent museum total \$1,000. You can take the next few years to get to Founding Member status, but why wait? Send your tax-deductible membership contribution of \$1,000 today, secure your place as a Founding Member and you won't owe membership dues until the permanent museum opens!

Spread the word! You are our best networking resource, so please forward this information to everyone you know who might want to support The Cold War Museum! And remember that your opinion matters. Please write to us at membership@coldwar.org with your ideas and questions. We look forward to working WITH YOU to make The Cold War Museum a reality!

Sincerely,

John C. Welch
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THE COLD WAR MUSEUM – BERLIN
BY BAERBEL E. SIMON – GERMAN AFFAIRS



DEAR FRIENDS AND SUPPORTERS OF THE COLD WAR MUSEUM – BERLIN:

I

The Berlin Branch moved to bunker Kunersdorf, the bunker was a top-secret post of the NVA, and was under command of the telecommunication HQ Strausberg. The bunker is reconstructed as well, and shall be changed into Memorial Site on the end of January.

The CWM – Berlin took place at the location, we have for our permanent exhibits Berlin Airlift and Berlin two big halls. The U-2 incident and the new exhibit take place at the Entrance hall of the Bunker. The reason of the movement, the Memorial Site Harnekop is closed and the bunker is on sale. The decision to move is necessary, the movement starts on the 10th of February, and the reopening shall be in July. The signing of the contracts took place on January 2011

The opening of the new exhibit takes place on the 30 of July at Bunker Kunersdorf.

2011 The Allied Military Liaison Missions (The MLM's in Focus of the State Security of the GDR)

The background of the service during the Cold War and the role of the Staatsicherheit (Stasi)
The exhibition will present with photos and documents the background of the Military Liaison Mission.

I am delighted to announce that the Cold War Museum - Berlin has received a federal grant for a new project in 2011 **“The Western Allies Military Liaison Missions in the Focus of the State Security of the GDR”**. The grant was awarded by the “Stiftung Aufarbeitung der SED Diktatur” (a government-funded organization devoted to the examination and reappraisal of the Communist dictatorship in East Germany <http://www.stiftung-aufarbeitung.de>.) This is great recognition of our past and future work.

I got an invitation to present the new project at the History Fair, in February 2011 in Suhl; sponsored by the Bundesstiftung zur Aufarbeitung der SED dictatorship. I would like to pass on my grateful thanks to the Foundation Committee and to all former BRIXMIS-, USMLM and FMLM Mission Officers for their kind help with fabulous material. The opening of the exhibition will take place on the 30th of July, 2011.



Sponsored by Bundesstiftung zur Aufarbeitung der SED Diktatur

The Cold War Museum – Berlin joins the program “Initiative High School Program, Brandenburg 2011”. On the 16th of March 2011, at Neutrebbin High School, special lectures “The Cold War in Germany”, the Berlin Airlift, foundations of the FRG and GDR, the Berlin Wall, the peaceful revolution in Europe and the reunification of Germany, include the Allies.

For more information, visit www.coldwar.org/BerlinChapter, www.atombunker-16-102.de,
Or contact:

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THE COLD WAR MUSEUM – MIDWEST CHAPTER

BY CHRIS STURDEVANT, CHAIRMAN

Rotarian Support for Cold War Museum: David Baldwin and Chris Sturdevant will visit Rotary International, Des Plaines, IL chapter on May 12, 2011. The Des Plaines Rotary chapter continues to support the mission of the Cold War Museum in Vint Hill, VA as well as local support for the Midwest Chapter. The Rotary chapter is contributing \$100 each to the national museum and Midwest Chapter for educational support of the Cold War era. We are very grateful for their support.

EAA AirVenture 2011: We will again be hosting a booth in Hangar B at EAA AirVenture in Oshkosh, WI the week of July 25- July 31. Stop in to say hello if you are one of nearly a million visitors that peruse the grounds during the week. If you would like to assist with staffing during the week please contact me. Transportation and lodging are on your own, however.

Satellite Locations: Space has been secured within the New Berlin Public Library to provide chapter exhibits and programming in the Milwaukee area. Two Cold War Museum exhibits are on display for viewing, located at 15105 Library Lane, New Berlin, WI.



A Cold War Origins timeline (1917- 1940) as well as civil defense exhibits are featured among a range military exhibits from WWI to the Gulf War. The timeline will be translated into German and Italian online as well. We have also secured meeting space at the German American National Congress, 4740 North Western Avenue, Chicago, IL.

CWM European Affairs Director visits with USO: Werner Juretzko passes on this information. USO (United Service Organization) presented a vivid account to the Rotary Club on the services it provides, to members of our Armed Forces. "We provide a touch of home away from home, for service men and women, traveling from wherever their deployment orders chart their destination", explained Rachel Beaired, Director USO-Chicago, with locations at O'Hare & Midway Airports, Navy Pier and Great Lakes Naval Station.



Pictured from left to right: John Hecker, Des Plaines Park Districts, Werner Juretzko, THE COLD WAR MUSEUM- European Affairs, Rachel Beaired, USO Director and Dennis Oster, Rotary Des Plaines Chapter President.

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

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RAUL COLON – DIRECTOR

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THE COLD WAR MUSEUM – CALIFORNIA
RICHARD NEAULT – DIRECTOR

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

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THE COLD WAR MUSEUM – NEWLY INDEPENT STATES (NIS)

JASON SMART – DIRECTOR

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

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

COLD WAR VETERANS ASSOCIATION
CHAIRMAN'S CORNER

With Vince Milum - Chairman – CWVA

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

THE INDOCHINA WARS (1946–1975) REMEMBRANCE ASSOCIATION (IWRA)

Come join us while we honor our fathers and forefathers who fought Communist aggression, 1946-1975. Visit our website online at:
www.legionetrangere.us/indochina_wars_remembrance_association_1946_1975.html

Michael W. (Mick) Stewart, IWRA Secretary
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AMERICAN COLD WAR VETERANS

JERRY TERWILLIGER, NATIONAL CHAIRMAN, ACWV

ALBERT J. LEPINE, SECRETARY-TREASURER ACWV

FRANK M. TIMS, PH.D., HISTORIAN, ACWV

Our annual meeting in DC this year accomplished quite a few things and set some new goals, although the turnout was not quite what we expected we did the best we could.

Our thanks to "Doc" Dianne Meyers a member of the European Defense Veterans of America-EDVA for attending. Dianne also agreed to be our liaison with EDVA, and to act as our Women's Coordinator.

Thanks also to Joe Morgan for attending and presenting his "Cold War Blanket" to us. He made the blanket using patches from military and veteran organizations that back Cold War Veterans. He also gave a very inspired speech about the injustice and inequality of treatment from the VA when it comes to Cold War Veterans.

William Boyle agreed to head the committee to create a memorial to the Cold War. Volunteers are need to assist Bill in this endeavor. It will be a long, hard process; to find a proper location, drum up support in Congress and the Federal Parks Commission.

Al Lepine offered several suggestions that will help us grow and move forward. More on this later as ideas are discussed and finalized.

Due to the small turnout, I was the only person walking the halls(was a pretty small "storm the hill"). I did meet with staff members from several Senators and Congressman, everyone I talked to was very receptive and promised to bring it up at the next staff meeting, pass along the info to their boss.

Two points that were stressed: We need something on the House side; and we must have a provision (with the same wording) included in both versions of the NDAA. The House is doing the mark up this week and the Senate will do the mark up in June.

It is very important to keep up the pressure. Email or fax all those you can. and Congress.org is a good place to contact your elected officials. Members of the House and Senate Armed Services Committees and most important members of the Personnel subcommittees should be asked to ensure that a provision using the same language as SEC. 566 of the Senate version of the NDAA 2011 be written into the NDAA 2012

William Boyle and I had a very good meeting with Kevin Secor, the Veterans Service Organizations liaison to the Secretary of Veterans Affairs. He have us some useful information to help get our organization listed in the VA Journal (and when it returns) the VA website listing.

We are also looking for volunteers for a committee to organize next years meeting.

For the most recent updates on American Cold War Veterans, please visit www.americancoldwarvets.org.

COLD WAR MEMORIES

(EDITOR'S NOTE: SEND US YOUR COLD WAR MEMORY FOR POSTING IN FUTURE ISSUE.)

Deploying To Wasserkuppe

A Story from the Cold War

By MSgt. David Roebke USAF (Retired)

I was stationed in then West Germany in 1979, 80, an 81 assigned to a deployable radar unit, the 602 Tactical Control Squadron (TCS). This unit was based in Neu Ulm West Germany. I remember being deployed for a "Reforger" (Return of Forces to Germany) exercise as a fill-in Weapons Technician with the 601st TCS, a Control and Reporting Post (CRP) assigned that year. My CRP controlled Reforger the year before. They deployed to Wasserkuppe hill, an old Nazi training base for Luftwaffe pilots. There is a glider park located at the top (still there to this day) where they ground-towed gliders into the air right off the hill.

The German people who lived in Wasserkuppe liked our presence there but generally, we were restricted from going to town due to the close proximity of the East German border. There was a German couple, who ran a small store on the mountain selling souvenirs and glider models carved by the glider school students. I bought a model and still have it to this day, although it is a little shop-worn. I spoke in German with them and they really appreciated it. They invited me into their little shop for some licorice Schnapps. It was very tasty, although I had never had any before, and it burned on the way down.

Wasserkuppe hill was the place where Lilienthal first glided in an unpowered wing into the valley below, the first German to do it. I remember standing on the hill, looking down at the East German border, which I could see from the top. How ironic it was to observe the high fence with tops bent eastward, mines, barbed wire, tank traps, ditches, guard towers, and dogs: on the East German side. On the West side, clear, open fields, unobstructed and peaceful. Then I understood that the real irony was that all the "defenses" on the Eastern side were not to keep us out, but their citizens in. I look back at that memory and wonder if we will learn from that irony, or repeat it.

I stayed on the hill for two weeks, controlling deployed fighter/ bomber units of all branches from the U. S. England, Germany and the rest of NATO. There were several jobs I engaged in including plotting mission data (Plotter), Fragmentary Technician (Frag Tech), Weapons Assignment Officer's Technician WAOT, and Weapons Technician (WT). At night, I filled in at WAOT and compiled mission data from the day's flying. After the last flights departed our control, I would collect all logs and check for errors, count the number of flights controlled, number aircraft, number of cancellations and send a Daily Control Activity Report (DCAR). The report was due before the next day's flying began.

Germany is now united again and my unit and others like it no longer exist. The Cold War is over for now, but those of us who served during that time deserve credit for a job well done. After all, Mutually Assured Destruction (MAD) to one side, we never actually went to war in Eastern Europe, which is a testament to professionalism and dedication of all Cold Warriors.

Dave Roebke can be contacted at metlman7@hotmail.com

**FRANCIS GARY POWERS U-2 PILOT
A CINDERELLA-STAMP COMMEMORATIVE ISSUE**



The image above is displayed twice its actual size. The stamp itself is 1 X 1.75 inches.

In cooperation with Francis Gary Powers junior, T.H.E. Hill has designed a [Cinderella Stamp](#) to commemorate the Fiftieth Anniversary of the U-2 Incident which took place on 1 May 1960. In the foreground, the stamp depicts [Francis Gary Powers](#) suited up for a flight in the "Dragon Lady." In the background, a U-2 can be seen climbing to altitude for a mission. The stamp is denominated 50, recalling the fifty years that have passed since the U-2 Incident. The first day of issue will be 1 May 2011, to coincide with the anniversary of the Incident.

Powers is wearing an old-style pressure suit, required for missions that reach 70,000 feet. U-2 pilots have to be physically strong, because the U-2 was designed long before the fly-by-wire airframes that multiply a pilot's movement of the controls like power steering helps a driver control a car.

"The U-2 is all cables and pulleys," [says](#) Lt. Col. Kevin Quamme, who manages the U-2 program for the Air Force. "There are no hydraulic assist controls. At relatively higher speeds, it's basically like trying to drive an 18-wheeler without power steering."

Though the design of the airframe is over fifty years old, the iconic U-2 is still flying missions. While the Air Force had intended to ground the U-2 in 2011, delays in the production of the replacement, a pilot less drone known as Global Hawk, combined with the continuing need for battle-field surveillance in Afghanistan will keep the U-2 flying.

The first U-2 flight was in 1955. Its classified reconnaissance missions over the Soviet Union provided President Eisenhower with vital intelligence on the Soviet military. The U-2 makes a cameo appearance in [Voices Under Berlin: The Tale of a Monterey Mary](#) in one of the intercepts that the tunnel was collecting. The U-2 program was so closely held, that Kevin at first did not know what the designation U-2 meant. Once the Chief of Base told him what it was, the fact that Khrushchev knew about it was immediately reported.



Powers was exchanged for [Colonel Rudolf Ivanovich Abel \(1903-1971\)](#) across the [Glienicke Bridge](#) in Berlin on February 10, 1962. The USSR commemorated Abel with a five-kopek stamp in 1990 as a part of their series of Soviet Intelligence Officer stamps. The series for that year also included [Kim Philby \(1912-1988\)](#), a member of the spy ring now known as the [Cambridge Five](#).

Francis Gary Powers has never been similarly honored on a US stamp. The current Cinderella stamp issue somewhat remedies this oversight.

The drawing of Colonel Abel for the stamp was done by B. Ilyukhin.

T.H.E. Hill designed a ["Glienicke Bridge" T-shirt](#) as a part of the [celebrations of the Twentieth Anniversary of the Fall of the Berlin Wall](#). The text on the shirt reads: "Not just for spies anymore. Thank a Cold War Vet." The design features the four-language sign that used to be displayed at the Western end of the Bridge: "You are leaving the American Sector at the center of the bridge."

The Francis Gary Powers U-2 Pilot Cinderella Stamp comes in a sheet of 15, with fine (7 perforations/cm) and correctly perforated stamp corners on high-quality glossy, water-activated gummed paper.

Cinderella Stamps are not valid for postage.



Sheet of "Francis Gary Powers U-2 Pilot" Commemorative Cinderella stamps in a Vario 1S stamp stock page. [YourStamps](http://YourStamps.com) is the Cinderella-Stamp printer for this project. They are located in Berlin.

To order your sheet of "Francis Gary Powers U-2 Pilot" Commemorative Cinderella stamps **signed by Francis Gary Powers, Jr.**, simply click on the PayPal button below.

One sheet of stamps is only \$14.95, plus \$2.50 shipping. Your stamps will be shipped after the first day of issue.

Number of Sheets

Buy 1 \$14.95

Buy Now



Limit two (2) shipped to one address.
No additional shipping charge for a s
Second sheet to the same USA address.
Stamps ship in a photo mailer

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.)

MEETINGS AND REUNIONS

Buddies/Reunion (USAFSS) - www.raymack.com/usaf/buddies.html

REUNION WEBSITES

Visit these following websites for additional reunion information:

www.radomes.org

www.vets.org/airforce.htm

www.thewall-usa.com/reunion

www.uasf.com/reunions.htm

www.reunionsmag.com/military_reunions.html

www.military.com/Resources/ReunionList

www.navweaps.com/index_reunions/reunion_index.htm

www.usaf.com/reunions.htm

www.leatherneck.com/links/browselinks.php?c=23

www.jacksjoint.com/cgreunion.htm

COLD WAR ARTICLES

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

The Soviet Union's re-use of obsolete bomber aircraft in the early Cold War years

Tyler Turpin, Henrico, VA

The Soviet Union used its first two types of single wing multi-engine bombers TB-1 and TB-3 in civil aviation until 1947. The first two U.S. types (B-10 and B-12) were never made available for civil aviation use as those were removed from service in 1943 and sold for scrap. All B-10 and B-12 aircraft remaining in inventory were removed from flight status and sold for scrap in late 1943 because newer obsolete aircraft types were available to fill their roles of observation aircraft for coastal defense, target towing and transport duties and it was an inventory management and manufacturing burden to maintain parts for the B-10 and B-12 aircraft. Manufacturing parts would take production materials, manufacturing time and logistics space and staff time from resources for more modern combat and transport aircraft. Some pre-WW II built B-18 and B-23 of the United States Army Air Force were bought by civilian owned firms in the U.S. and non military government agencies post war because they were based on the design of the DC-2 and DC-3 airliners and had higher airspeed than the airliners. Most U.S. multi engine bomber aircraft, other than B-29s and A-26 Invaders, with at least 10 combat missions were sold for scrap within 2 years of the end of WW II. Most of the former bomber aircraft of the United States, United Kingdom, Canada, and the Soviet Union that saw continued military service, reuse by private firms and civilian government agencies into the Cold War years were built in the final months of WW II, too late to be sent to combat units or had only been used in a few combat missions and forced to land in neutral countries and be interned for the duration of the war.

The Soviet Union constructed the world's first multi engine, all metal, enclosed cockpit, single engine bomber the Tupelov TB-1/ANT-4 from 1929 to 1932. By the mid 1930s many of these aircraft were transferred to Aeroflot, the Soviet civil aviation cargo transport and passenger airline, or to **Aviaarktika**. **Aviaarktika** was the aviation branch of the Main Directorate of the North Seaside Path also known by the acronym GUSMP. GUSMP was responsible for development of Arctic shipping and was the **Soviet** agency for exploiting resources across the far north and eastern regions of the USSR and coordinating supplies and transport. Its aim was to contribute to the development of northern coastal **Siberia**; the office was empowered to establish seaports and conduct extensive research. TB-1 aircraft had been replaced as the primary Soviet Air Force bomber by the TB-3 in the mid 1930's. Some TB-1 remained in Air Force service until 1941. A few were recalled from civil aviation service to be used in the first years of WW II in the Soviet Union following the invasion by Germany (Operation Barbarossa) in 1941. These planes served as bombers, cargo transports and paratrooper carrying planes. The last TB-1 was withdrawn from Soviet Civil Aviation Service in 1947. There had been maintenance issues and parts availability issues for these aircraft caused by their heavy use, destruction of parts plants in WW II, and allocation of most parts production for more modern aircraft.

Tupelov TB-3/ANT -6 bombers were manufactured from 1932 to 1938. This was a 4 engine improved version of the TB-1. By the late 1930's many had been transferred to Soviet Civil Aviation agencies but many remained in military service till the end of WW II. TB-3 were used by Aeroflat and Aviaartika beginning in the mid 1930s. The last Aviaartika TB-3 was removed from service in 1947 because of availability of parts issues.

The TB-1 and TB-3 aircraft that had survived over a decade of heavy use in the arctic, pre WW II military use, civil arctic use in WW II or transport and combat use in WW II continued to be used in the latter stages of WW II and after because the Soviet Union had fewer aircraft than it needed for military and civil aviation use during and after the war. This was despite the large numbers of Li-2 (the USSR's version of the Douglas DC-3 built with license from Douglas even before WW II began) and the C-47 transports provided by lend-lease from the United States.

The Soviet Union did reuse in civil aviation after WW II one type of bomber aircraft that all examples that remained at the end of WW II had at least 100 flight hours of use.

The Soviet equivalent of the B-17 was the Tupelov TB-7/ANT 42/PE-8. It was the only 4 engined center fuselage winged bomber produced by the Soviet Union during WW II. 93 were manufactured between 1938 and 1944. After WW II ended the surviving aircraft were used as transports and for equipment testing. Some were used in arctic research including landing on airstrips of the research stations built on drifting ice.

In contrast to the reuse for civil aviation of the PE-8 bombers in the USSR, most of the U.S. B-17 bombers that were retained by the armed forces, sent to civil aviation agencies, or private owners on flight status after WW II had not been used in combat or had only been used in a few combat missions and forced to land in neutral countries and be interned for the duration of the war.

Why were PE-8 used after WW II in support of Arctic Aviation?

The Soviet Union had no private ownership of aircraft. Until the mid 1950s Soviet civil aviation was considered a support arm of military aviation and military aviation leaders had considerable control over policy for it.

The Soviet Union needed to reuse the PE-8 bombers for several reasons. Production of the PE-8 continued until mid 1944. There were several aircraft produced after the determination had been made by the Soviet Air Force that the PE-8 was no longer considered a front line combat aircraft. These new aircraft were used for transport, paratroop dropping, aircrew training and weapons testing purposes in the final year of WW 2 and afterwards until transferred to civil aviation as fairly new aircraft with low number of flight hours although obsolete for military use.

A 1948 report from the CIA stated that the focus of Soviet civil aviation transport production was on light and medium aircraft because the Soviet Union had a need to expand civil aviation and replace large numbers of pre-war built and war built light and medium capacity cargo aircraft worn out from heavy war use. Until the PE-8 were released for civil aviation use, the arctic agencies of the USSR supplemented their aviation fleet by using light and medium transport aircraft captured from or surrendered in airworthy condition by German forces at the end of WW II. These aircraft were used for a few years until the supply of parts was used up. Arctic aviation was riskier than regular civil aviation because of weather conditions. Navigation systems both plane and ground based and cockpit instruments and plane mounted ice warning systems and de-icing systems were not as developed as those of today's arctic aircraft and navigation systems. The Soviet Union lost many aircraft in arctic aviation to accidents. With a shortage of medium transport aircraft post WW II and the risks of Arctic exploration aviation, the most modern aircraft could not be spared for arctic exploration use. The reuse of the newer PE-8 bombers was necessary as the PE-8 converted to civil aviation was considered a light

capacity transport aircraft. The safety factors offered by a built to withstand heavy combat 4 engine aircraft made reuse of the PE-8 an ideal choice. The PE-8 aircraft were used by the Soviet arctic aviation agencies until the mid to late 1950's. The PE-8 aircraft were replaced by TU-4 aircraft (TU-4 was the Soviet copy of the U.S. B-29) TU-4 became obsolete for military use because of the first jet engine Soviet bomber types and the huge propeller driven TU-95 entered into service in the early to mid 1950s. The TU-95 is the plane shown in much of the photo and film footage being intercepted over the Atlantic and Pacific oceans by fighter jets from the NATO countries. The need for TU-4 to be transferred to Arctic Civil Aviation use despite being formerly a complex aircraft from a maintenance and logistical perspective as having been the main bomber of the USSR for almost 10 years can be shown that shortages of transport aircraft continued into the 1950's requiring the use of the still low in age and moderate number of flight hours TU-4. The Soviet Union is much larger than the United States in landmass. In 1954 2,370 transport and utility aircraft were produced by the Sino-Soviet Block in for civil and military use. The United States produced 1,869 transport and utility aircraft for military use and 3,389 civil aviation use aircraft in 1954.

Two experts on the Soviet Union in the early Cold War have these comments.

Von Hardesty, a curator at the National Air and Space Museum of the Smithsonian, Said: The USSR used the Pe-8 on a limited basis. This apparently was done out of expediency, the practical use of existing aircraft then available.

Timothy McDonnell of the Cold War History Project at the Woodrow Wilson International Center for Scholars said:

- The Soviet Union was a top-down, command style economy, and therefore resource allocation was not as efficient as it could have been. It would make sense to you or I to use the most reliable and up to date planes possible in a hostile arctic environment, but this may not have been as apparent to the Soviet planners who decided how to divide Soviet aircraft resources.
- Another feature of the Soviet economy was that local bureaucrats had to be savvy operators to obtain the resources that they needed. It is possible that whoever was in charge of administering arctic-region civil aviation was not very good at this, and consequently had to make do with obsolete aircraft.
- Finally, there may be some reason--not apparent to you or I--why these older aircraft were more suited to arctic work than newer models. Perhaps because they were simpler to repair? Withstood cold better, etc.?

These theories above relate to the use of these older aircraft specifically in the arctic, but the fact that they were kept and used (and not scrapped) is fully consistent with typical Soviet behavior.

- Soviet civil aviation resources were considered perpetually available to the Soviet military--especially in a crisis--and the Soviet military was a 'never throw anything out' organization. As a mass mobilization military, it made sense to maintain large quantities of extra equipment on hand so that troops would have weapons for fighting, and (in this case) enough aircraft to transport hundreds of thousands of troops from Russia's interior to the front as quickly as possible. The Soviets always kept equipment in their military inventory long after it would have been scrapped in the west.

- Theoretically, the Soviets could have bought new aircraft for this purpose, but it was of course much cheaper to simply use what was left over.

Moreover, because the Soviet army was a mass mobilization army, it made sense to keep old equipment in the inventory, and to make new procurements fairly similar in their operation to older systems. A soldier who had served his two year obligation, left the active service for the reserves, and then been called up again in a few years time would have a much easier time re-learning his old job on the same equipment that he used to use than he would learning to operate something entirely new. This is as true for pilots as it is for infantrymen.

COLD WAR BOOKS, DVDS, BOOK REVIEWS, AND RELATED ITEMS

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

Bomboozled: How the U.S. Government Misled Itself and its People Into Believing They Could Survive a Nuclear Attack, by Susan Roy, May, 2011, 176 pages
ISBN: 978-0-9823585-7-3, \$55.00 list.

With over 300 illustrations, this book charts the evolution of the bomb shelter from a well-stocked basement pantry to a full-fledged home addition, laying bare the "propaganda by architecture" that the U.S. Government used to quell the fears of the American public during the height of the cold war. The author uses extensive archival photography, nuclear-era memorabilia, and previously unpublished media to reveal a government and a people in the grip of self-delusion.

<http://www.pointedleafpress.com/bomboozled>

BOOK REVIEW

The Lost Peace: Leadership in a Time of Horror and Hope, 1945-1953

By Robert Dallek. 420 pages with illustrations

Reviewed by Frank DeBenedictis



No sooner had World War II allied nations laid down arms; they discovered a new adversary in the Soviet Union. Cynicism replaced hope, amidst the toxicity of post-war atomic bomb fallout. Historian Robert Dallek starts *The Lost Peace: Leadership in a Time of Horror and Hope*, highlighting this despair. The eloquent Winston Churchill summed up what many of his contemporaries felt, by saying that much of what happened throughout the 20th century was avoidable.

Soviet post-war behavior witnessed by their American and British allies started the divisiveness. Dallek writes about Franklin Roosevelt's description of Soviet "unprincipled opportunism." But then surprises the reader, by describing the Yalta conference as the "most overrated event of World War II." At Yalta, a terminally ill Roosevelt was said to have caved in to Russian demands and allowed Soviet power in Eastern Europe. In reality, the Red Army's Eastern Front advancement already occurred.

Harry Truman continued what Dallek describes as "a hard-line." But Truman's world transpired differently from Roosevelt's. The atomic bomb and Soviet entry into the Pacific War determined his new reality. Both Truman and Churchill were justifiably distrustful of Soviet intentions. Dallek understands this, but also criticizes the US and Britain for not being open enough about the atomic bomb, quoting Otto von Bismarck, who felt nations, should anticipate their adversary's intentions. He asks what many have since 1945, "Was the atomic bomb necessary?"

Robert Dallek writes about Russian expert George Kennan, who founded the Cold War defining containment policy. It warned of Soviet expansionism, and defined USSR power seeking influence that needed to be dealt with firmly, but with one caveat—the Soviets were not as aggressive as were the World War II adversaries Nazi Germany and imperial Japan. President Truman and his secretary of state Dean Acheson understood the differences, and were reasonably cautious about confronting the Soviets in 1945. By 1946, the administration no longer scoffed at Soviet intentions, particularly when Soviet spy scandals erupted. The Soviets in turn, didn't draw back, but worried about capitalist encirclement.

Robert Dallek gave due credit to Kennan, but could have analyzed him further. Dallek, whose presidential biographies on Kennedy and Johnson are among the best, doesn't underestimate Kennan's importance. But while describing the USSR as less adventuresome than the Nazis, he shows that Kennan did indeed worry about Soviet desires to expand influence into China. Russian expert Kennan knew about Soviet insecurities, but also knew about Russia's historic desire to expand its territory. Russian expansionism was evident as World War II wore down. A Soviet declaration of war on Japan happened as the shocked Japanese nation reeled from the American atomic bomb attack.

at state was Paul Nitze, seen as a hard-liner for his Kennan's replacement desire to see containment applied to Asia as well as Europe. Nitze and Kennan were friends, but had differences that were magnified in a way to make Nitze look more hawkish in the 1950s. Dallek, to his credit is objective, but leaves one befuddled in seemingly not seeing that Kennan like Nitze worried about China related *Soviet* expansionism.

For Robert Dallek, a writing effort of early Cold War history in both content and interpretation is welcomed. His past biographical writings gave way to writing a history of the early Cold War. Interest in this period continues with a new book on President Eisenhower in 1956, and various writings on Stalin and Khrushchev. And Dallek echoes the wisdom of Winston Churchill, who spoke for the multitudes when he bemoaned war's continued influence in the 20th century.

COLD WAR EVENTS, REQUESTS, AND RELATED ITEMS

Cold War Prize Competition

2010-2011

For the seventh year, the John A. Adams Center at the Virginia Military Institute is pleased to announce that it will award prizes for the best unpublished papers dealing with the United States military in the Cold War era (1945-1991). Any aspect of the Cold War military is eligible, with papers on war planning, operations, intelligence, logistics, and mobilization especially welcome. Please note that essays which relate aspects of the Korean and Southeast Asian conflicts to the larger Cold War are also open for consideration.

Not only do we invite your submission of previously unpublished pieces, but also we encourage you to pass along this notice to colleagues or promising graduate students who might be working in this area. Prizes: First place will earn a plaque and a cash award of \$2000; second place, \$1000 and a plaque; and third place, \$500 and a plaque.

Procedures: Entries should be tendered to the Adams Center at VMI by 31 July 2011. Please make your submission by Microsoft Word and limit your entry to a maximum of twenty-five pages of double-spaced text, exclusive of documentation and bibliography. A panel of judges will, over the summer, examine all papers; the Adams Center will then announce its top three rankings early in the fall of 2011. The Journal of Military History will be happy to consider those award winners for publication. In addition, the Adams Center would like to post the better papers on its website--with the permission of the author, of course.

Submissions and questions:

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NATIONAL SECURITY ARCHIVE UPDATE, APRIL 14, 2011

CIA Sued for "Holding History Hostage" on Bay of Pigs Invasion

National Security Archive files FOIA lawsuit to Force Release of "Official History of the Bay of Pigs Operation" on 50th Anniversary

For more information contact:

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<http://www.nsarchive.org>

Washington, D.C., April 14, 2011 - Fifty years after the failed CIA-led assault on Cuba, the National Security Archive today filed a FOIA lawsuit to compel the Agency to release its "Official History of the Bay of Pigs

Invasion." The suit charges that the CIA has "wrongfully withheld" the multi-volume study, which the Archive requested under the FOIA in 2005. As the "official history," the court filing noted, the document "is, by definition, the most important and substantive CIA-produced study of this episode."

The Top Secret report, researched and written by CIA historian Jack Pfeiffer, is based on dozens of interviews with key operatives and officials and a review of hundreds of CIA documents and was compiled over the course of nine years that Pfeiffer served as the CIA's in-house historian. Pfeiffer's internal study is divided into five volumes: I, Air Operations; II, Participation in the Conduct of Foreign Policy; III, Evolution of CIA's Anti-Castro Policies, 1951-January 1961; IV, The Taylor Committee Report; and V, Internal Investigation Report. (In 1998 the CIA released Vol. III under the Kennedy Assassination Records Act.)

In 1987, Pfeiffer himself filed a FOIA lawsuit seeking the release of Vol 5; the CIA successfully convinced the court that it could not be declassified.

"The CIA is holding history hostage," according to Peter Kornbluh, who directs the Archive's Cuba Documentation Project. Kornbluh called on the CIA to release the report under President Obama's Executive Order 13526 on Classified National Security Information which states that "no information may remain classified indefinitely." He noted that "fifty years after the invasion, it is well past time for the official history to be declassified and studied for the lessons it contains for the future of U.S.-Cuban relations."

<http://www.nsarchive.org>

THE NATIONAL SECURITY ARCHIVE is an independent non-governmental research institute and library located at The George Washington University in Washington, D.C. The Archive collects and publishes declassified documents acquired through the Freedom of Information Act (FOIA). A tax-exempt public charity, the Archive receives no U.S. government funding; its budget is supported by publication royalties and donations from foundations and individuals.