

# The Cold War Times®

The Newsletter of The Cold War Museum®

Summer 2023



## Letter from the Executive Director

History has been and will continue to be used to try to justify bad behavior. It has been used by many to help whip up enthusiasm that can get people, at least for a time, to ignore their consciences and do things that they know in their hearts are wrong. It can be an effective tool for emotional appeals, as we have seen over time with both the Israelis and Palestinians, who both have strong historical claims to the land of Israel, just in different eras.

But when used differently—to understand what motivates your opponents and the depth of that motivation, and sometimes as a storehouse of possible problem solutions—it can also be a force for good. Like many powerful things in life, such as medicines and guns, it can be a force for both good and evil.

Russian history is currently a force for both good and evil in the Russian-Ukraine war. In reality, and as the vast majority of countries have agreed, Putin has no legitimate reason to invade a peaceful, sovereign country and attempt to annex it in part or whole, directly or by a tame proxy government. But he has a historical card to play in trying to justify this, one that can appeal to Russians:

Kiev actually WAS the capital of medieval Russia in the time of the great Russian hero Alexander Nevsky, who successfully fought off an invasion from the West. That is just a historical fact.

But geography among other things makes this a very different situation than in tiny Israel, where both Israelis and Palestinians claim Jerusalem as the capital of their countries. Russia by contrast, even after the dissolution of the Soviet Union, is still the largest country in the world by geography, and while Kiev was for a time its capital, that distinction went later to Moscow, then to St. Petersburg, and finally to Moscow again, in different eras.

Still, Putin can use medieval Kiev to create an emotional appeal for Russians, who know in another part of their hearts that trying to steal territory from Ukraine is not the right thing to do. In Northern Ireland, differing historical narratives were also used to attempt to justify evil actions and to demonize the other side.

But history also can and is used by those who know it for good and useful reasons. For example, since the historical record cannot be erased (although it can be and often is forgotten or never learned), it can be used fruitfully to understand useful things about your opponents. For example, since a people often feel an emotional connection to their history as a people when reminded of it, we can assume that the Russian historical record will continue to be used by people like Putin to attempt to

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justify aggression. As in dealing with anyone inflamed by power, we cannot rely on sweet reason to prevail, and we should act accordingly.

Luckily the historical record has in this case also provided at least one tool that can be adapted to current needs. It is a Cold War innovation, the brilliant idea of one of this country's greatest diplomats and strategic thinkers, George Kennan. You know his idea of Containment—but what you may not know is that it came from his profound understanding of Russian history and his great appreciation for Russian culture as well as his direct contact with modern Russia. Resentment, fear, and paranoia are deep in Russian political thinking because of multiple invasions of the Motherland over time, and making nice to them will not make that go away.

Russian literature, one of the great jewels of that culture, has also been the source of some of the deepest and most subtle understanding of both the good and bad in human nature, as Kennan and many others have appreciated. A recent excellent book by Gary Saul Morson, an eminent scholar of Russian Literature at Northwestern, *Wonder Confronts Certainty* shows you specifically what you can learn from Tolstoy, Dostoevsky, Chekhov, Solzhenitsyn, and others about how self-deception works, the cost of missed opportunities, passivity caused by despair, how resentment caused by perceived slights blinds and separates people, etc. Learn more about this book: [Wonder-Confronts-Certainty-Timeless-Questions](#)

As one of the great figures of modern Russian culture, Alexander Solzhenitsyn, learned over time, good and evil do not divide into good people (us) and bad people (them) but run through the hearts of each of us.

*Jason*

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## The Cold War Times

*The Newsletter of The Cold War Museum*

**Deadline for Fall/Winter issue:  
October 15, 2023**

*To discuss article submission, please contact :*

**Jason Hall**

[Jason@coldwar.org](mailto:Jason@coldwar.org)



## Message from the Chairman

*Chuck Wilson*

Dear Members of The Cold War Museum®, Cold War Veterans, and Friends, we hope that you and yours are having a wonderful summer! While our museum and many of our associates were challenged by the past pandemic, we continue to persevere! As you may know we did not let the pandemic slow us down and we continue to receive special tour requests along with a constant flow of visitors! Plan to visit us soon!

Our last report from our Treasurer is that we are doing well and are fiscally sound. In that regard, this past May, The Cold War Museum® participated in the “Give Local Piedmont” community fundraiser for nonprofit charities, and you helped us exceed expectations! In that one day of giving the Cold War Museum® received over \$17,000 including special awards. We look forward to our next fundraising event with “Giving Tuesday” in November. Feel free to donate at this link: [DONATE.](#)

We mourn the loss of John Deperro. You can see him in the red shirt in the photo to the right. John was a seasoned Cold War Museum® Docent, Cold War Expert, Vietnam Veteran, and staunch volunteer who has been active with us going back to our beginning over twenty years ago! Our deepest condolences go to John’s family and friends. He is surely missed. May he Rest in Peace.

Our Cold War Museum® website <https://coldwar.org/> has generated a lot of interest and brings us many inquiring visitors such as teachers looking for remote help with Cold War information, History Day for Children, Artifact donors, sign-ups for Presentation Series, and opportunities, in several sections, for visitors to make donations. All areas have been quite successful as our membership is growing past 6,000 active members and may exceed 8,000 to 10,000 by year end.

We look to a bright future. Our Board of Directors continues to be refreshed and is undergoing realignment enabling it to focus on museum growth. With over 2000 square feet of Cold War artifacts in storage we continue to plan on expansion. Our Presentation Series will continue to provide the real people who have done the real things such as Captain Tom Spink USN Ret., who spoke on chasing Soviet submarines during the Cold War, or Colonel Bill Halpin USA Ret., who spoke on what really happened behind the scenes with the fall of the Berlin Wall. [“CWM Events and Presentations”](#).

Our vision is “To inform the present and influence the future through an understanding of the past, with exhibitions of artifacts, documents and events related to the Cold War Era.” We do need your continued support; please [donate to this worthy endeavor to preserve the history of the Cold War!](#)

Do visit our wonderful museum frequently, do attend our presentation series of Cold War speakers, and let us know what more we can do for you. Thank you so much for all that you do for us!

The best of wishes,

*Chuck*

Chuck Wilson  
Chairman, The Board of Directors  
Webpage: <https://coldwar.org/>



## Museum Staff

Jason Hall, Ph.D., CAE  
Executive Director (Historian)

Paul Schaya, Imagery Intelligence  
Collections/Exhibits  
(Marine veteran and former CIA  
image analyst)

John Suter, Imagery Intelligence  
Collections/Exhibits & Museum  
Photographer  
(NRO imagery veteran)

Gene Eisman, Director of  
Public Relations &  
*Cold War Times* contributor

Chris Sturdevant, Chairman  
Midwest Chapter of CWM & *Cold  
War Times* contributor  
(Air Force veteran)

Kevin Knapp, Special Events Support  
(Army Special Forces veteran)

[Name withheld], Signals Intelligence  
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Stan Manvell, Chief Fabricator  
(construction industry)

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Officer & Key Tour Guide  
(Vint Hill Army veteran & former FBI  
electronics engineer)

*Cont. on page 4*

Museum Staff cont. from page 3

Doug Harsha,  
Collections Chief, Civil Defense Expert,  
and Social Media Lead Staffer

Bryan Zwanzig, Lead Staffer  
Private Tour Arrangements &  
Presentation Series staffing  
(Vint Hill Army veteran)

Karen Zwanzig, *Cold War Times*  
Lead Staffer

John Welch, CWM Co-Founder &  
Vice-Chair Board of Directors and  
Membership Records

Clayton Vieg, Cold War Veteran

Paul David Smith, Intern

Colin Walker, Intern

## Meet Your Board of Directors



The Cold War Museum® Board of Directors is the governing body of our nonprofit organization. This governance is high level: strategy, oversight, and accountability of the overall activities of the museum. Our Board is made up of thirteen seasoned senior executives of varying professional backgrounds who work pro bono for the benefit of the museum. Our Board members meet, usually each month, to discuss and vote on the affairs of The Cold War Museum®. Meet our Board of Directors at this link: [BOARD OF DIRECTORS CWM](#). Here are some of the recent topics of Board discussion and actions since our last newsletter:

- **Expanding climate-controlled collections storage.** The Board's Executive Committee authorized rental of an additional climate-

controlled collections storage unit. Thanks to our Members, we have been getting an increasing number of important Cold War artifacts.

- **Revising the Museum's Strategic Plan.** A Board task force has suggested changes to our Strategic Plan and solicited and received comments from the rest of the Board.
- **Locating seasoned experts to help us plan for, and raise capital funds for, a larger museum.** The Chairman and the Executive Director are working with a museum design firm and a museum fundraising firm which have worked together successfully and both have long and successful experience with military and history museums.

## Our Lecture Series

The Cold War Museum's Presentation Series, where we present eyewitnesses to, and expert accounts of, key Cold War events, has been a key method by which the Museum educates about the Cold War for our audience (which normally averages about 40-50 people), a resource for future scholars (since we film all these events including the question-and-answer sessions), and a significant source of income for our operations.

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

Since our Spring 2023 issue appeared, we have presented the following:

5/14/23 – Don Smith on the 1946 Berlin City elections.

6/25/23 – Mack McKinney on our air battle plans for Central Europe 1975-1983—our planning vs. what might have really happened.

7/16/23 – John Schell on additional new facts surrounding the Russian attacks on the Powers U-2 during the shutdown.

There are MANY MORE ALREADY SCHEDULED FOR THE REST OF THE YEAR; as I write this, we have them scheduled to late Fall 2023, with more to follow. Please see the Upcoming Events article in this issue for the dates and descriptions of those events.

If you are interested in getting a list of our prior events and/or accessing the digital videos of any of them, please contact Executive Director Jason Hall ([jason@coldwar.org](mailto:jason@coldwar.org)); there is a modest charge for accessing the prior ones, all of which were videoed.

If you would like your email address to be added to our notification list for coming events, please contact Jason for that as well.

## CWM® Seeking Congressional Designation As The National Cold War Museum

Since late 2021 CWM® has been seeking the support of members of the Virginia Congressional delegation to advance a bill that would designate CWM® as The National Cold War Museum. There can be only one US museum with this designation, and museums in Nebraska and Arkansas are also seeking this recognition, which does not bring with it any federal funding but does greatly enhance the credibility of an institution seeking funds from large-scale private donors.

We have made considerable progress in this effort, aided by the key positions that Virginia legislators in both the House and Senate occupy on the most important Committees for such an effort: the House and Senate Armed Services Committees, as well as the Senate Intelligence Committee. Since this a nonpartisan topic with no cost going forward for the federal government, it is very attractive for support by both Democrats and Republicans. Neither of the competitive states have anything comparable in terms of representation on the key Committees.

This is normally a slow process, requiring several years of effort to achieve success, but we are well underway with it with the help of our Hill friends on both sides. This effort is aided by the personal relationships of Chairman Chuck Wilson and some other CWM® Board members with key legislators, and that Executive Director Jason Hall was a professional lobbyist for a federal agency and a national trade association for many years.

Representative Jennifer Wexton, the Democrat in whose District the Museum now is, and Representative Rob Wittman, the Republican Vice-Chair on the House Armed Services Committee, are taking the lead for us in this effort.

As reported in the Fall 2022 newsletter, on September 20, 2022, Mr. Wittman introduced H.R. 8929, to designate your Museum “The National Cold War Museum of the United States.” He had four initial co-sponsors. Our bill did not get passed in the fall and we are in a new Congress, requiring that the bill be introduced once again in the new Congress. We are working with Mr. Wittman’s and Mrs. Wexton’s offices to get that re-introduction and to get co-sponsors again.

The most recent version of the National Defense Authorization Act does not contain the Wexton-Wittman bill; we are working with the Legislative Directors of both offices to rectify that.

We will keep you informed of our progress in this area in coming editions of *The Cold War Times*®. If you have connections to any of the Congressional offices noted above and would like to help in this effort, please contact Jason at [jason@coldwar.org](mailto:jason@coldwar.org).

NOTE: if you would like to follow the progress of any federal legislation, including this bill, it is actually extremely easy and free to do that online. Just go to [www.congress.gov](http://www.congress.gov) and type the bill number or key words into the search box at the top and you can get the bill text and every legislative action and Congressional report associated with it. Executive Director Jason Hall was a professional lobbyist for the American Association of Museums for many years and used the predecessor version of this Library of Congress service, then called THOMAS (as in Thomas Jefferson), all the time, as did everyone on the Hill and others following Congressional actions. These days it is remarkably easy to be a highly informed citizen if you know where to look for reliable information.

## Artifact Donations

As a collecting museum, we depend on our artifacts to anchor our stories about Cold War history and to bring those stories to life. We have many artifacts but also many gaps in the kinds of stories we can tell, so we are always seeking more Cold War artifacts for our collections.

Luckily our Members have been wonderful about thinking of us when they have decided to part with artifacts from their own careers. Since, like many other American museums, we have no budget for artifact purchase, almost our entire collections have come to us from the generosity of donors. Many of these artifacts are rare or even one-of-a-kind.

We will occasionally use our newsletter to let you know about particularly noteworthy artifact donations.

Since our Spring 2022 Newsletter, here are some of the artifacts donated to the Museum:

3/20/2023 – Original copy of Newsweek Oct. 5 1964 with cover story on the Warren Commission Report.

3/26/2023 – Paperback book *Low and Fast: Memories of a Cold War Fighter Pilot*.

## Soviet Humor

When life is tough, you make jokes. Or at least that is what apparently happened in the Soviet Union, given the vast number of pretty funny pieces of mordant wit going around.

Here is one quoted in Gary Saul Morson's excellent recent book *Wonder and Certainty* (p. 249):

*In his autobiography, the Sovietologist Wolfgang Leonhard, who grew up in the Soviet Union and became an official in the East German government before escaping to Yugoslavia, recounts the popular "4:00 a.m. joke" (an allusion to the time when arrests frequently took place). The five families living in a Moscow house wake up at 4:00 a.m. to the sound of loud knocking and the demand to open up the door. Everyone is too fearful to do so. At last, one tenant takes "his courage in both hands" and opens the door. He is heard whispering. At last he returns and, sighing with relief, exclaims: "Comrades, relax! The house is on fire."*

[NOTE: if you are interested in the works of Tolstoy, Dostoevsky, Chekhov, and other great Russian writers of the nineteenth and twentieth centuries you are going to want to read this book. Morson is one of the most highly regarded professors of Russian Literature in the U.S., and this is his take, after a lifetime in this field, on the fundamentally different way that the great Russian literary writers explored some of the great questions that affect us all compared to how Russian political intellectuals looked at those questions, and why we should pay attention to those differences for our own lives. Have a look: [Wonder-Confronts-Certainty-Timeless-Questions](#)

## Masters of the Information War

*The following is adapted from some PR we sent out about one of the Museum's Presentation Series events, in this case by an expert on Russian views and uses of propaganda and disinformation campaigns. If this topic interests you, you can access the Museum's video of this event by contacting Executive Director Jason Hall at: [jason@coldwar.org](mailto:jason@coldwar.org)*

Why have the Russians usually been so effective at disinformation, propaganda, and espionage—the information war—during the Cold War and later? In the Museum's prior Presentation Series events you have seen and heard a fair amount about the *espionage* side of the information war during the Cold War.

At our next Presentation Series event, learn from an expert about Russian competence in the other parts of that triad, *disinformation* and *propaganda*, including how various Russian sources use the internet to amplify their messages while disguising the source, seeking to magnify internal political divisions in the US and other democracies.

Part of the answer lies a simple fact: in an autocracy, there is only one value that is recognized as real: power, including gaining, maintaining, and expanding it. Morality, and objective truth in the political realm, are seen as illusions and as sources of weakness to be exploited. Truth is always what the ruling group defines as truth. Thus there is no hesitation at all in lying to one's own people and everyone else.

Democracies also lie for reasons of state (see *Bodyguard of Lies* for WWII, *The Special Relationship* for the Cold War, etc.) but typically do so as an exceptional rather than daily matter, not only because truthfulness with voters is seen as a real value but also because in a real free society there is both a free press and an independent judicial system supported by actual rule of law. Because of those two things, both the careers of individuals and the reputation of institutions can be damaged by lying, with the voters potentially punishing both as a result.

But the above does not explain why the Russians have usually been extremely competent in the information war area even when weak economically and militarily.

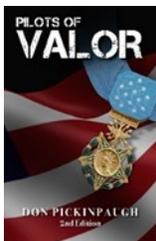
Part of the answer is simply that they have had a lot more practice at it than most other countries. They pioneered some of the key information war techniques long before the Cold War—long before WWII, WWI, and even before the Russian Revolution. Some of this comes from the Czarist period.

Although our speaker Justin Sherman will mostly focus the Cold War period and up to the present, he will give us a sense of how the long runway of authoritarian governments in Russia gave them time to try out many tactics, especially when anything that worked, regardless of brutality, was part of that experimentation.

# Night Danger: Cows on the Runway!

## A Cold War Story

On April 18, 1977, at 3:45 AM, a [KC-135 Stratotanker](#) was practicing night takeoffs and landings at Beale AFB California. The crew was completing a night training mission. During that time cattle strayed through a broken fence from a nearby field and came onto the active runway. During one of the touch and go landings, the airplane struck 5-6 cows. Takeoff was immediately aborted, and the airplane overran the runway and caught fire. All seven crewmembers aboard escaped. The following is an extract from the book [“Pilots of Valor,”](#) by Don Peckinpugh.



### CHAPTER 18 Anonymous KC-135 Stratotanker

Sometimes malfunctions are not the fault of mankind. Sometimes, Mother Nature can deal an aircrew with a lousy hand. The crew of this KC-135 performed admirably in a horrific moment. With their aircraft burning and only seconds to escape, their training saved their lives. They are Pilots of Valor.

\* \* \*

I was getting tired. Rubbing my eyes, I checked my watch. Three-thirty in the morning it read. It had been a long day, and I was ready to call it quits. Our mission had been relatively routine, with two air refuelings and a navigation leg behind us. Finally, we were on the last part of our flight, two instrument approaches.

The sky was cloudless as I strained to spot the runway on final approach. I was in the left seat, supervising a student pilot's approaches and landings. The upgrade pilot was in the jump seat monitoring the approaches. A student navigator, along with an instructor navigator, was just behind him. Two boom operators were also strapped in the back of the plane.

I watched the copilot in the right seat land the aircraft 1,500 feet down the runway. He landed on the right side, just missing the centerline. He was a little nervous as I graded his landings. After placing the throttles to idle, he corrected back to the center of the runway.

“Flaps and trim,” he said softly.

“Roger,” I replied as I brought the flaps back up. I was resetting the trim back to the takeoff setting when I noticed something outside my window. An object on the fringe of the landing lights caught my eye. I thought maybe it was the discoloration of the runway.

“Throttles coming up,” said the copilot, shoving the levers forward.

There it was again. A flock of birds, I thought.

Focusing, it hit me! It wasn't discoloration or birds. “Watch out!” I screamed. “Cows straight ahead.”

“Oh my God,” was all the copilot could spit out.

I realized what was going to happen to us, and two seconds later, it did!

### 0 Seconds – After Impact

I watched in horror as the cows went underneath our fuselage. Cringing, I heard, “*Chunk. . . . Thunk.*”

The copilot reacted immediately, “Tower, we've just hit some cows; activate the crash rescue!”

Instantaneously, I glanced down to check our speed. The air-speed indicator read 130 knots.

### 2 Seconds

“Hey, what's going on up there?” one of the boom operators broke in over the intercom without hearing our earlier radio calls. “Did we blow some tires?” he said, getting out of his seat.

### 3 Seconds

My hands instinctively came on the controls as the nose of the aircraft settled to the runway.

Screaming, I said, “Our nose gear just collapsed.”

The screeching sound of the nose gear echoed throughout the cabin as it was violently forced back against the belly of the aircraft, rupturing the forward body fuel tank. Ten thousand pounds of JP-4 fuel began spilling on the runway. Immediately it ignited.

“Fire!” someone from the back cried out.

I threw my right hand forward to the throttles, as they were still in takeoff power, and yanked them back to idle.

“Brace yourself! We're going to crash,” I screamed.

### 5 Seconds

Everything became chaotic. I felt the left wing lower as I tried to counteract with the right aileron. I glanced out the left side and saw sparks as the wingtip scraped against the concrete. The plane started to veer left, off the runway. I threw in full right rudder.

“Co, help me with the rudder!” I ordered.

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“ *Night Danger, Con’t. from page 9*

“Full right rudder,” he replied, as he stomped on the rudder.

The airplane slowly started to respond as the rudder took effect and kept us going straight. Out of the corner of my right eye, I could see the people behind me watching helplessly. Mouths wide open as the copilot and I tried to control the airplane. The full right rudder kept the aircraft on the runway at 125 knots.

The boom operator in the back yelled, “We have a fire moving across our left wing.”

Swiveling my head, I could see the glow from a giant orange and red fireball coming from that wing. We were in some serious trouble, I told myself. The fire wouldn’t take long to ignite the rest of our fuel and engulf the entire plane.

### 6 Seconds

“We have fire from the right wing too,” the other boom operator chimed in.

I hollered, “Brakes.” We both slammed our feet to the floor with little effect. We were traveling too fast.

“Oh no!” someone yelled on the intercom. “We have a fire inside the aircraft in the rear cargo bay.”

“Everyone in the back, come forward,” I screamed.

My copilot’s eyes said it all. I’m sure he could see the same from mine. Pure fear! Nothing in the world could have prepared us for this. We weren’t going to make it, I thought. We already had a fire inside the airplane and were still screaming down the runway.

“Nav, get the escape ropes,” I yelled.

“Roger,” he replied, unhooking the emergency escape ropes from the cockpit ceiling.

### 7 Seconds

Another look out the left window, and I could see both engine pods scraping on the runway.

“Airspeed, 100 knots,” said the copilot.

I could feel the rudder becoming mushy as the airplane slowed. I started to apply more pressure to the right brake as I took my foot off the left one. The effect was minimal but enough to keep the aircraft on the runway, at least for a couple more seconds.

“Here’s the escape ropes,” the instructor navigator said, draping one rope over the hook above the crew entry chute. “I have another rope for you,” he said, throwing the rope over my shoulder.

### 8 Seconds

“Oh God, the flames are coming closer,” said the student Nav.

“Is everybody up front,” I inquired.

“Yes,” the instructor navigator replied.

### 9 Seconds

“We’re all here,” a boom operator hollered, bracing himself against the navigator consul. “The fire in the cargo compartment is getting closer. We’ll have to escape through the cockpit windows.”

“Close the crew door,” I replied.

Then the copilot asked, “Can we use the crew entry chute?”

“Negative! The door is wedged against the concrete,” came the reply from somebody.

“All right, everybody, we go out the pilots’ windows,” I said as the aircraft began sliding out of control on the runway.

### 10 Seconds

The aircraft was slowing, but all my attempts to keep it straight failed. The plane quickly snapped to the left. I could only watch as we departed between the 3,000 and 2,000 remaining markers.

“Brace yourself,” I hollered again.

Bouncing into the infield, the copilot yelled, “Watch out.”

Everyone was forward, and those unable to strap in braced themselves the best way they could. We waited and watched as the aircraft swerved hard to the left, and rapidly decelerated. The next five seconds were the most terrifying in my life. I couldn’t do anything but ride along. I couldn’t start egressing until the plane came to a stop. I felt completely helpless. Finally, the giant aircraft came to a halt.

### 15 Seconds

The airplane slid 180 degrees to the left and came to a rest facing downwind 230 feet from the edge of the runway.

“Go! Go! Go!” I screamed, trying to cut the throttles off.

My adrenaline was so great I squeezed the throttles together too tightly, and they wouldn’t move. I saw the upgrade pilot reach forward over the throttle quadrant and pull the fire switches. With one hand, the copilot opened his window and started to crawl out.

The entire area around our aircraft lit up like a night baseball game as more fuel caught fire. In a few more seconds, it would all explode.

### 17 Seconds

The copilot was out his window in a split second. Standing on the top of the window ledge, the upgrade pilot threw a rope between his ankles.

I watched the copilot jump six feet straight to the ground without the rope. He was running as fast as he could away from the plane.

*Cont. on page 11*

*Night Danger, Con't. from page 10*

### 19 Seconds

I opened my window and threw my rope out. The heat was extremely intense as it poured inside the cockpit. The fire was blazing out of control now. I struggled out my window, sliding down the rope and hitting the dirt headfirst. My survival instincts took over now as I jumped up and ran away from the burning inferno. I could see my copilot a hundred feet ahead of me, still running as I stopped.

### 20 Seconds

Turning around, I saw the upgrade pilot climbing out the copilot's window. Using the handholds above the window, he quickly lowered himself using the Pitot tube as a step on the way down.

### 23 Seconds

The boom operator popped his head through my window. He went headfirst, diving out the window. On the way to the ground, I saw him grab the hot Pitot tube to break his fall. Fortunately for him, he had his gloves on since the tube was blistering hot.

### 24 Seconds

Next, the student navigator came out of the copilot's window. Holding the rope upside down, he lowered himself slowly until his legs came out of the window. He turned right side up in one quick motion while holding on to the rope for dear life.

As the student navigator hit the ground, I yelled, "Over here." Hearing me, he steadied his legs, then ran toward me.

### 27 Seconds

The instructor navigator was next. Barely holding onto the rope, he fell six feet to the ground, hitting hard.

Turning around, I started counting. "One. . . . Two. . . . Three. . . . Four. . . . Five. . . . Six," I was missing one.

"Where's the other boom operator?" I screamed.

No one answered. I looked for a head in either escape window, but there was nothing. The Instructor navigator got up and started running for us when I saw the other boom operator's head poke out of the copilot's window.

### 30 Seconds

The boom operator hung halfway out the copilot's window. I moved closer to help out, but a gust of wind blew scorching air over me. The heat hit me like an oven as I raised my arm to shield my eyes.

The boom operator was also engulfed in the heat as he dropped

to the ground, lying on his stomach and hugging the dirt. The heat was so intense I didn't think the boom operator would make it.

Lying flat on his stomach, the boom operator didn't move.

### 35 Seconds

I saw my instructor navigator running back to the airplane to help the boom operator. By now, the burning lake of fuel was moving very close to us. The heat made it hard to see and breathe.

### 40 Seconds

*"Kabooooom."*

The explosion jolted me forward. I could tell the plane was losing its will to live.

"Get down!" I screamed over the explosion. Flaming metal parts of debris launched into the air, falling all around us. I could see the instructor navigator and the last boom operator running past me to safety. Thank God, I thought.

### 45 Seconds

We assembled well clear of the wreckage.

*"Boom . . . Boom . . . Kaboom. . . . Kaboom."*

More explosions ripped our airplane apart. The entire aircraft was engulfed in flames.

I ran to the arriving fire trucks with all of us accounted for and informed them that everyone was safe.

The most amazing aspect of our whole ordeal was that no one panicked. All the crewmembers, for the most part, stayed calm. Those few moments skidding down the runway were just enough time to plan our escape. If anyone of us had caused a delay in egressing from the airplane, someone would have died.

[In the Bureau of Accidents Archives](#) the report stated, "It was determined that a fence was broken, and six cattle walked through and on to the main runway. Due to limited visibility caused by night, pilots and ATC failed to see the animals."

Bureau of Accidents Archives [Crash of Boeing KC-135A-BN](#)

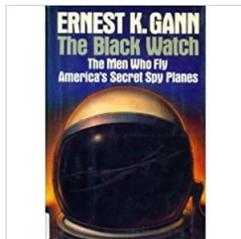


USAF Photo John Mickley

# Ernest K. Gann and the U-2

## Prologue

[Chuck Wilson](#)



In 1985 a most famous author visited Beale AFB, CA, researching for his book about “The Men Who Fly America’s Secret Spy Planes.” His name,



saying “Steve, keep him happy, we don’t want him to leave, and spare me the details.”

Ernie reportedly commented something to the effect: “Then F\*\*k your Dining-In, I’m going home.”

I got a call from the Wing Commander

saying “Steve, keep him happy, we don’t want him to leave, and spare me the details.” This was the situation back in September of 1985. At the time I was the Operations Officer of the U-2 Training Squadron at Beale AFB, CA, home of the Dragon Lady, the Lockheed U-2. As an Instructor Pilot, I was certified to take newly assigned, non-qualified pilots, and select dignitaries on flights in the two seat trainer aircraft. We had two such aircraft that were designated as the TR-1B. These were fully capable, high-altitude U-2s, except with a second cockpit replacing the normal equipment bay.

Ernest Kellogg Gann, who many consider the greatest aviation writer of



all time, had been invited to be the guest speaker at our formal Wing Dining-In. As an added inducement, he was offered, and had accepted, a ride to the Edge of Space in the legendary Dragon Lady, The U-2 Spy Plane.

He arrived at Beale AFB piloting his own aircraft; a pristine, twin engine Wing Derringer named “The Noon Balloon”. [He was vague about the source of the name; I can only guess that there was some relation to the fanciful conveyance chronicled in the children’s books of the same name.]

I, through a bit of chicanery, and a small amount of bribery for the scheduler, was selected to be his instructor pilot.

To take a high-altitude ride in the U-2 as a guest, about a week’s worth of training is involved. The most intensive areas are the ejection procedures and wearing the high-altitude pressure suit.

The modern U-2 has a great ejection system. It is known as a Zero-Zero system. This means that it is designed to safely allow a pilot to eject at zero altitude, and/or zero airspeed. It also is designed to operate at altitudes above 70,000 feet. It has been successfully used in both regimes and the pilots trust it.

The training for the ejection system is training for a procedure that you hope you don’t ever have to use and can be succinctly summarized as:

“When you hear your instructor’s agitated scream “” BAILOUT-BAILOUT-BAILOUT”” Pull the yellow ring and hang on.”

Normal human existence while functioning as a pilot and wearing a full-pressure space suit is a bit more complicated.

The suit is essentially the same suit you have seen the shuttle astronauts wear as they board the shuttle for launch. It is designed to protect the crew members from the dangers and extreme environmental stresses of life above 70,000 feet. The training entails how to exist comfortably [i.e., eat, drink, breathe, pee, cool-off, scratch, communicate, view the world] and perform pilot functions while wearing the suit.

“Good morning Mr. Gann.”

“Call me Ernie.”

So, our training begins. I spent a glorious week with a raconteur who was the most erudite, fascinating, garrulous, adventuresome, modest, profane, humorous, gentleman the aviation world has been honored to know.

During the training, we filled in all the necessary training squares during the day, and I

*Cont. on page 13*

Ernie Gann.

His background: Ernest Kellogg Gann (October 13, 1910 – December 19, 1991) was an American [aviator](#), [author](#), [sailor](#), and [conservationist](#). He is best known for his novels and memoirs about early aviation and nautical adventures. Some of his more famous aviation novels include [The High and the Mighty](#) and [Island in the Sky](#), both of which were turned into [Hollywood](#) movies starring [John Wayne](#).

We in the 9<sup>th</sup> Strategic Reconnaissance Wing got to know Ernie quite well, along with his articulate humor, during several of his visits to Beale AFB. His Book, “The Black Watch.” His Wikipedia link: [Ernest K. Gann](#). But I digress...

One of our own U-2 Pilots, Steve “FingB” Brown (solo May 1979) writes of his experience taking Ernie up for a flight in the Deuce (U-2 Dragon Lady). Enjoy the flight adventure below.

**My Flight with Ernie Gann [QB #8630]**

**Beale AFB, CA 20 SEP 1985**

**By Stephen “FingB” Brown [QB #32929]**

The SAC [Strategic Air Command] Surgeon General has denied the request to take Ernest Gann on the high-altitude portion of his scheduled U-2 orientation flight. “Mr. Gann is a National Asset; an Internationally acclaimed author, and he is 80 years old...We will not risk the possibility that he could suffer physiological issues on a US Air Force Aircraft”.

Ernest K. Gann, Con't. from page 12

reveled in the evenings when I had the privilege of sharing time and space [and no small amount of whiskey] with this legend of aviation. He blessed me with his persistent sense of mirth and a recital of epic adventures while we plied each other with strong drink, and he graciously elicited my modest tales of daring-do.

As we completed the training and the day of the flight approached, we received the previously mentioned jarring news from the SAC Surgeon General. Ernie expressed his views, and I was given the advice from my boss.

My solution as I put it to Ernie, and conveyed to Headquarters, was: "Mr. Gann has completed training in the pressure suit, and we are going to allow him to wear the suit in the traffic pattern as we conduct a low altitude orientation flight. He will don the suit for the flight so he can familiarize himself with and assess, the environment of operations conducted while in the pressure suit, in total compliance with higher headquarters directives."

My confidential aside to Ernie was: "Ernie, once we takeoff, we are going to blast-ass off to the edge of space. If at any point you croak, I will swear that you, unfortunately, croaked in the traffic pattern, and please don't write about what we really did until after I retire." With a radiant, beaming smile, he said, "Let's go fly."



The day of the flight was a glorious California, picture-perfect day. Takeoff in a U-2 is an exhilarating experience even for experienced pilots. After a less than 400' ground run, you pull up to an almost vertical climb angle and as you make your first turn, at about 20,000 feet, you are still vertically, right over the runway.

Ernie was whooping with joy.

Many U-2 pilots are prone to conserving energy and allow the autopilot to assist with the mundane tasks of flying. Ernie wanted to hand-fly the aircraft to the edge of space, and doggedly manned the controls all the way up 'til the altimeter clicked over at 70,000 feet (beyond that is still classified).

The U-2 is notoriously difficult to land, and flying the Lady in the upper atmospheric regions demands a conscientious crosscheck to stay within her aerodynamic requirements. So, his hand-flying the aircraft was a remarkable feat, considering he had never even been in a U-2 before. And his demonstrated skill speaks to his remarkable airmanship.

The flight was to be a two-hour excursion going over Yosemite National Park, San Francisco Bay, Crater Lake and back to Beale. At 70,000+ feet the entire San Francisco Bay area is about the size of your fist.

Ernie regaled me with reminiscences of the days he spent with the San Francisco police department while researching material for his book *The Magistrate*, and the time he spent as owner of a commercial fishing boat, which became part of *Song of the Sirens*.

He talked of his old MG TC British sports car, his adventures during WW II and the time he almost destroyed the Taj Mahal because his ground crew had covertly overloaded his B-24 with clandestine gold bullion, sailing with an old Spanish fisherman in the South Atlantic waters off Uruguay and as a pioneer airline Captain. His words would underscore the amazing scenic vista that was presented to us. He would marvel at the curvature of the planet Earth; the silent majesty afforded us from our perch at the threshold of space and the deep blackness of the dome of the midday sky.



As his words washed over my ears, he conducted a real-time narrative that could have spilled straight from the pages of his books. As a *Hostage to Fortune*, with the *Gentlemen of Adven-*

*ture*, I was indeed on a flight with the *High and the Mighty*. He once responded with bemused interest when I told him I had read many of his books while flying lonely 8-to-10+ hour flights as I fought the Cold War in the hostile skies over the Red Menace.



After an uneventful descent and approach to Beale AFB, we flew a few touch and go landings. We were met by a raucous group of my U-2 crew-dog brethren, whereupon Ernie demonstrated what a great sport he is by chugging a yard of beer and he was presented with the coveted U-2 lapel pin.

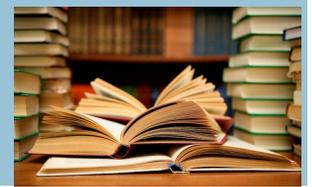
After Ernie's visit to the Dragon Lady world, he went on to write what turned out to be his last book, titled *The Black Watch*. It chronicled global U-2 operations and many of the characters inhabiting that world.

The time I spent with Ernie was truly a career highlight. I am honored to have briefly touched the spirit and substance of such a Gentleman of Adventure.

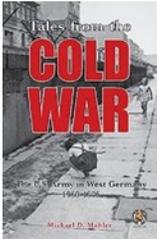


Stephen Brown LtCol, USAF Ret.,  
April 2023

# Book Reviews



Books reviewed by Chad Manske

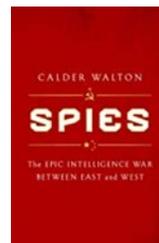
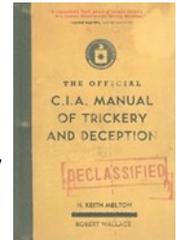


**Tales from the Cold War: The U.S. Army in West Germany, 1960 to 1975** by Michael D. Mahler. As a Cold Warrior and on the Board of Directors for the [Cold War Museum](#), I am always interested to read more of the history and personal stories of those who paid witness to the events taking place over these tense decades. COL (Retired) Michael Mahler, US Army, was one of those Cold Warriors. Mahler's service, specifically in West Germany, spanned the years 1960-1975 and is

written in descriptive detail in this personal memoir of his experiences and with those he encountered up and down his chain of command during that time. Mahler was a cadet first at the Citadel in the early 1950s before applying to West Point and graduating with the Class of 1959. His adventures were much like you would expect for someone serving at this point in history. Upon entering active duty most all of his officer supervisors and enlisted subordinates not only had Korean War experience, many also had WWII experience and for Mahler there could be no better teacher. Mahler's career would culminate with a decade-plus of service in Germany where he would raise his family and command the 3rd Armored Division's cavalry squadron at Büdingen. His memoir speaks to sage leadership advice from mentors and commanders, the tough and spartan living conditions he and his family often had to occupy, and the unique challenges that came with command in an overseas billet during the Cold War. Another interesting aspect of this book are the numerous stories about training while in Europe and the challenges faced by his fellow soldiers. Some of these challenges involved training areas littered with hidden remnants from past wars, making for dangerous conditions that compounded the nature of the threat they were training against. And as with many post-major war challenges, soldiers during this time period had to deal with budget cuts to everything creating the conditions by which a toughened army must improvise or atrophy. It will be clear to readers that Mahler treasured the experiences and his time in the Army. One cannot help think that if volunteers like him (and his family) had not given their prime years of their lives in service to our country, then the outcome of the US victory at the end of the Cold War could not have been assured. Those who will most enjoy reading this book are Cold War fans as they will be able to compare their experiences with those of the author. As well, the role of spouses as teammates with their service member will also enjoy this volume. Mahler and his wife were married at the West Point Chapel after graduation and she clearly adored him. She too made the most of the conditions they encountered when 'joined' to the Army. And she carved her own niche, volunteering at the installation's thrift shop and lending closet, working with the Red Cross and hosting endless social events. I thoroughly enjoyed reading this slice of life during a very formative time in our history and think you might too!

**The Official CIA Manual of Trickery and Deception** by

H. Keith Melton and Robert Lawrence. Once a top secret manual thought to have been lost, this declassified work detailing the 'how to' for sleight of hand and trickery that made the CIA operatives during the Cold War struggle against the Soviets winnable. The history of the manual's construction was the brainchild of early 20th century magician John Mulholland, and the evolution of techniques he, and likes of Houdini, are described in fascinating detail. Step by step instructions for both men and women, and their assistants, as applicable, instruct them on how to steal, plant, and exchange all manner of items using deception, their hands, casual mannerisms, their clothing (pockets, sleeves, etc. ), and the like. Trinkets such as containers for carrying liquids, a rat's body (sans organs), and specially milled coins also convey items like notes and microfilm. A perfect book for those interested in the history of the Cold War and intelligence gathering techniques.

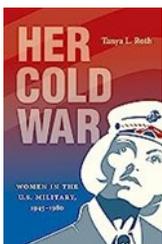


**Spies: The Epic Intelligence War Between East and West** by Calder Walton offers a comprehensive and

engaging exploration of the clandestine world of espionage during the Cold War. Drawing from a wide range of sources, including declassified documents and personal interviews, Walton provides readers with a captivating narrative that sheds light on the complex and high-stakes intelligence operations conducted by both the Western and Eastern powers. One of the most commendable aspects of Walton's work is his ability to present a balanced and nuanced account of the intelligence war. He meticulously dissects the activities of intelligence agencies such as the CIA, KGB, MI6, and Mossad, revealing the intricate web of spies, double agents, and covert operations that characterized this era. By exploring both sides of the conflict, Walton avoids the pitfalls of bias and offers readers a more complete understanding of the motivations and tactics employed by the intelligence services of both superpowers. Moreover, *Spies* delves deep into the geopolitical context that shaped the intelligence landscape of the time. Walton skillfully weaves together historical events, such as the Cuban Missile Crisis, the Berlin Wall, and the Korean War, with the intelligence operations that played a crucial role in these pivotal moments. This contextualization not only enhances the reader's understanding of the Cold War but also underscores the immense significance of intelligence gathering and analysis in shaping global events. Walton effectively balances historical facts with personal anecdotes and thrilling espionage stories, making *Spies* a page-turner that appeals to both scholars and general readers with an interest in the subject. Walton also tackles the ethical and moral dilemmas faced by intelligence agencies during this period. He examines the blurred lines between espionage and covert actions, exploring instances where intelligence operations veered into sabotage, assassination, and regime change. By examining the ethical implications of these actions, Walton prompts readers to reflect on the larger question of whether the ends justify the means in the world of intelligence. While *Spies* covers a vast array of intelligence operations, it does suffer from occasional gaps and uneven depth. Certain key events or personalities are given more attention than others, which may leave some readers wanting more. Additionally, the narrative could benefit from more explicit connections between different episodes, as the book occasionally feels disjointed in its structure. However, these minor shortcomings do not detract significantly from the overall

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value of *Spies*. Walton's extensive research, meticulous attention to detail, and captivating storytelling make this book a valuable addition to the literature on Cold War espionage. By shedding light on the shadowy world of spies and the impact they had on global affairs, Walton offers a fresh perspective on a crucial aspect of the Cold War era. In conclusion, this book is a captivating and thought-provoking exploration of the covert operations that defined the Cold War. Through his well-researched and balanced approach, Walton provides readers with a comprehensive understanding of the intelligence war, its historical context, and its ethical implications. This book is a must-read for anyone interested in the secretive world of spies and the immense influence they wielded in shaping the course of history.

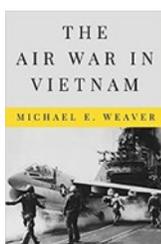
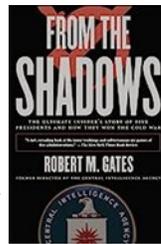


***Her Cold War: Women in the U.S. Military, 1945–1980*** by Tanya L. Roth. A great historical account of US women's integration and parity in the armed forces, primarily occurring during the Cold War. "While Rosie the Riveter had fewer paid employment options after being told to cede her job to returning World War I veterans, her sisters and daughters found new work opportunities in national defense. The 1948 Women's Armed Services Integration Act created permanent military positions for women with the promise of equal pay. Her Cold War follows the experiences of women in the military from the passage of the Act to the early 1980s. In the late 1940s, defense officials structured women's military roles on the basis of perceived gender differences. Classified as noncombatants, servicewomen filled roles that they might hold in civilian life, such as secretarial or medical support positions. Defense officials also prohibited pregnant women and mothers from remaining in the military and encouraged many women to leave upon marriage. Before civilian feminists took up similar issues in the 1970s, many servicewomen called for a broader definition of equality free of gender-based service restrictions. Tanya L. Roth shows us that the battles these servicewomen fought for equality paved the way for women in combat, a prerequisite for promotion to many leadership positions, and opened opportunities for

other service people."

***From the Shadows: The Ultimate Insider's Story of Five Presidents and How They Won the Cold War***

by Robert M. Gates. I thoroughly enjoyed this 2007-published book from one of the most respected national security specialists our country has ever produced. A man of high integrity admired across both sides of the aisle, it is hard to imagine there could be another Bob Gates. And this is particularly so given his witness to the historic events over the last 50 years of our nation's history. "As the only person to rise from entry-level analyst to Director of the CIA and to serve on the White House staffs of four Presidents, Robert Gates is uniquely qualified to tell the unprecedented inside story of the Cold War. Drawing on his access to classified information and top-level involvement in policy decisions, Gates lays bare the hidden wars and operations the United States waged against communism worldwide. Ever certain that the fifty-year struggle with the Soviet Union was indeed a war, Gates makes candid appraisals of Presidents, key officials, and policies of the period. Among his disclosures how Carter laid the foundations for Reagan's covert wars against the Soviets; CIA predictions of a conservative coup against Gorbachev and the collapse of the Soviet Union; CIA and KGB "black operations" against each other; the secret relationship between Pope John Paul II and the Soviets; and three secret CIA-KGB summits. *From the Shadows* is a classic memoir on the career of a CIA officer at the center of power during a time when the threat of global annihilation informed America's every move. "



***The Air War in Vietnam*** by Michael E. Weaver. Just when you think you have read all there is to know about the war in Vietnam, particularly the air war there, a skilled academic—in this instance Dr Michael E. Weaver—pens a persuasive historical tome using previously classified materials and documentary policy evidence in a new comprehensive work. Weaver, currently an associate professor of history at the U.S. Air Force's Air Command and Staff College at Air University in Ala-

bama, breaks down his analysis of the air war via six mission sets—aerial refueling, air superiority, reconnaissance, airlift, close air support, and coercion & interdiction. Rather than plow old ground, Weaver skillfully looks at each of these mission sets not through the lens of sortie counts, missions flown, bombs dropped, etc. — which have been argued to be the worst measures of success in this war (and any war for that matter)—but via true effectiveness markers grounded in the mission objectives of the specific campaign or operation, and filtered through the lens of U.S. policy goals for the overall war. In this context, *The Air War in Vietnam* is a unique and new contribution to the historical account.

Most readers will intuit the notion after shortly beginning the book that air force's use of air power in the prosecution of the war was mostly successful. It was the waging of the war as a whole that was a failure, and he soberly sets out establishing why. With effectiveness as the book's unifying theme (the author rightly notes how he and his colleagues 'wrestle constantly' with this), Weaver posits that America simply forgot the lessons of its past fighting victories. Total war mentality leading to World War II's triumph was a high-water mark that was never to be bridged again because of restrictions placed on potential targets. In numerous cases time and again, Weaver explains how field commanders were prohibited from attacking not only specific general target categories, but specific targets themselves. Airspace constraints, too, limited airpower's effective reach and power because of limitations shackling air commanders. Limitations that might incite overt Soviet Union and Chinese involvement were assiduously avoided at nearly all costs, which resulted in the micromanagement we are all familiar, and sadly, a war that fell short of national goals.

As noted previously, Weaver uses established policy goals through the State Department's Foreign Relations of the United States series to specifically link air operations to national policy and strategy goals—something never done before in scholarship. This theme, in this reviewer's view, is often overlooked in narrow examinations of war histories and analysis because the two are inextricably linked and a treatment of one is not complete without the other. As

Cont. on page 16

strategist and former commandant of the U.S. National War College—the premiere joint and interagency strategy war college—we teach our students to think about strategy as Weaver would. Holistic approaches that incorporate and analyze all of the instruments of power, and their interrelationship, along with the war's ends, ways, and means, while assessing costs and risks is a proven methodology for analyzing success in the broader context of national security strategy—which is exactly what Weaver has accomplished here.

At its core, Weaver explains the Vietnam War as a siege of North Vietnam. Paring back his evidence and arguments reveals the truth of that supposition as the U.S. prosecuted a containment strategy in the hopes it would not expand into open conflict with the North's satellite patrons. As strategically sound as this idea may be, its execution was akin to fighting with both hands tied behind the back and frittered away the tactical and operational gains made on a regular basis. For example, when a U.S. bombing campaign or other supporting operation had the North on the ropes, policy dictated a pull back or cease fire to allow for negotiations to take place. This would often result in North promises to negotiate a certain peace they never intended to keep while they generated forces for the next battle. This cycle repeated itself numerous times during the war and the U.S. never learned, let alone applied, this lesson. Weaver notes that as a result of the existential way the North fought to survive and win, the U.S. was never going to win because limited war will always result in limited outcomes—and that's exactly what happened.

Ultimately, for the U.S., Vietnam contributed to larger Cold War geopolitical goals, according to Weaver. His arguments and analysis over hundreds of meticulously researched pages aptly demonstrates this nuanced point. America needs to realize yet again that limited war prosecution will often result in limited results and that more narrowly defining goals and objectives in the context of participation is a requirement that can never be overlooked

moving forward if victory is truly the purpose. This book will add measurably to the historical record and is a must-read for all Vietnam War, and airpower enthusiasts and scholars.

Chad recommends this Foreign Affairs article: [Behind Enemy Lines](#)

#### Book Reviewed by Chuck Wilson



***The Black Cats of Osan: U-2 Spy Plane Escapades and Calamities in Korea*** by LtCol Rick Bishop, USAF, Ret. Rick Bishop's ***The Black Cats of Osan*** takes the reader into the dark world of aerial espionage operating in East

Asia. Devised by Kelly Johnson and initially operated by the CIA, the U-2 is the world's most famous 'spy plane.' It flew at unprecedented altitudes and carried the most sophisticated sensors available, all in the greatest secrecy. For over 25 years Rick Bishop was a military pilot with extensive experience flying in US Army helicopters, USAF aircraft including the T-37, T-38, KC-135, and the U-2 Dragon Lady. He was also the Commander of the 99th Reconnaissance Squadron at Beale AFB, CA and the Director of U-2 Operations at Osan AB, South Korea, home of The Black Cats. Bishop retired after 50 years of piloting civilian, military, and airline aircraft.

Drawing from his extensive aviation experience, Bishop spent many hours researching Air Force records, interviewing U-2 operators, intelligence officers, and physiological support and maintenance personnel who served with the Black Cats at Osan AB, South Korea. In his book Bishop journeys deep into the black world of aerial reconnaissance and reveals how this organization, known as The Black Cats, consists of handpicked personnel who became "...the most reliable and productive unit to

utilize the U-2 Dragon Lady during the Cold War, and to this day."

Throughout the Cold War the U-2 Dragon Lady was considered a "national asset," and closely guarded. The pilots would wear a full pressure suit (space suit) and would not only operate in dangerous areas but also in a very hazardous physiological environment. Exposure to the elements at the altitude the U-2 flies would cause the human body to burst with the blood boiling (Boyles Law and Armstrong's Line). Bishop also describes how, at the edge of the earth's atmosphere, the U-2 not only flies and collects highly sensitive intelligence that is distributed to the highest levels of the National Command Authority but on rare occasions may get into precarious situations.

Further, Bishop reveals how this 9<sup>th</sup> Strategic Reconnaissance Wing Detachment grew and evolved into a full up Air Force (AF) 5<sup>th</sup> Reconnaissance Squadron operating 7,000 miles away from its parent Air Force wing. He also emphasizes that these sensitive and highly classified missions could not be done without the dedicated work all the intelligence, maintenance, logistics, civilian technical representatives, along with operations and physiological support personnel needed to keep the pilot alive. For the historian and the U-2 Dragon Lady enthusiast, *The Black Cats of Osan* is a must read.

## IN MEMORIAM

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



**Bee, Wing Commander Martin , RAF Ret.**, passed away Sunday May 21 at age 84. Martin Bee was one of the RAF U-2 pilots assigned to the CIA's Detachment G at Edwards North Base from 1964 to

1969. In his five-year tour, 1964-1969, Martin was possibly unique in having flown both the J57 and J75-powered original U-2 models, plus the refuellable and carrier-capable versions, plus the enlarged version eg the U-2A, U-2C, U-2F, U-2G and U-2R. He was previously a distinguished pilot of the RAF Lightning interceptor. He leaves a wife, Lilleba, and a daughter, Anniken.

**Collier, Michael M. MSgt USAF Ret.**, age 68, of Whitehouse, Texas passed away on Monday, April 3, 2023. He was born on Sunday, October



3, 1954, at Davis Monthan AFB in Tucson, Arizona. Michael proudly served in the U.S. Air Force between 1972-1992 and retired with the Rank of Master Sergeant. He was a level three Supervisor for most of his 24 years at Target following. Michael enjoyed going to auctions in his free time and working on home improvement projects. He loved playing board games and gardening outdoors. Michael was an avid reader and western movie watcher. Overall, he absolutely loved spending quality time with his wife, daughters, and grandchildren.

**Davis, Phillip Eason**, sent to Korea during the Cold War and the Cuban Missile Crisis: [Philip Eason Davis](#)



**Deperro, John**, Army combat helicopter pilot in Vietnam, West Point professor, and highly-valued member of the Cold War Museum's Key Staff, departed this life on July 4, 2023 at his residence in Vint Hill, VA. He was born September 26, 1942 in Youngstown, Ohio to the late Frank and Anna M. Stachco DePerro. He is survived by his beloved wife of 57 years, Linda Lewis DePerro; children David Joseph DePerro and Dr. Amy K. Moreno, M.D.; and brother Gary M. DePerro; and grandchildren Abigail Eget, Reed Eget, Josephine Moreno, and Gwyneth Moreno. In addition to his parents he is predeceased by his daughter Lisa Eget and his brother David Allen DePerro. A future interment will take place at Arlington National Cemetery with full military honors at a later date. [John Francis Deperro](#)

*A comment from Executive Director Jason Hall: All of those noted in the In Memoriam section are important to remember but this loss hits home in a particular way to the staff of the Cold War Museum. John was such an important and valued member of the Museum's staff, from long before my first contact with the Museum through all of my time here. We missed his presence in recent months when illness kept him from his work at the Museum. I learned a great deal about the Cold War by listening to his tour comments for visitors.*

*We will all miss him, and me particularly.*

**Hanssen, Robert**, the worst traitor in US history: [Robert Hanssen](#)

**Martin, Elmo** at the age of 18 he joined the Army serving during the Cold War in Germany from 1955 – 1957: [Elmo Martin](#)

**McAfee, Marvin**

"Mac", Major USMC ret., Cold War Veteran, 86, of Woodbridge, Virginia, died suddenly the early morning of April 15, 2023 at Sentara



Northern Virginia Medical Center. Mac was a retired Major from the United States Marine Corps. He worked various jobs after retirement before ultimately became everyone's favorite school bus driver for Prince William County Schools known as Mr. Mac. Mac was involved in many organizations. His main passion was being a member of the Kena Shriners in Manassas, VA. The Kena 500 was his second family and you could see him driving the little orange Corvette in parades and events and won many prestigious awards. Mac was also a member of the local VFW in Occoquan where you could see him at wing night and Friday evenings. Mac's other love was his Gold wing Trike that he drove to many events and gave the grandkids many rides. Mac was preceded in death by his parents, the late Chester and Naomi McAfee, the love of his life wife Coralee "Corky" McAfee, daughter Kelli Schoen, and sister Karen Liss. Mac is survived by his daughters Kasi McAfee and Kristi Fortkamp, son Kerry McAfee, grandchildren

*Cont. on page 18*

*In Memoriam, Con't. from page 17*

Laurel Wireman, Brett Tyo, Tim Lucas, Dixie Stachnik, Erin Permitter, Kyle McAfee, Alec Fagaly, Cameron McAfee, Audra Schoen, and 14 great grandchildren. Interment will follow at Quantico National Cemetery, 18424 Joplin Road, Triangle, VA. In lieu of flowers donations may be made to the Shriners Children's Hospital in PA, 3551 N. Broad St, Philadelphia, PA 19140 [Shriners Children's Hospital](#)

**Moore, Mike**, who edited the Bulletin of the Atomic Scientists at the dawn of the post-Cold War era: [Mike Moore](#)



**Shul, Brian, Maj USAF Ret.**, (8 February 1948 – 20 May 2023) suddenly and unexpectedly passed away the

evening of May 20, 2023. He was the keynote speaker at the annual Nevada Military Support Alliance Gala dinner. After his speech, he keeled over, and doctors in the house performed emergency CPR without success.

Brian was a [Vietnam War-era attack pilot](#) and a [major](#) in the [United States Air Force](#). He flew 212 combat missions and was shot down near the end of the war. He was so badly burned that he was given next to no chance to live. Surviving, he returned to full flight status, flying the [SR-71 Blackbird](#). Major Shul completed a 20-year career in the Air Force. He wrote four books on aviation and ran a photo studio in [Marysville, California](#), until his death in Reno, Nevada.

**Sonsthagen, Owen Lee**, enlisted in the Army in 1948 and served with the United States Constabulary during the Cold War in occupied Germany and during the Korean War. He was very proud of his service: [Owen Lee Sonsthagen](#)

**Steel, Ronald**, Critic of American Cold War Policies, Dies at 92: [Ronald Steel](#)

**Strougal, Lubomir**, Moscow's Cold War ally in Czechoslovakia, dies at 98: [Lubomir Strougal](#)

**Turner, Colonel Kenneth "Steve"**, United States Air Force (Retired), 74, of Suffolk, VA, passed away on Thursday, September 22, 2022, surrounded by immediate family.



Steve was born on August 25, 1948, in Boston, MA, and spent his youth in Squantum and Quincy, MA, graduating from North Quincy High School in 1966. It is there where he met his wife of 50 years, Paulamarie Moriarty Turner. Steve attended the University of Massachusetts-Boston, where he earned a Bachelor of Arts degree in Political Science and upon graduation accepted a commission in the United States Air Force to become a pilot.

Steve's Air Force career was made notable by his combat service in both the Vietnam War and Operation Desert Storm, as commander of the 38th Strategic Reconnaissance Squadron. He honorably served his country for over 26 years, retiring out of the 12th Air Force, Detachment 612, Beale AFB in June of 1996. His education through his military career included a Master of Arts in Psychology from Webster University, as well completing Squadron Officer School, Air Command and Staff College, and the USAF Air War College. Following retirement from the Air Force, Kenneth served as a Subject Matter Expert and Program Manager in the Reconnaissance field for both The Analytical Sciences Corporation (TASC) and Northrup Grumman.

In Steve's free time and full retirement, he served as a member and historian for the Glebe Episcopal Church, and as a Military Officers Association of America (MOAA) Southern Virginia Regional Advocate and State of Virginia Representative. He additionally found time to volunteer as a museum docent at the Military Aviation Museum in Virginia Beach, VA. He greatly enjoyed time spent outside in nature or hiking with friends, traveling the globe, or playing Words with Friends.

He is preceded in death by his father, Rich-

ard Turner of Eastham, MA; his mother, Margaret Wagner of Franklin, MA; and his wife, Paulamarie Moriarity Turner of Suffolk, VA. Steve is survived by sons, Andrew Turner (Heather) of Manhattan, KS, and Steven Turner (Monica) of Pensacola, FL; grandchildren Emory, Lauren, Connor, Kathryn, Crinnia and Gabrielle.

A memorial service will be held 10:00 AM, Friday, October 7th, 2022, at Glebe Episcopal Church in Suffolk, VA. A reception will follow in the Glebe Episcopal Church Fellowship Hall.

In lieu of flowers memorial contributions may be made to the Bennett Creek Historical Society, in care of Glebe Episcopal Church, 4400 Nansemond Parkway, Suffolk, VA 23435.

## In the News



Recent Cold War articles gathered by *U.S. News*: [https://www.usnews.com/topics/subjects/cold\\_war](https://www.usnews.com/topics/subjects/cold_war)

Recent Cold War articles gathered by *Politico*: <https://www.politico.com/news/cold-war>

Articles that appeared in *Foreign Affairs* on the Cold War: <https://www.foreignaffairs.com/tags/cold-war>

Recent Cold War articles in *Foreign Policy*: <https://foreignpolicy.com/tag/cold-war/>

Recent archival postings on the Cold War from *The Guardian*: <https://www.theguardian.com/world/cold-war>

Recent articles on the Cold War at AP's Cold War hub: <https://apnews.com/hub/cold-war>

Cold War documentaries and media: <https://ccws.history.ucsb.edu/resources/media>

CNN article on a new Cold War: <https://www.cnn.com/2022/09/10/politics/russia-ukraine-us-proxy-war-what-matters/index.html>



### The Cold War Times

*The official newsletter of The Cold War Museum*

*Karen Zwanzig, Lead Newsletter Staffer*



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*The editorial opinions and reviews expressed in the newsletter are those of the individual writer(s). The museum and its newsletter editor(s) cannot be held responsible for errors of fact or opinion. Proven errors of fact will be corrected.*

**Deadline for Fall/Winter issue: October 15, 2023**

*To request publication guidelines, please contact the editor (Jason Hall, [jason@coldwar.org](mailto:jason@coldwar.org))*



## Upcoming Events

NOTE: New lectures will be added from time to time. Keep up with us on Facebook! All lectures in the Zoom Presentation Series start at 2:00 p.m. Participants arrive in the Zoom room online between 1:30 p.m. and 2:00 p.m. Tickets to all events are available at Eventbrite; for the specific link to the most near-term of the upcoming events listed below, please click on this link to the Events page on our website: <https://coldwar.org/default.asp?pid=16883>.

07/16/23—John Schell on additional new facts surrounding the Russian attacks on the Powers U-2 during the shutdown.

09/10/23-- Wayne Whitten on his book *Without a Warning--Maj. Anderson's U-2 shutdown in the Cuban Missile Crisis*.

09/24/23-- Nick Reynolds on his forthcoming book: *Need to Know: World War II and the Rise of American Intelligence*.

## Private Tours – An Important Source of Museum Income

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

As with every other museum in this country and around the world, our ability to hold such tours was necessarily eliminated for several months by COVID health concerns. With things mostly back to normal we're back to booking tours in the normal way.

Here are some of the private tours and outreach via off-site presentations conducted by museum staff since the last newsletter:

12/22/22 – Private tour for 12 Marines

01/19/23 – Executive Director Jason Hall does a presentation on Cold War espionage at Falcon's Landing retirement home, with Mike Washvill

02/11/23 – Private tour for 11 Cold War veterans



03/8/23 – Executive Director Jason Hall attends two panel discussions at the Victims of Communism Foundation in DC

### Private Tours

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

**Bryan A. Zwanzig**

703-408-2039 || [bryan.z@coldwar.org](mailto:bryan.z@coldwar.org)

Cost: \$20/person for groups of 10 or fewer  
\$15/person for larger groups  
No cost for active duty military personnel ever!

03/12-14/23 – Executive Director Jason Hall represents CWM at the Virginia Association of Museums Annual Meeting in Richmond

04/22/23 – Private tour for Benjamin Eliasophe, the Trade Attaché of the Canadian Embassy, and his three friends

04/27/23 – Private tour for Diane Taplin and four friends

05/05/23 – Private tours for Bill Balderson and four friends, and later Gary Powers and his Czech friend

06/29/23 – Executive Director Jason Hall give a private tour to Andy Johnson, the Grants Program Director for the PATH Foundation in Warrenton, Virginia

07/17/23 – Private tour for Kevin Davies, CEO of a new data center company in Warrenton, VA, and four of his employees

08/30/23 – Meeting with Representative Gerry Connally (D, VA) about CWM status®

## Travel Opportunity

Gary Powers is excited to partner with CHA Educational Tours to offer this exciting 12-day Cold War Espionage Tour of Austria, the Czech Republic, Slovakia and Hungary from April 14 to 25, 2024.

For the past 30 years, he has lectured internationally on the need to honor Cold War veterans, preserve Cold War history, and educate future generations about this time period. As a result of his many interests, he is the Founder & Chairman Emeritus of The Cold War Museum in Virginia, an Honorary Board Member of the International Spy Museum, and a past Board Member of the SAC & Aerospace Museum. He has also organized Spy Tours of Washington DC for over 20 years.

On this trip, we will tour various museums and Cold War / espionage related sites in the historic Central European capitals of Vienna, Prague, Bratislava and Budapest as well as other important places along the way. He is look forward to meeting you and accompanying you on this adventure filled educational tour!

Additional information can be found in the brochure.



2024 Espionage Tour Brochure.pdf

When you ready to enroll, click [2024 Gary Powers Cold War Espionage Tour](#) to get started.

The Museum's Challenge Coin is available for \$15. The coin pays homage to Vint Hill Farms Station as an active listening post from 1942–1997 and features the Cold War Museum on the reverse side.





### Mission Statement

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

## The Three Main Goals of the Museum:

- ◆ To keep knowledge of the Cold War and its significance alive for coming generations.
- ◆ To honor the service of those who had professional Cold War roles.
- ◆ To use the Museum’s extensive collection of rare and, in some cases, unique artifacts in Cold War signals intelligence (SIGINT) and image intelligence (IMINT) to show how intelligence collection and analysis supports our policy, diplomacy, and military action.

## Museum Membership

### Individual Membership

\$25/year

#### Member Benefits

- Access to The Cold War Times *(including all prior issues)*
- Listed as a “Founding Member”
- Priority access to the executive director

### Sponsorship Circles

Friend:	\$75/year
Patron:	\$150/year
Benefactor:	\$300/year
Guardian:	\$600/year

The Cold War Museum is an all-volunteer operation. 100 percent of your contributions are applied to fulfilling the museum’s mission. Contributions to the museum *above and beyond membership* are also fully deductible in accordance with IRS guidelines for contributions to 501c3 organizations.

## Join AmazonSmile and Support The Cold War Museum at No Cost to You



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1. Go to *smile.amazon.com* and log in as you normally do on amazon.com.
2. When prompted to select your preferred charity, search “The Cold War Museum” and select.
3. You’re all set and ready to shop. Amazon will donate 0.5% of the price of your eligible purchases to The Cold War Museum.
5. Bookmark *smile.amazon.com* and remember to shop through the AmazonSmile site.