

# The Cold War Times®

The Newsletter of The Cold War Museum®

Spring 2022



## Letter from the Executive Director

It's been a busy time for the Museum.

I'm happy to report that we ended 2021 and began 2022 in good financial shape despite lingering problems related to COVID, such as unavoidable fluctuations in the rules for public gatherings, including in enclosed spaces like museums, and many families' hesitancy to venture out with their younger children given the lack of cleared vaccinations for the very young.

One of the important reasons we were able to continue with our chief mission of educating about the Cold War was excellent attendance at our Zoom presentations of eyewitnesses to, and other experts on, key Cold War events and activities. For example as I write this, our next Zoom event is on March 20<sup>th</sup>, with an eyewitness to and participant in the 1983 Able Archer military exercises, a situation which came extremely close to triggering a first nuclear strike by the Soviets because of their mistaken impression of what the West was doing.

Eyewitness Brian Morra is writing a series of thrillers based on these events starring two protagonists: a U.S. military intelligence officer with a specialty in Russian studies, and his opposite number on the Soviet side with a deep knowledge of American history and culture. The first book is due out soon, and it's gotten glowing reviews from former Secretary of Defense Robert Gates, a former acting head of CIA, and many other people expert in Cold War activities. Our interest in this is in how someone creates compelling fiction and characters out of Cold War history while doing so in a way that both keeps the history accurate and the reader engaged in the story line and characters. You can see more in this issue on both the Presentation Series events since our last issue and the ones we've lined up almost to the end of 2022. You can get more details about the upcoming events by going to our pages on Eventbrite; <https://www.eventbrite.com/d/online/cold-war-museum/?page=1>

We have much more news, of course, from updates to our In Memoriam section featuring additional Cold War participants, both famous and not-so-famous, who have recently died; to our In the News section, with news articles on how the current war in Ukraine both resembles and differs from the Cold War situation. Plus there are new pieces on the efforts we've been making to get CWM declared The National Cold War Museum (and why that's worth the effort) and what we get out of belonging to, and attending the events of, both the Virginia Association of Museums and the American Alliance of Museums (the leading national association for all kinds of museums.)

Don't miss our new book reviews on recent Cold War books, articles by participants in the Cold War activities they describe, and the letter by CWM Chairman Chuck Wilson, a very distinguished Cold War veteran, on CWM's current situation and strategic direction forward — and much more.

Happy reading!

Jason

The Cold War Museum®

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# CWM Represented at the Virginia Association of Museums Annual Meeting in Richmond

CWM belongs to both the American Alliance of Museums (AAM), where Executive Director Jason Hall worked for many years, and the Virginia Association of Museums (VAM). Both provide forums where museum professionals and volunteers can gather and exchange ideas and information, and both advocate for the museum community in the political process—AAM at the federal level in DC and VAM with the Richmond politicians. AAM in addition sets the national standards for the US museum community, which is generally considered the most advanced in the world.

Jason represented the Museum at the recent VAM Annual Meeting (March 5-8) in Richmond. He met museum professionals from a variety of VA museums and consultants and learned quite a bit about fundraising, writing effective and engaging exhibit labels, digital promotion, and other useful subjects.

One of the most interesting sessions was led by Cliff Fleet, the President & CEO of Colonial Williamsburg, the large living history museum in that city. He's the former CEO of Phillip Morris. His topic was the transformation of that site since he came on board about two years ago and his vision for it by 2026, the date of the 250<sup>th</sup> anniversary of the American Revolution, which is being planned by the state government to be a hook for a lot of promotion by the Commonwealth of Virginia.

Jason got a chance to talk with Cliff briefly after his presentation and suggested to him that if the large history museums in Virginia were work with the state government to create a structure in which ALL the VA history museums, like CWM, could cooperate around this anniversary, that could have lasting positive effects well beyond 2026. A possible unifying theme might be the disproportionate positive influence that Virginia individuals have had on the growth and development of America, especially during the time of the Revolution and the creation of the Constitution but also well before that period and up through the present day. A framework like that would give even museums like CWM, with a mid-twentieth-century focus, an opportunity to cooperate with the other history museums in the state around a common theme, each with its own notable Virginians to offer. This could result in lasting personal and professional connections and cooperation.

That's the kind of exchange that makes meetings like this worth CWM's time and attention. He said that that was a very interesting idea and asked for Jason's card.

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## The Cold War Times

*The Newsletter of The Cold War Museum*

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*To request publication guidelines, please contact :*

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## Message from the Chairman *Chuck Wilson*

Dear Members of the Cold War Museum®, Cold War Veterans, and Friends,

We are just into the first quarter 2022 and look forward to an exciting year! While the COVID-19 pandemic, its Omicron variant, the associated economic impact on the economy, and divisive politics, have slowed many museums down, we have persevered! Here is what we are looking forward to:

Fundraising success! We will capitalize on our fundraising successes of last year and grow our museum capital to invest in our future. Our next fundraising event is Give Local Piedmont scheduled for May 3<sup>rd</sup>. Do plan to contribute!

Continue the high level of interest in our museum! In its first full year, and according to Google Analytics, The Cold War Museum® webpage has been engaged by over 24,000 users from 143 countries. We designed, built, and launched this state-of-the-art, Cold War Museum® web page in late 2020.

Pursuit to Expand! We continued the pursuit of a Lorton NIKE Missile site opportunity. Both Laurel Hill Sports and Fairfax County want The Cold War Museum® to establish a presence in the 1950s-era NIKE missile site on that property when the developer begins.

Confront Infringement: The Cold War Museum® name is a popular one in that several museums around the United States have attempted to use words similar to our name. Of course that infringes on the trademark of The Cold War Museum® and those museums that violate discover that trademark infringement is against the law and has significant penalties. See the Supreme Court Decision on trademark infringement here: Trademark Infringement The Cold War Museum® has been a registered trademark for over twenty years.

Presentation Series continues to exceed expectations! When the pandemic eliminated our use of the “Convention Hall” next door, our Presentation Series of distinguished speakers stopped. We managed to resurrect the Presentation Series through Zoom video teleconferences and lectures in 2022. We look forward to lectures from exciting speakers including Chris Pocock on “The Black Bats: CIA Spy Flights over China...,” John Pomfret on “Polish Spies, the CIA, and an Unlikely Alliance,” along with many more!

But our work is far from over. Looking ahead for this year, pressure is on to increase our funding, modernize, and expand our space to display all our artifacts. As the pandemic declines and with your help, we will take The Cold War Museum® to the next level of success: to modernize and expand! I cannot THANK YOU ENOUGH for all you do, and, for your continued support of The Cold War Museum®! The best of wishes for a very prosperous 2022!

*Chuck*

Webpage: <https://coldwar.org/>



## Museum Staff

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

John DePerro, Chief Curator & Key  
Tour Guide  
(Army veteran)

Bill Rinehart, Collections Chief &  
Chief Exhibit Builder  
(Air Force veteran)

Paul Schaya, Imagery Intelligence  
Collections/Exhibits  
(Marine veteran and former CIA im-  
agery veteran)

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  
Technology Specialist

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Stan Manvell, Chief Fabricator  
(construction industry)

[Name withheld], Chief Technology  
Officer & Key Tour Guide  
(Vint Hill Army veteran & former  
FBI electronics engineer)

Doug Harsha,  
Civil Defense Expert &  
Social Media Lead Staffer

Birgitte Tessier, Registrar/Archivist

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, Imagery (Intelligence  
Community)

## Board of Directors Elects New Officers



**Chuck Wilson** has been elected as Chairman for third year. Chuck Wilson is a retired Air Force Colonel notable for his work in political-military affairs, national security policy, defense acquisition, and business development. He commanded four different military units at the squadron, Group and Center organizational levels. After retiring from the Air Force, Wilson worked as a business executive in the aerospace industry. He is past Commander of the Veterans of Foreign Wars of Northern Virginia, a docent at the National Air and Space Museum, author, and a frequent military aviation speaker. Wilson was also a Cold War U-2 Pilot, Instructor Pilot and past U-2 Commander.



**Chad Manske** has been elected as Vice Chairman. Chad Manske has been serving on The Cold War Museum® Board of Directors the past two years. He is a former U.S. Air Force Brigadier General who retired as the Commandant of the National War College in Washington, D.C. Manske continues to serve our communities in many other capacities such as the Chairman of the Daedalian Foundation Board, Daedalian Flight Captain, and National Capital Flight, and is a past Vice President of Business Executives for National Security.

## 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), and provides a resource for future scholars (since we film all these events including the question-and-answer sessions). It is also a significant source of income for our operations.

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

Since our Fall 2021 issue appeared, we have presented the following:

- 11/21/21** — Pulitzer Prize-winning author Louis Menand on *The Free World*, his new book on the art and thought of the first part of the Cold War.
- 12/12/21** — Jim Goodall on the history of Lockheed's Skunk Works in the Cold War.
- 01/16/22** — Don Smith on a neighborhood in Cold War Berlin that was caught between East and West, from his book *Steinstuecken: A Little Pocket of Freedom*.
- 02/6/22** — Aden Magee on his book on the history of the U.S. and Soviet Military Liaison Missions.
- 02/27/22** — Tom Scott on the Law and the Glomar Explorer—what the Glomar was, and what it did for CIA, then the legal case around it and the ongoing issue of getting a just result on the merits in a legal case when much of what's at stake is classified.
- 03/20/22** — Brian Morra on the key facts about Able Archer, a Western military exercise that inadvertently almost led to nuclear war with the Soviets; how he as a historical novelist learned those facts for his recent novel *The Able Archers*; and how he crafted characters and a story that could engage while remaining true to those historical circumstances.
- 04/10/22** — John Ramirez, former CIA, on contacting intel agencies about UFOs during the Cold War.

There are MANY MORE ALREADY SCHEDULED FOR THE REST OF THE YEAR. As I write this, we have them scheduled to the end of October 2022, with more to follow. Please see the Upcoming Events article in this issue for access to those events.

If you are interested in accessing the digital videos of any of our prior events, please contact Exec. Director Jason Hall ([jason@coldwar.org](mailto:jason@coldwar.org)); there is a modest charge for that.

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

# Reflections of a Black Cat Commander

Osan AB, South Korea  
1995 and 1996



## Introduction

The [Black Cats](#), now known as the [5<sup>th</sup> Reconnaissance Squadron](#), have a proud heritage of accomplishment that

goes back to December 1960 when Detachment H was created in Taiwan. At that time there was a “joint venture” between the CIA and the Republic of China Air Force where Nationalist Chinese pilots of the 35<sup>th</sup> squadron would overfly mainland China to collect vital intelligence for the National Command Authority.

The “Black Cat” nickname associated with the 5th Reconnaissance Squadron was started by Detachment H. In the pilot folklore, Detachment H flyers would frequent an establishment called the “Black Cat” in a nearby town. In another version, the name Black Cat was chosen because black cats go out at night just like the U-2 (during earlier missions). The two eyes of the cat are meant to symbolize the cameras onboard. In any event, the name “Blackcat” soon became synonymous with the members of the U-2 Detachment. The original Black Cat patch was designed in 1961 by Major Wei-Shen Chen. Major Chen was shot down over mainland China on September 9, 1962.

[Operations at Osan Air Base \(AB\) began in 1976 as Detachment 2, 9<sup>th</sup> Strategic Reconnaissance Wing \(SRW\)](#). In February of that year, personnel from the 100th Strategic Reconnaissance Wing at Davis-Monthan Air Force Base, Arizona and the 99th Strategic Reconnaissance Squadron (SRS) at operating location U-Tapao Airfield in Thailand, deployed to Osan Air Base, Republic of Korea (ROK). Later, in 1994 Detachment 2 9SRW, became the 5th Reconnaissance Squadron (5RS), of the 9<sup>th</sup> Reconnaissance Wing (9RW).

## But What Led to U-2 Operations Moving to Osan AB, South Korea?

*A Brief Background:* [The Cold War](#) came to Korea. From 1945-1950, Korea did become entwined with the power struggles

between the Western nations of Europe and the [United States](#) with the then [Union of Soviet Socialist Republics](#) (Soviet Union). [Kim il-Sung](#), veteran of the Soviet Army, became North Korea’s first Supreme Leader. Kim il-Sung led the invasion of South Korea and the [Korean War](#) erupted (1950-53). This was the [first military action of the Cold War](#). Containment of Communism was a prime concern to the U.S., and its allies. The Soviet Union backed the North, while the United States, and its allies, supported South Korea. In 1951, President Truman began peace talks with the North but a peace agreement did not occur. A cease-fire was soon declared and exists today. With the cease-fire of the Korean War in 1953, a [Korean Armistice](#) was agreed upon. Technically, with the armistice, a state of war continued and still exists. Tensions between the North and South continued [\(with Kim il-Sung descendants ruling North Korea to this day\)](#).

In 1995, [Eternal Leader Generalissimo Kim Jong-il](#) (father of current Kim Jong-un) enhanced his [saber-rattling](#) and tensions rose. This being their 20th year, the [5<sup>th</sup> Reconnaissance Squadron \(5RS\) U-2 Black Cats](#) were responsible for “indications and warning” of hostile forces through airborne surveillance and reconnaissance of sensitive areas in East Asia. That meant they had to stay on watch virtually 24/7.

I was honored to command the [5RS Black Cats](#). Like my predecessors, I was an accomplished U-2 pilot, had previous flying with Squadron Command experience in Saudi Arabia, and underwent “penance” on the Joint Staff of the Joint Chiefs of Staff (JCS) at the Pentagon. The Black Cats have a tremendous record of accomplishment to which I was proud to contribute.

Several years prior to command of the 5RS, the U.S. Air Force had experienced a dramatic shift and cultural metamorphosis. Then Chief of Staff of the Air Force (CSAF) Merrill McPeak added new uniforms (including whites), reorganized the

Air Wings, and limited the number of “Field Grade” officers in a Squadron to two. Rated pilots on the staffs would need to meet a “return-to-fly” board where only the top 15% would be selected to return. This policy shift had an impact on U-2 squadrons. Generally, the pilots in a U-2 squadron were field grade. That was due to the experience required to be considered and selected for the U-2 program.

**Why?** With the U-2 being a single-seat single engine jet aircraft that is perhaps the most difficult in the Air Force inventory to fly, along with operational missions in and around global areas with significant adversarial threats, and in a hazardous physiological environment where if exposed, the pilot’s blood would boil and body would burst, (see [Boyles Law](#) and [Armstrong’s Line](#)) the U-2 program is selective of its pilots. The wearing of a full pressure suit or space suit is required. Only the “best of breed” of experienced pilots are chosen.

There were Captains in the program, but they were senior time-in-grade. That would change. The experience levels would drop with more “low” flight training sorties to be added to a flying schedule. I was in for an experience.

New U-2 pilots coming out of the training squadron at Beale AFB were deployed to the [Black Cats of the 5RS](#) where they would get their first taste of operational flying, and for many it was their first time out of the Continental United States (CONUS).

At that time, an assignment to South Korea was considered a “remote” or “unaccompanied” assignment. With few Command exceptions, our families remained behind in the CONUS during the duration of our tour of duty in South Korea.

As Commander of the 5RS I was fortunate to have a stellar leadership team, including Major Roger

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Roger Mostar, Director of Operations; Major Craig Roebuck and Major Robert "Crash" Creedon, Assistant Operations Officers; Major Tommy Thompson then LtCol (S) Pauline Shappell, Chiefs of Maintenance; CMSGT Douglas "JJ" Fournier, Superintendent, SMSGT Danny Whelan, Senior Advisor, MSGT James McKinley Administrative and Executive Assistant along with many others.

### Arrival and Courtesy Call With 51 Fighter Wing Commander



In late May 1995, and not long after assuming command, I was invited to attend a [51<sup>st</sup> Fighter](#)

[Wing \(51FW\)](#) staff meeting along with a courtesy call to the Commander of the 51<sup>st</sup> Fighter Wing, Brigadier General (BG) Robert "Doc" Foglesong. The 51<sup>st</sup> Fighter Wing at Osan AB was our host wing with the 9<sup>th</sup> Reconnaissance Wing (9RW) back in the CONUS as our parent wing.

During that 51FW staff meeting considerable discussion occurred between BG Foglesong and all Group and Squadron Commanders regarding his policy on alcohol and the disposition of Airmen who violated this policy. In short, the policy was that if an Airman or Officer were caught Walking While Intoxicated (WWI), they could be punished under Uniformed Code of Military Justice Article 15. I must say that in all my previous deployments to Osan AB, a remote location, or in my career for that matter, I had never heard of a charge of "Walking While Intoxicated." Yes WWI. The only exception to this policy: if the drunkard had a SOBER wingman.

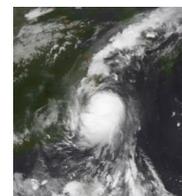
Right after that staff meeting, I made my courtesy call with BG "Doc" Foglesong." In that meeting, BG Foglesong described [the 51<sup>st</sup> Fighter Wing](#). I asked him about the "walking while intoxicated" policy. BG Foglesong sat back in his chair, put his feet up on his desk, and restated the mission of the 51<sup>st</sup> Fighter Wing along with the threat conditions that we faced. And then he asked, "Chuck, do you know that within days of my assumption of command of the 51<sup>st</sup>, what I discovered?" I

replied, "No Sir." BG Foglesong then stated, "I found that at any given time one third of my wing was drunk!!" Further, "With as important as our mission is, that drunkenness had to be eliminated! ...and we are in the process of doing that now." I then assured the 51stFW commander that, "The Black Cats would not violate your policy."

And, as luck would have it, a few days later The Black Cats were scheduled for a rare down day. The Black Cats traditionally took the opportunity to embark on a Catwalk on their night off. The Catwalk is where the Squadron would plan to walk to downtown Song Tan, directly outside the main gate of Osan AB, and visit the many pubs, bars, and taverns. A schedule would be published, beginning at 2000 hours with a list to visit a new establishment every ten minutes. These pubs all knew the Black Cats and they would play "The Stray Cat Strut" by the Stray Cats, during each visit honoring the Black Cats. It was generally good fun and would finish around midnight, or earlier if a curfew was imposed. That Catwalk was a lively time but was tame and finished before midnight.

I walked back to the base with the Squadron and proceeded to my quarters intending to get a good night's sleep. But, at 0530, yes 0530, my phone rang. I answered and a loud voice bellowed over the phone, "Colonel Wilson, do you know that the Black Cats were downtown drinking last night?" I replied, "Yes sir, I was with them as their wingman, and no one misbehaved." BG Foglesong then said, "No one better not have misbehaved! You know that the 51<sup>st</sup> Fighter Wing frowns on the abuse of alcohol" and abruptly hung up the phone! Well, that really got us off to a good start...

### Typhoon/Tropical Storm Janis



It was in late August 1995. The summer weather in South Korea can be quite a challenge to fly in and a bit uncomfortable. From June to August, one can expect

the weather to be hot, humid, and rainy. Thunderstorms occur frequently. The high humidity makes the heat sweltering, The winds can be very gusty. Rainfall is often heavy especially in July and August. Two-thirds of the annual rainfall in South Korea occurs in summer. Both the Commander and Operations Officers follow the weather very closely.

On a sweltering day in late August, it was announced that [Typhoon Janis](#) was registering wind speeds over 100 mph and was causing havoc near China, coming across the Yellow Sea, and heading toward the Korean Peninsula. Remembering the storms of 1986-87, the Black Cats were already studying the situation and formulating courses of action. The Black Cat hangers were designed to withstand 90 knots of wind. Commanders had to carefully consider an appropriate course of action. Options considered included 1) relocate the aircraft to alternate bases on the Korean Peninsula, 2) launch to Misawa AB Japan or Kadena Okinawa, or 3) hunker down at Osan AB. The estimated arrival of Janis was about 72-96 hours. Weather experts expected that Typhoon Janis would diminish within that time.

The weather at Osan that day was fair. But the next day it became rainy with gusting winds. Additionally, thunderstorms developed over the Korean peninsula including Osan AB. We had prepositioned diversion kits at Kunsan AB, Korea; Kadena AB, Okinawa; and Misawa AB Japan that we could use for emergency/survival launch. But there were no U-2 recovery teams in place at the distant locations. It was also reported that Typhoon Janis impacted operations at Misawa AB, Japan.

Then weather reports then came in that [Typhoon Janis' strength was weakening](#) and it was downgraded to a Tropical Storm with wind speeds of less than 70 miles per hour. That said, thunderstorms were forecast within ten miles of Osan AB for the next 24 hours. Pilots in that day knew very well that they must stay at least 10 miles or more from a thunderstorm. Launching with thunderstorms within 10 miles of the airfield was potentially

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treacherous and not within allowable protocol. In addition, there was no hanger space at alternate bases on the Korean Peninsula and wind forecasts were more than 35 knots at each base. We decided to shelter-in-place, keep the aircraft in our hangers at Osan AB, jack the aircraft four feet up in the air, and hunker down as we did in 1986-87.



At this point the 51<sup>st</sup> Fighter Wing Commander BG Foglesong called me to inform that he

was launching and sending his fighters to Kadena AB, between the lulls and advised me to do the same. I let him know that we analyzed this situation, considered all options, and determined that the safest option for the U-2 and crews was to hunker down in our hangers, as we did in 1986-87. Doc Foglesong then exclaimed, "Did you hear what I advised you to do?" I replied, "Yes sir but since the U-2s are not the best at launching between the lulls, to be safe, we are hunkering down." The 51<sup>st</sup> Wing Commander then called Gen John Lorber Pacific Air Forces (PACAF) Commander and Lt Gen Thad Wolf Vice Commander of Air Combat Command (ACC) to report the Black Cats were opting to shelter-in-place. Gen Lorber supported my decision. Lt-Gen Thad Wolf called the 9<sup>th</sup> Reconnaissance Wing (9RW) at Beale. Much later I would learn that BG Foglesong was told, "That is what we pay our commanders in the field to do...make decisions." He (Foglesong) apparently was not in agreement.

Tropical Storm Janis hit Osan AB with 51 knots of wind, blew down many root-soaked trees and put six inches of water in the Black Cat hangers. When BG Foglesong next saw me, he said, "Wilson, you son-of-a-bitch...you were right."

### The Air Combat Command Inspector General (IG)

When I returned to my office from meeting with Doc Foglesong, I was notified that the Air Combat Command Inspector General (IG) staff were to arrive for an inspection of 5RS the first five days

of September and over Labor Day weekend. A surprise. We were working anyway. It was the first time Air Combat Command (ACC) inspected a unit conducting its "wartime" operational mission. Our day and night operational tempo had to continue. The Black Cats were ready, albeit facing a distraction.

The ACC IG team consisted of three inspectors who focused on operations, logistics, and maintenance. The team spent several days observing flight operations, evaluating maintenance actions, and reviewing our records in each area. The result was extraordinary.

The Black Cats were rated outstanding and the 5RS was "benchmarked" by the ACC/IG in both operations and maintenance. Additionally, there was a Quality Air Force assessment taken and 5RS Black Cats scored in the top 5%. It was noted that this was the first time a U-2 "Operational" unit was inspected by the ACC/IG.

### U-2 S-Model Conversion



In September 1995, planning took place to change to a [new model aircraft, the U-2S](#). Since 1955,

the U-2 aircraft went through numerous modifications and changes with the complete redesign of the fuselage in 1968. That redesign was a new airplane, called the U-2R model. As time went on the intelligence collection requirements grew along with the need to sustain and even enhance the performance of the U-2. With the retirement of the F-106 fighter, the U-2R was the only aircraft remaining in the Air Force inventory that was powered by the [Pratt Whitney J-75 turbojet engine](#). The supply chain of parts and spares became problematic. The associated cost was not sustainable. Additionally, the weight of the new sensors and downlink created the need for the U-2R to undergo a meaningful change--beginning with a new engine.

Lockheed selected the General Electric F101 turbofan



with it being redesignated [the General Electric F-118](#). This F-118 engine puts out about 17,000 pounds of thrust which was roughly equivalent to the J-75 but is lighter in weight. According to [Chris Pocock in 50 Years of the U-2](#), "the weight saving of 1,300 pounds and average fuel saving of 16%, compared with the J75. This translated to an increase in maximum altitude by 3,500 feet (max altitude is classified), an increased payload, and a 1,200 nautical increase in range and time on station." There were other changes in this modification such as replacing airframe components with composite materials including the rudder, elevator, speed brakes, landing gear doors, the leading edge of the vertical tail along with much of the avionics inside the cockpit.

Six thousand miles away, their parent [9th Reconnaissance Wing](#) at Beale AFB, California, was undergoing this transition and incorporating the changes in the 1<sup>st</sup> RS--the U-2 pilot schoolhouse--and their maintenance, logistics and supply programs.



The 5RS was chosen to transition first since it was the first deployed location that new U-2 pilots were sent to become "operational." Transitioning to a different aircraft was no easy task, especially when a high day-and-night ops tempo was required, 7-days a week. For a brief period, the number of aircraft would essentially need to double with the U-2R to be flown for missions as both the ground and air crews learned the U-2S model. During this transition new U-2 pilot trainees at Beale AFB would train on the new "S-Model," then deploy to Osan AB, Korea for duty with the Black Cats.

On 20 October 1995, the first operational mission was flown by (me) then [LtCol Charles "Chuck" Wilson, Commander of the 5<sup>th</sup> Reconnaissance Squadron](#). The operations tempo did not change to allow for this transition. Security was heightened, not to mention the significant logistics and supply chain needed. Even so, no missions were missed, the 5RS Black Cat mission effectiveness rate was near perfect!

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Reflections cont. from page 8

## The High Operations Tempo Increases

As the winter months approached in late 1995, the ground hardened from the cold and tensions between North and South Korea continued. Kim Jung Il, the North Korean Leader, broadcast fiery rhetoric and intense saber rattling that raised the concerns between nations. Wintertime “saber-rattling” was a norm. That meant the Black Cat operations tempo increased through the winter and on all the holidays. Mission lengths were over nine hours. Cabin altitude was 29.9K’. More pilots were needed and deployed. Higher Headquarters (HHQ) questioned crew rest.

High altitude missions generally have a negative effect on the human body. After a nine-plus-hour flight the returning pilot would find it difficult to pass a routine physical. So the proper pilot crew rest was mandatory for the human body to recuperate. After a nine-hour flight the pilot would be “duty not including flying” (DNIF) for 48 hours with flying not to be planned until the fourth day after. In other words: Mission plan-fly-off-off-mission plan -fly-off-off.

The 9<sup>th</sup> RW Operations Group Commander (OG/CC), who was not a highflyer, called to ask me if we could adjust our flight schedule in such a way that the missions would be no longer than eight hours and forty-five minutes. I had to ask why. He said that way we could get another day out of our pilots and over time decrease the need for a higher number of required pilots. I told him that *“...it was not a good idea in as in the long run, the cumulative effect upon the pilot condition would have a negative impact on his overall health.”* While Dr Randy Reynolds, our Black Cat Flight Surgeon at Osan AB supported this decision, pressure continued to shorten our missions to cycle pilots at a faster rate.

## U-2 Mission Divert to Kunsan AB

Occasionally unforeseen mission changes due to weather or equipment malfunction can be a cause for a mission diversion to an alternate airport. This has its challenges since the pilot, in a full pressure suit, would land with no clothes to wear. Additionally, a U-2 landing without a recovery

team, or trained wing-walkers, can be a cause for a runway closure since the aircraft could not taxi without the outrigger wheels (called pogos), jettisoned on take-off.

It was February 1996 and about 0130 in the morning. Inclement weather continued to affect U-2 operations. Although the forecast was 500’ overcast with 3500 Runway Visual Range (RVR), conditions deteriorated. We decided to recall the mission. Generally, it takes about 40 minutes to come down from altitude. We reviewed possible diversion options with the pilot who was in the descent for Osan AB. Weather at Osan AB was just above acceptable minimums. The pilot, Captain Mitchell, shot a precision approach, could not acquire the runway environment in sight, and went missed approach. During the missed approach, the fog dissipated. The pilot brought the aircraft around for another precision approach. He encountered the same conditions and went around. Again, the fog dissipated. Captain Mitchell brought the aircraft around again for another precision approach. By this time, he was down to five hundred gallons of fuel, enough to continue safely, yet highlighting the increased urgency. The next approach had the same result. We then directed him to divert [to Kunsan AB](#). Fortunately, that previous October we had made a trip to Kunsan and went over recovery procedures with the ground maintenance teams there. We also left some pogos and a tow bar. This was beneficial in that the Air Wing at Kunsan AB was ready for our divert. Recovery was uneventful. The Air Wing at Kunsan AB took great care of us. The Vice-Wing/Commander, Operations Group (OG) Commander, and the Deputy OG came out for the recovery that was at 0230 in the morning. The next day the 51<sup>st</sup> FW generated a C-12 and flew me down to Kunsan AB so I could fly the U-2 back home since other pilots were in crew rest and others were in mission preparation. I was quite happy with the support that we received.

## Deployment to Suwan AB

In early March 1996, the Osan AB run-



way needed to close for two weeks of repairs. Flying operations for the 51<sup>st</sup> FW would cease. But the 5RS Black Cats were still under direction to maintain surveillance for indications and warning of adversaries throughout the Peninsula. That meant that we would need to deploy a task force contingent to [Suwon AB](#) for air operations. Suwon was a ROKAF base with an “empty” American” side. USAF A-10s operated there until 1989-90. There was a US Army Patriot missile unit there, but the base itself appeared to have little activity. This side of the base was in “caretaker” status. The distance from Osan AB was about 15-20 miles and would take 20 to 45 minutes to drive along the narrow roads, depending on traffic. But with all the supplies and equipment to move, it would take us several days to deploy and set up for operations.

The Black Cats sent a site survey team to Suwan AB to determine what would be needed to deploy to and operate out of Suwan AB. Although ROKAF operated from Suwan AB, the American side was empty of life, or at least in the areas that we occupied were. The runway was active, about 9,000 feet in length, and was adequate for U-2 operations. There was sufficient hanger space for our aircraft. But the taxiways were not well lit and quite narrow. As a result, taxiing the U-2 had to be done with caution.

The base had security, an active control tower with controllers that spoke broken English, and Base Operations with a one-room area that had snacks. The 5RS team would be living in a reopened dormitory. The water was not potable. We would bring our own water, phones, and various other sundry items. The dormitories had the basics: a bed, a light, and a small table and chair. No television. No cable. No water. I imagine things may be different there now. The area that we worked in needed to be secure. The 51<sup>st</sup> FW provided more security. We could operate there and prepared for deployment. We still could not interrupt the flying schedule for the move. So we set a date of 5 March and started the move. This was no small task.

For the deployment we needed to take a considerable amount of

Cont. on page 10

Reflections cont. from page 9

equipment, from full aircraft deployment kit consisting of associated equipment, spare parts, tools, and supplies, Aerospace Ground Equipment (AGE), and more. The Physiological Support Division (PSD) needed to take all the physiological support equipment, pilot pressure suits, medical supplies, PSD Van, and technicians to ensure the pilots' physiological safety. The PSD Technicians would need to inspect and maintain the pilots' pressure suits along with equipment to assist with the pilot integration of that full pressure suit. Pilots and mission planners would bring along the flight publications, maps charts, and associated materials needed for each mission. The level of effort was enormously complex. The 51FW were supportive and assist our deployment by providing seven/seven tractor trailers plus pickup trucks to ship/move our equipment. We also took our "Hi-speed" Mustang for the pilot mobile officer. During the move we launched a mission at Osan AB, continued the move, and recovered the mission aircraft at Suwan AB. Our deployment to Suwon would last just over 15 days. During that time, we also had one of our jets that needed to go through its phase maintenance inspection and repairs. Two maintenance teams would be at Suwon AB and care for the jets. Two other maintenance teams would remain at Osan AB to Aircraft 1099 through phase. We were busy at both Suwon AB and Osan AB.



Overall, the deployment was difficult but uneventful. We flew our last mission from Suwan AB on 23 March. Then there was the tough job of packing up all the equipment, supplies, and gear and loading those seven tractor trailers for the trip back to Osan AB. Although we were operating in tough conditions, day and night operations were quite successful.

### 20<sup>th</sup> Anniversary at Osan AB

As most all of us know, [U-2 Operations at Osan AB, began in 1976](#). In February of that year, personnel from the [100th Strategic Reconnaissance Wing](#) at Davis-Monthan AFB, Arizona and the 99th SRS

at operating location U-Tapao Airfield Thailand deployed to Osan AB, Republic of Korea, to establish a 90-day test program. That program was successful, followed by the decision to move to Osan AB in late Spring/early Summer 1976.



*Black Cat Banner at entrance to Osan Officers Club*

It was now 1996 and time to recognize twenty years of successful U-2 operations at Osan AB so the Black Cats established a committee to organize a 20<sup>th</sup> Anniversary celebration. Funding would be from the Black Cat Booster Club, which was highly successful in fundraising that year. The Osan Officer's Club was chosen with a date set in April. Steak and Lobster was the meal. Invitations were sent out and we had over 450 RSVPs.



This was also a time where the 5<sup>th</sup> Reconnaissance Squadron was in line to be recognized for quite a few of awards from the USAF, USFK, ROKAF, 7AF, Lockheed, Raytheon, and many other contractors.



*Left —Lt-Gen Chun Park Commander ROKAF presents Outstanding Unit Award Right—Gordon President Lockheed Skunkworks Presents Lockheed Award for Outstanding Recce*



*The SRS Black Cats won so many awards that a display case was procured to hold them all*

In summary, the Black Cats of the 5<sup>th</sup> Reconnaissance Squadron continued a proud tradition of excellence. They were the first U-2 "operational" unit inspected by the Air Combat Command Inspector General, "benchmarked" by the ACC/IG in both operations and maintenance, scored in the top five percent on the 1995 Air Combat Command Quality Air Force Assessment, flew the 2000th Advanced Synthetic Aperture RADAR System (ASARS) mission (they have over 5,000 by now), was the first unit to bring the Enhanced Moving Target Indicator on line, was recipient of the 1995 Lockheed Advanced Development Corporation Hughes Trophy, and achieved that year an estimated 5,000 mishap free hours (ops and training missions) of flying time.

General Ronald Fogleman, then USAF Chief of Staff, wrote the 5th Reconnaissance Squadron stating, *"The Black Cats have established a tradition of excellence. Your organization boasts an outstanding record of service, and I am delighted that your unique legacy continues to this day. As you commemorate this special occasion, it is important to note that the key to your success is not just U-2s, but the dedication, skill and courage of those who fly and maintain them."*

No matter what problem or difficulty that challenged them, the Black Cats of the 5<sup>th</sup> Reconnaissance Squadron would meet each challenge and persevere! It was a true team effort in every instance. In my career I was blessed to be chosen for four [G-series Orders](#) Commands: at Edwards AFB, CA; Taif AB, Saudi Arabia; and Hurlburt Field FL. That said, my tour with the Black Cats was tops!

[Chuck Wilson, Colonel, USAF, Ret.](#)

[Wikipedia link](#)

Charles P. "Chuck Wilson is the Chairman, Board of Directors, The Cold War Museum®.



Wilson is a retired Air Force Colonel notable for his work in political-military affairs, national security policy, defense acquisition, and business development. He commanded four different military units at the squadron, Group and, and Center organiz-

*Cont. on page 11*

Reflections cont. from page 10

ational levels. After retiring from the Air Force, Wilson worked as a business executive in the aerospace industry. He is a docent at the National Air and Space Museum, past Commander of the Veterans of Foreign Wars of Northern Virginia, author, and a frequent military aviation speaker.

# The U-2 and Air Refueling



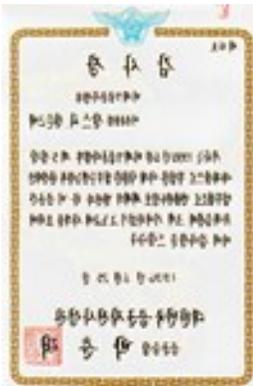
Yes, several of the early U-2s were air refuellable. In those days, the CIA reportedly flew several missions over the Pacific. Air refueling the U-2 was very tricky because the rendezvous with the KC-135 Tanker was quite difficult due to the difference in airspeed between the two airplanes. Below [Maj Gen Pat Halloran \(U-2 solo July 1957\)](#) recently described his experience with the U-2F.



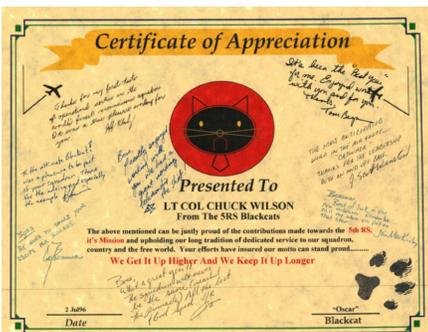
"I found this picture (above). Note speed brakes open and gear down to keep the engine at a high rpm for quicker response. That old J-57 (engine) was slow to respond. This was a modified A model and I think we called it the F-Model. I believe the tanker was a KC-135. We were usually into the red line while refueling. It was a dangerous procedure and we lost two planes and one pilot in training. We also used a KC-97 where speeds were more compatible. RVZ (rendezvous) was unique in that we became the lead at the RZ point and the tanker joined on us. He matched our speed (500' feet altitude separation) and maneuvered to go slowly by off our wing so that we could see him and then make the last adjustment to a pre-contact position. It was a strange feeling to suddenly see the tanker moving past us off our wingtip. Especially at night. There were four, long 13-hour missions flown using this configuration."



Black Cat Day Shift



Lt-Gen Chun Park, ROKAF Commander, presented this letter of appreciation to Wilson



## New VDOT Sign



Thanks largely to the efforts of long-time CWM docent and Chief Curator John Deperro, we now have a road sign adjacent to Vint Hill that advertises our presence.

As you may know, to get and maintain a sign like this, which is provided by the VA Department of Transportation, the entity advertised in the sign must do an annual roadside cleanup, both before and indefinitely after the sign is installed.

John did all the paperwork and most of the cleanup himself but was also aided by other members of the CWM extended family.

Thank you, John!

## 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 NE and AR 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've made considerable progress in this effort, aided by the key positions that VA 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.

Rep. Rob Wittman, the senior Republican on the House Armed Services Committee, is taking the lead for us in this effort, and he is joined on his draft legislation by Rep. Elaine Luria, a Democrat who is the Vice-Chair of the Committee; by the Museum's Congressman, Rep. Bob Good (who recently visited the Museum with one of his staffers, as we reported elsewhere in this issue); and by others in the VA delegation.

We will keep you informed of our progress in this area in coming editions of *The Cold War Times*.

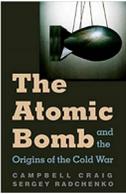
# Book Reviews



## *The Atomic Bomb and the Origins of the Cold War*

By Campbell Craig and Sergey Radchenko

Reviewed by Gregory Johnson, Docent at the Cold War Museum



This book was written by two professors in British universities with expertise in international affairs: Campbell Craig, professor of international relations at the University of

Southampton, and Sergey Radchenko, tutorial fellow in international history at the London School of Economics. The book's title, *The Atomic Bomb and the Origins of the Cold War*, is an allusion to its thesis, which is that real international control of atomic weapons was fundamentally incompatible with the system of nation-states. This was particularly true because of the new technology of atomic weapons.

I agree with this opinion. Effective international nuclear control would require a political institution with sovereignty over the individual nation-states. This would entail a fundamental reordering of international politics and that would mean countries would have to surrender much of their power to an international body. Creating this situation, even if it were desirable, was no more feasible in 1945 than it is today.

The book begins by explaining that the blindness of the US and the USSR caused by not knowing what the other was doing was overcome largely by espionage. This provided stability in the otherwise chaotic and unstable postwar years. Both countries were trying to guess the other's intentions and actions. Espionage allowed the two nations to monitor each other and prevent either side from panicking at the illusion of an adversary who appeared to be everywhere and know everything.

Franklin Roosevelt committed to the development of atomic weapons after receiving a famous letter from Albert Einstein but

naively believed that these bombs could be limited to the US and Britain. The Soviets had their own bomb project and used intelligence gained from spying on the US to make up for lost time. After Roosevelt's death, the book contends that Truman believed he had to drop the atomic bomb to force a surrender from Japan. He quickly dropped a second bomb to force a rapid surrender and avoid a joint US-Soviet occupation of that country.

Evidence of Soviet espionage after World War II convinced Truman the USSR would never accept international nuclear control. Nevertheless, the US put forward two plans—the Acheson-Lilienthal Plan and the Baruch Plan—that purported to transfer control of America's arsenal of nuclear weapons to the United Nations Atomic Energy Commission (UNAEC). If enacted, these plans would have constituted a new political order.

In a short conclusion it is revealed that neither Truman nor Stalin ever considered transferring atomic bombs to international control. The "plans" to do this were manipulations. Both countries were maneuvering for position and trying to come to grips with the postwar order.

The book's thesis is the impossibility of international control of nuclear weapons occurring within a system of nation-states. The limited power international institutions have is freely given to them by individual countries. To believe that countries would allow an international institution to override their sovereignty on an issue of the highest national priority—nuclear weapons—is extremely naïve and is refuted by the routine and observable practice of international politics.

That the world of 1945 was nowhere near ready for international nuclear control was shown repeatedly throughout the text by both the US and the USSR. Truman

dropped the second atomic bomb just three days after the first to force a quick Japanese surrender and prevent a joint US-Soviet occupation of that country. Both during and after the Manhattan Project the Soviets were heavily invested in atomic espionage against the US. And both countries were committed to political systems based on radically different political ideologies. How could these countries surrender their most vital national secrets to international control when they were all but at war with each other during the early years of the Cold War? Craig and Radchenko effectively demonstrate this point simply by recording the actions of the two countries.

This same point is illustrated repeatedly throughout the book. Truman knew, for example, that he couldn't curtail Soviet dominance of Eastern Europe without an enormously costly war with the USSR. Stalin tried to get the UNAEC under the control of the United Nations Security Council so it could use its veto power to prevent it from doing anything to undermine Soviet intentions. The fact that both the Acheson-Lilienthal Plan and the Baruch Plan were manipulative shows that the US was still thinking in terms of its national interest. The book is a catalogue of the actions one would expect from nations acting in their own interests without regard to international norms and demonstrates this point beyond doubt.

Perhaps the only significant shortcoming of the book is the amount of detail it provides at the expense of commentary and analysis. It does an excellent job of fleshing out the details of the events it describes. The reader is not left wondering if there is a decision, policy, or interpretation by Truman, Stalin, or any other leader left out of the text that would alter the book's narrative. The facts are presented comprehensively. Nonetheless, it sometimes seems

aims, Stalin's downplaying the significance of atomic weapons, the details of the Baruch Plan, and many other things. While this prevents gaps in knowledge, the reader is left asking what it all means. It's difficult to see the relevance of the treatment of Soviet scientists by their government or Truman's thinking about ending the war with Japan to the larger questions of how the Cold War came to be or how these events had an impact on later Cold War developments or what meaning they have for our understanding of international relations.

Analysis is provided in the conclusion, however, and it proves to be the book's greatest strength. Specifically, it shows how atomic weapons make international control vastly more difficult than it was before such weapons existed. Nuclear weapons occupy little space and are easily hidden. Concealing from international notice a large number of military aircraft, a contingent of ground troops, or a fleet of warships is virtually unimaginable. Hiding one or two or even a dozen nuclear warheads would not be difficult. This means the degree of international control required to do this would be overwhelming. International inspectors would have to be given enough power to search through all of the hiding spaces of an entire country to avoid concealment. This would require tremendous authority that could not be accommodated by the system of nation-states in place in the 1940's or today.

The book suffers from too much detail when it should be providing analysis. Nonetheless, it does an excellent job showing the inherent contradiction of trying to insert international control into a system of nation-states. And it insightfully makes the generally-overlooked point that control of nuclear weapons requires far more international control than conventional weapons. The reader is provided with an illuminating account of how the world's political structure for a half-century came into existence.

## Books reviewed by Chad Manske



### **American Moonshot: John F. Kennedy and the Great Space Race**

By Douglas Brinkley

It was an amazing book. "We choose to go to the Moon in this decade and do the other things, not because they are easy, but because they are hard; because that goal will serve to organize and measure the best of our energies and skills, because that challenge is one that we are willing to accept, one we are unwilling to postpone, and one we intend to win."—President John F. Kennedy.

And thus the dream was put forward. It was a vision that Kennedy would never see realized but nonetheless the goal was reached by the end of the 60s. Rice history professor and perennial NYT Bestselling author Douglas Brinkley takes us back to the dawn of the Cold War and the story of the men, women, technology, and imagination needed to deliver a new look at the New Frontier that would consume billions of dollars to stoke the imagination and push the boundaries in a race like no other. New terms in our daily lexicon were introduced during the space race like leap frog, moonshot, and light this candle!

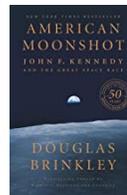
Kennedy, Johnson, Glenn, Webb, von Braun, and Armstrong would play prominent roles in this story and nothing would stand in the way—not even partisan politics (!)—of the determination and grit it would take to get to the moon.



### **Listen Up!: Stories of Pearl Harbor, Vietnam, the Pentagon, CNN and Beyond**

by Perry M. Smith, Jr.

It was an amazing book, a fantastic personal memoir of a retired USAF 2-star general, leader, pilot and mentor! A generous man, Perry Smith donated 1,000 of these books as writing it was not about the money. Smith gives us an inside look at his family, all the way back to generations

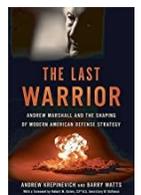


before him through two ahead of him. Love of family is a theme running throughout. Living through Pearl Harbor as a child military dependent through his time as a West Point Cadet (Class of '56), he graduated high enough to cross-commission into the USAF and achieve his dream to fly. His adventures would take him all over the world, in fighter aircraft as well as graduate school and a Columbia PhD. More flying would follow, including service in Vietnam, as well as stints teaching at the Air Force Academy and National War College and culminating his career as the Commandant of the latter (an honor he shares with this reviewer!). Service after the military would include years as a CNN analyst, most notably during the first Gulf War, and why he resigned in 1998. He would also do significant work to honor his father-in-law's memory, a man he never met who has the distinction of being the only person to receive the Carnegie Medal of Freedom and the Congressional Medal of Honor. This was "Jimmie" Dyess, whom he asks you to consider supporting when reading this memoir. I will leave the stories to you to read and would tell you this leader's lessons are worthy for any leader to learn and apply!

### **The Last Warrior: Andrew Marshall and the Shaping of Modern American Defense Strategy**

By Andrew F. Krepinevich and Barry D. Watts

It was an amazing book. Published in 2015, this work is a masterpiece memoir of the life and influence of "The most famous man in defense circles" you've never heard of! Andrew "Yoda" Marshall (who actually eschewed the nickname that stuck) passed away at the age of 97 in 2019. He retired from 60 years of public service influencing generations of defense and policy thinkers while serving as the first Director of the Office of Net Assessment in OSD, a powerful strategic planning methodology organization he led for 42 years and spanning numerous presidents' tenures from Nixon to Obama. He started his young career working in the heyday



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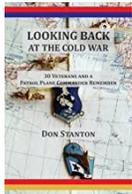
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defence analysis, including predicting China's strategic rise decades before others were thinking about it (also coming true). I was privileged to work with Andrew during one of his famous summer studies at Newport, RI years ago, and was very impressed with the topic, conduct and outcomes of that study and how Marshall shaped dozens of these over his years. This is a fantastic tribute to a soft-spoken intellectual giant!

**Looking Back at the Cold War: 30 Veterans and a Patrol Plane Commander Remember**

By Don Stanton

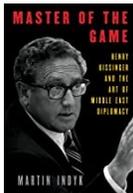
Really liked it. A fantastic primer on the Cold War's 44 years infused with numerous personal stories and vignettes by several of its warriors. Don Stanton's research and narrative of the events is spot on and very readable and those who don't know much about this era will tremendously benefit from reading this work!



**Master of the Game: Henry Kissinger and the Art of Middle East Diplomacy**

By Martin S. Indyk

Really liked it. The former US Ambassador to Israel takes a new look based on recently-released files as well as interviewing Kissinger himself to better understand the 'master' of Middle East peace negotiations. It's been 22 years since a peace accord has been struck between Israel and its Arab neighbors and it appears we couldn't be further from one today. Thus Indyk wanted to peel back the history and context for both Kissinger's successes and failures, to see what worked and what didn't. Kissinger's savvy step-by-step process seemed a plausible formula whereas today's talks seem to grasp for more than either side will allow. Giants like Meir, Sadat, Rabin, Hussein, Al Assad and others play prominently in a contest to curry a Western-brokered solution vs a Soviet one. Fascinating reading that punctuates the title conveying that Kissinger was truly the Master of the Game!



**Checkmate in Berlin: The Cold War Showdown That Shaped the Modern World**

By Giles Milton

Really liked it. Three months ahead of Nazi Germany's surrender in May 1945, the presumed victors gathered at the Soviet-hosted Yalta Conference in Crimea in the first week of February to discuss the administration and organization of post-war Germany. Berlin's fate would be the outcome, though how that fate would play out is the story of this dramatic and thrilling 2021 account told by author Giles Milton. Ideally, Berlin would be sectioned in quarters with a commandant from each nation—Britain, the US, France and the Soviet Union—running their respective sectors. The pragmatic approach on paper led one to believe how easy it would be, yet as time went by the thin veneer of collaboration that glued the Allies together for the common purpose of defeating Germany would quickly crumble. Mistrust and acrimony between Colonel Frank Howley from the US and Soviet commandant General Alexander Kotikov and the others would deteriorate and sow the seeds of the Cold War that would begin to immediately heat up.



Opposing systems and ideologies would mark not only the physical lines between the sectors on a map but would also fuel hatred and mistrust among them while the Berliners would suffer immensely. In time, it would become clear that the Soviets created a siege of their sector with the apparent goal of starving their sector's inhabitants. Grim calculations of water, electricity and fuel would result in the death of thousands of a solution for supplying and sustaining them was not found. And one soon was, but reluctantly. The British calculated that an airlift of mammoth proportions on a very tight rotational timeline would be required to solve the embargoed sector's people. Improvements to infrastructure at the selected Tempelhof aerodrome would also have to be completed. The US military, skeptical of the British plan, would say no to it but would be overruled by President Truman, as he would put America's airlift behind the plan.

Gen William Tunner of WWII Burma Hump

fame would be commissioned to command the Herculean effort, which many believed to be an impossible mandate. Yet between 1948 and 1949, it would succeed wildly and create the conditions for the Soviets to relent. CHECKMATE!

## U-2 ARTIFACT DONATIONS

CWM recently received some generous donations of rare U-2 artifacts from Rick Bishop, LtCol, USAF, Ret. LtCol Bishop is a Cold War U-2 pilot who soloed the U-2 in March 1979, was a U-2 Instructor Pilot, and was also the Black Cat Director of Operations from 1982-1984.



The U-2 Black Cat table banner was used circa 1976 -1984 at the Officer's Club, Osan AB, South Korea designating the private dining table for the Black Cats. This is two sided with glass on both sides of frame.



BRASS BRICK- Presented to then Capt. Rick Bishop, U-2 Pilot and Black Cat Director of Operations in 1984, by Capt. Joe Fusco in appreciation for the U-2 flight instruction he received from Rick prior to joining the Black Cats in Osan.



The U-2 "Senior Spear" logo was assigned to the most advanced Cold War SIGINT intelligence-gathering system carried by the U-2R and TR-1A. "Deuces Are Wild" refers to the U-2 platform. Circa 1988.



Original U-2 "Senior Span" prototype emblem used by the Lockheed Skunk Works during initial testing. Senior Span enabled world-wide transmissions of intelligence data from the Lockheed U-2R and S Model aircraft.



## 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.



**David Buckwalter:** Dear Members and Friends of the Gabriel Chapter, It is with sadness that I report the passing of our most respected AFA Leader and Parliamentarian Colonel (Retired) David "Buck" Buckwalter on Sunday, February 27, 2022, at the age of 72. During his 27-year career in the

Air Force, he was a maintenance squadron and logistics group commander, and the Senior Advisor to the President of the Naval War College. He was also the Executive Officer to the Director of Operations for U.S. Air Forces in Europe. Buck was a former AFA Executive Vice President who started the CyberPatriot and StellarXplorers Programs, an Air Force weapon systems officer, logistician, and an instructor at the Naval War College. His accomplishments while establishing the CyberPatriot and StellarXplorers were perhaps dearest to his heart. Buck had been fighting against the latent effects of radiation from his prostate cancer treatment for a while, and over the last two months, they took a stronger hold on his energy and effort.



**Peter Earnest**, former CIA and a founder of the Spy Museum: <https://www.washingtonpost.com/obituaries/2022/02/15/peter-earnest-spy-museum-dead/>

**Colonel Don Emmons**, age 79, passed away Monday February 21, 2022. Colonel Emmons was an SR-71 Reconnaissance Systems



Operator (back-seater). During the Vietnam War, Colonel Emmons was a B-52 bombardier, later he was selected for the SR 71 program. He remained in the SR 71 program for over 22 years. His nickname was "the Snake." His pilot was the well-known Colonel Rich Graham, author of many books on the SR-71.



**Werner Grossmann**—Head of East Germany's foreign intelligence service who helped to recruit 1,500 West German spies during the cold war. [https://www.theguardian.com/world/2022/feb/15/werner-](https://www.theguardian.com/world/2022/feb/15/werner-grossman-obituary)

[grossman-obituary](https://www.theguardian.com/world/2022/feb/15/werner-grossman-obituary)

**Gail S. Halvorsen** — a.k.a. 'The Candy Bomber' — dies at age 101 <https://www.thechurchnews.com/members/2022-02-17/candy-bomber-gail-halvorsen-obituary-germany-meet-the-mormons-243399> and <https://www.nytimes.com/2022/02/17/us/gail-halvorsen-obituary.html>



**Thomas B. Hayward**, Cold War-era chief of naval operations Hayward dies at 97. <https://www.stripes.com/veterans/obituaries/2022-03-07/hayward-navy-chief-operations-cold-war-dies-5257708.html>

**Heyward Isham**, 82, a career Foreign Service officer and a Russian scholar who held key posts during the Cold War and the war in Vietnam. [https://www.inquirer.com/philly/obituar-ies/20090623\\_Heyward\\_Isham\\_Cold\\_War\\_diplomat\\_82.html](https://www.inquirer.com/philly/obituar-ies/20090623_Heyward_Isham_Cold_War_diplomat_82.html)

**Joseph McSherry:** Cold War Army veteran and master mechanic/truck driver. <https://dennissweeneyfuneralhome.com/obituaries/joseph-g-mcsherry/1138/>



**Adam Price, Sr.**, veteran of D-Day, Korean War, Vietnam War, and Cold War service. 50 years of public service. <https://www.seacoastonline.com/obituaries/p0192915>

## In the News



- ◆ “A New Cold War Without Rules: U.S. Braces for a Long-Term Confrontation with Russia. Analysis: Unlike the struggle against the Soviet Union, economic warfare is a key element in this new standoff with Moscow.” NBC News citing Cold War experts on similarities and differences between the present situation and the Cold War period. <https://www.nbcnews.com/news/investigations/new-cold-war-rules-us-braces-long-term-confrontation-russia-rcna18554>
- ◆ “Putin blames West for tensions since end of Cold War” Reuters on Putin’s point-of-view in his own words. <https://www.reuters.com/world/russias-putin-blames-west-tensions-europe-2021-12-21/>
- ◆ “Vladimir Putin’s Ukraine obsession could spark a major European war” Atlantic Council on Putin’s Ukraine views. <https://www.atlanticcouncil.org/blogs/ukrainealert/vladimir-putins-ukraine-obsession-could-spark-a-major-european-war/>
- ◆ “Ukraine tension: Could conflict escalate to war, and other questions.” BBC’s expert reporters on Ukraine and Russia do a Q&A with questioners in the multiple countries. <https://www.bbc.com/news/world-60088871>
- ◆ “What Ukraine Can Learn From Finland.” Article in Foreign Policy about how the Finns held off the Russian Army for 10 weeks in 1939. <https://foreignpolicy.com/2021/12/19/ukraine-finland-russia-ww2-soviet-union/>
- ◆ Ten+ recent AP articles on Cold War topics. <https://apnews.com/hub/cold-war>



### 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 Summer issue: July 15, 2022**

*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 each of the upcoming events listed below, please click on this link to the Events page on our new website: <https://coldwar.org/default.asp?pid=16883>

4/10/22—John Ramirez, former CIA, on contacting intel agencies about UFOs during the Cold War.

5/1/22—Chris Pocock, world authority on the U-2, on the Black Bats (Wikipedia: “**Black Bat Squadron** (Chinese: 黑蝙蝠中队; pinyin: hēi biānfú zhōngduì), formally the **34th Squadron**, was a **squadron** of **CIA reconnaissance plane** pilots and crew based in **Taiwan** during the **Cold War**. Citizens of the **Republic of China** flew missions over **mainland China** controlled by the **People's Republic of China** (PRC) to drop agents and gather military signal intelligence around military sites.”)

5/22/22—John Pomfret, on a key incident in the late Cold War period when help from Polish intelligence was critical during a Gulf War situation in the Middle East—drawing from his recent book *From Warsaw With Love*.

6/12/22—Ned Cummings on Briefing the Leaders—doing Top Secret briefings for heads of state, U.S. and otherwise.

7/10/22—Don Stanton on sub-chasing as a P-3 pilot in the Atlantic and Med.

TENT—7/31/22—Mark Nixon on the Great Seal bugging by the Sovs.

9/11/22—Andrew Krepinevich on Andrew Marshall, the first Director of the Office of Net Assessment at DoD, and the principal architect of the U.S.’s defense strategy for nuclear weapons under eight Presidents. He draws from *The Last Warrior*, his book on Marshall.

10/9/22—U.S. Army LTC (Ret.) Dewey Browder on the crisis around the Soviet murder of Arthur Nicholson, the last casualty of the Cold War. Dewey was the ASS’t POLAD [foreign policy advisor to senior military] at HQ USAREUR [US Army—Europe] (1982-1986) and “worked the crisis day and night for a few weeks,” confronting the Soviets about Nicholson’s death.

# 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. Luckily with things mostly more stable on COVID in Virginia we are once again giving private tours on request, without masks (except on request) according to the most recent guidelines at the time I write this.

Operating within those rules, we have still been able to go ahead with most tours. We’ve continued to have inquiries but a good number of arrangers are indicating that they want to wait a few more months to book so that their group won’t have to deal with masks.

Here are some of the private tours conducted by museum docents since the last newsletter:

**1/28/22:** A father and son.

**2/28/22:** The Museum’s Congressman, Bob Good, and one of his staffers. In this case our docents were joined by the Museum’s Executive Director Jason Hall and by our Board Chair, Chuck Wilson. We were pleased that Mr. Good took the time to spend an hour with us touring the Museum given the extremely busy Congressional schedule recently. He seemed interested in our collections and exhibits, and he’s well aware of the importance of veterans to Virginia’s politics and economy. We were able to talk with him about the Museum’s plans for expansion and about the Museum’s campaign to get recognition as The National Cold War Museum; he’s a co-sponsor of a bill that Cong. Rob Wittman is intending to introduce to that effect. [Photo, l. to r.: Mr. Good’s Field Rep. Chris Snider, CWM Chief Curator John Deperro, Rep. Bob Good, CWM Chairman Chuck Wilson]



The challenge coin is available for \$15. The coin pays homage to Vint Hill as an active listening post from 1942—1997 and features the Cold War Museum on the reverse side.

## 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!



### 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 including membership dues are 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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