

# The Cold War Times®

The Newsletter of The Cold War Museum®

Fall/Winter 2024



## Farewell from the Executive Director

### GOODBYE

This is to say goodbye. I've had to resign as Executive Director of the Cold War Museum.

The reason is simple and compelling.

My wife's Parkinson's has worsened in a dramatic way since June, when she had some bad falls while I was in Vermont for a memorial service. She broke a bone in her back, and her posture has changed importantly and perhaps permanently such that she can no longer walk safely without assistance of some kind, either from a Rollator or someone holding her hand. Day-to-day activities are now much slower and more difficult for her. She can no longer drive so she's become housebound unless she's with me.

So I've left the Museum, except for a few remaining activities as an unpaid volunteer, to become her full-time caregiver going forward.

If you've been reading these columns in the newsletter, thanks for your time and attention. You've seen that I've been working a recurrent theme in the most recent of them: the developing world-wide conflict between an informal team of democratic states, led by the U.S. and NATO countries and a growing world-wide group of democracies, including states in Asia like Taiwan, Australia, the Philippines, and Indonesia, vs. an informal team of autocracies, led by China, Russia, Iran, N. Korea and others.

This is the world that our children and grandchildren must deal with, as those of us who are aging out of many activities (I'm 78 and feeling it more these days) run out of energy for more than the most important things that still call us into life. The sharp internal political divisions in this country and many other democracies, which the autocracies are busily amplifying as much as they can from a distance, slow our several and joint actions.

Yet I leave the Museum with real hope for the future. This is in part because as a historian by training, I know that U.S. history has had MANY periods

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Executive Director, cont. from page 1

where our internal divisions have been actually much worse, with political rhetoric more apocalyptic, and political violence more overt, than we see today, and we have always come through that with a renewed awareness of the good sense and good character of most of our fellow citizens, and a new will to go forward together, actually benefiting much more from our citizens' different life experiences than being held back by them.

We've survived and thrived when others in similar crises have gone into decline because of the wisdom of our Founders, whose practical understanding of and skepticism about the inherent flaws in human nature are built into our Constitution even as their optimism about the inherent dignity and rights of each individual

human shines forth in our Declaration of Independence—the two tools that our greatest President, Abraham Lincoln, used to bring the nation back together after the most violent of our divisions, the Civil War.

We'll get through this one too, if all of us do what we can, and if we try to remember and daily, in small ways, show to each of us our respect for each other as fellow human beings. Autocrats and their regimes live in constant fear and isolation, because it's inherent in the path they've chosen that power is their only reality, and the maintenance and enhancement of it their only value. Citizens of democracies can beat them, but only if we are strong not only militarily and economically but also morally, acting as true and loyal friends not only to our fellow citizens but collectively as true and loyal friends to our fellow democracies

around the world, in a way that autocrats can never do.

So onward. We're called into action once again, even the oldest of us, into the test of our current time, as the Cold War once was, and the two World Wars, and on back again and again to the beginning of our history as a people.

And for those of us who are religious, In God We Trust.

*Jason*

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# The Cold War Times

*The Newsletter of The Cold War Museum*

**Deadline for Spring issue:  
March 15, 2025**

*To discuss article submission, please contact :*

***Francis Gary Powers, Jr.***

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**Giving Tuesday is  
December 3, 2024**

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## Message from the Interim Chairman *Francis Gary Powers, Jr.*

**Dear Cold War Museum® (CWM) Friends and Supporters,**

After a 13-year absence from any leadership position with The Cold War Museum® (CWM), I was elected to be the Interim Chairman of Board of Directors at the August 28, 2024 CWM board meeting. As the newly appointed Chairman, I am excited to be at the helm again to help guide the museum through the next stage of development and help them to preserve our collection for future generations. During my absence, the museum has made wonderful progress being active at the Vint Hill Farms Station location and online. It brings me great pleasure to provide this update for you.

Over the past 13 years I have been busy growing my business, [www.GaryPowers.com](http://www.GaryPowers.com), by writing, lecturing, and teaching about Cold War history. During that time period I have published 6 books, lectured internationally in Bermuda, Canada, Czech Republic, Germany, Hungary, Poland, Russia, and at US venues including local civic clubs to presidential libraries. In 2023, I started hosting Cold War Espionage Tours of Europe [CHA Educational Tours | 2025 Gary Powers Jr. Cold War Espionage Tour](#) in addition to hosting Spy Tours of Washington, DC since 1996. For more info on my efforts please visit [www.GaryPowers.com](http://www.GaryPowers.com) or [www.SpyTour.com](http://www.SpyTour.com).

In regards to The Cold War Museum®, there are several important updates I would like to share with you:

- ◆ **Giving Tuesday December 3, 2024:** Our next fundraising event is scheduled for Tuesday December 3. GivingTuesday is a global generosity movement unleashing the power of radical generosity. #GivingTuesday was created in 2012 as a simple idea: a day that encourages people to do good. Since then, it has grown into a global movement that inspires hundreds of millions of people to give, collaborate, and celebrate generosity. Help us to honor Cold War veterans, preserve our collection, and educate future generations about this time period! This coming December 3 is #GivingTuesday - a Global Day of Philanthropy. I hope you will join me, as many supporters and veterans of the Cold War will, in supporting The Cold War Museum® and our efforts to preserve and care for



## Museum Staff

Carla Bass, Col., USAF Ret., ODNI,  
Staffer

Jason Hall  
Executive Director Emeritus

Doug Harsha, Curator,  
Civil Defense Expert, and Social  
Media Lead Staffer

Chris Sturdevant, Chairman, Mid-  
west Chapter of CWM® &  
*Cold War Times* contributor  
(Air Force veteran)

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

Clayton Vieg, Cold War Veteran

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

Karen Zwanzig, *Cold War Times*  
Lead Staffer

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our collection. There are several ways to donate:

- ⇒ Credit Card donations can be made through our online portal. [Click Here to Donate](#).
- ⇒ Checks can be mailed, payable to The Cold War Museum, to PO Box 861526, Vint Hill, VA 20187.
- ⇒ If you are a retiree 70 ½ or older and are required to make a Required Minimum Distribution (RMD) from your 401K retirement account up to \$100,000 can be transferred to The Cold War Museum® tax-free each year. These transfers, known as qualified charitable distributions or QCDs, offer eligible older Americans a great way to easily give to charity before the end of the year. And, for those who are at least 73 years old, QCDs count toward the IRA owner's required minimum distribution (RMD) for the year. Visit [Qualified charitable distributions](#) for more information.

- ◆ **Executive Director Resignation:** At the September 24, 2024 board meeting, Executive Director Jason Hall submitted his letter of resignation after serving in this capacity for 13 years. As much as he regretted writing the letter, the board of directors felt the same at their October 8 board meeting when they formally accepted Jason's resignation. On behalf of the CWM Board, docents, and members, I want to thank Jason for his years of service and dedication to honor Cold War Veterans, preserve Cold War history, and educate future generations about this time period. We all wish him the best in his future endeavors.

As a result of Jason's resignation, The Cold War Museum® is now on the lookout for a part-time Executive Director to help lead the museum forward during this next phase of development. If you are interested in applying for this position, please contact me at the email address below.

- ◆ **Potential to Partner with a Like-Minded Institution:** Prior to me becoming the Interim Chairman, the CWM board decided to investigate the potential to partner with a like-minded institution in order to help grow our efforts, better preserve and care for our collection, and strengthen our ability to go after grants and other funding sources. The museum is in talks with several organizations about the potential to join forces and work together as a strategic partner. If you have any suggestions on like-minded institutions we should reach out to, please let us know.
- ◆ **Docent Recruitment:** The Cold War Museum® is open from 11-4 on Saturdays, 1-4 on Sundays and midweek by appointment for school groups and private tours. The museum is staffed by a small dedicated docent team. We are looking to recruit additional volunteer docents to help with staffing the museum during these hours. If you have an interest in becoming a docent for the museum, please let us know. You can send your cover letter and resume to me at the email address below.
- ◆ **Lecture Series:** The CWM is planning to grow its online lecture series, Cold War Conversations, in 2025. We are looking for Cold War related authors, historians, and retired military or government agency personnel that would have an interest in being one of our speakers. If this would be of interest or you know someone who would have an interest, please let me know.

- ◆ **Wikipedia Update.** The Wikipedia page for the Cold War Museum® ([The Cold War Museum - Wikipedia](#)) had been updated and edited. All html links are correct and active. A volunteer is needed to help keep it updated. Please let me know if you are interested.

There is a lot to do to make sure that the museum can continue to grow and fulfill its mission to honor Cold War veterans, preserve Cold War history, and educate future generations about this time period. The museum board, staff and docents cannot do it alone and we need your financial donations to help with our efforts and to fulfill our mission. Please consider making a year-end tax-deductible donation to the museum on December 3 as part of Giving Tuesday as a way to show your support for our efforts. Donations can be made online at this link [Click Here to Donate](#) or as outlined above.

If you have any questions, suggestions, or comments, please do not hesitate to contact me.

Thank you for your continued support.

Very truly yours,

*Francis Gary Powers, Jr.*

Founder and Interim Chairman

The Cold War Museum



**Giving Tuesday is December 3, 2024**

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## 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 eight 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 CWW®](#)

Here are some of the recent topics of Board discussion and actions since our last newsletter:

- ◆ Francis Gary Powers, Jr. became Interim Chairman of the Board
- ◆ Signed new five-year lease
- ◆ Interim Chairman Powers interviewed Board Members and Docents regarding experience and feedback



**Giving Tuesday is December 3, 2024**

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## GivingTuesday

This GivingTuesday, the Cold War Museum® will be reaching out to the community and beyond to inspire bounteousness and charity by taking a special day of giving to join forces with other like-minded people to offer benefit to a valuable resource of the country.

The Cold War Museum® was founded to maintain artifacts and history of the Cold War period. It is an important educational facility. The museum has a wide range of exhibits, and multiple artifacts which are not currently on display. The Cold War Museum® looks to grow its acreage and holdings. The results of this GivingTuesday will assist that goal greatly.

The goals of The Cold War Museum® are to educate the public on the history and significance of the Cold War; promote Scientific, Technical, Engineering, and Mathematical education and demonstrate the importance it played in the Cold War; and to secure, conserve, and preserve Cold War artifacts to tell the Cold War story through interpretive displays.

GivingTuesday is a global movement, focused on encouraging the generosity of people and organizations to help change the world by participating in a time of giving. GivingTuesday was initiated in 2012 to create a day that would spur people to pursue virtuous activity. It has grown into a world-wide movement that brings millions of people together to collaborate in generosity. For more details about GivingTuesday, see the Giving Tuesday website ([www.givingtuesday.org](http://www.givingtuesday.org)), Facebook page (<https://www.facebook.com/GivingTuesday>) or follow @GivingTuesday and #GivingTuesday on X.

Last year on GivingTuesday, The Cold War Museum® raised over \$17,000 based on a target of \$15,000. This year's goal is \$20,000. GivingTuesday will be December 3, 2024. Every gift counts. Inspire those around you by participating and asking them to match your donation to The Cold War Museum®. [Click Here to Donate](#)

**GIVING  
TUESDAY**

**Giving Tuesday is December 3, 2024**

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# The Space Shuttle, a Cold War Product

Article written by Brenda L. Lindley Anderson

In the latest days of the 20<sup>th</sup> century and into the 21<sup>st</sup>, very few people would relate the space shuttle to the intense and uncertain days of the cold war. This is because those people know almost nothing of the design background or length and continuing flux of the design cycle for the space plane, and likely know nothing at all about the back room, black room, and under-the-table dealings that shaped the shuttle and its launch system.

The space shuttle was presented to, and was generally conceived by, the public as the next logical step in space exploration; a space “truck” designed to decrease the cost of lifting science payloads and astronauts into low earth orbit (LEO). Though these uses were certainly foremost in NASA’s mind during design, there were other, very different, uses envisioned by other, very different government agencies, uses that had nothing to do with NASA’s founding mission of *civilian* space exploration. Unknown to the public and still hidden deep in secret files, hardly acknowledged today, are records of influence on the space shuttle’s design for national intelligence gathering and other military uses.

Of course, the military could hardly completely conceal its use of the space shuttle once flights began. Shuttle launches, in the beginning of the program, were too highly publicized, particularly to a country still excited by this new and radically different vehicle. Even some NASA employees who worked on the shuttle didn’t know the precise launch time for a military payload mission until minutes before liftoff. Also, they certainly knew nothing more about the payload than what the public read in the newspaper; a purposely vague news bite intended more to distract than inform.

However, in the early 1970’s when the shuttle was still an idea beginning to gel on paper, the cold war was active and fervid. The concept of a *national* space transportation system (NSTS) was being pitched around the government by NASA. At the peak of its funding, NASA received 4% of the federal budget in 1966. This began tapering to less than 2% of the budget by the early 1970’s. From NASA’s point of view, pulling other government dollars into NASA’s funds would help augment the design budget for the space plane. Thus, the space agency was interested in seeking partners to share the ride and the cost.

The idea of splitting the cost of a lift to space appealed to the US Air Force (USAF) and to the National Reconnaissance Office (NRO) as well. The USAF had been exploring ideas for putting themselves into space since the launch of Sputnik, with potential uses which ranged from spying to rescuing broken satellites for repair to developing a space weapons platform. The NRO had been founded 21 September 1961 as a classified agency to develop US satellites for reconnaissance and to co-ordinate this information with and distribute it to other intelligence groups in the US government.

Both organizations relied on expendable launch vehicles (ELV) to put satellites into LEO. A one-use, throw-away launch vehicle was expensive, as NASA well knew also. When NRO and USAF were approached with the concept of one vehicle to potentially serve all government needs, they were immediately interested—on

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certain conditions.

USAF had already been thinking of space planes. The DynaSoar program had envisioned a lifting body aero-frame to be boosted on a launch vehicle. One of many obstacles to DynaSoar came from the

White House. Since Eisenhower created NASA in October 1958, each administration had made a public stand for a *civilian* manned space program. Piggybacking on NASA's new launch system would fulfill the requirement that NASA own the program, as well as shifting the burden for construction, and the largest part of the budget burden would be NASA's as well, not USAF's.

However, before USAF and the NRO would sign on to the national launch system, both groups wanted to be certain the payload capabilities would meet their requirements. NASA's original design was, naturally enough, geared to civilian space payloads, which was not sizable enough for military spy satellites.

Because of this lack, USAF and NRO balked at joining

the team. This, along with carefully aimed lobbying and pressure at the right points in Washington, DC, compelled NASA to enter a new design cycle to increase the volumetric capacity of the payload bay, which necessitated an increase in

lift capacity for the shuttle.

These highly secretive negotiations for control of design are still locked away in classified files even after the end of the shuttle era. The military and government still try to deny military influence on the civilian space program. Even NASA has published little of the subject, agreeing to keep the military's secrets for them. A couple of histories written by NASA, such as "Exploring the Unknown, Volume 2", make vague references to cooperation with the military in design of the shuttle without going into the details of the coercion of NASA or the reasons for it.

NASA engineers working shuttle launches were required to be investigated for top secret clearances without learning much of the highly classified payloads they helped launch. A wall was erected at NASA and clearances assured that if any information did leak, the clearance would mandate a stem to the flow.

Several reconnaissance satellites and "military" payloads (probably also spy satellites) were launched from the shuttle, not cutting the cost per pound as promised by the NSTS. The payload bay on these missions was completely filled, and the re-designed capacity, and the space shuttle main engines (SSME) operated at 109% of the thrust at which they had originally been rated. The "upgrade" to the engines was required by the additional payload weight which the vehicle

would now be lifting. The shuttle was pressed to its operational limit to satisfy commitments to NRO and USAF. Certainly, NASA could make use of the additional lifting power, but was this their first choice? Despite the NASA histories which claim fixes to engine problems routed by the initial developmental test program added the extra thrust, the unofficial answer in the corridors of Marshall Space Flight Center, manager of the SSME program, is a resounding "no," made apparent by the fact that the engine operated above 100% of the power level for which the engines had originally been designed.

The heavier payloads also led to one other design compromise which NASA was pressed into by the marriage of civilian space program and military space requirements—increasing total thrust of the launch system.

Solid rocket motors had never been used on a manned launch vehicle in NASA's history. They were not considered safe enough since once ignited, there was no mechanism for shut down as there is in a liquid engine. As long as there is propellant to burn, the Solid Rocket Boosters (SRB) would continue to ascend, taking along whatever was attached. Dumping solid motors off the side of the orbiter was a slim possibility; that scenario brought its own set of hazards. Even if the orbiter were free of the solids, the still-burning motors would be firing and aimed at some

thing. Though the Booster Separation Motors (BSM) direct the SRBs away from the launch vehicle at separation, continuously firing SRBs could easily provide enough thrust to overcome the small BSMs, and determine their own path, toward the orbiter, or toward unintended targets on the ground, despite the plan to destroy any free SRB.

And yet the liquid engines being designed for the orbiter would not provide the thrust needed for the NRO's proposed Keyhole reconnaissance satellites or USAF payloads, particularly launching from Vandenberg Air Force Base, which would go into polar orbit rather than equatorial orbit. Additional power would be provided not by liquid fueled boosters but by solids because per pound of weight, solid propellants provide more thrust than liquid propellants. Though NASA had considered, on its own, using solid motors to increase the shuttle's payload carrying capability, the USAF's interest helped drive a decision that was not popular in some corners of NASA.

After the Challenger accident, the USAF and NRO made the quick decision not to rely on the shuttle for further launches. It was the easy decision for both organizations. This cut their losses; they'd made little investment in the program. The NRO and USAF once more turned to ELVs for their secret spy payloads, and left NASA holding the bag which weighed heavily of their decisions and coercion on the nation's civilian, and then, limping space program. The nation's launch system, and seven astronauts, were additional victims of the cold war.

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Ms. Anderson resides in Huntsville, AL and worked for NASA's Marshall Space Flight Center for over 38 years. This is her first contribution to the Cold War Times®.

# A Cold War Veteran's Memorial

*Article written by Noel Allard*

The sun was going down at 8:00 pm on a warm September evening in 1958. August Kahl and his fifteen year old son, Loren, were loading tomatoes into their farm truck so they could get an early start from their farm in Inver Grove Heights to the market at South St. Paul, Minnesota the next morning.

The sound of jet engines high overhead were nothing new to the Kahls. They had heard the sound before. There were the new jet airliners landing at Wold-Chamberlain Field fifteen miles away, and there were the Air Force bombers on training missions that could be heard every so often. But tonight, the sound seemed unusual. Loren Kahl followed the path of the sound as it circled around him. It was getting louder. And louder. And all at once the farm lights blinked out and there was a muffled "boom" from an area on the other side of the barn.

The Kahls were enveloped in a fireball that swirled around both sides of the barn. They began to run toward the farmhouse nearby...but the fireball seemed to surround them. The ground was on fire and a noisy hot wind was blasting at their unprotected skin. Loren could feel the skin on his face tighten from the heat. August Kahl tripped on something and fell headlong into the roaring ground fire, regained his footing and

managed to find his way to the house.

Inside the house, six other members of August's family were struggling to understand what had happened as the house was engulfed in flames. Part of the stairway had been carried away and grandpa Kahl needed help to get to the bottom. They managed their way out of the house and staggered some distance away from the heat to look back and catch their breath, in shock and aghast at the scene.

Only scant minutes before, the cause of the massive explosion and fire had been an Air Force B-52D Stratofortress maneuvering at 36,400 feet overhead. On a Cold War training mission to simulate a nuclear strike on the Twin Cities of Minneapolis-St. Paul, the plane had been home to six flight crew members and two instructors. The plane, from the 69th Bomb Squadron, 42nd Bomb Wing of the Strategic Air Command (SAC), had departed Loring Air Force Base, Limestone, Maine earlier in the day. It had made ECM runs at Bath, Maine; Albany, New York; Williamsport, PA; Youngstown, OH; and Bellefontaine, OH. The flight had continued to Richmond, Virginia where a GPI Nav-Bomb run was started which was to terminate at Minneapolis. There it would be scored for bombing accuracy by the Air Force Bombing Radar Site at Oceola, Wisconsin.

Four times the big plane crossed the target, with "bombs away" for the fourth run at 2016 CST, Minneapolis. As it rolled off the last bomb run, something went wrong. An elevator trim "excursion" began to send tremors through the ship. Whatever happened will never be known, for at this point, parts of the tail assembly broke off the airplane, and it began a high-speed plunge straight for the ground. There was no remark heard from the crew, no cockpit voice recorder or black box to record the last moments. From 36,400 feet, the ship gyrated toward the earth, and in 108 seconds, ground radar showed it had crossed through 8000 feet. Moments later, control tower personnel at Wold-Chamberlain Field across the river, witnessed an explosion in the direction of Inver Grove Heights. The plane's main structure had impacted on the August Kahl farm, just a few miles south of the South St. Paul Airport.

Though the crew had remained silent, they had never-the-less taken action. Six crew members had ejection seats and four of them fired themselves out into the dusk almost immediately. The two instructors, with no ejection seats had to find an open hatch and leap to safety. The centrifugal force of the planes gyrations kept all four pinned to their crew positions, and they were unable to exit. They rode the plane into the ground, being consumed in the explosion

*Cont. on page 12*

and fire.

Of the four that ejected, all were subjected to a 600 mile per hour jetstream outside the ship. Flailing arms and legs and contact with the aircraft structure produced fatal injuries to three. They were found

long after the searchers and investigators arrived, still strapped in their useless seats, their parachutes ripped to shreds by the air blasts. The co-pilot was the singular survivor. He landed in a tree on a farm adjoining the Kahl property. Neighbors helped him walk to a waiting ambulance some time after the crash.

Aerial photos taken the morning after the crash showed that the plane had come in at a flat angle and exploded. The blast tore off the top of a billboard alongside State Highway 52, just fifty yards from the impact spot. Five craters marked the positions of the fuselage and each of the four twin-engine pods. One of the engines had bulleted through the Kahl farmhouse, smashing off the lower staircase. Pieces, large and small, littered the entire farm and spread across neighboring farms. Parts of the aircraft's tail were found some three miles to the West. The Kahl family survived, though each member was horribly burned. Loren Kahl's face and arms, today, bear witness to the awful event.

Though this event was traumatic, and carried as front page news in the local papers for the next two days, apart from convincing the local citizens that the plane was

not carrying a nuclear weapon, the accident was soon hushed up. The area had been cordoned off, the recoverable pieces of the aircraft were taken to the big Air Force hangar at Wold where they were laid out for the Air Force accident investigation team. No further news was given to the public. Very little information about this accident reached the major media. Aviation Week Magazine, the weekly journal for worldwide aviation news, for example, never carried a single mention of the event.

But the Air Force did take action. As a result of the investigation, numerous changes were adopted in both the B-52 ejection procedures and in the design of the ejection seats themselves. That many B-52 crew members were able to eject safely from future stricken Stratofortresses over Vietnam and beyond is a testament to the costly lessons learned from the crash.

The accident had happened on September 16, 1958. In the Fall of 1995, thirty seven years later, a contractor had been designated to landscape the crash area preparatory to apartments being built on the site. Jake Ebertz, a bulldozer operator unearthed a large boulder and pushed it to one side. At a meeting of his model airplane club, Ebertz told a fellow member, Noel Allard, about the boulder. Allard had been researching local aviation and knew about the crash. In January, 1996, the pair made a presentation to the Inver Grove Heights City Council suggesting

that a memorial be built at the site to commemorate the lives lost. The boulder would serve as the perfect platform for a memorial plaque. In the following weeks the Board let Ebertz and Allard know that they had approved the plan. Allard, immediately designed and produced a zinc plaque for the stone and had a mortuary service mount the plaque permanently. The plaque memorialized the seven persons who lost their lives. Ebertz suggested they have the name of the surviving co-pilot, Captain Jack Craft, engraved below the plaque. That was also accomplished. A dedication ceremony was held on September 14, 1996.

The stone lay at the crash site, the intersection of Broderick and Brooks Boulevards for four years, then was moved a hundred yards away for another three years. During which time, the planned apartment complex was built nearby.

In 2003 the City of IGH then planned to construct a water tower very close to the stone marker and the boulder was again moved, this time to a place in front of the airport terminal building at Fleming Field, South St. Paul, where it resided until 2006 by which time the City of IGH had constructed a beautiful memorial spot near the original crash site. The memorial site included a three-car parking spot, a gravel base for the stone and natural prairie plantings around the stone.

The city added twin flagpoles in 2018. The local EAA chapter put in

solar lights the same year.

Several aviation groups contributed to the cost of the plaque and its mounting. Contributing to the memorial were the Twin City Aero Historians; Minnesota Aviation Hall of Fame; Planes of Fame, East Museum; Air Guard Historic Foundation; American Wings Museum, Anoka City Airport; Commemorative Air Force, Southern Minnesota Wing, St. Paul; and the Air Force Association, Rawlings Chapter, St. Paul, MN. If you are proud of your country, and your freedom, you may want to visit the site and offer a thank you to those lost Cold Warriors.

The memorial can be found at Broderick and Brooks Boulevards, accessed from the 80<sup>th</sup> Street South exit from MN Highway 52 in Inver Grove Heights, MN.

**Crew of the airplane totalled eight persons.:**

Two were instructors, Pilot Instructor Captain Bernard D. Lanois, and Navigator Instructor, Major Surles O. Gillespie, Jr. The two instructors were along as observers and testing the skills of the crew.

Six crew members were seated in ejection seats, the others in jump seats. Those in ejection seats were Horstman, Craft, Lanois, Cantwell, and Gillespie. Taylor and Lew had no ejection seats, but tail gunner Lew could have blown the tail turret off and bailed out that way.

Taylor was to find a hatch and jump out.

**The fates of the crew members are as follows:**

Captain Wm. C. Horstman, pilot, Kansas City, MO. Horstman ejected at an unknown altitude, but was unable to separate from his ejection seat due to a fracture of the automatic lap belt gas hose fitting. His body was found one week after the crash, dead, still strapped to his ejection seat.

Captain Jack C. Craft, co-pilot, Purvis, MS. (survivor) Ejected at an unknown altitude, used his bailout oxygen bottle and his mask after his parachute opened due to the altitude. He landed several miles away from the crash site in a tree and was rescued by farmers who watched him descend.

Major Surles O. Gillespie, radar navigator, Atlanta, GA. He was seated in a forward-facing ejection seat on the lower flight deck on the



Memorial Plaque



Tad and Noel Allard

right side of the



Jake Ebertz with monument at dedication prior to completion of the memorial site



Lauren Kahl and Dave Mattson

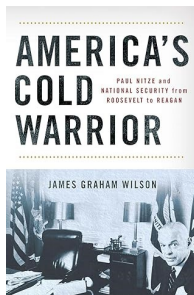
Noel Allard earned a Fine Arts degree from the University of Minnesota. He served three years in the US Army Security Agency. Allard was the contractor with the MAC for restoration of their full scale replica Spirit of St. Louis; the artifact now hanging at the Wings of the North Museum. He was a principal in the creation of a Cold War Memorial to honor the lives of an Air Force crew killed in a 1958 B-52 bomber crash in Inver Grove Heights.

# Book Reviews



Books reviewed by  
**Chad Manske**  
(BG USAF, RET)

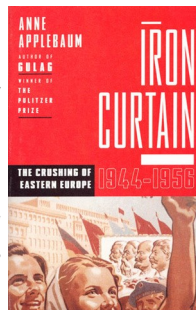
**America's Cold Warrior: Paul Nitze and National Security from Roosevelt to Reagan** by James Graham Wilson



James Graham Wilson's "America's Cold Warrior" is a captivating exploration of the life and influence of Paul Nitze, a man whose name may be unfamiliar to many, but whose impact on the Cold War was profound. Nitze, a towering figure in American national security policy, shaped the nation's strategy from the Roosevelt to the Reagan administrations. Wilson's narrative is a masterclass in historical storytelling. He deftly weaves together Nitze's personal life, his intellectual journey, and his pivotal role in shaping the Cold War. From Nitze's early days as a Wall Street banker to his rise to prominence as a diplomat and policymaker, Wilson paints a vivid portrait of a man driven by a deep sense of patriotism and a belief in the importance of American leadership. One of the book's greatest strengths is its ability to make complex geopolitical issues accessible to a wide audience. Wilson explains intricate diplomatic negotiations, arms control treaties, and strategic doctrines in a clear and engaging manner. He also delves into Nitze's personal philosophy, his views on

deterrence, and his unwavering commitment to containment. While Nitze is undoubtedly a fascinating figure, Wilson's book is more than just a biography. It is a thought-provoking exploration of the Cold War era and its enduring legacy. By examining Nitze's life and career, Wilson offers valuable insights into the challenges and decisions faced by policymakers during one of the most tumultuous periods in world history. *America's Cold Warrior* is a must-read for anyone interested in the Cold War, American history, or the art of diplomacy. Wilson's masterful storytelling and deep understanding of the subject matter make this book a truly exceptional work.

**Iron Curtain: The Crushing of Eastern Europe 1944-1956** by Anne Applebaum



Applebaum's *Iron Curtain: The Crushing of Eastern Europe 1944-1956* is a meticulously researched and profoundly insightful examination of one of the most transformative and harrowing periods in modern European history. Through a combination of rigorous scholarship and evocative narrative, Applebaum delves into the mechanisms by which the Soviet Union imposed its will on Eastern Europe, reshaping the region with an iron grip. The book opens with the Red Army's advance into Central and Eastern Europe at the end of World War II. Applebaum vividly recounts the initial optimism and hope for liberation among the local populations, only to contrast it with the stark and brutal reality that soon followed. She deftly captures the

complexities and nuances of this period, avoiding a monolithic portrayal of the Soviet takeover. Instead, she highlights the varying degrees of resistance and accommodation by different Eastern European societies. One of the book's standout features is Applebaum's detailed exploration of the psychological and societal impacts of Soviet domination. She documents the systematic dismantling of civil society, the suppression of independent thought, and the creation of a pervasive culture of fear and mistrust. Her use of personal testimonies and archival material brings these abstract concepts to life, making the reader feel the weight of oppression that ordinary people experienced. Applebaum's narrative is both broad in scope and rich in detail. She covers a wide range of countries including Poland, Hungary, and East Germany, each story of subjugation. Yet, she seamlessly weaves these individual threads into a cohesive tapestry that illustrates the broader Soviet strategy and its devastating effectiveness. *Iron Curtain* is not just a historical account; it is a poignant reminder of the fragility of freedom and the ease with which it can be extinguished. Applebaum's work serves as a cautionary tale, emphasizing the importance of vigilance in the face of authoritarianism. Her eloquent prose and thoughtful analysis make this book an essential read for anyone interested in understanding the dynamics of power and resistance in the 20th century. It is a masterful work that combines scholarly rigor with compelling storytelling. It offers a deeply human perspective on a dark chapter in history, ensuring that the voices of the oppressed are neither forgotten nor silenced.

## Cold War Links of Interest

American Experience, Race for the Super Bomb

<https://www.pbs.org/wgbh/americanexperience/films/bomb/>

ArcheoBiblioBase, Archives in Russia

<https://abb.eastview.com/>

Canada's Cold War Museum

<https://diefenbunker.ca/en/>

Cold War International History Project

<https://www.wilsoncenter.org/program/cold-war-international-history-project>

Cold War Spies (USMLM)

<https://www.coldwarspies.com/>

Cold War Veterans

<http://militaryhonors.sid-hill.us/mil/spies.htm>

Columbia College Cold War Links

<https://library.ccis.edu/mams561/links>

Did NATO Win the Cold War

<https://nsarchive2.gwu.edu/NSAEBB/NSAEBB14/index.htm>

East European Quarterly Archives

<https://politicalscience.ceu.edu/archives>

FBI, Venona Project

<https://www.fbi.gov/history/history-publications-reports/in-the-enemys-house-venona-and-the-maturation-of-american-counterintelligence>

Federation of American Scientists, the Garwin Archive

<https://rlg.fas.org/>

Federation of American Scientists, the Norris Archive

<https://nuke.fas.org/norris/>

Fordham University, Internet Modern History Sourcebook: A Bipolar World: The Cold War 1945-1991

<https://sourcebooks.fordham.edu/mod/modsbook46.asp>

Harvard University, Cold War Studies

<https://projects.iq.harvard.edu/coldwarstudies/home>

# 2025 Cold War Espionage Tour A Great Travel Opportunity

## Gary Powers' 2025 Cold War Espionage Tour of England, Holland & Germany

**Travel Dates:** April 22 to May 3, 2025

**12 days/10 nights**



Join author, historian and lecturer Gary Powers Jr. on this exciting, 12-day tour of Cold War and espionage related sites in England, Holland and Germany with included overnights in London, the Hague, the Rhineland, Leipzig and Berlin

### What's Included:

- Round-trip air transportation from Washington, DC
- 10 nights in centrally-located, four-star hotels
- Full-time CHA Tour Director
- Valuable insight and informative commentary by Gary Powers Jr.
- On-tour transportation by private motorcoach & high-speed train
- Breakfast & dinner (or lunch) daily
- Sightseeing tours & visits shown in itinerary (subject to change)

### Prices & Deadlines:

**Full Tour Price:** \$6,295 per person

**Land Tour Price:** \$5,195 per person  
(does not include round-trip airfare or airport transfers)

**Repeat Gary Powers travelers** will receive a \$200 discount!

**Prices are based on double occupancy.**  
A \$600 single room fee will apply for travelers without roommates.

**Enroll with a required tour deposit of \$495 by December 15, 2024.** Final payment is due by January 15, 2025.

### Have Questions?

For complete details, contact CHA toll-free at 1-800-323-4466 or visit [cha-tours.com/garypowers/2025](http://cha-tours.com/garypowers/2025)

#### Day 1: Departure from the USA

**Day 2: Arrival London** Welcome to London! Your CHA Tour Director greets you at the airport and escorts you to your hotel. Later, begin your exploration of England's historic capital on a walking tour to Trafalgar Square to see Admiral Nelson's Monument, the Lion Statues and the National Gallery. Later, check into your hotel to relax and unpack from your journey. Tonight, enjoy our Introductory Dinner.

**Day 3: London-Guildford-London** The morning begins with a spy-themed guided sightseeing tour of London highlighting Big Ben, the Houses of Parliament, Whitehall, Downing Street, New Scotland Yard, and the MI5 and MI6 buildings. Included is a visit to the *Churchill War Rooms*, the secret underground headquarters of Prime Minister Winston Churchill during World War II. After some free time for lunch, take an excursion to visit the *Iron Curtain Museum* in Guildford to explore its interesting collection of Cold War military vehicles and artifacts. Return to London where dinner is included this evening.

**Day 4: London-Duxford-Cambridge-London** The day begins with an excursion to visit the *Imperial War Museum in Duxford*, Britain's largest aviation museum, to marvel at its extensive collection of military aircraft. Afterwards, drive to nearby Cambridge where lunch is included. Learn more about the renowned university town's history of spies including the infamous "Cambridge Five" Spy Ring during a walking tour. Return to London where you're on your own for dinner.

**Day 5: London-Eurostar to Rotterdam-The Hague** Transfer to London's St. Pancras Station to board your time-saving Eurostar train that will whisk you from London to Rotterdam in just over three hours. Upon arrival, meet your touring motorcoach at the train station and proceed to the Hague, the seat of the Dutch government and home to the United Nations' International Court of Justice. Enjoy sightseeing of the Hague followed by a visit to *Louwmans Museum*, which houses one of the most impressive car collections in the world, including the original DBS assigned to fictional secret agent James Bond in the film, "Goldfinger." Dinner in the Hague is included tonight.

**Day 6: The Hague-Lelystad-Doorn-The Hague** Enjoy a full-day excursion around Holland today. Your first stop is Lelystad Airport to visit the *Aviodrome Aviation Museum* to discover the history of Dutch civil aviation where more than 100 unique aircrafts are on display. Later, proceed to Doorn to visit *Huis Doorn* where the last German emperor Wilhelm II fled after the German defeat in World War I. Return to the Hague where dinner is included this evening.

**Day 7: The Hague-Amsterdam-Cologne-Bonn-Rhineland** The day begins with a drive to Amsterdam, Holland's picturesque capital, where sightseeing aboard a leisurely canal cruise introduces you to the city's scenic waterways. You will also visit *Vondelbunker*, a Cold War era bunker located under Vondelpark that now functions as a local community space. Enjoy free time for lunch before crossing the Dutch border en route to Germany's Rhineland. Your first stop is Cologne along the Rhine River to visit a hidden Cold War-era nuclear

bunker built into a subway station. Drive to Bonn, the capital of West Germany from 1949 to 1990, for an orientation tour before continuing to your Rhineland area hotel. Dinner is included tonight.

**Day 8: Rhineland-Ahrweiler-Rhine Cruise-Unkel-Rhineland** The day begins with a drive to Bad Neuenahr-Ahrweiler in the Ahr Valley to visit the *Regierungsbunker* (also known as the Government Bunker Documentation Site), the once top-secret underground complex built during the Cold War inside two abandoned railway tunnels to house the German government, parliament and federal personnel in the event of the breakout of war. Afterwards, savor the Rhine Valley on a leisurely *Rhine River Cruise* past fairytale castles, vineyards and the Lorelei. Later, travel to Unkel to visit the *Willy Brandt Museum* to learn more about the legacy of former West Berlin mayor and West German Chancellor. Return to Rhineland hotel. Dinner is included this evening.

**Day 9: Rhineland-Geisa-Leipzig** Journey to Geisa to visit *Point Alpha Memorial*, a Cold War observation post overlooking part of the Fulda Gap, the prime invasion route for Warsaw Pact forces if the Cold War would have erupted into actual combat. The memorial is serves as a moving reminder of Germany's division and the confrontation between NATO and the Warsaw Pact during the Cold War. Continue to Leipzig to see the Museum in Der Runde Ecke, the city's former Stasi headquarters, before proceeding to your hotel. Dinner is included tonight.

**Day 10: Leipzig-Potsdam-Berlin** Drive through Potsdam to Glienicke Bridge (the "Bridge of Spies") where Gary Powers Jr. will provide commentary about the exchange of his father, American pilot Francis Gary Powers, and Soviet KGB Colonel William Fisher that took place there on February 10, 1962. Later, stop in Steinstücken Village, a small enclave of Berlin where the U.S. military built a secure post, a wall and helicopter landing pad during the height of the Cold War, sealing it off from the western sector. Lunch will be provided today. Upon arrival in Berlin, stop at Checkpoint Charlie, the most famous border crossing point along the Berlin Wall, to visit the *Checkpoint Charlie Museum* (also known as the Mauer Museum) documenting the history of the wall that once divided the city from 1961 to 1989. You are on your own for dinner.

**Day 11: Berlin** Morning sightseeing of Germany's reunified capital includes a visit to the *Stasi Museum* located in the former headquarters of the GDR and the East German secret police, where you see surveillance and observation technology and tour the office of the Minister for State Security, General Erich Mielke. Later, visit the *Wall Museum East Side Gallery* chronicling the wall's construction and its impact on the people of Berlin. After free time for lunch, sightseeing continues as you visit the *DDR Museum* where you will get a glimpse of what life was like in the former East Germany by exploring the museum's hands-on, interactive exhibits filled with memorabilia and artifacts. Sightseeing ends with a visit to the *Reichstag*, a historic legislative government building and seat of the German Bundestag, topped by an extraordinary glass dome offering incredible views of the city skyline. Tonight, celebrate your final evening in Germany at our Farewell Dinner.

**Day 12: Departure for the USA**

**To Enroll Online:** visit [www.cha-tours.com/garypowers/2025](http://www.cha-tours.com/garypowers/2025)





# 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.



**EARLY, David Michael**, Dec 8, 1960 – April 10, 2024. David M. Early, Lt Col, USAF, Retired, 63, of Gambrills, MD, passed away on April 10, 2024, after

a valiant, seven-month battle with pancreatic cancer.

Dave was born December 8, 1960, in Syracuse, NY, to father, Joseph (Joe), and mother, Margaret (Peggy) Burke. He was the fourth of six siblings. Settling in Marietta, GA, he graduated from Georgia Tech in Industrial Engineering and was commissioned in the United States Air Force and entered pilot training.

He began his 21-year Air Force career as a T-38 instructor pilot followed by 17 years as an F-15 air-to-air combat pilot. Dave "Ugly" Early, as he was known to his colleagues and friends, absolutely loved what he did for a living - flying and serving his county. It's at his first F-15 assignment in Fort Walton Beach, FL, where he met his wife of 31 years, Billie (née Clawson), and started their world-wide adventure together serving their country and meeting life-long friends at every assignment. Dave was a friend to everyone and never met a person he wouldn't talk to. He always had a story to tell, including many "there I was" tales that never got old.

After retirement, Dave pursued another passion, writing. While completing another Master's Degree in English and Creative Writing, he penned his first book. Dave's greatest passion however, was his family, and in particular his sons, Daniel, 22, and

Matthew, 16. He absolutely adored raising his sons and watching them grow into strong, young men.

Family and friends will honor and remember Dave's life at a Memorial Mass on Friday, June 14, 2024, 11:00 am at the Catholic Church of St. Ann, 4905 Roswell Rd, Marietta, GA, 30062, followed by a celebration of life reception. Interment at Arlington National Cemetery to follow at a later date. In lieu of flowers, the family requests donations in memory of Dave be made to Kimmel Cancer Research, Johns Hopkins Medicine: <https://www.hopkinsmedicine.org/kimmel-cancer-center/make-a-gift>

<https://www.donaldsonodenton.com/obituary/David-Early>

**KRISTOFFERSON, Kristoffer (Kris)** (June 22, 1936 – September 28, 2024) age 88. **(RET) Captain: United States Army ~ Ranger** Kristofferson -- who died on Sept. 28, 2024, at his home Maui, Hawaii, at age 88 -- was an Army brat and brother to a naval aviator, so it was only natural that Kristofferson would find himself in the military. But his life both before and after the military was more than interesting; it was downright legendary.

In his younger years, Kristofferson was an accomplished athlete, skilled at rugby and American football. He also was a Golden Gloves amateur boxer. Pretty much anything that required giving or taking a beating, he was up to it.

For anyone who might be thinking he was

a dumb young jock turned country star, think again. Kristofferson studied literature at California's Pomona College, where he became a Rhodes Scholar. He carried on his literature studies at Oxford's Merton College, where he continued boxing. Upon graduating from college, he joined the U.S. Army.

Kristofferson, under pressure from his family, joined the U.S. Army and was commissioned as a second lieutenant, attaining the rank of captain. He became a helicopter pilot after receiving flight training at Fort Rucker, Alabama. He also completed Ranger School. During the early 1960s, he was stationed in West Germany as a member of the 8th Infantry Division. During this time, he resumed his music career and formed a band. In 1965, after his tour in Germany ended, Kristofferson was given an assignment to teach English literature at West Point. Instead, he decided to leave the Army and pursue songwriting. His family disowned him because of his career decision; sources are unclear on whether they reconciled. They saw it as a rejection of everything they stood for, although Kristofferson says he is proud of his time in the military and received the Veteran of the Year Award at the 2003 American Veterans Awards ceremony.

As he turned 30 years old, he was still moonlighting as a janitor in Nashville recording studios, strategically dropping demo tapes onto desks and hoping they would get into the hands of some of the biggest names in country music.

**ARMY TRAINING LANDS HIM IN THE HISTORY BOOKS** ...also at Johnny Cash's house.

*Cont. on page 18*

*In Memoriam, cont. from page 17*

By now, we know Kristofferson learned to fly helicopters in the Army and ran into financial trouble while trying to make it in country music. In a big gamble, he stole a helicopter, flew to Cash's house and landed on the Man in Black's front lawn.

In retrospect, Kristofferson admits he's lucky Cash didn't try to shoot him down with a shotgun. Instead, the icon listened to his demo for "Sunday Morning Coming Down." Cash liked it so much, he recorded it and Kristofferson took the first step toward becoming a country music legend.

Now "lifted from obscurity" (as Kristofferson puts it), he wrote some of his biggest hits, including "Vietnam Blues," "Help Me Make It Through the Night" and "Me and Bobby McGee." Later, he would form The Highwaymen, a country music supergroup composed of himself, Willie Nelson, Waylon Jennings and Johnny Cash.

There are few country music stars that Kristofferson hadn't worked with or influenced during his career. His music fame led him to the silver screen, where he appeared in 119 roles, including the "Blade" trilogy, the third remake of "A Star Is Born" and the History Channel miniseries "Texas Rising."

Kristofferson was inducted into the Songwriters Hall of Fame in 1985 and has earned more than 48 Broadcast Music Inc. (BMI) country and pop awards. In 2004, he was inducted into the Country Music Hall of Fame and received the Veteran of the Year Award at the American Veteran Awards in 2011, with fellow country legend and vet Willie Nelson presenting the honor.

**R.I.P Ranger** 🙏🇺🇸 Thank you for the music and your service to our nation.



**LEWIS, Avrom D**, Veteran of WWI and Korean War Avrom D. "A.D." Lewis, 96, of Woodbridge, VA., died peacefully on July 11, 2024, at Brookdale Senior

Living Solutions, Woodbridge while in Hospice care following a prolonged illness. He was born June 4, 1928, in Brooklyn, NY.

A.D. served in the U.S. Army during World War II, as well as during the Korean Conflict. He earned his degrees from the University of Arizona. He was a member of the Senior Executive Service and a principal at LWL Worldwide Construction Associates.

He very much enjoyed the time he spent speaking with his friends at VFW Post 7916 in Occoquan Virginia. .

A memorial service was held Friday, August 2 at Miller Funeral Home, 3200 Gollansky Blvd., Woodbridge.

Interment next to his wife of 56 years, Gisela, will follow at Quantico National Cemetery at 2pm.



**LUCK, Gary** General Gary Edward Luck (Retired), passed away peacefully on August 14, 2024, surrounded by family at his home in [Niceville, Florida](#) leaving behind a profound personal legacy as father, husband, military leader, and friend to generations of men and women across the Joint Force. Gary had just celebrated his 87th birthday on August 5th in the loving presence of his entire family.

General Luck led troops in combat during Vietnam, Operations Desert Storm, and Desert Shield, and as head of the Joint Special Operations Command. After retirement, he continued his life of service as the Chief of the Senior Mentor program in Suffolk, Virginia. As a senior mentor, he trained and guided tens of thousands of Soldiers, Sailors, Marines, and Airmen, including every flag and general officer in the art and science of joint warfighting over a twenty-year period, spanning the wars in Iraq and Afghanistan. These efforts set the stage to meet today's challenges with the re-emergence of global competitors to America's security.

Throughout his career, General Luck pre-

ferred being in the field training and fighting side-by-side with the troops. An inspirational leader, his heartfelt love for subordinates, combat experience, thick country accent, sense of humor, and riveting stories became the pathways for delivering nearly six decades of engagement with junior enlisted and top military officers alike. A humble yet exceptionally competent military officer, Gary was widely viewed as the father of America's modern Joint Force.

Born in Alma, Michigan, Gary Luck was the son of Elmer and Helen Luck and grew up in Fort Scott, Kansas. Upon graduation from Kansas State University in 1960, he was designated a Distinguished Military Graduate and commissioned a Second Lieutenant in the Regular Army. Throughout his career General Luck attended numerous military schools and courses, to include: the Armor Basic and Advanced Officer courses, the Armed Forces Staff College, and the United States Army War College. He held a Bachelor's Degree in Engineering from Kansas State University, a Master's from Florida State University, and a Doctorate in Business Administration (ORSA) from George Washington University.

General Luck began his distinguished 36-year career in the Army leading soldiers as Commander of D Company 3/69 Armor, 25th Infantry Division; with two tours in the Republic of Vietnam as an "A" Team Commander (A411) in 5th Special Forces; and a tour in the Republic of Vietnam as Commander of C Troop of 3/17 Air Cavalry Squadron. He then commanded the 182nd Assault Helicopter Company at Fort Bragg.

Other tours included Military Assistant to the Assistant Secretary of the Army (Manpower and Reserve Affairs), Commander of 2/17 Air Cavalry Squadron, Division G-3 of the 101st Airborne Division; Chief of the Force Modernization Division, U.S. Army Europe, and Commander of 2nd Brigade, 8th Infantry Division. General Luck also held a variety of additional important staff positions includ-

*Cont. on page 19*

ing: Chief of Staff of the 8th Infantry Division in Europe and Director of Force Programs at the Office of the Deputy Chief of Staff for Operations and Plans in the HQ, Department of the Army. Recognized for superior leadership, General Luck went on to serve as Assistant Division Commander of the 101st Airborne Division and the Commanding General of the 2nd Infantry Division in Korea. He was then selected to command our nation's premier standing joint task force - the Joint Special Operations Command based at Fort Bragg, North Carolina. He was then selected to organize and command the U.S. Army Special Operations Command - established to train, equip, and enhance the warfighting readiness of the nation's Special Forces, Rangers, Civil Affairs, Special Operations Aviation, and Psychological Operations forces. The Army then selected General Luck to command America's Contingency Corps, the XVIII Airborne Corps, which he deployed and commanded in Operations Desert Shield and Desert Storm. The President then selected General Luck to move to the Republic of Korea to serve during a period of high tension with North Korea as the Commander in Chief of Combined Forces Command and Commander of US Forces, Korea. He is well known for his unvarnished military advice to President Clinton in 1994 which likely kept the U.S. and our allies out of a bloody war on the Korean Peninsula. General Luck retired in 1996.

His awards and decorations include: Defense Distinguished Service Medal, Distinguished Service Medal (with Oak Leaf Cluster), Legion of Merit (with Oak Leaf Cluster), Distinguished Flying Cross (with three Oak Leaf Clusters), Bronze Star Medal (with two Oak Leaf Clusters), Purple Heart, Republic of Korea Order of National Security Merit "Cheonsu Medal," King Faisal Award- Class Two, Republic of Vietnam Honor Medal - 1st Class, the French Officer de la Legion d'Honneur Award, Meritorious Service Medal, Air Medals with "V" Device, Army Commendation Medal, Combat Infantryman's Badge, Master Parachutist Badge, Senior Army

Aviation Badge, Air Assault Badge, Ranger Tab, Special Forces Tab, the Army Staff Identification Badge and his most treasured of all was the Infantry's Doughboy Award.

In 1996 General Luck retired from the Army and was asked to continue his service as the Chief of the Senior Mentor program and as a Senior Fellow for the Department of Defense. He was instrumental in preparing our Armed Forces, including every Combatant Command and Joint Task Force, and every General and Flag officer, to plan, work, and fight as part of a cohesive joint force. In 2001 the Chairman of the Joint Chiefs of Staff asked Gary to implement leadership programs for General and Flag officers. He subsequently re-engineered CAPSTONE, the nation's course focused on preparing new General and Flag officers and developed PINNACLE, a new course preparing our most senior officers to take on the nation's highest positions of command. In his nearly two decades of leading that effort, Gary provided counsel and mentorship to over three thousand senior officers across the US military, including the generation serving in top joint commands today.

Always focused on the development of our enlisted soldiers, sailors, marines, and airmen, he was instrumental in establishing KEYSTONE, our premier senior leader enlisted advisor course that continues today. He retired for the second time in 2017 after a combined 57 years of distinguished service and was awarded the Distinguished Public Service Award as well as the Senior Fellow Emeritus status by the Chairman of the Joint Chiefs of Staff.

Together with Gary's unwavering commitment to being a soldier's soldier, he was a devoted husband, father, and grandfather. Upon his second retirement, Gary and Leah moved from Tennessee to be close to their children and grandchildren in Florida. His happiest moments were spent over these past several years in close presence of his family on the Gulf Coast, bragging to others of the great joy he received being with his family and from pursuing his deepening relationship with Jesus.

General Luck is preceded in death by his father Elmer Luck and mother Helen Luck.

He is survived by his wife Leah, his son Skip (Christal), daughter Kim (John), and grandchildren Cooper, Joe, Scottie, Alexandra, and Gary.

A memorial service will be held at 7th Special Forces Group Liberty Chapel at Duke Field vicinity of Eglin Air Force Base on 19 September at 2:00 pm. A private committal will be at Barrancas National Cemetery, Pensacola, Florida.

In lieu of flowers, the family requests donations to the [Wounded Warrior Foundation](https://www.woundedwarriorproject.org), <https://www.woundedwarriorproject.org>. Tributes and condolences may be added to the funeral home webpage [www.heritagegardensfuneralhome.com](http://www.heritagegardensfuneralhome.com) or mailed to the Heritage Gardens Funeral Home, 2201 North Partin Drive, [Niceville, Florida](http://www.niceville.com) 32578

Obituary published on Legacy.com by Heritage Gardens Funeral Home, Cemetery & Crematory on Aug. 14, 2024.



**MAY, Col Robert Charles "Rob"**

Rob May of Enterprise, AL passed away Friday, December 15, 2023 at his home following an extended

illness. He was 74.

Rob began his quest as a pilot at the age of 16 by solo in Aeronca Champ aircraft. He was instructed by his dad, Melvin May. He prepared for his Air Force career by enrolling in ROTC at Auburn University where he received his Masters' Degree in Aerospace Engineering. He married his high school sweetheart, Susan Boyd.

Rob logged over 3,100 flying hours in the T-37, T-38, and B-52 as a pilot and instructor pilot. He also served as Inspector General while in the USAF.

He retired from active duty in the US Air Force in 2003 after serving 30 years. After retirement, he served in the Office of Special Investigation (OSI) as Inspector General. He retired from Civil Service in 2015. Travels ended in 2018 upon his return to Enterprise.

Rob had a passion for his God, family, flight and Harley Davidson motorcycles.

*Cont. on page 20*

*In Memoriam, cont. from page 19*

Funeral services will be held at 11:00 AM, Tuesday, December 19, 2023 at First Presbyterian Church of Enterprise with Rev. Chris Thomas officiating. Burial will follow in Meadowlawn Cemetery with Searcy Funeral Home directing.

The family will receive friends at the church on Tuesday from 10:00 AM until service time. Rob was preceded in death by his sister, Rita Adams and brother-in-law Wayne Adams; brother-in-law, Rex Bass; and parents Melvin and Juanita May.

Survivors include his wife, Susan Boyd May, Enterprise, AL; 2 sons, Boyd Jason May (Brandy), Enterprise, AL, Brent Allan May (Connie) Mooresville, NC; sister, Carol May Bass, Enterprise, AL; and 7 grandchildren.

Memorials may be made to: First Presbyterian Church PCA, 100 Daleville Avenue, Enterprise, Alabama 36330.

Published by Legacy on Dec. 17, 2023.

**PASSI, Henry**  
**"Hank"** Retired

USAF Col. Henry R. Passi passed away on Saturday, May 4, 2024. He was born on April 2, 1932 in Brooklyn, NY, the blonde and blue-



eyed only child of Finnish immigrant parents, Reino and Minnie Passi. He was the only small child and the object of the affection of uncles and aunts until his dear cousin and life-long friend, Barbara (now Barbara Mattes of Austin, Texas) was born. The family lived in a Finnish neighborhood in New York so tight-knit that little Henry spoke only Finnish when he started first grade. He moved with his family and several other Finnish-American families to Cecil County where his father started a chicken farm on the property that would later become Henry's beloved Eagle's Roost Farm and Orchard. Henry's father built all the buildings on the property except for the sauna (a Finnish fixture)

which Henry would build.

Henry graduated from Elkton High School in 1951, a part of the class which had the first 12-year school program. At Elkton High he met Sylva Rebecca Reynolds who would become his wife for 65 years until her death in 2020. A daughter, Susan, was soon born to the young couple. It was a busy family as Henry was a full-time student at the University of Maryland while Sylva and he held down jobs and raised Susan. In a few years, a son Craig and a daughter Eva would be added to the family. (One wonders how he ever found time to make the Freshman baseball and soccer teams at the University.)

After college, Henry pursued his first career with the US Air Force. He was an active-duty pilot for 25 years. Henry was given 19 different assignments which caused the growing family to move often, living in places like Hawaii, California, Ohio, Florida and others but they always vacationed in Cecil County in the summer. He was a sought-after pilot used mainly for flying VIPs, such as congressional delegations, Bob Hope and other troop entertainers and even Ambassador Ellsworth Bunker and his wife while serving in Vietnam during the war. His ultimate VIP pilot job came after the war when he became the personal pilot for Four Star General George Brown while Gen. Brown served as our country's Chairman of the Joint Chiefs of Staff.

Col. Passi retired after a 30-year military career but did not slow down. He and Sylva returned to Cecil County and the Passi family farm which Henry (Hank to his friends) purchased from his mother and converted into a peach and fruit orchard. Over the many years he and Sylva were proud to have employed and mentored many of the youth of Cecil County in their orchard. He relished community life, becoming a Rotarian and a member of the Maryland Agricultural Association and participating in many veteran activities. He took particular pride in being instrumental in the annual Salute to Veterans celebration on the 4th of July and in the



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# In the News



The first film about the Vietnam War called "Lienso" is being shot in Russia. 15 Mar 2023 08:55 The first film about the Vietnam War is being shot in Russia VIA March 14, 2023 According to the correspondent of the VIA in Moscow, the filming of the first Russian film about the Vietnam War called "Lienso" has begun at the Zhukov Academy of Aerospace Defense in Tver. The content of the film tells about the work of Soviet military experts in Vietnam in 1965. The script is written on the basis of the memories of Soviet missile officers who trained Vietnamese soldiers to work with the S-75 Dvina air defense system. The prototypes of the main roles were officers Boris Mozhaev and Fyodor Ilyinykh. During the filming, the film crew got acquainted with the work of the S-75 anti-aircraft missile system, which was used during the Vietnam War. The system is capable of countering single, group, low-flying and high-speed targets. The system was also used to suppress the operation of anti-radar missiles of the Shrike type. It is noteworthy that veterans of the Air Defense Forces of the Russian Federation, who participated in Soviet campaigns, also participated in the film crew. The film crew has recorded videos of the rocket scientists' training, which will be used to train the actors and present them in a historical context. <https://www.nhat-nam.ru/forum3/viewtopic.php?p=44179#p44179>

The U-2 has a long history involving espionage battles between the US and China. During the 1960s and 1970s at least five of them were shot down while on missions over China. These missions were not broadly reported because the Central Intelligence Agency (CIA), which was responsible for all of America's U-2s at the time the planes were shot down, has never officially explained what they were doing there [When China shot down five U-2 spy planes at the height of the Cold War | CNN](#)

The Cold War Museum Wikipedia entry has been updated. You can access it here: [The Cold War Museum](#)

We have received an interesting video from 1954, courtesy of the daughter of Walter M.B. Hannum. The video shows Quonset buildings of the original Iceland Defense Force, a rescue helicopter, a MATS C124 Globemaster, a medical evacuation onto the Globemaster, buildings at the Keflavik Air Base, and personnel playing poker. The video was an 8 mm home video with no sound. It has been digitized and made into an mp4 movie. You can access and/or download it from [Iceland Air Defense Force 1954](#).



## Wish You Were Here: At Germany's Bridge of Spies

Permission granted to use the story about the Bridge of Spies in the Bay Area News Group.



## 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 Spring issue: March 15, 2025**

To request publication guidelines, please contact Karen Zwanzig, [newsletter@ColdWar.org](mailto:newsletter@ColdWar.org)



## Upcoming Events

New lectures will be added from time to time. Keep up with us on Facebook! **Note the new time for Zoom Presentations is 7 p. EST.** Participants arrive in the Zoom room online 15 minutes before the presentation starts. Tickets to all events are available on [The Cold War Museum Events Page](#)

**11/24/24 — The X-15 Rocket Plane: Flying the First Wings into Space:** Michelle Evans will talk about her book on the X-15 rocket plane the enthralling yet little-known story of the hypersonic X-15.

**12/22/24 — The Life of a Test Pilot and Birth of an American Icon:** Robert Gilliland and Keith Dunnivant will talk about the book Speed that chronicles the life of Bob Gilliland, the chief test pilot for the SR-71 Blackbird at Lockheed Skunkworks .

**01/26/25 — Cold War Virginia:** Francis Gary Powers, Jr and Chris Sturdevant will talk about their book on Cold War sites, personalities, and spies associated with the Commonwealth of Virginia.

**02/23/25 — STARGATE - The Best-kept Secret of the Cold War:** Dale Graff will talk about his time as Director of the remote viewing unit at Fort Meade, MD that applied remote viewing for intelligence operations.

**03/23/25 — The Black Cats: U-2 Operations over China from Taiwan:** Chris Pocock will talk about the Black Cats AKA the [5th Reconnaissance Squadron](#) (5RS) and their missions over China from Taiwan.

## 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.

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

- ◆ 08/22/24 — Lake Monticello History Group - 11 people.



- ◆ 09/05/24 — Winner of drawing for Private Tour - 5 people.
- ◆ 09/17/24 — Private tour group - 5 people.
- ◆ 09/19/24 — Private Military group - 17 people

### 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

Cont. on page 23

Private Tours, cont. from page 22

- ◆ 09/27/24 — Francis Gary Powers, Jr. interview with Dennis Gill, American at War Museum - 3 people



- ◆ 10/02/24 — INF DIV Group - 68 people



- ◆ 10/04/24 — Military Group - 17 people



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## Carrying the Message

One of the ways the Cold War Museum fulfills its key mission of educating about the Cold War is via presentations to local community groups. We are receiving more and more of these invitations as the museum gets better known locally. The purpose of such events is of course to attract people to the museum, encouraging them to visit either during public hours on the weekend when admission is free, or to arrange for private group tours during the week, for which there is a per-person fee, depending on the size of the group.

Our docents make many of these presentations to local groups and organizations. Many others of our key staff also do this work. For example, Mike Washvill, our lead staffer for current and historical Cold War technology, is an electronics engineer who served at Vint Hill when it was an operational Top-Secret Army SIGINT base. Mike tends to take the lead on our presentations to technically qualified groups, such as local Ham radio groups, and on doing STEM presentations for local school groups. Bryan Zwanzig, also a veteran of Army service at Vint Hill, represents us at the Tank Farm and other events. Many others of the staff team help with this outreach to the local community.

Here are some examples of this outreach since the previous newsletter:

- ◆ 10/12/24 — Meeting with Dennis Brant, Executive Director, Americans in Wartime Experience (formerly known at the Tank Farm) and his wife Dee for tour of the Cold War Museum® and discussed the potential to have a presence on their campus which will be visible from Interstate 95 in Dale City, Virginia. Current plans are for the facility to open in 2027.
- ◆ 10/14/24 — Meeting with Kristina Olney, Executive Director of The Remembrance Society for a tour of the museum and to discuss ways to work together to preserve Cold War history.
- ◆ 10/14/24 — Meeting with Christian D. Orr, Senior Defense Editor, National Security Journal for a tour of the museum and to discuss the possibility of future articles in the Cold War Times
- ◆ As this newsletter is being published, Francis Gary Powers, Jr. and several other directors attended the National Cold War Center's annual Cold War Party in Blytheville, Arkansas. Gary was guest speaker and honored guest for the gala. According to Gary, Founder and Interim Chairman of The Cold War Museum®, "It was an honor and privilege to be invited to participate in their Cold War Conversation event and annual fundraising gala. The National Cold War Center will be a world class museum in the Midwest and The Cold War Museum® looks forward to working with them to identify projects and programs of mutual interest to keep Cold War history alive for future generations.

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

\$35/year

### Member Benefits

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

### Sponsorship Circles

Friend:	\$50/year
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Colleague:	\$100/year
Patron:	\$180/year
Benefactor:	\$300/year
Guardian:	\$600/year
Freedom Circle:	\$1,200/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.

# GIVING TUESDAY

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