

FLIGHT LINES

APRIL
2020



A PUBLICATION OF THE SOUTHERN MUSEUM OF FLIGHT
BIRMINGHAM, AL

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*Bay of Pigs Memorial
Miami Executive Airport*

*Includes Pictures Of The
14 Airmen Killed
During The Invasion*



APRIL IS: BAY OF PIGS MONTH

Other Perspectives Of This Military Operation



Ernesto "Che" Guevara was an Argentine Marxist revolutionary, physician, author, guerrilla leader, diplomat, and military theorist who was a major figure of the Cuban Revolution. He actually thanked President Kennedy and the United States for the Bay of Pigs invasion.

In August 1961, representatives of all American nations convened at Punta del Este in Uruguay for the Inter-American Economic and Social Council. At a cocktail party, Guevara spoke with Richard Goodwin, then an adviser and speechwriter for President Kennedy. As Goodwin recorded in a secret White House memo declassified in the 1990s, the conversation ranged from the possibility of an interim settlement between Cuba and the U.S. to the naval base at Guantanamo Bay. Near the end of the conversation, Goodwin wrote, Che "went on to say that he wanted to thank us very much for the invasion—that it had been a great political victory for them—enabled them to consolidate—and transformed them from an aggrieved little country to an equal."

The announcement that diplomatic relations were recently restored with Cuba brings to mind the epic battle of the Bay of Pigs.

On Jan. 10, 1961, after an account published in The Nation, The Times's correspondent Paul P. Kennedy reported from Guatemala that preparations were taking place for what some Guatemalans said would be "an offensive against the Cuban regime" that was "being planned and directed, and to a great extent being paid for, by the United States."

On April 7, 1961, readers of The New York Times were greeted by a front page article tucked into the middle of the page with news that an army of 5,000 to 6,000 men, intent on deposing Mr. Castro, was massing in Florida, Louisiana and Guatemala. What it did not say was that the attack was expected to occur in less than two weeks.

Two weeks after the Bay of Pigs disaster, editors of The Times were summoned to the White House to discuss with the president the issue of newspapers prematurely disclosing government security information. They countered that the information had already appeared in The Nation. "But it wasn't news until it appeared in The Times," President Kennedy said. Then, in an aside to Mr. Catledge of the New York Times, the president said, "Maybe if you had printed more about the operation, you would have saved us from a colossal mistake" — the implication being that if The Times had said the invasion was likely to occur in mid-April, it would almost certainly have been scrubbed, or at least postponed.

Origins of Brigade 2506

Brigade 2506, the paramilitary group that led the Bay of Pigs Invasion, took its name from the serial number of one of its members.

Early in 1960, President Dwight D. Eisenhower authorized the CIA to recruit Cuban exiles living in Miami and train them for an invasion of Cuba. The group that became known as Brigade 2506 was initially 28 members, including 10 former Cuban military officers.

After training in secret camps in the Florida Everglades as early as March 1960, the growing brigade moved its base to the Sierra Madre in Guatemala, which boasted a similar climate to Cuba and a friendly government. That September, a brigade member named Carlos Rodriguez Santana was killed in a training accident, and his comrades chose to name the brigade after his serial number: **2506**.

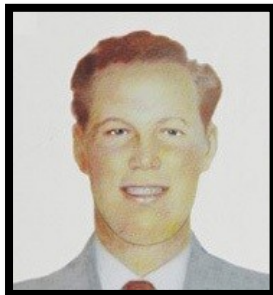
ALABAMA AIR NATIONAL GUARD



Remembering AANG Patriots Killed During The Invasion



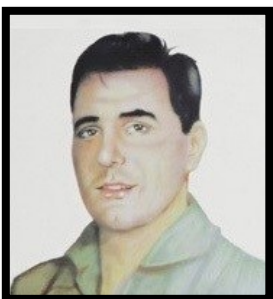
Major
Riley Shamberger



Captain
Wade Gray



Captain
Thomas "Pete" Ray



Captain
Leo Baker

April 15th is an auspicious day in the US and is simply known as "Tax Day" — the day we must all have our income tax forms filed for the previous year. In 1961 this day became infamous as this was the day aerial attacks began the Bay of Pigs Invasion. Controversy existed then regarding CIA and other U.S. governmental assistance but there was no controversy that many were lost, on both sides.

The plan called for an initial air strike to wipe out Castro's small air force, followed by the amphibious landing of 1,400 Cuban expatriates at the Bay of Pigs on the southern coastline of Cuba. These expatriates had been trained by the CIA in Guatemala and Florida. Once the insurgents established a beachhead, exiled Cubans would fly there from Miami and declare themselves the country's rightful leaders.

Just hours after the initial strike on three Cuban airfields by the B-26 bombers, the operation began to encounter problems. The initial raid failed to destroy all of Castro's air force. The operation encountered further difficulty when a planned ruse

backfired. One of the bombers that took off from Nicaragua landed at Miami International Airport with its pilot claiming to be a Cuban air force defector. CIA operatives had painted the bomber to resemble one of Castro's and riddled its engine cover with bullet holes to make it appear that it had survived combat. But reporters at the airport quickly detected the ruse due to the plane's fresh paint job and the placement of machine gun barrels in the bomber's nose and not mounted on the wings as on Cuban warplanes.

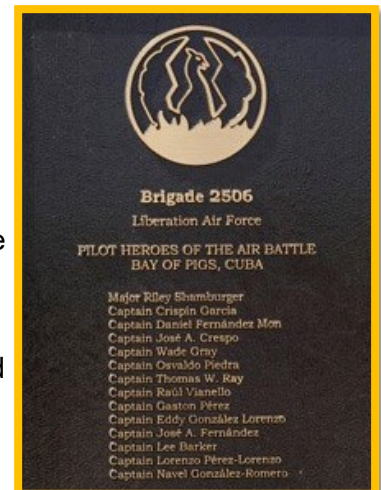
As the US involvement became apparent to the world, and with the military initiative turning against the invasion, President Kennedy decided against providing further air cover. As a result, the operation only had half the forces the CIA had deemed necessary. The original plan devised during Eisenhower's presidency had required both air and naval support. On April 20, the invaders surrendered after only three days, with the majority being publicly interrogated and put into Cuban prisons.

Of the fourteen pilots lost during the invasion, four were members of the Alabama Air National Guard, Birmingham, AL.

Major Shamberger and Captain Gray were killed in action when a T-33 shot them down a few hundred yards off-shore. Captain Ray and Captain Baker were shot down while attacking inland targets near Castro's headquarters. They survived the crash but were killed by Cuban militiamen.

These airmen are memorialized for their ultimate sacrifice. At Miami Executive Airport stands the memorial shown on the cover of this Flight Lines and contains the listing and photos of all fourteen U.S. and Cuban airmen killed during the invasion.

All four Alabama airmen were posthumously awarded the CIA's highest honor for bravery - the Distinguished Intelligence Cross - and they received four of the original 31 stars on the CIA Memorial Wall when it was first created in 1974.





AIRCRAFT PERSPECTIVES

"Visual Stealth"



- **camouflage** [kam-uh-flahzh]
the disguising of military personnel, equipment, and installations by painting or covering them to make them blend in with their surroundings

Visual Stealth is where clever misrepresentations of its own structure are painted on it (*like butterflies have eyes on their wings*)

Notice how at a glance, it takes a second to realize the Hornet is inverted and pulling towards the ground. During dogfights, this "deception" can be enough to make opposing pilots think the aircraft is going a different direction. It's a false cockpit, a type of camouflage patented by a US artist and camouflage designer. From some angles, it makes it difficult to determine the orientation of the aircraft. The Canadians were the first to paint a false cockpit on the underside of an aircraft as shown in the picture above.

It might not seem like much in a photo, but in the stress of combat while pulling extra Gs it's more than enough to confuse or delay a reaction.

- **diorama** [dī-ə-'ra-mə]
a life-size exhibit (as an example of a wildlife scene or specimen) with realistic natural surroundings and a painted background

The Southern Museum of Flight contains a large and impressive collection of aircraft and artifacts. Historically, these exhibits were presented as mostly static displays, but we now have gone to three dimensional dioramas for some of the significant exhibits.

The current and most popular understanding of the term "diorama" denotes a partial three-dimensional, full-size replica (*or scale model*) of a landscape typically showing historical events, nature scenes or cityscapes, for purposes of education or entertainment. And that's how many of the museum's aircraft and artifacts are presented in our hangar display areas.

Dioramas may be seen in most major history museums these days. Typically, these displays incorporate a painted background of distant objects, and often employ a false perspective, carefully modifying the scale of objects placed on the plane to reinforce the illusion through depth perception, which is the ability to perceive the relative distance of objects in one's visual field. Often the distant painted background or sky will be painted upon a continuous curved surface so that the viewer is not distracted by corners, seams, or edges. All of these techniques help present a realistic view of a large scene in a compact space.

Through the use of digital wallpaper, realistic mannequins, and historically accurate photos from which to create the diorama, we have created some very educational presentations of historical moments in aviation history. And we have now progressed to even newer and more engaging ways by which we present material, such as incorporating digital technology and displays, new flight simulator software in our computer lab, virtual reality components, and additional hands-on exhibits (*including our outreach flight simulation stations*).

Plan a visit to the museum soon and experience the difference that technology can make.



This Exhibit Just Displays A Plane



This Exhibit "Tells A Story"



Virtual Reality At Work