

*The book Alone, Unarmed and Unafraid, reprinted and available with new material and pictures, explores and reveals a previously unheralded and unchronicled segment of the war in Southeast Asia—air reconnaissance.*

The Impact of U. Aerial Reconnaissance during the Early Cold War Alone, Unarmed and Unafraid? Though President Eisenhower was extremely concerned about the Soviet ability to track the U-2, the great wealth of intelligence taken from the first series of photographs had an immediate effect on his attitude regarding the usefulness and value of this aerial reconnaissance asset. While this in itself did not mean the Soviets were not producing and fielding LRA bombers, it proved the Soviets did not have as many bombers as analysts had estimated. During the almost four years of Soviet U-2 overflights, President Eisenhower only approved 24 missions. A few other U-2 missions conducted unplanned shallow overflights. These various locations allowed the CIA to target areas of high interest with the U A sample of some other U-2 overflights conducted include: On 10 December , two U-2 missions were flown over Bulgaria; one from Detachment A mission and another from Detachment B mission The most pressing national security concern which kept forcing President Eisenhower into authorizing more and more U-2 flights was that of Soviet missile development. Related Aerial Reconnaissance Losses: The fact that aerial reconnaissance had already dispelled the bomber Gap was not publicly disseminated due to the secrecy of the U-2 program. Even within the Federal Government, many leaders were not let in on the fact that U-2s were flying over the Soviet Union. This was particularly disturbing to Congressional members who could not understand why the CIA and DoD were suddenly revising their Soviet strength figures downward. In addition to periodic U-2 overflights, other USAF and USN aerial reconnaissance aircraft were collecting intelligence information about the developing Soviet missile program. These two different yet similar cases, along with the large number of casualties in each, illustrated the extent to which the USAF was willing to go to collect the vital intelligence it needed. What was unique about this particular mission, other than the fact it was being staged from Pakistan, was that it was to be the first complete overflight of the Soviet Union from one end to the other. It was moving fast, at supersonic speed, paralleling my course, though in the opposite direction. I watched it until it disappeared. Five to ten minutes later I saw another contrail, again paralleling my course, though in the opposite direction. Presumably, it was the same aircraft. I was sure now they were tracking me on radar, vectoring in and relaying my headings to the aircraft. But it was so far below as to pose no threat. Because of my altitude, it would have been almost impossible for the pilot to see me. If this was the best they could do, I had nothing to worry about. I wondered how the Russians felt, knowing I was up here, unable to do anything about it. I could make a pretty good guess. Exploding SA-2 missiles managed to damage the U-2 enough to bring it down in addition to shooting down one of the MiG interceptors. The Soviets captured Gary Powers and managed to salvage enough of the aircraft to prove to the world that the U. In reality the U-2 reconnaissance photos were worth much more considering their use to scale back the defense expenditures many believed were needed to catch up with Soviet weapon production. Random House, , A complete overflight from one end of the USSR to the other either north-south or east-west had never been attempted. Holt, Rinehart, and Wilson, ,

**Chapter 2 : Alone, Unarmed, and Unafraid**

*Apart from the unfortunate opening with Robert Stack (apparently the camera 'surprised' him as he was playing with his gun. Had it been me, I probably would have shot the film crew) this is a.*

Internationalism and National Interest. The former can be interpreted as that the United States has a responsibility to be a partner in international events as required by international organizations and international situations. The latter is the self-interest of the United States, ranging from the security of our people, our economy to our form of government. It has been on rare occasion that for the United States, both Internationalism and National Interest have been in coincidence, such as during both World Wars. The National Interests, at its most basic understanding includes the safety and security of our people, our government, our economy, and our territory. Protection of these interests requires risk to lives and treasures of the United States to ensure the continuity of our Nation. One can go about the globe and find U. National Interests, which coincide with the geographical Unified Commands of the U. Armed Forces, along with the size, budgetary and manning, of those Commands. Along with the Unified Commands, one should also consider the size of the U. The size of the former U. Embassy in Tripoli was modest and not considered a prime posting. Therefore, on the surface, it would seem the United States has interest in Libya. Or perhaps there is a combination of these interests? The Libyan economy has little impact on the economy of the United States. Although, one must note that the Security Services of Colonel Al-Qaddafi continued to be a threat in clandestine operations against critics both in and out of Libya. The natural resource upon which the Libyan economy is based upon is oil. This is an ancillary argument to be made that Libyan oil exports that affect our European and Asian allies could, in a secondary-level effect, affect our economy. I find this argument to be weak and not meeting the necessary requirements to be a National Interest. Marines marching to Tripoli. Attacks on the Berlin discotheque, the murder of Libyan dissidents in London, and the bombing of Pan Am Flight are the most glaring examples of anti-U. There are other examples that have placed Libya, under the Colonel, on the side of Al-Qaida, IRA terrorist, and providing safe-haven to groups that are anti-U. However, since , most of these actions have been minimal, with the exception of support for Al-Qaida in Iraq, and not raising to the level of threat to the U. Therefore, one can surmise that as of mid-February , the United States did not have a National Interest in Libya that would require an expenditure of U. If not because of National Interest, then is there any other reason to expend U. The answer to this question lies in the belief that if an international crisis arises, the United States has a duty under international agreement to act on behalf of the international community. In Libya, with demonstrations breaking out throughout the country, the government, that is, Colonel Al-Qaddafi, did not take rebellion as well as the leaders of Tunisia or Egypt. Rather than fade quietly into oblivion, Colonel Al-Qaddafi proceed to ruthlessly put down the rebellion with the military might of his Armed Forces. More specifically, Colonel Al-Qaddafi attacked rebellious civilians indiscriminately that were either unarmed or lightly armed in comparison to the weapons used by the Libyan Armed Forces. This disproportionate use of force within the sovereign borders of Libya is the lynchpin upon which other sovereign nations have decided to base their actions against the Libyan Armed Forces. International crisis, international coalitions, international decisions, international organizations, and international human rights are the basis of internationalism. An international consensus that Col Al-Qaddafi has committed crimes against humanity and should not use disproportionate force to retain control of Libya is the outcome of this internationalism. Morally sound and appealing to the better conscious of civilized people, UN Resolution is a call to arms, a call for the greater nations to support the Libyan people threatened by Col Al-Qaddafi. An international call to solve a national problem in a country that has no strategic value to the United States, while having strategic value to U. Internationalism provides the rationale reason for President Obama to order the U. Internationalism, however, is a slippery slope upon which to base a foreign policy. Internationalism is more subjective than National Interests. Internationalism can be in direct opposition to National Interests and places the national leadership in a position of moral hazard. The question which a U. In the case of Libya, there is a question of constitutionality since Congress has not declared war, the chaos in Libya does not directly threaten

the United States, nor is UN Resolution an obligation upon the United States. Internationalism boils down to the ability of a nation to persuade another that an incident in a third country is a threat to humanity in or out of the sovereign borders of that third country. In the current case of Libya, the U. There are no safeguards in the use of internationalism.

**Chapter 3 : RF-4C Pictures in the Air and Ad Udorn**

*Alone, Unarmed and Unafraid and millions of other books are available for Amazon Kindle. Learn more Enter your mobile number or email address below and we'll send you a link to download the free Kindle App.*

Robert Mock took the program to incredible heights. His accomplishments included creating the World Indoor Airport. By Jeff Price If Col. Mock had only done three tours in Vietnam, a tour in Korea and ejected twice from an airplane before commanding ROTC Detachment at University of Colorado at Boulder, his legendary status would have been firmly secured. However, after finishing his prestigious career as a U. Air Force fighter pilot, he went on to improve on his legendary status by working in the world of aviation education. As the director of the Aviation and Aerospace Science Department at the Metropolitan State College of Denver, Mock took the program to incredible heights, creating the World Indoor Airport, a state-of-the-art flight simulator laboratory that will continue to provide students with top-level flight education for years to come. The Metro State professor passed away on June 15, , from complications developed after a car accident two days earlier. And that is how I will always remember him—spending endless hours advising students. His wisdom, guidance and mentoring—and even his stories—gave me the motivation to complete the task at hand and excel in all efforts. He currently works at Jeppesen. The new student orientation for the aviation department started in and is in its seventh consecutive year. He shepherded the program and built it so that today, it captures the majority of incoming freshman and transfer students. Mock had just turned over the helm of the program to another instructor at the end of the spring semester. The students loved him. The World Indoor Airport combines numerous flight simulators with an air traffic control simulator. The lab has allowed Metro State to stay among the top five colleges for aviation undergraduate programs. Mock brought not only national recognition to Metro State, but also a tremendous amount of money in grant funding. In addition to getting the money to build the World Indoor Airport, he worked with numerous foundations and government organizations, including the Kohlman Industries, the Coors Foundation and the FAA, to secure hundreds of thousands of grant dollars for the college. In , he worked with the Daniels Corporation to secure a half million dollars in grant funding. Early career Mock started his flying career in , commissioned as a second lieutenant through the U. In , he was shot down, ejected and landed, while still in his ejection seat. His plane went down over Northern Laos; he and his weapon systems officer managed to evade the enemy until Air America operatives, deep in the triple canopy jungle, picked them up. Mock negotiated the defense treaty between the United States and the Philippines, earning him the Philippine Legion of Honor. During his career with the Air Force, he also worked on the predecessor to the first satellite during the Cold War with Russia. Metro State Upon coming to Metro State in , Mock quickly began making his mark in the aviation education industry. He received numerous awards from the University Aviation Association and served as president of the UAA from . He also served as a trustee for the Council on Aviation Accreditation and served in other leadership roles, including chapter president and board of directors for the Silver Wings Fraternity and flight captain for the Order of Daedalians. By , Mock had earned early tenure at Metro State. The WIA was the designated command center to assist Bill Daniels in his record-breaking, around-the-world flight in a Lear . In , Mock took over as interim dean; in , he became the permanent dean of the school of professional studies at Metro State. He served as dean until July , when he returned to working closer to the students he loved, teaching in the aerospace department. He frequently took students to the National Business Aviation Association annual meetings, providing them the opportunity for employment within the world of corporate aviation. Mock played as hard as he worked. He loved to fly, ski, garden, read and especially travel with his wife, Gail. The only continent they missed was Antarctica. Many who followed his advice have become outstanding members of their communities. He earned a bachelor of science degree in mechanical engineering from the Illinois Institute of Technology, and a masters degree in systems management from the University of Southern California. He also completed the graduate meteorology program at the University of Wisconsin. Mock, I was a young college student. I had joined Air Force ROTC and a wiry colonel challenged anyone in the building to match him in terms of physical fitness. Few took the ever-fit colonel up on the challenge. It would be three

years later that he would again come into my life—he as the department chair of the aerospace department and me as the head of an aviation fraternity at Metro. He laid out his expectations of our student group in no uncertain terms and demanded a high standard from his students—earning him a tremendous amount of respect with both students and faculty. At the time, we were using flight simulator equipment that was five or more years behind the times. He helped guide my aviation career and even paved the way for my return to Metro, but this time as a professor. Our offices were right next to each other, and I was honored that after once being his student, I would one day be his colleague. Mike Daciek and William Greener contributed to this article. Logan National Cemetery on July In lieu of flowers, the family has set up the Robert Mock Scholarship Fund. Please make donations to: Box , Denver, CO , and note Co. Mock Scholarship Fund on the memo line. Your donations will keep alive the memory of a man who, on the afternoon of June 15, departed for his next adventure alone, unarmed and unafraid.

**Chapter 4 : Watch Alone, Unarmed, and Unafraid () online. Free streaming**

*With Robert Stack. Reconnaissance missions by U.S. Air Force pilots over Vietnam is the subject of this documentary short film. Ground crew members and pilots of various Air Force reconnaissance planes are interviewed regarding their duties in completing tactical air reconnaissance missions flown from bases in Thailand over North and South Vietnam.*

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Chapter 5 : th Security Squadron | Unarmed, Alone, Unafraid

*Taylor Eubank flew combat missions in Southeast Asia--all unarmed. He was a member of a small group of American servicemen to go into combat unarmed. This makes for exciting flying and exciting reading.*

So the RB crew is getting some flak and doing evasive maneuvers. That's the position I flew. So now for the fun part.. The Nav-bombardier is in shock, still alive with blood and guts all over him, and the air blast at knots is tremendous. He comes too and realizes he is hit and hurting bad, it is pitch dark, so he has little visibility, but he finally gets back on interphone and tells the pilot his situation and describes his injuries, blood gut, etc. The pilot of course is calling Mayday and is heading back South to recover at Kimpo, the nearest base. It's about an hour flight, so the Nose Nav decides to write his final love letter to wife and family, with the Rear Nav, doing the writing for him. The guy is in pain and suffering, moaning and carrying on.. As they get closer to Kimpo, they have the Flight Surgeon on line talking to him and he is telling him to try to keep his intestines wet. So he tries to dump the urine relief container on his stomach and it of course sprays all over the nose and back thru the crawlway and all over the pilot. They finally get the bomber back across the DMV and the Pilot makes a good landing. Fire trucks, Ambulance and Recovery crew standing by. Pilot pulls off main runway onto nearest taxiway and everyone converges on the cripple bomber. The Firemen were the first to get to the Nose compartment from the outside. There is confusion, laughter and everyone is relieved to find the Navigator, injured to extent that he had survived a direct goose hit. Yes, there were blood, guts and also feathers all over the nose compartment plus urine. Earlier I said there was blood, guts and etc. So now you know what etc. Fortunately, the Nose Nav miraculously was not seriously injured and was back flying combat in a few days. So now you know that not only were the North Koreans after us, but they had trained geese trying to take us down, also. That goose nearly took off the front end of the airplane.. He immediately picked up a nickname.. A Geese can weight up to 25 pounds and are definitely a hazard to flying, as we all know from the recent incident in NY where a damn good pilot put his bird down safely in the Hudson river Jan 15, Edgar Allen Poe could have made this more interesting, but I did the best I could.

## Chapter 6 : Fitness apparel | Alone and Unafraid American Clothing Company | CONTACT

*Alone, Unarmed, and Unafraid. K likes. Game on. The Doom Pussy, derring do, hijinks, heroes and cowards: coming at you, going strong in this.*

Contact Privacy Policy Terms of Use Alone and Unarmed As unpiloted craft take over the reconnaissance mission, an intelligence insider looks back on the work that set recce pilots apart. His single-engine U-2 was tricky to fly, a skittish and fragile bird intolerant of stress and prone to engine flame-outs. The A model had no ejection seat and a primitive autopilot. At the edge of space, alone, over denied territory, if anything went wrong, Vito would be in big trouble. En route to Moscow at 66, feet, Vito flew over two concentric rings of SAM surface-to-air missile sites and watched Soviet aircraft scramble to Wiesbaden that afternoon after the eight-hour flight—the first and only U. Heyser entered Cuban airspace at 72, feet above the Isle of Pines, flying over batteries of SA-2 missiles. Within hours the hard evidence that President John F. Kennedy had been fearing was sitting on his desk: And, I might add, unheralded. For security reasons, reconnaissance, recce pronounced "recky" , pilots have seldom gotten the respect due them. Because of the secrecy of their operations, their names are rarely mentioned outside their organizations. Yet each time they fly, recce pilots risk capture, imprisonment, and even death if they are downed by hostile fire or mechanical failure. Since the s, more than airmen have lost their lives on reconnaissance missions. Still others have simply disappeared. Given their critical roles, it saddens me that throughout my 50 years at the National Photographic Interpretation Center, which analyzes aerial photographs for the White House, senior policy officials, and the U. Congress, not once did I hear the name of the pilot who acquired the photographs. I have long felt a deep regret that they experiences and exploits of the pilots who fly these missions have never been officially recorded or acknowledged. Air Force colonel Tom Alison, who flew nearly 1, hours as an SR Blackbird pilot and later was director of wing operations at Beale. Later called to fly and devise recon missions over North Korea, he was killed when he attempted to bail out of his damaged F At the end of World War II, reconnaissance pilots were faced with a different kind of task. The Soviet Union was a vast blank on U. Some 15, manufacturing plants had been moved east of the Ural Mountains into Siberia and the Russian far east, an area that we knew nothing about. All we had were some old Luftwaffe photos and Nazi charts, and most of that was the area west of the Volga. We were desperate to see what these cities and towns and new Soviet industries were like, both to learn what weapons were being produced and to get accurate targeting information for our bombers. But without satellites, how could we get that information?

## Chapter 7 : SRA Blackbird "Alone, Unarmed and Unafraid" Giclee Prints by Willie Jones Jr. | eBay

*The majority of Air Force reconnaissance flights in Southeast Asia involved unarmed RFC Voodoo and RF-4C Phantom II aircraft. Both were developed from fighter aircraft and had cameras installed in the forward blog.quintoapp.com and Phantom aircrews.*

## Chapter 8 : Alone, Unarmed, and Unafraid, The Book, Home Page

*By most definitions, a social contract is an agreement by a population to be governed and an expectation for that government to provide for the life, liberty, security and justice within the agreed limitations of the society.*

## Chapter 9 : Alone, Unarmed and Unafraid: Colorado Aviation Legend Bob Mock Passes Away | Airport Jour

*There's an old axiom that reconnaissance pilots fly alone, unarmed, and unafraid. And, I might add, unheralded. For security reasons, reconnaissance, recce (pronounced "recky"), pilots have seldom gotten the respect due them.*