

# ROADRUNNERS INTERNATIONALE



1 January 2011 Newsletter  
51st Edition

HAPPY NEW YEAR

## FINAL FLIGHT

**12-9-2010 –LARRY BOHANAN-** We are sorry to announce the passing of Lorris Merle "Larry" Bohanan on Friday, December 9, 2010 at Northridge Hospital due to complications from Congestive Heart Failure. Larry was a member of Roadrunners Internationale and worked for Lockheed ADP as director of Flight Test and Product Support on the D-21, YF12A, SR-71, F117A and numerous other projects. He first flew in the SR-71 Blackbird on 18 June 1965. A final memorial service was held on Thursday, December 16, 2010 at the First Presbyterian Church of Granada Hills, 10400 Zelzah Ave., Northridge, CA 91326, Phone: (818) 360-1831 Larry had many friends and colleagues in Roadrunners and all were welcome to attend the service. Unfortunately Larry did not post his bio on the Roadrunner website to enable us to post of him or expand on his great legacy. The family expressed a desire to receive information/stories/remembrances of Larry for incorporation into his eulogy. In this regard, we extended this request to our YF-12 and SR-71 Blackbird families for any help they could provide. [We thank those who did so.](#)



I worked directly for Larry for many years on various Flight Test programs. He was one of the most organized individuals I have ever known, and a brilliant engineer. All who knew him will sorely miss him. Keith Beswick



Larry was a name to other than the senior staff at the ranch site. I only saw him in the dining hall and occasionally at meetings. He truly spent his time getting article assembly completion in the hangar. He maintained a brutal schedule during the 1961 and 62 time period. In my book a very nice individual. Ray Haupt



**11-27-2010 – LELAND HAYNES:** Last month we mourned the loss of MSGT Leland Haynes who departed on his final flight at the end of the month. Since then we have received many messages of condolences for our loss of Leland. Two members of the HABUs, SR-71 RSO David Dempster and Crew Chief Kirk Knudson, attended the funeral services and report:



Hi TD and Buz: TD, your tribute to Leland was very timely and greatly appreciated by his family and many local area friends; it was shown in the church during the Funeral Service. Thanks Buz, for sending it out as well. I was able to drive down to Oregon and attend the day's activities; Kirt Knudsen was there also. We were the only two Habu's there and Diane, Carl (their son) and the family/friends assembled expressed much appreciation that we were there. I was glad that I had gone as a representative of the flying Habu's. I am



putting together a DVD out of the pictures I took, although it's not a complete sequence of all that happened during the actual services inside the church.

The day's sequence was an outside (the Aumsville Church) US Flag Bearing Honor Guard, crowd mingling in the Church vestibule area for awhile, the Church service, a US Flagged motorcycle escort leading the hearse and about 70 cars down back farm roads to a small country cemetery, A USAF Honor Guard, then carried the US Flag covered casket to the grave site, folded and presented the US Flag to Diane, fired a 21 gun salute, and then played taps. The Minister offered a few more prayers, and then dismissed the group with the invitation back to the Lacombe Baptist Church a short distance away. There, the parish "ladies" (a scene out of a Grant Wood and/or a Norman Rockwell painting) served food and fruit punch



(the melting vanilla ice cream floating in it was excellent) with long tables in which to sit, eat and visit with attendees.

Both Barnes and David Dempster prepared videos in tribute to Leland that can be viewed at:

<http://area51specialprojects.com/haynes.html>



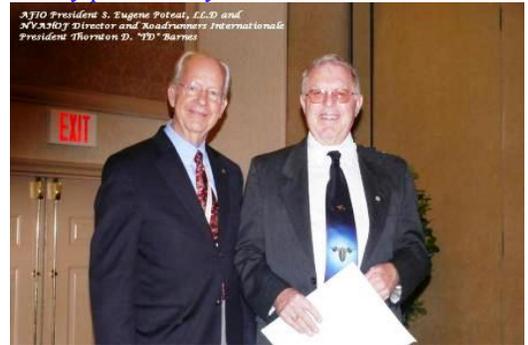
In the past newsletters we have discussed the Roadrunner call signs for the 1129<sup>th</sup> SAS blue suiters, the Dutch call signs for the CIA and a few Air Force pilots flying the A-12s and the Titanium Goose A-12 trainer, and the codenames of the EG&G Special Projects Team. We apologize for overlooking the codenames of Col. Burt Barrett's crew, Numbnuts One, Two and Three. Captains Charlie Trapp, Charlie Cravotta, and Ray Schrecengost.



Just looked at the page being drafted by Col. Charlie Trapp about the Helos of Groom Lake - nice collection of stuff for the History books. That picture of Herr Trapp is very impressive. A little side story about Trapp and his venerable H-43 at the Area. One winter day at the Area it had snowed pretty good overnight, but they wanted to have the runways/taxiways cleared so the airplanes could be flown. The Base had one little snowplow, which was busy scraping the snow off the runway. Charlie asked me if I wanted to go fly with him while he cleared snow off the taxiways. So I jumped in the left seat of the H-43 and that is just what we did.....He used rotor wash to blow the snow away from the pavement. Got to be more fun when he said, "you go fly this thing" doing the snow removal. Remember, I have flown lots of different jet fighters but ZERO helicopters. We did get the

job done that day. All in a days work at Area 51 in the 60's. Frankie..... The photos and story provided by Charlie reveal activities

and locations that could be sensitive to existing activities at Groom Lake and the Nellis Range, therefore will not become public until we receive approval from the appropriate security departments at CIA, DOD and Air Force. Charlie is to be commended for providing this information that most definitely fills in some gaps existing in the recording of our legacy for the sake of history. Frank Murray has also drafted an account of the training program for the CIA project pilots flying the A-12. The contents of Frank's article were recently declassified by the CIA and should be available for viewing in January 2011. Dr. Gene Poteat and T.D. Barnes are preparing accounts of their Project Palladium activities of evaluating the capabilities of the Soviet Union that ultimately determined the Mach 3+ A-12 would be vulnerable to shoot down by Soviet missiles, thus determining the A-12 being built and flown in Project OXCART would never overfly the denied areas for which it was designed and built. These accounts should also be available in January.



The Big Guy (Charlie Trapp) forgot Staging out of Indian Springs for JFK's visit. He does not want to remember that he lost a bet when he thought his H-43 could beat a T-33 from Break Ground to 500 feet. That was after he took me along to stand up poles on Baldy & scared the S--T out of me. Don Donohue



Hey! All you JP7-sniffers lay off of Trapp, our esteemed helo pilot. We Army veterans appreciated the boys in the whirlybirds. There were at least 11,827 helicopters from all services deployed to SEA, and of these 5,086 were lost (fully 43%). This study includes, of course, all Army, Navy, Marine, and Air Force, and Air America helicopters. I'm not sure whether or not Charlie flew the UH-1, but if he did, he has my salute. Of 7,013 UH-1s in SEA, fully 3,305 were destroyed, with 2,177 crew fatalities. T.D. Barnes

Carl and I returned this morning from his first of day of physical therapy this week. He goes Mon., Wed. & Fri. and has a very competent instructor. While he does that, I swim, which keeps me sane!! He is coming along well, but recovery is slow, especially at 81 years of age. You know he is an old fighter pilot and they never give up!! Carl joins me in wishing all you Roadrunners a very MERRY CHRISTMAS! Liz Overstreet For those who do not know, Carl suffered a stroke while he and Liz were in Portugal. Goes to show how tough our CIA U-2 pilots are. Carl flew the first operational U-2 flight over Poland and East Germany. More about Carl: <http://roadrunnersinternationale.com/overstreet.html>



Joining our many Roadrunner members awarded our nation's highest awards is Roadrunner member Robert Friedrichs, Senior Scientific Advisor to the National Nuclear Security Agency (NNSA). This past month Robert retired after 47 years at the Nevada National Security Site, previously the Nevada Test Site (NTS), beginning his honorable career back when we knew it as the Atomic Proving Grounds ran by the AEC. Robert's farewell to that phase of his life included various parties and events at places we are no longer cleared to identify where he brought home a folded American flag previously flown at and over the Nevada National Security Site and Nellis Test and Training Range. Robert makes us all proud with his being awarded on departure the NNSA Distinguished Career Service Award and NNSA Gold Medal for distinguished service in the nation's security of the United States. The NNSA Gold Medal is the highest medal awarded by the NNSA Administrator.



Robert is a native of the state of Nevada who began a career in aviation that commenced for him as a teenager when he joined the Civil Air Patrol. As Director of the Site Management Division, he developed the NTS Range & Airspace Management Plan. As a Program Manager, he oversaw implementation of various classified national programs, developed and oversaw implementation of local policies on arms control & nonproliferation, and served on the U.S. Delegation to the CTBT Group B meetings in Vienna, Austria and the Nuclear Risk Reduction Centers Bilateral Negotiations in Moscow, Russia. The NTS Security Team that Robert headed received the NNSA Defense Programs Award of Excellence for the last three years in a row.

Robert's interests in aviation have been diversified over the years. At 17 years of age Robert was inducted into North American Aviation's Mach Busters Club when he flew in an F-100F Super Saber that broke the speed of sound. Shortly after that, he became an honorary member of the German Air Force Luftwaffe Tigers at Luke Air Force Base in Arizona. In 1962, Robert received a nomination to the U.S. Air Force Academy at Colorado Springs. More recently, he located the site of Northrop's Roach Dry Lake Test Facility in Southern Nevada using a single photograph and successfully oversaw the recovery, decontamination, and transfer of Lockheed's sole surviving XF-90 fighter from the Nevada Test Site to the Air Force Museum at Wright-Patterson Air Force Base in Ohio. Robert is a member of the Association of Former Intelligence Officers, American Aviation Historical Society, Flight Test Historical Foundation, International Group for Historical Aircraft Recovery, Nevada Test Site Historical Foundation, and a life associate member of Roadrunners Internationale.

Prior to retiring, Robert ensured the continuation of his affiliation with aviation by joining Roadrunner President T.D. Barnes in co-founding the 501(3)(e) nonprofit Nevada Aerospace Hall of Fame. This past November NVAHOF conducted its inaugural induction of aviation achievers that included our own legendary aviation icon Kelly Johnson, NASA test pilot Joe Walker who earned his astronaut wings while setting altitude (354,200 feet) and speed records over Nevada in the X-15, Bob Hausler who advanced airmail throughout the southwest, John Arthur Macready who received the Mackay Trophy in 1921, 1922, & 1923, Lowell Herbert Smith, Commander of the Army Air Corps around the world Flight in 1924, Bruce A. Van Voorhis, awarded the Medal of Honor for his bravery in 1943, Bob Timm & John Cook who set the flight endurance record of 64 days, 22 hours, 19 minutes, & 5 seconds in 1959, and Marie McMillan who holds the largest number of national and international aviation records.

In retirement, Robert has been tapped to succeed Barnes as the Director of the NVAHOF as it establishes student scholarships for Nevada's top aerospace students, and otherwise organizes and conducts educational activities not only for Nevada's youth, but for recording the strong legacy of Nevada's leading role in aerospace as permitted through declassification of such activities. To this end, Friedrichs and Barnes have established strong affiliation with the state's educational institutions plus leaders and historians within the civilian aviation and aerospace industries, military, and other agencies operating in Nevada. Friedrichs, Barnes and the excellent staff and board of directors are already planning the HOF inductions for this coming year and seeking the funding for the various student scholarships to be awarded our future crop of aviators and engineers. <http://nvahof.org/>.

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**FEEDBACK:** I enjoyed your pages on the removal of the ramjets from the D-21 drones: [http://roadrunnersinternationale.com/d-21\\_ramjet.html](http://roadrunnersinternationale.com/d-21_ramjet.html) I am quite familiar with the RIM-8 Talos missile ramjet engine: <http://www.okieboat.com/Ramjet%20history.html> Looking at the photos and description of the Marquardt XRJ MA-20S-4 engine it seems that the D21 had two inlet shock cones. One at the front air intake and the original inner body of the ramjet engine. From the photos it appears that behind the forward (moveable?) inlet cone the diffuser tube narrowed around the front of the engine inner body. There air would flow around the inner body to be compressed for ramjet operation. This is an interesting adaptation of the original engine. Are there any diagrams or blueprints showing the air inlet configuration? It was a subsonic ramjet engine (internal airflow was less than Mach 1). Do you know if airflow just aft of the forward shock cone was subsonic? If so the shock cone on the engine was vestigial. My guess is that airflow was still supersonic behind the forward cone so the normal shock wave compression scheme would work at the engine inner body. Was the forward inlet cone movable to regulate the shock cone to achieve proper intake airflow at variable speeds (something the Bomarc did not do)? I also found the photo of the combustor (burner) flame holder cage interesting. It is very similar to an early version that was tested by NACA Langley during Talos engine development. Apparently a similar design was flown in the early Talos XPM prototypes. I didn't know that the design went on into operational service. Talos ended up with a very different burner design. Talos also had magnesium-thorium alloy parts. This has caused a lot of the remaining missiles to be destroyed - we sure could have used these in museums, especially the USS Little Rock in Buffalo, the last remaining Talos ship! It's a shame because the radiation level from those parts is insignificant. That alloy had an extremely low thermal coefficient of expansion so it didn't expand very much at all as the temperature in the engine increased. Thanks again for the web page. It is quite interesting. Phil Hays

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#### MEMORIES OF GROOM LANE

By: Hervey Stockman



My introduction to Area 51 started at the Brown Derby in Hollywood and a drive to a hotel on Hollywood and Vine where Glen Donaway, Jake Kratt, Bruce Grant and I met John Raines from security. At the Lockheed Air Terminal in Burbank we climbed aboard a C-54 and headed northeast towards Nellis AFB and Indian Springs. Mt. Charleston slid by and we were in the restricted area. We dropped down and came into the dry lake.

The Ops, housing and hangars were adjacent an air strip about 1,500 to 2,000 feet in length. Jake, Glen, Bruce and I were directed to a house trailer, which would be our home until we headed out for England. Carmine, Marty Knutson, and Carl Overstreet were already in place. We met Col. Fred McCoy, Phil Karis and others who would participate in our checkout. Blue suiters that I can recall were Hank Meierdierck, Lou Setter, Hank Majeski, Sam Cox, and a Major weatherman.

The flying programs were straightforward. T-33s and U-2's. To simulate the flat approach angle of the U-2 the T-33 flew with I believe 10-degree flaps and a throttle setting of 65 to 70%. We were not to reduce power below that setting until the T-33 was on the lakebed. The first U-2 flights were without the partial pressure suit and faceplate. To assist our depth perception and desired landing attitude in the U-2 a station wagon with UHF two way radio would await U-2 approaches and speed along side the landing U-2 calling out height between the tandem wheels and the lake surface. For example, "you're ten feet, eight, six feet etc. down to touchdown. Meierdierck was a super caller. Until we became accustomed to the U-2's sensitive elevator control and the wheel type yoke, the final approaches to touchdown were a series of oscillations. As I recall we came over the lake's boundaries at about 70 – 75 knots or MPH. Early on we were sent east to be fitted for the suit.

**(From CIA website)** On July 4, 1956, Hervey Stockman piloted a U-2 through the skies over the Soviet Union. His mission was to collect photographic reconnaissance of important Soviet bases. Thousands of feet below Stockman and the U-2 were several Soviet MiG fighters trying to intercept the reconnaissance aircraft. July 4, 2010 marks the 54th anniversary of Hervey Stockman's mission—the first flight of the U-2 over the Soviet Union.

Hervey Stockman was born in Andover, N.J., in 1922. After attending Princeton University for two years, Stockman enlisted in the Aviation Cadet Program of the U.S. Army Air Forces in September 1942.

During World War II, Stockman was assigned to England where he flew the P-51 Mustang. He was credited with destroying two enemy aircraft in aerial combat and flew 68 combat missions before leaving active duty in 1945.

After the war, Stockman attended the Pratt Institute School of Art and Design where he majored in industrial design. Following graduation, Stockman worked for General Motors as an automotive designer.

With the Cold War becoming tenser as the Soviet Union built up its nuclear strike capabilities, President Eisenhower authorized the construction of a high-altitude reconnaissance aircraft in 1954. Its purpose would be to fly over the Soviet Union and collect strategic intelligence. This mission was entrusted to the Central Intelligence Agency. Kelly Johnson at Lockheed's "Skunkworks" designed the U-2. It would be flown by one pilot, at altitudes of 65,000 to 70,000 feet at subsonic speed. The U-2's design allowed it to glide and stay aloft for more than eight hours. By 1956 the U-2 had been tested and was ready for its first flight over the Soviet Union.

#### **Stockman and the U-2's First Mission Over the USSR**

In 1956, Stockman was recalled to active duty in the U.S. Air Force. Initially, Stockman was stationed in Bergman, Texas flying F-84 Thunderjets. However, Stockman's experience flagged him for an important Cold War mission: overhead reconnaissance of the Soviet Union. Stockman was chosen to fly the very first flight over the Soviet Union. On the Fourth of July in 1956, Stockman left Wiesbaden in West Germany and crossed the Soviet border near Grodno in Belarus. The flight continued over several bomber bases in central Belarus, then north to naval shipyards and bomber bases at Leningrad. Stockman concluded his flight by passing over military facilities in the Baltic States before returning to Germany. The entire flight lasted eight hours and 45 minutes. During his flight, Stockman was tracked by Soviet radar and a number of MiG fighters attempted to intercept him. After this successful flight, Stockman went on to fly several more U-2 missions over the Soviet Union and the Middle East between 1956 and 1958. The U-2 Stockman flew is currently on display at the National Air & Space Museum in Washington, D.C.

Following his U-2 missions, Stockman returned to active duty in the U.S. Air Force. During the 1960s, he began flying combat missions in Southeast Asia. In May 1967, Stockman was forced to eject from his F-4 Phantom over North Vietnam and was taken prisoner. He was held for 2,093 days before being released during Operation Homecoming in 1973. After recovering from his injuries, Stockman attended the Air War College at Maxwell Air Force Base in Alabama. He graduated in 1974 and went on to serve with NATO in Europe and as Director of Joint Test and Evaluation at Kirkland Air Force Base, N.M. Stockman retired from the Air Force at the rank of colonel in December 1978.

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Thank you, TD, for the good wishes. I will read your message to Norbert. Actually, he is in a home for elderly people in town. As the multi sclerosis is going on it is too heavy for me to nurse him home. I go every day to visit him; he had to admit that situation. First he was in depression very badly and was mute. Since oktober he is better and has accepted I had no more the strength to take care of him.



He is 81 and I am 80 years old. All my best wishes and kind regards. Nancy ALBER **For those who don't know, Norb deployed to Kadena with the A-12 for Operation BLACKSHIELD. He and Nancy retired in Switzerland. Norb has provided us with some great photos of the personnel while in Kadena.**  
<http://roadrunnersinternationale.com/blackshield.html>

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#### **PLAN YOUR SOCIAL SCHEDULE NOW SO WE CAN PLAN HOW TO HOST YOU AT OUR 2011**

**REUNION.** Under Member Affairs on the Roadrunner website you will note that we have scheduled both the SR-71 Blackbird Reunion in June and our Roadrunners Internationale reunion the first week of October. Harry Martin is heading the Reunion committee again this year and reports all preliminary details being in place with the Gold Coast Hotel and Casino for 4 - 8 October. Our including the June scheduling is intended to both aid the SR-71 gang who lost some of their information support with the loss of Webmaster Leland Haynes, and to enable our members to work their schedules to attend both events. As usual, the Roadrunners do not anticipate any corporate support or attendance, so we will schedule accordingly. However, for the third reunion in a row, we do expect UNLV, CIA and Air Force presence and participation, which we thoroughly appreciate. We welcome participation by those supporting the Roadrunners. Please let us know first of all if you intend to attend barring health or other events demanding your attendance elsewhere. Unless you come up with other options, here is what we have scheduled to date:



Plummy poetry readings by Tony Bevacqua (Tony prefers doing this in a fireplace setting. After 5 drinks he does a damn good job of Romeo), a



class on The Art of Procrastination by Roger Andersen (or "How I drove Colonels Slater and Jim Anderson nuts at the Area" by Roger), and demonstrations of Toupee selection and fitting by both Andersen and Bevacqua who are great at multitasking. You'll see them doing valet parking



before and

after their gig. (They will be seeking models, so any Roadrunners qualifying and wishing to model some of the fittings just let one of them know. The general membership will vote to determine the best model among the volunteers, who will be awarded a toaster.) We could propose to Capital One that some of our Celtic members, former Area-51 Commander Slip Slater (left), Dick Wilson, Jim Anderson, Sam Pizzo, Peter Law, and even our reunion chairman Harry Martin to name a few would be great for filming a Visa card commercial. I know Slater would like to play the marauding Viking on horseback, so we'll let him be the wide-eyed one to say, "What's in your Wallet"? At the last reunion Barbara Slater was overheard asking the same of Slippery. She should have gotten a copy write for her words. Seriously, we need to know what you want to do while in Vegas. The Las Vegas economy is in the gutter, so there should be some more affordable shows available to those wishing to go

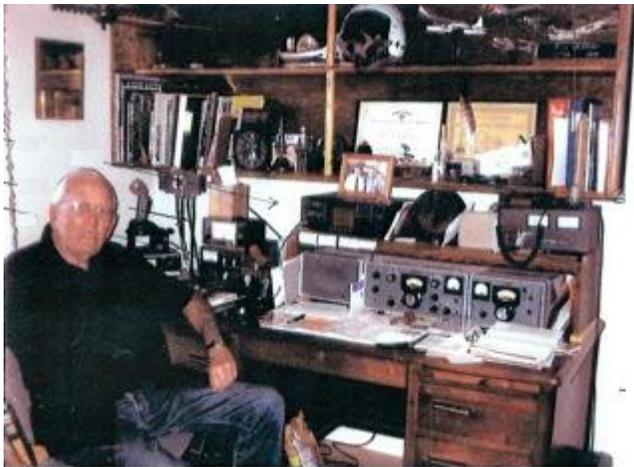
that route for entertainment. This past month it was announced that 4 of the state's 7 museums are closing their doors, so this most likely will not be an option for visitor entertainment. We'd like to take you to the Ranch, but ----.

**CQ, CQ, CQ - All you Roadrunner Ham Radio Operators QSL us on what you and your XYL or YL did for the holidays.**

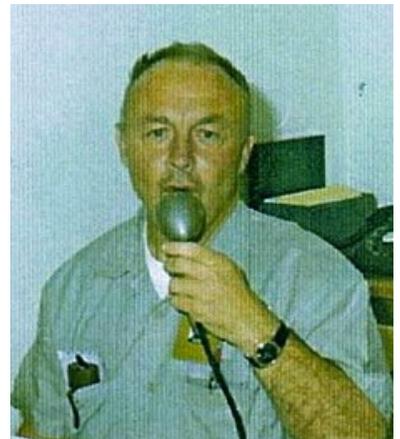
After leaving the Ranch and some of you retiring, many of you took up or continued with hobbies such as amateur radio or an avocation common to other members of the Roadrunners. We would like to hear from you to include details and photos of yourself such as Frank Murray provided below to share with others having a common interest. Please include your affiliation with Groom Lake in case we don't have it. The following is an example of what we would like to share with those on our distribution list. If there is enough interest in doing this, the Roadrunner Webmaster will generate a place on the website for each such interest.

For you amateur radio enthusiasts, you can hook up with Frank Murray on the 10 or 15-meter bands, which has experienced an increased sun spot activity of late. Frank, Advanced Operator Class, Call Sign KE7LK, reports having his two old Collins KWM-2 going again. One was dead and the other experiencing loading problems on 40 and 75m bands.

We know there are several Roadrunner ham radio operators, Fred White, WB6WFF (active),



Paulann White, WA7MOB, T.D. Barnes (K5JGL inactive) to name a couple, but would like to identify more of you. Ham radio has always been a part of the Roadrunner activities and hobbies. While in Kadena during Operation BLACKSHIELD, Don Miller (right) with Lockheed provided the Roadrunners a means of calling home to Nevada.



Fred White's call is WB6WFF, general class. Spouse Paulann beats him with WA7MOB, Advanced class. Fred is sometimes called phonetically as "Whiskey



Before Six With French Fries" rather than the conventional stuff. We can see where people could remember it better.

Fred and Paulann report having a local amateur radio club, TCARES, Tuolumne County Amateur Radio and Electronics Society. They own and operate four VHF and one UHF repeaters there in the county. Normally used for recreational, they also serve the community as backup to the emergency services in time of need -- such as wildfires. They also operate a communications van, an ex ambulance acquired from the county a few years ago. It is mobile, has several VHF/UHF radios and also has low band capability.

Although their club operates for recreational use for the most part they are associated with the RACES and ARES operations to serve the county government and social organizations when needed. For instance, they provide on course support for the annual Jamestown Run and Old Mill Run where their citizens and guests travel around the countryside in foot races. They are there in case of accident or physical needs of the competitors. Fred says they meet monthly for social breakfasts and weekly on VHF radio nets, Mondays at 2000 on 146.115 Mc and at 2030 on 28.450 Mc -- also on Wednesdays at 2000 on 147.945 Mc. The latter frequency is their primary for emergency use; the other is the main backup and support for emergency communications on the former. All four VHF repeaters use



100 PL and the normal input/output frequency splits.

They have a membership count of about 100 people, including quite a few wives who are active participants. Fred was one of the original members and has held several club offices but is "retired" now. Paulann has been the club treasurer for many years but is also "retiring" from that job in the coming year.

Barnes reports his obtaining his General Class Amateur License K5JGL while serving with JAG at Fort Sill, Oklahoma. He continued his Ham radio hobby while working on the X-15 program at the NASA High Range Tracking Station at Beatty, Nevada. Living in the small community of Beatty, Barnes brought television to the town via a signal translator, and like Fred above, organized a volunteer Search and Rescue unit that also performed volunteer fire department and ambulances activities for the community. He continued his amateur radio hobby for many years after leaving the Ranch to enter private business.

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Some of you will remember when Walt Ray was killed after ejecting from the A-12 a few minutes from landing at Groom Lake; it was Captain Charlie Trapp who flew the helicopter to locate the crash site and Walt. He transported Walt to Nellis AFB. Charlie and several Roadrunners spent considerable time in the area of the crash site to retrieve the remaining debris of the Top Secret A-12 plane. Charlie provided us with the following Special Order wherein those participating in the recovery party received awards from the Air Force.

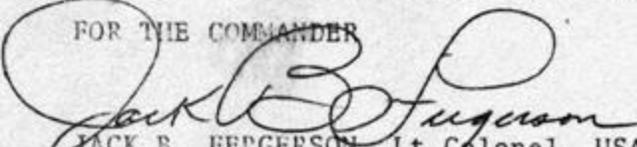
DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS, HEADQUARTERS COMMAND USAF  
BOLLING AIR FORCE BASE, DC 20332

**SPECIAL ORDER** 15 May 1967  
G-25

1. By direction of the Secretary of the Air Force, SMSGT WILLIAM I. BOYD, AF19291596, is awarded the Air Force Commendation Medal (FIRST OAK LEAF CLUSTER) for meritorious service during the period 5 Oct 65 to 15 Apr 67.

② DP, each of the following is awarded the Air Medal for meritorious achievement while participating in aerial flights during the periods indicated:

CAPT THEODORE E. ANGLE, FR68795, 5 Jan 67 to 20 Jan 67  
CAPT JOSEPH H. PINAUD, FR54885, 5 Jan 67 to 20 Jan 67  
CAPT SAM J. SCAMARDO, FR57991, 5 Jan 67 to 20 Jan 67  
CAPT CHARLES E. TRAPP JR., FR57249, 5 Jan 67 to 20 Jan 67  
(FIRST OAK LEAF CLUSTER)  
MSGT COY V. STAGGS, AF18330334, 5 Jan 67 to 20 Jan 67  
MSGT WILLIAM W. THOMAS, AF14267236, 5 Jan 67 to 20 Jan 67  
TSGT GORDON C. BAILEY, AF12396411, 5 Jan 67 to 20 Jan 67  
TSGT FREDERICK W. SCHNEIDER, AF11243832, 5 Jan 67 to 20 Jan 67

FOR THE COMMANDER  
  
JACK B. FERGERSON, Lt Colonel, USAF  
Director of Administrative Services

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Wrapping up the 2010 OXCART Legacy Tour, below are photos received from the Central Intelligence Agency taken on Family Day. It was our honor and pleasure to meet both CIA Director Leon Panetta and his lovely wife, and NSA Director James Clapper where they expressed their appreciation for the OXCART Project and joined the panelists and guests for photo ops. Director Panetta presented each of the panelists with his personal challenge coin, which we displayed in a previous newsletter. Videos of the panel presentations will be made available in the near future, possibly in coordination with the premier showing of the National Geographic

documentary and Annie Jacobsen's book, both of which include interviews with various members of Roadrunners Internationale. Peter DeForth and TD Barnes extend their appreciation to Toni Hiley, Dr. David Robarge, Rich Graham, Buz Carpenter, and the representatives of the various venues for their participation in the organizing and conducting of the historical events over a period of 10 days. Barnes expressively thanks Buz Carpenter and Dr. Bob Abernethy for their financial contributions to help defray some of the organizational and transportation costs of the tour. Their contributions are more meaningful as neither utilized the van transportation and costs provided by Barnes.



The photo above was taken on Family Day at CIA last September beneath Article 128. L-R area: Buz Carpenter, Bob Murphy, S. Eugene (**Gene**) **Poteat**, Director Central Intelligence Leon Panetta, Ken Collins, Mrs. Sylvia Marie Panetta, Roger Andersen, T.D. Barnes, Dennis Nordquist, Rich Graham, Peter DeForth, Mike Schmitz, Connie Pardeu



Also taken on Family Day at CIA was this photo of the Oxcart Legacy Team posing with Director of National Security Lt.Gen James Clapper.



09 December 2010

T.D. Barnes  
468 Palegold St.  
Henderson, NV 89012

Dear T.D.,

On behalf of the Center for the Study of Intelligence, I want to thank you for your participation in the September 2010 A-12 Veterans' Legacy Tour. Your generous commitment in time, unique experience with the OXCART program and scholarship in the field of reconnaissance contributed enormously to the success of the event presentations.

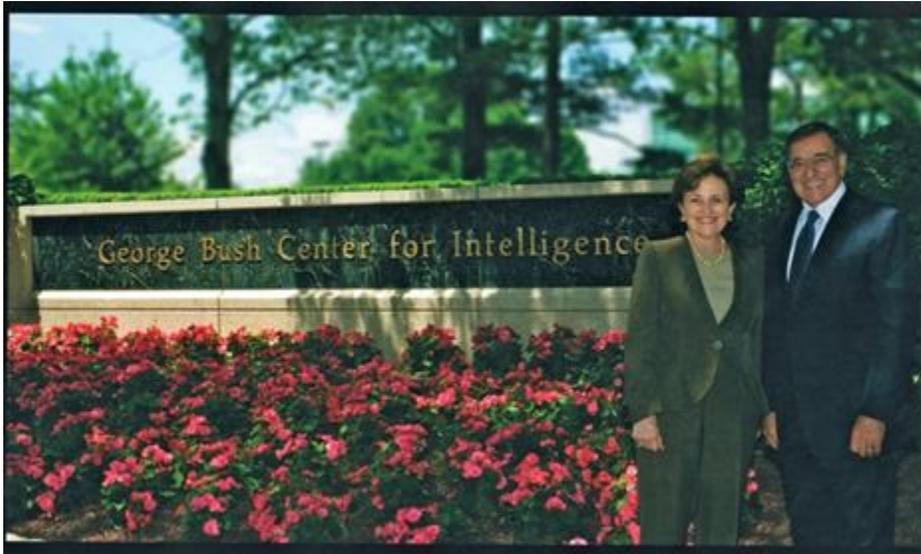
Personally I want to thank you for making time to visit CIA Museum. Being able to hear from you directly about the history of the program and your role in its success was most rewarding! Thank you too for your day-long presentations on Family Day. The crowds loved you!

Please find enclosed the photos we took during your visit. I hope they will bring back memories of your visit and those of us at CIA who hold you and your colleagues in such high esteem. Thank you for your contribution to the OXCART program and for your lifetime of service to country. Thanks especially for your continued support to CIA Museum!

Warm regards,

A handwritten signature in black ink, appearing to read 'Toni'.

Toni L. Hiley  
CIA Museum Director  
RM 4F50 OHB  
Washington, DC 20505





THE DIRECTOR  
CENTRAL INTELLIGENCE AGENCY  
WASHINGTON, D.C. 20505

28 October 2010

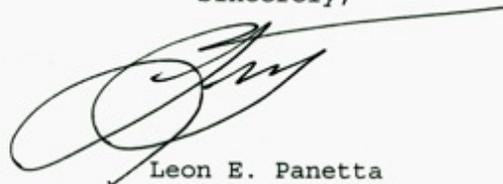
Mr. Thornton D. Barnes  
Roadrunners Internationale  
468 Palegold St.  
Henderson, NV 89012

Dear Mr. Barnes,

I have received your letter. I very much appreciate your kind words of thanks. It was our pleasure to support the A-12 OXCART veterans and I enjoyed meeting with the panelists on Family Day.

The OXCART program is one of our success stories and I was happy to share it with our officers and their families. Thank you for continuing to tell the story to new generations here and to the public.

Sincerely,



Leon E. Panetta

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Paul Burke provided us with a photo Gary Powers took from a U-2R flying out of Plant 42, about 1970. The FTE had given him a point-n-shoot camera to get ad-hoc photos during the flight.

The Lockheed Plant 10 construction can be seen. Note how remote the facility was at the time.

The Antelope Valley today is wall-to-wall people!



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Just want my fellow Roadrunners to know that Lockheed does not consider student scholarship for aerospace students in Nevada being an educational activity. Below is their response when NVAHOF asked them to support a student scholarship program and the induction of Kelly Johnson into the Nevada Aerospace Hall of Fame. It's probably because of the NVAHOF officers' affiliation to the Roadrunners whom Lockheed-Martin has never supported because they consider us to be merely a social association and they do not consider our website, 10-year oral history project at UNLV, our Library of Congress participation, our nationally televised symposium panels, and our recent 10-day OXCART Legacy Tour as being educational. Of course most of us know they do support Air Force groups who are purely social, but not the CIA groups preceding the Air Force. On second thought, as OXCART became declassified, the Roadrunners have never seen any of the other OXCART support corporations stepping up to show their recognition of a job well done. Could it be that we embarrass them by our setting, with a few

engineers and slide rules, high water marks in aviation that they with their computers and thousands of engineers can never even dream of accomplishing. For example, development of the F-22 began in 1981, over 30 years ago. The Roadrunners, remote from their families Monday thru Friday for years on end, designed, built and flew operational sorties with our nation's first stealth plane whose manned altitude and speed records will never be broken, and did so in far less than a decade, in secrecy and, in the building of the U-2, under budget. We did it for our country, not the money. Shame on us.

**LOCKHEED MARTIN**

November 30, 2010

Mr. Thornton "TD" Barnes  
Executive Director  
Nevada Aerospace Hall of Fame  
468 Palegold St.  
Henderson, NV 89012-5401

Dear Mr. Barnes:

Lockheed Martin received your on-line request for a contribution in support of the NVAHOF.

I regret to inform you that we do not have a budget to support your organization. The dollars we spend are split into three categories 1) Education (local schools, Colleges and Universities), 2) Health and Human Services (to improve quality of life for underprivileged people, and 3) last but not least, supporting our troops and veterans.

Especially in these troubling economic times, we are finding that the non-profits serving underprivileged people really are struggling to stay afloat as the sources of income are drying up. The need to support our troops and veterans is always on the rise, and finally, we need more engineers graduating from our colleges and universities to ensure we can sustain the business.

We wish you luck with the HOF.

Best Wishes,

*Ellen Bendell*  
Ellen Bendell  
Community Relations  
Lockheed Martin Aeronautics Company

*T.D. Barnes  
President/ Webmaster*