

## [Roadrunners of Groom Lake](#)

News and stories to record the Legacy of the Roadrunners of Groom Lake

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## [December 2009 Roadrunner News](#)

December 1st, 2009 by admin



### **ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP**

**(Not to be confused with the Stars and Stripes)**

December 2009 - 39th Edition

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### **32 Responses to “December 2009 Roadrunner News”**

1.  [Museum of Flight](#) Says:  
[December 1st, 2009 at 18:18](#)



[Tip-to-Tail Tour: Blackbird](#)  
Saturday, Dec. 26 – Saturday, Jan. 2  
11 a.m. and 2 p.m.

The Museum\'s M-21 Blackbird is unique. The history of this plane and others in the Blackbird family of Mach 3 aircraft are explained by a docent during this tip-to-tail tour.

2.  *Dick Clark* Says:  
[December 2nd, 2009 at 05:43](#)

Greetings T.D. and all! In response to T.D.'s comment about no responses to the blog, I read the newsletter with interest as always. I also think that the new "blog" system is a great idea. However, I was taught that when you don't have anything substantive to add to the discussion, that you should "never miss an opportunity to keep your mouth shut" 😊 I could tell you all about the black bear in my back yard (where black bears don't exist-according to our state wildlife biologists) but that would be about the limit of anything of any interest or wit that I could share with the group.

Being only an associate member, I can't share stories of the "daring do" that most of you have in common but I feel privileged to call myself a friend of the organization and never miss an opportunity to "shine a light" on your accomplishments! (even to the annoyance of some listeners:)...right Frank?

Just keep up the good work pounding on the ears of the media to continue to get the stories out, you're off to a good start!  
Warmest Regards to ALL!  
Dick Clark

3.  *Thomas N. Farrell* Says:  
[December 2nd, 2009 at 08:58](#)

Not sure if I i'm on the subscription list. This is a great way to get information out. We owe thanks to all who put time and effort into this project.

4.  *TD Barnes* Says:  
[December 2nd, 2009 at 11:01](#)

Thomas, I just now reviewed your excellent website <http://thomasfarrell.com> and want to commend you for a job well done in covering your part in the recently declassified A-12 Oxcart program while working for the Central Intelligence Agency. You had a very exciting and



worthy career. It shows how well the compartmentalization and secrecy worked when we didn't meet until the dedication of the A-12 at Langley in September 2007. Of course, that is a common factor within the Roadrunners Internationale association, the secret heroes of the Cold War.

5.  [T.D. Barnes](#) Says:  
[December 2nd, 2009 at 19:59](#)

Tom Casey called today and said Roy Owen passed away Friday, the 27th. There will be a Memorial Services on Monday Dec. 7th at 2:00. The service will be held at Butte Creek Country Club, A few miles south of Chico, turn on Estates Drive from HW 99.

Tom didn't know the cause of death but he was in a home for the past few months. For those that did not know Roy, I believe his title when the 9th Wing started was Director of Ops Plans and was responsible in preparing the Wing for Combat Ready Status along with the integration of automated planning and Intelligences mission inputs. Not an easy task considering some of the contractors failed to fulfill their DOD contracts in those fields.

Rich and Pat would you forward this information to the Habus. Thank you!

Mort Jarvis

6.  [TD Barnes](#) Says:  
[December 4th, 2009 at 18:09](#)

Roadrunners Internationale mourns the sudden death of one of the first members of the Oxcart team. Sammie Lee Gamble, 72, of Las Vegas, passed away Tuesday, Dec. 1, 2009. He was born Jan. 1, 1937, to Wayne and Jenni Gamble, in Elkhart, Kansas, and was a 54-year resident of Nevada. Sam worked at EG&G for 40 years. He was preceded in death by his parents, Jenni and Wayne Gamble. Sam is survived by his wife, Phyllis, who he was happily married to for 48 years; two children, Jerry and Lisa Gamble; three grandchildren, David and Kyle Gamble and Chelsea Smith, all of Las Vegas; mother of David and Kyle, Traci Chiarello; and sister, Ardith Thrash and her husband, Robert, of Felt, Okla. Sammie was a member of the EG&G Special Projects team who, starting in 1959, worked with Lockheed



and the CIA to prepare the Groom Lake facility for the arrival of the A-12 planes for testing. Sammie participated in the RCS phase of Project Oxcart, working with Roadrunner President T.D. Barnes and members Davey and Denise Haen, Debbie Dye, Wayne Pendleton, and Jim Freedman on Project Oxcart, the MiG Exploitation programs Have Doughnut, Have Drill, Have Ferry, the Have Blue stealth, and other projects that remain classified today. Sam was deeply loved by his family and will be greatly missed. Visitation will be 10-11:30 a.m. Saturday, Dec. 12, with services following, both at Davis Funeral Home, 2127 W. Charleston Blvd. In lieu of flowers, donations can be made to Infinity Hospice Care, 7251 W. Charleston Blvd. We extend our condolences to the Gamble family.

7.  [T.D. Barnes](#) Says:  
[December 5th, 2009 at 10:05](#)

Roadrunner president T.D. Barnes reminds the Roadrunners and especially our noncom members that this year marks the 50th anniversary of the establishment of the chief master sergeant rank forged from the World War II development of advanced war-winning capabilities, faster aircraft, bombers, advanced electronics, radar systems and missiles, that created the U.S. Air Force on Sept. 18, 1947.



Exactly 50 years ago on Dec. 1, 1959, 625 Airmen were promoted and pinned as the first-ever chief master sergeants. Called the Charter Chiefs, these Airmen secured their place in history as the first to wear the rank of chief master sergeant. Of the original promotees, less than 100 are still alive today. It was not until after the Korean War that Air Force officials realized the enlisted corps suffered from stagnation in rank. Master sergeant, or E-7, was the highest enlisted rank a person could achieve. It was then that Congress enacted the Career Compensation Act of 1958 that enabled the uniformed services to create two new ranks, senior master sergeant, or E-8, and chief master sergeant, or E-9. Only 1 percent of the master sergeants from the highly technical fields are promoted to chief master sergeant. In the 1970s, Air Staff officials made "Chief" the official term of address for an E-9. Roadrunners Internationale joins in



saluting all the Chiefs within its ranks who participated in CIA Project OXCART, and Operation Blackshield. Depicted above are Chief Meinzen and Barnes participating in Pearl Harbor Day at Nellis AFB on December 7, 2009. Chief Meinzen was the keynote speaker at a dinner hosted at the Officer's Club for Nevada's Pearl Harbor survivors. Credit is given to Roadrunner James Bard for also contributing recognition to this significant day in the history of our armed forces.

8.  [T.D. Barnes](#) Says:  
[December 10th, 2009 at 17:03](#)

Roadrunners internationale is proud to accept in its membership during the month of December: Mr. Richard L. Cohn, Director of the Nevada Intelligence Center and president of AFIO/Las Vegas Chapter Association for Intelligence Officers, Dr. Thomas W. McGarity, retired EG&G Special Projects and Los Alamos scientist, and Irene E. Willhite, Curator of the Alabama Space and Rocket Center, Huntsville and home of A-12 Article 127.

9.  [TD Barnes](#) Says:  
[December 12th, 2009 at 16:08](#)

When I posted the notice of the passing of my Groom Lake friend and associate of half a century ago I thought I had done all I could do and was prepared to move on. Today I learned this was not to be. You see - today I



attended the memorial for Sammie Gamble and learned that there was much I knew about my friend that was not known to anyone else, not Phyllis, his wonderful wife of 52 years, not his daughter and son, Lisa and Jerry, not his grandchildren, nor his friends that included a few who had worked with Sammie at the Area - Groom Lake. Most had no idea that he

had worked for the CIA during Project OXCART, or the Air Force Foreign Technology Division, Tactical Air Command, Navy, SAC, or NRO at the Area during the MiG exploitation Projects Have Doughnut, Have Drill, and Have Ferry, these being a declassified fraction of the other still classified projects in which Sammie played a major role during the Cold War, Vietnam War, and the wars



thereafter. No one knew of the months of Sammie and the rest of us being literally bombarded with spy satellite coverage by the Soviet Union who had learned of our secret facility, or the security briefings alerting us to the threat of spies monitoring our every move and that of our families. None knew that two years ago the CIA declassified Sammie's identity in relation to the declassified Oxcart project and that he could now tell his family about those blank years early in his and Phyllis' 52 year marriage - where he went and what he did when he left home on Monday morning and returned Friday night. So today I again said goodbye to a buddy with whom I shared a bond known only to those who have shared a foxhole in war, realizing that my job was not done. I hope that those reading this blog will help me as I record for the Gamble family and all the other families and friends the legacy of those participating in the declassified activities of which we shared foxholes during the Cold War. T.D. Barnes, President Roadrunners Internationale

10.  Dan F Says:  
December 14th, 2009 at 08:30

Mr. Ferrell,  
I commend you for gifting to us your story and experiences from such an important part of American history.

Most people don't realized the true history and critical nature of the Oxcart Program. We are still learning about the human aspects as well as the technical achievements that were developed so many decades ago.

People generally think the Blackbirds were just fast and that\'s what made them unbeatable. But, we know of many other technical features that provided the edge over vulnerability. Things like avionics, alloys, advance plastic components, aerodynamic shape, and special elements use as fuel additives gave these birds the advantage.

It was special people too, who developed, built, and maintained the systems, program operations, and logistics. For sure it was a special team of patriots.

From my experiences I have come to realize that the future will reveal more of what has been told in the story of the greatest aviation achievements in human history.

Thank You!  
Dan Freeman Tsgt, USAF (Ret) web site- <http://mach3ti.com>

11.  TD Barnes Says:  
December 14th, 2009 at 09:08

Thank you, Dan for this and previous contributions you have made towards getting our story told. Without inputs such as yours it will not be done as each participant in the projects at Groom Lake holds, in most cases, the only knowledge of his part in making the projects a success. We took no notes and didn't talk in those days. The projects at Groom Lake were classified and compartmentalized and shared only with those having a need to know, thus individual participation such as yours is the only way the full legacy of the few projects just now being declassified can be told. Thank you for your participation and we hope to publish many more of your accounts of what happened in utmost secrecy half a century ago.



12.  *Joe Donoghue Says:*  
[December 15th, 2009 at 09:59](#)

Roadrunner and former CIA Joe Donoghue was copied on this email from Lin Xu, a Chinese researcher in aerial photography and aviation archeology and passed it on to Webmaster T.D. Barnes to share with our members and visitors. It concerns a long-lost Tagboard that chose to land in China.

Lin said, "The photos below are of the wreckage of a D-21B at the Chinese Aviation Museum – it is said that before this year's renovation, it was piled outside in dirt and for a long time the museum does not know what it was (see photo enclosed). When I was at the museum last January it was so cold I only spend 20 minutes and I missed it myself. The wreckage has since been moved inside.

A memoir by a Chinese general claims that it fell down by itself in forests, largely intact, due to internal failures."

Donoghue reports that previous U.S. claim was that this one was lost in a heavily defended area and implied that it was shot down. That does not look like the case. He said that Gen. Chen also commented about it.







13.  *Brenda Lear* Says:  
[December 15th, 2009 at 21:19](#)

It is with great sadness that I report, the 14th of December 2009, my beloved husband Bill Lear, Jr. took his last breath. He went peacefully in his hangar with myself, his daughter Saskia, niece Marisa and loved R.N. Donna all by his side. It was always his wish to die in the hangar. He went out in style! At his request there will not be any services, just a celebration party of his life, by invitation and to be announced in the new year. Wishing you, and yours a peaceful and happy holiday season. Brenda Lear

14.  *James Bard* Says:  
[December 15th, 2009 at 22:17](#)

Air Force Museum Gets No. 2: Retired Lt. Gen. John Hudson, former commander of the Aeronautical Systems Center, has been named to fill the newly created position of deputy director of the National Museum of the United States Air Force on the grounds of Wright-Patterson AFB, Ohio. In this role, Hudson, a 1973 Air Force Academy graduate who retired from active duty service in October, will assist with planning, organizing, and directing not only NMUSAF's operation, but the entire Air Force museum system, according to Wright-Patterson officials. His duties will also include the responsibility, as delegated by the Air Force Secretary, for the preservation of the service's "material culture." Creation of the deputy director position

reflects the continuing growth of the NMUSAF and its "inestimable value" to the Air Force, the officials said. (Wright-Patterson report)

15.  [T.D. Barnes](#) Says:  
[December 17th, 2009 at 10:25](#)

For those who have wondered what our quarters looked like at Groom Lake in the 1960s, wonder no more. In August 1961 the essential facilities at Area 51 were completed. Three surplus U.S. Navy hangars from the Hawthorne, Nevada Naval Base were obtained, dismantled, and erected on the north side of the base, just north of the three original hangars. They were designated as Hangars 4, 5, and 6. A fourth, Hangar 7, was also built. One hundred and forty surplus U.S. Navy housing units were transported to the base and made ready for occupancy. The original U-2 hangars now served as maintenance and machine shops. Facilities in the main cantonment area included workshops and buildings for storage and administration, a commissary, control tower, fire station, and housing. Each residential building housed 4 people. We each had a private room and shared a living room, kitchen, and bathroom. I'm including some new views of the Groom Lake facility after a heavy rain storm during CIA Project OXCART that was declassified on 19 September 2007, the 60th



anniversary of the Central Intelligence Agency.











16.  [T.D. Barnes](#) Says:  
[December 17th, 2009 at 11:37](#)



# FALSE EMERGENCY LANDINGS AT GROOM LAKE

## Security Breached

In July 1957 a civilian pilot was detained when he made an emergency landing at the Watertown airstrip. Edward K. Current Jr., a Douglas Aircraft Company employee, had been on a cross country training flight when he became lost, ran low on fuel, and decided to land at Groom Lake. He was held overnight and questioned. Nevada Test Organization (NTO) security officials reported the incident to the Civil Aeronautics Administration (CAA), which administered the air closure over the Test Site. The following day, the NTO Office of Test Information issued a press release to the news media, describing the incident. The statement noted that the "Watertown landing strip is in the Groom lake area at the northeast corner of the Nevada Test Site." In June 1958 an area comprised of 38,400 acres of land surrounding the

Watertown base was officially withdrawn from public access under Public Land

Order 1662. This rectangular addition to the Nevada Test Site was designated

"Area 51." The airspace over Groom Lake became part of a new Restricted Area called R-4808N (replacing the former Prohibited Area P-275), that covered both the Nevada Test Site and Area 51. It prohibited overflights below 60,000 feet. In January 1962 the Federal Aviation Administration (FAA) expanded the restricted airspace above Groom to 22 by 20 nautical miles. The lakebed now lies at the center of a 440-square-mile box at the heart of the Nellis Air Force Range.

Eventually, the airspace was restricted continuously, at all altitudes. A flight of three F-105

Thunderchiefs, led by British exchange pilot Anthony "Bugs"



Bendell, was on a practice nuclear weapon delivery sortie about 80 miles north of Nellis AFB when one aircraft experienced an oil pressure malfunction. One F-105 returned to Nellis while Bendell led the stricken craft to the airfield at Groom Lake. After making a pass over the field with no response to distress calls, Bendell advised the student pilot to land.

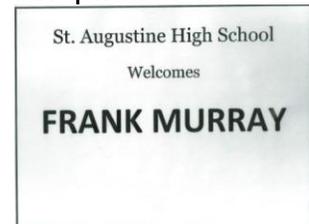
At this point, two F-101 Voodoos intercepted Bendell and forced him to land

also. As the Air Force Red Flag exercises increased in attendance participating pilots begin to declare emergencies in a guise to obtain permission to land in the restricted airspace "box" at Groom Lake. The emergency landings ceased after one of the pilots was retained for a prolonged period for debriefings and the plane held even longer to send a message to the Air Force that such security breaches would no longer be tolerated.

17.  [admin](#) Says:  
[December 22nd, 2009 at 13:32](#)



2 December 2009 – CIA A-12 Project OXCART pilot Frank Murray welcomed back to his high school in San Diego where he addressed the Saints Scholars with a Power Point presentation of the OXCART Story. Murray described the occasion as a honor and treat to address students at his school where he graduated 60 years ago with the class of 48 sixty years ago. The Scholars are the top grade point average students of the Senior/Junior classes at St Augustine. This was the youngest group Murray has addressed with his presentation normally given to AF ROTC cadets, Daedalians, Lions Club, etc. Murray was treated to a luncheon following the presentation. In the photo below are: top left Murray, Ed Hearn, the Saints' President/Principal. Bottom left are Ed Hearn, Frank Murray, and former class mate Fred Rios. The rest of the photos were taken during the presentation or on the school grounds.



[Click here to learn more about Lt. Colonel Frank Murray:](#)



## Ex-CIA Pilot Speaks Out

By Michael Ebeling and Paul Williams '11  
STAFF WRITER

Last week, at an undisclosed location, Frank Murray (or so we were led to believe), came to speak to the Society of Saints Scholars. An ex-CIA pilot, he graduated Saints in 1948 and immediately enlisted in the Air Force. He told us he was always interested in flying and that his interest in aviation was fostered right here on Bancroft Street, where a teacher at Saints, Father Ryan, began an aeronautics class. Murray touted Saints as the only school in the county to have such a class, where they used to tinker around with two planes parked on the football field. After Saints, he served in the Korean War and was later chosen to be one of the few test



Frank Murray ('48) flew the A-12 spy plane out of Area 51

pilots for the top-secret program known as Oxcart. This was the program by the CIA to create and use stealth reconnaissance aircraft capable of being virtually invisible to the enemy. Such an aircraft was created in 1959—the A-12, which is most like an SR-71 Blackbird and be seen outside the San Diego Air and Space Museum down in Balboa Park. For 5 years, Murray and 5 other men flew these jets in their testing facility in Area 51, which, he assured us, has no aliens. Cover-ups aside, Murray went on to disclose as much as he could about the missions he flew, over Vietnam and Southeast Asia at mach 3.2 (about 2,000 mph). We sat down to ask him a few questions:

**Augustinian:** How did you become interested in flying?

**Frank Murray:** I had two brothers that were pilots in the military and I suppose I grew up with airplanes. What really helped to peak my interest was Father Ryan's class on aeronautics at Saints.

**Augustinian:** Why did you enlist in the military right out of high school?

**Frank Murray:** As I said before, my brothers were both in the Air Force, so it was only natural that I follow them. I became a pilot because, at the time, the Korean War had just started, and this made it easier for me to be promoted as I had enlisted before the war.

**Augustinian:** How exactly did they choose you for this project (Oxcart)?

**Frank Murray:** It wasn't like I answered any "help wanted" sign. There was an office in the Pentagon where the CIA found its military pilots. I was to be sent to Alaska by the Air Force when they contacted me and asked me if I wanted to be a part of this. I accepted and after some rigorous physical and mental testing, we were sent to Area 51 where we first flew and tested the aircraft.

**Augustinian:** Where is Area 51?

**Frank Murray:** Southern Nevada, it's a large airbase where they test aircraft.

**Augustinian:** How many aliens did you see there?

**Frank Murray:** None. There aren't any

## THE AUG

Cody Oei  
Editor-in-Chief

Mr. Vla  
Bachy  
Moder

Miguel Acosta  
Editor  
Sports and Entertainment

JOIN  
The Augustinian  
writers for the 2009  
Please see Mr. Ba  
the editors for mo

that I know of.

(Editors' Note: We still think there are)

**Augustinian:** What was it like to fly such a fast and high-tech aircraft?

**Frank Murray:** I was mostly surprised by how easy it was to fly at such high speeds. It wasn't rough like a fighter it was pretty smooth thanks to the technology they created.

**Augustinian:** Why do you think you were so successful in life?

**Frank Murray:** A lot of it was luck, but I was also never passive. At Saints I fed my interest in aviation and had my eyes on it. It was my target and I set myself up for it.

18.  [Museum of Flight](#) Says:  
[December 23rd, 2009 at 10:12](#)

Tip-to-Tail Tour: Blackbird  
Saturday, Dec. 26 – Saturday, Jan. 2  
11 a.m. and 2 p.m.

The Museum's M-21 Blackbird is unique. The history of this plane and others in the Blackbird family of Mach 3 aircraft are explained by a docent during this tip-to-tail tour.

19.  [admin](#) Says:  
[December 23rd, 2009 at 10:54](#)

The photos below show two different SA-2 missiles that were shot at USAF SR-71 Blackbird pilot Tony Bevacqua and Jerry Crew (RSO) on July 26, 1968 while flying aircraft # 976 on a surveillance mission over the Hanoi area. This was the first time that this happened to a USAF SR-71. They air refueled over Thailand and repeated their flight over the exact same route a second time, this time with no incident. Having completed their mission, they refueled again and returned to Kadena AB, Okinawa. The A-12 Blackbird (CIA) were shot at a number of times. Of all

the USAF and CIA Blackbird missions flown, only the plane being flown by CIA pilot Dennis Sullivan sustained a hit. On landing at Kadena, Okinawa a small piece of missile shrapnel was discovered embedded in the plane flown by Sullivan. Because of the altitude flown and the Mach 3 speed, no Blackbird was ever shot down. Note the missile contrails in the photos.







20.  [hard armor](#) Says:  
[December 23rd, 2009 at 14:58](#)

I have to say that this is favorite blogs. Excellent job moderating. And interesting articles. Rarely does a site causes me to bring it up in coversation. I hope everyone enjoys the holidays.

21.  [TD Barnes](#) Says:  
[December 24th, 2009 at 16:27](#)

[Latest postings on the Area 51 Special Projects and Roadrunners Internationale websites:](#)  
[The CIA U-2 & A-12 UFOs by T.D. Barnes](#)  
[MiG Exploitation at Area 51 By T.D. Barnes](#)  
[1956 Photos of U-2 in Turkey by J.B. Woods](#)  
[U-2 Pilot Checkout Roster](#)  
[1956 Photos of U-2 in Turkey By Kent Burns – Tony Bevacqua](#)  
[Page 2 1956 Photos of U-2 in Turkey By Kent Burns – Tony Bevacqua](#)

[1956 Photos of U-2 in Turkey by Bob Murphy](#)  
[Emergency Landings at Groom Lake by T.D. Barnes](#)  
[Groom Lake Housing Project Oxcart by T.D. Barnes](#)  
[D-21 Crash in China by Joe Donoghue](#)  
[Suit Up by F. Murray](#)  
[A-12 Pilot Backgrounds by Frank Murray](#)  
[Why the CIA A-12 by Frank Murray](#)  
[A-12 Unstarts by Frank Murray](#)  
[A-12 Cockpit Instrumentation](#)

## **NEW BIOS POSTED**

[Thomas Farrell](#)  
[Torrey Larsen](#)  
[Stanley Moeschl](#)  
[Robert Plantosi](#)  
[Tom Weigel](#)

22.  *Carter Says:*  
[December 26th, 2009 at 18:21](#)

I just watched the October panel discussion on C-Span3. What a terrific, informative panel. Thanks!

You might consider giving this excellent web site a bit of a makeover. Courier is not an easy font to read on the screen. Also, larger left and right margins would make it easier to enlarge the type. Finally, white type on a black screen is very hard to read—actually, I think there is a protocol somewhere that says white type on a black background should not be used because it presents problems for people with vision problems.

I\l be sure to recommend this site to my aviation friends.

All Best Wishes for the New Year.

23.  *JChuck Cossin Says:*  
[December 27th, 2009 at 09:11](#)

Mr Barnes,

I saw you and your fellow servicemen on CSPAN. I was fascinated. You all, made me proud to be a older citizen and an AMERICAN.  
I pray the younger generation has a tenth of your generation's (my generation also), ambition and determination.  
God Bless All of You !

Chuck Cossin (in Michigan)

PS: You have a great web site.

24.  *jeff* Says:

[December 27th, 2009 at 09:12](#)

I enjoyed the program with George Knapp interviewing the Area 51 pilots. It was real good. CSPAN-3 played it 2 times today.

Jeff

Louisiana

25.  *Ray Harkin* Says:

[December 27th, 2009 at 09:16](#)

I recently saw a panel discussion with former pilots of the A12 program, on the History Channel. It really caught my eye, and I enjoyed it a lot. Thanks for taking time to work with this type of program, and its amazing to meet these men, hear the stories, and enjoyed their humor.

I just had to send a thanks to everybody involved in those programs, and enlightening us on what was in our past. I have serious concerns now, that all that bravery and effort will be lost, and government directions now is a serious threat to all of us.

Enough said..Thanks.Ray Harkness

Ray A. Harkness

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26.  [Carter Kaplan](#) Says:  
[December 27th, 2009 at 09:33](#)

Hi TD:

My volume was down so I didn't hear the music at first. Later I turned it up for one of the videos, and when I clicked back to the main page I was pleasantly surprised when I heard it. I thought it was fine—a pleasant and appropriate selection. As a matter of fact, it made me wonder about adding music to my own site. Music enhances the visitors sense of "space" and location, I think.

Thank you for the New Year wishes! Same to you. "2010" has a science fiction ring to it.

All Very Best,

Carter Kaplan

<http://www.carterkaplan.blogspot.com>

27.  [Chris Cox](#) Says:  
[December 27th, 2009 at 10:14](#)

I have just viewed C-Span 3 documentary on the A-12. Thank you.

A good friend, a Mohawk Vietnam pilot, recently told me a radio communication he overheard while flying near Fort Rutger, AL in the early 60's. An emergency radio transmission was directed to the Pensacola Naval Air station. The ATC responded with " what is the nature of the emergency, altitude, air-speed, and location. the pilot's reply..."Flameout, aircraft classified, altitude classified, air speed classified, over central Arkansas, and I'll be there in about 6 minutes".

What a great website.

Chris Cox

28.  *Matt Whitacre Says:*  
[December 28th, 2009 at 08:50](#)

I just wanted to thank you boys for all you did for our Country and your dedication to the programs for which you worked. We enjoy the freedom we have today because of you and folks like you. The program on C-Span only touched the surface of so many stories and events that took place and I know the reward of the brotherhood and fellowship that you all share.

Best wishes to all of you.

Matt Whitacre (MGySgt USMC Ret)  
Bloomington, IN

Retired Huey crew chief and maintenance chief. Now working civil service for NAVAIR as a Deputy Program Manager for Logistics for Navy and Marine Helo crew served weapons.

Naval Surface Warfare Center Crane Indiana.

29.  *Maureen Stephan Says:*  
[December 30th, 2009 at 14:54](#)

Dear Sir,

Thank you very much for your website – it is very informative, and I am really enjoying going through the amazing information you have made available!

My Dad is Jerry McIlmoyle, one of the U-2 pilots during the Cuban Missile Crisis. My husband and I, along with our two daughters, were down in Florida last week to spend Christmas with him and my mom. Because I do our McIlmoyle family genealogy, I am always asking (bugging) my mom and dad to tell me stories/give me any letters or pictures they might have about our family. This time, my mom gave me the attached letter that my dad had written to her on October 29th, 1962 – 2 days after Rudy Anderson was shot down.

I cannot hardly read it without crying, knowing what he and my mom must have been going through, wondering whether another world war was going to start at any moment. I don't know if this letter is of interest to you, but it does show the perspective and heartfelt

emotions of a person who was so close to the critical events in our Nation's history.

Thank you again for your website!

Sincerely,

Maureen Stephan (nee McIlmoyle)

---

29 October 62

My Dearest,

As usual but I don't have  
much to report or talk  
about. I guess you can guess  
why about now. I have  
considered most of the  
factors bearing on the matter  
and I believe in what I  
am doing. I know it places  
a lot of worry on you,  
personally, but, being part of me

and me part of you I think  
we can help each other.  
I do want you and the  
kids to be proud of me ~~and~~<sup>ing</sup>  
what I think and do.

I know there is only one way  
you and I want the kids  
to grow up - and that is -  
free and to have the right to  
pick and choose for themselves  
how they can best live  
their lives and thus say

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their souls. I know that  
you have always been aware  
of the possible consequences  
of following the career ~~that~~  
you and I have settled on.  
Now is ~~not~~ no time to  
appraise the good and bad  
<sup>merits</sup>  
~~merits~~ of my job. It is  
a time to take stock of  
the possible results if each  
of us doesn't do his charge  
in stopping the Communist <sup>tide</sup> type.

I want you to know but that  
I do what I do because I  
believe it is called for in this  
time. When I begin to feel  
otherwise I'll have no choice  
other than to resign. I want  
more than anything for you  
and the kids to be with me  
always and in that way  
what I might do will be  
what we have done together.  
When I read this letter it sounds  
as if it is a pep talk to you -

let me assure you it is not.  
It is a time of crisis for me  
and being away from you and  
lonely it is really a pep talk  
to me. Just the only one I can  
talk to so I hope this letter  
doesn't depress you. Just know  
I love you with all of me  
and I always will. For my  
life and all the love we have  
shared is my most cherished  
possession. By the way I tried  
to call you Sat afternoon, night.

and all day Sunday. No  
answer, however. I hope all  
is OK with you there at  
home. Could you do me a favor  
and write the folks for me,  
I don't quite feel up to it.  
Know my love is with you  
all the time. Give the  
kids a hug and kiss for me.  
Patrick take care of Mom & Ruthy  
and give them a big hug  
and kiss. Also, make sure you  
say your prayer at night.  
all my love, Jerry  
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30.  [T.D. Barnes](#) Says:  
[December 30th, 2009 at 21:53](#)

FINAL FLIGHT

31 December 2009 02:39:42 hrs GWT – We enter into the new year mourning eight of

our CIA brothers killed in Afghanistan today. We also mourn our Canadian brothers and the journalist accompanying them also killed today while on patrol.

31.  *Jon.Jnr* Says:  
[December 31st, 2009 at 13:14](#)

Nice site – Wishing you and yours a very happy and prosperous new year !

32.  *Charles Christian* Says:  
[December 31st, 2009 at 20:53](#)

Regarding Jerry McIlmoyle posting;

That week of the Cuban Missile Crisis was unforgettable.

I was overseas with the agency at the time and the message came to us some days before Kennedy's announcement alerting us. We got ready for WWII. I was on a short list of those to be evacuated out of the country to support the key personnel who would also be evacuated.

We were not all as security minded as we should have been as some told their wives to go stock up on dry goods and canned goods. Not that it would have been much comfort to them being left behind to what ever came to them.

It was a day like at was June 25, 1950 with the invasion of S. Korea, I was also overseas and thinking it was the start of WWII.