

ROADRUNNERS INTERNATIONALE



1 December 2010 Newsletter 50th Edition

FINAL FLIGHT

On 30 October 2010, the Bard of Beatty. Professor Lieutenant Colonel WILLYS D, (Bill) WUEST, President of the English Speaking Union, Norwich and Norfolk, UK peacefully conducted his final flight at home on October 30th at age 82 years. The Bard blessed us with fond memories of our time at Groom Lake. More about the Bard of Beatty and the memories he left is are posted at the links below.

http://roadrunnersinternationale.com/final_flight.html | <http://roadrunnersinternationale.com/groomlakehumor.html>

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On 27 November we lost MSGT Leland Haynes, 69, a renowned crew chief on the SR-71 and major supporter of the Blackbird family as webmaster. Funeral services will be held at Mountain View Wesleyan church located at 111 E. Main street, Aumsville, Oregon, 97325. On Friday Dec 3rd at 11:00 A.M., there will be a procession to the Lacombe Cemetary in Lebanon, which is located on Ford Mill rd., there will be Military graveside services performed at the cemetery, with a reception following at the Lacombe Baptist church which is located on the corner of Meridian dr. and Baptist Church rd. in Lacombe.

http://roadrunnersinternationale.com/final_flight.html | <http://www.wvi.com/~sr71webmaster/sr-71~1.htm>



Beautifully done TD. The Bard of Beatty was indeed an interesting fellow and I found it interesting to read about his accomplishments after leaving the program. He had a knack when speaking, like poetry in motion with just the right degree of humor. I was in the CP for the "Final Flight of Father Frank" in 131-- indeed a sad day for the old A-12 program. I didn't see Willy shed those tears, but I do remember him being at Groom to the end. If memory serves me right I believe a short time after Frank made his delivery I took our last T-33 down to Edwards. Truly the end of an era. Cheers, Rog A



I'm very sad for the loss of a fellow crew chief. I figure he's up there flying around at Mach 4+ saying, "See I told Ya it would do it!!" Hats off for a moment of prayer for Leland. May he soar into the heavens never needing his tools again. Code One all the way!! It is said among crew chiefs, "If you ever find yourself launching a USAF academy cadet consider yourself lucky... You've done your time in hell and get a pass straight to heaven." Turn 1, Turn 2, chalks out, clear to taxi, clear for departure max climb approved!! God's Speed Leland!!!! Don Schoemer

<737mech@cox.net>



It is what is known these days as a "challenge coin"--a tradition that started in the military 10-15 years ago and continues both in and outside of the military today. When it started, organizations made "coins" bearing their organizational seal on one side and mottoes or other images on the other. Members of those organizations typically gave these sparingly to officials visiting their organization as a favor and remembrance of the visit. Some members offered them to others with the challenge "give me one of yours and I will give you one of mine"--hence the term "challenge coin" by which they are known today. Some large organizations sell them wholesale in their stores to raise funds, and of course individuals seek to obtain collections of

them and purchase special racks to display them. The practice is now international, of course. We are proud to see the CIA displaying our A-12 Article 128 on such a coin. Roadrunner members who have been approved for EAA membership may purchase the coin from the CIA EAA store. The store URL is displayed at the top of the membership roster.



I collect what I call the best of the best autographs from people I consider heroes. A few years ago, I talked to OB Harnage and got his autograph. I sent him some money for it and a fire dept t-shirt. I even put him in my 2 books as one of 10 of my heroes. I was just looking at his site, and just realized he died 2008. I'm sorry. firefighter Tim Andrew, Naugatuck, CT

[Tim's message above validates our call for all Roadrunners to provide their bio for posting on the website to](#)

maintain their and the project's legacy. MSGT Harnage was one of our heroes as well. MSGT Harnage served with the 1129th at Groom Lake before retiring and going to work for the CIA. <http://roadrunnersinternationale.com/harnage.html>

On Nov 11, 2010, at 4:54 PM, Owen Miller with the Battleship Memorial Park in Mobile, Alabama wrote: "All, Today I got to meet entertainer Ann Margaret. She was selected "Patriot of the Year" by the Mobile Veterans Council for her tireless work with the USO entertaining the troops for decades. It was a very appropriate and richly deserved honor. She was also every teenage boy of the '60s dream girl. She was Grand Marshall of the Vets Day Parade in Mobile and came to the boat after a luncheon at Ft. Whiting. I ambushed her at the top of the gangway and asked her to sign two photos of her from USO performances; one for me and one for the boat. She was most gracious and signed without hesitation. I passed my camera and requested an Army Col to shoot some of Ms Margaret and me. He got one really good shot, which is attached. Let me assure you, she is still attractive. What is almost disarming is her level of charm. While she was in the event with the V/N vets I went and had the good photo printed out as an 8x10. Returning to the ship, I staked out the area she had to traverse to exit. When she saw me she called me by name and waved. I walked over and showed her the just printed photo. She ooded and awed appropriately and signed it for me. I was overwhelmed. Dreams of years gone by..... Today was a GOOOOD day..... Blue skies," Owen



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Owen, what we want to know is how you managed to swing this scoop without Honcho Bill Tunnell and Mike Thompson. Knowing Mike, a.k.a. Pete the Coon Catcher, he probably begged off, claiming A-12 Article 132 needed attention too. We'd bet Boss Tunnell was giving his attention to a good golf game. Goes to show you former Navy guys never lose your skills with the women.



During a flight test on 30 July 1966 of the second A-12 to be converted to an M-21 for launching the D-21 reconnaissance drone the drone pitched down and struck the M-21, breaking it in half. Pilot Bill Park and LCO (Launch Control Officer) Ray Torick stayed with the plane a short time before ejecting over the Pacific Ocean. Both made a safe ejection, but it is believed that Ray Torick opened his helmet visor by mistake and his suit filled up with water, which caused him to drown. This terrible personal and professional loss drove Kelly Johnson to cancel the M-21/D-21 program. This accident also prompted water survival training by the A-12 pilots based at Groom Lake. Under the supervision of 1129th SAS commander Col. Hugh Slater, the pilots, wearing their flight suits,



were lifted high above the waters of Lake Mead on a parasail being towed by the United States Coast Guard. The training was quickly aborted when some of the fully suited pilots almost drowned after dropping from the parasail into the water.

The Lake Mead Parasail Exercise



Charlie Trapp recalls: Our rescue-survival section tested the suits in the area pool. (A-12 pilot Ken Collins shown in the pool at "Sam's Place" Trapp is talking to one of the assistants) Casto jumped out of our C-130 pressurized at high altitude, and during our parasail program at Lake Meade. We did a lot of things with our helicopters from construction, radar testing, and recovery of high value items dropped from the A-12. We ran a pistol range and survival training in Florida. Developed the walk-around sleeping bags. Helped make up the survival kits for the A-12, and a bunch of other stuff like flying support in the C-180, U3B, C-210, H43, UH1F and the C-130. We also stood alert for all test flights with a fire bottle and firemen along with PJs with the H43 and UH1F. Also, they somehow found me to fly LATE night emergency flights to Burbank in the U3B and C-210. When Colonel Slater decided to conduct water survival evaluation and training for the A-12 pilots at Lake Mead, myself, Castro and Bailey set up the project with the U.S. Coast Guard assigned to Lake Mead. Col. Slater had the Coast Guard set up a secure area for the Oxcart projects pilots at Groom Lake to practice water survival in their flight suits. Arrangements were made for each of the pilots to be taken aloft on a parasail pulled by a Boston Whaler.



Col. Hugh "Slip" Slater recalls that he went first and didn't get any water in the suit. Dennis Sullivan went second and he too remained dry. After that the boondoggle went to hell due to high winds preventing the little Boston Whalers from keeping up. Layton's helmet filled with water, causing him to think he was still under water. Frank Murray kind of slithered off to one side while Layton floundered around with his helmet full of water, and Mele had a hard time deflating the chute. Slater cancelled the exercise when the Whalers started having a hard time getting to the guys because the water had gotten rougher.



From Frank Murray: Sad to say I was one of the poor guys that endured the Pressure Suit/parasail exhibition in Lake Mead in 1966 I think.. I am not sure how many of the Project Pilots did the thing at the Lake.. It is no easy trick to get airborne on the Parasail with the full pressure suit on complete with survival kit and the parasail harness.. On one attempt I got drug on the rocky shoreline, on another I got drug through the water with a collapsed parasail, damn near drowned me. I was happy to see that effort done away with. It is like practicing getting hungry, like they do in the various survival schools I have attended over the years. I do

remember that the Coast Guard furnished the boat used to get us up. I did get one successful launch and carry up to release altitude.. After that I was not going to do that again.. Nuf said, Frank



Ken Collins



Jack Layton



Mele Vojvodich:



Dennis Sullivan recalls: I recall the parasail operation. I

had my own boat and drove out to the bay where the parasailing was to take place. As I remember it, I believe I was the first to go. There was little or no wind and in the pressure suit, the boat pulled me off the beach and into the air with no problem. When they released the rope I floated down and released the chute when I hit the water. The boat was there immediately and I had no problems so they loaded me up and hauled me in. Mele went shortly after. He went up OK but the old chute we were using had the stitching come loose on one riser. When they released Mele he sort of spun in, hit the water pretty hard and darn near drowned before he finally came up. I think the rest if it went OK. About that time the wind came up and the boat trip back in was pretty rough.

THANK YOU COLONEL CHARLIE TRAPP FOR THESE HISTORIC PHOTOS Additional photos Charlie found in his footlocker will be posted with his bio on the website in a few days. After seeing what came out in the WikiLeaks, some of us are nervous about the photos Trapp may be releasing. Remember we all had boats on Lake Meade and played on the beaches near the Parasail Project. Barnes' cruiser was named the "Skinny Dipper." Some of us remember the helicopter flying over our beach with Captain Trapp on the loudspeaker yelling, "Naughty, naughty." Surely he didn't take any photos!!!



Roadrunner members T.D. Barnes, Robert Friedrichs, Mike Schmitz, and Connie Pardew played major roles in Nevada Aerospace Hall of Fame induction of A-12 Project OXCART icon Kelly Johnson enshrined into the Nevada Aerospace Hall of Fame at a dinner event on Saturday,

November 6, 2010. Information about the events, inductees and videos of each can be viewed at:

http://nvahof.org/?page_id=6



Thanks TD, for the wonderful story and pictures. I'm so sorry the Walker family could only be there in spirit. But as a loving friend, you were there. While viewing the clip of "Little Joe" as he was affectionately called, I noticed the similarities with my dad. Pop stood 5' 8" tall with boots on, but played the character of a James Cagney tough guy. On Nov. 6, we were honoring my little brother, David James. His memorial plaque and the plaque of Medal of Honor recipient, MA2 Michael A. Monsoor, US Navy Seal were placed on the wall. The ceremony took place at Mt Soledad Veterans Memorial hilltop in La Jolla, CA. A beautiful day, 360 view and a lot of brass. A flight of 7 T-34's flew over in a missing man formation. If invited, we would love to attend the 2nd HOF ceremony. What a pleasure it would be if Lockheed test pilot, Robert L. Seiker, was nominated. He impacted my life and dreams by taking me for a flight in the skunkworks V-tail Bonanza just before April 1957. In harmonic thoughts and prayers, a loving member, Denny (Roadrunner member Dennis Walker)



Alan Johnson assumed administrator duties of the Roadrunners Internationale facebook. Keeping up with the times, the Roadrunners started its own Facebook page. As you can well appreciate, the interest and traffic from our friends, members, and the public was instant and overwhelming for the webmaster to handle. UK Roadrunner member Alan Johnson, a regular at all our events and vital assistant to the Roadrunner webmaster, offered to administer the account, for which we are grateful.

Approximately 1,800 photos taken by Mike Schmitz have been uploaded to the following links for your convenience in selecting and downloading the photos you desire. If higher resolution photos are desired, please contact T.D. Barnes



- ✚ [International Spy Museum](#)
- ✚ [National Air & Space Smithsonian](#)
- ✚ [J Gilberts Dinner & Arlington](#)
- ✚ [DIA Panel](#)
- ✚ [USGIF/AOC/ACIA](#)
- ✚ [Capitol Hill](#)
- ✚ [Arlington Unknown Soldier](#)
- ✚ [EAA Dinner](#)

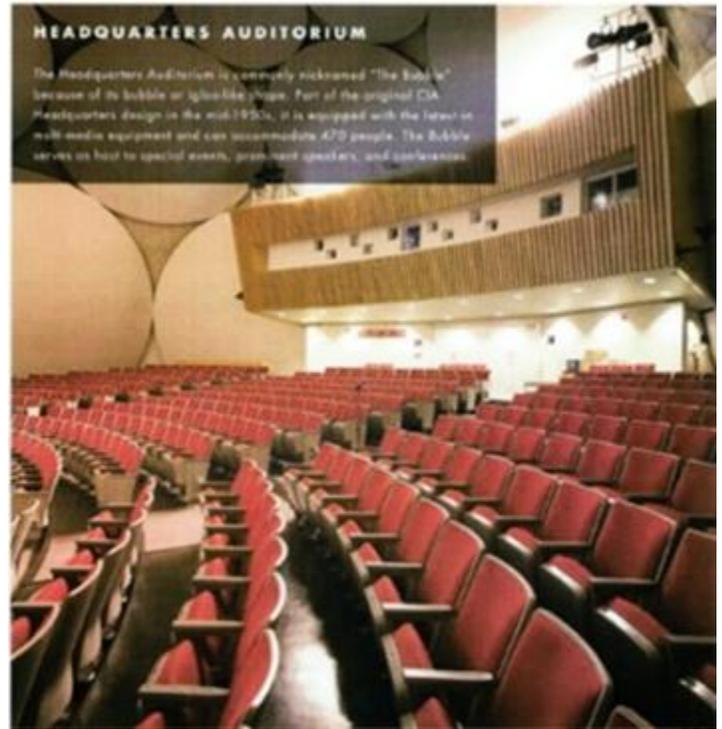


In the last Newsletter we had hoped to post the photos taken at CIA

during the OXCART Legacy Tour. Unfortunately, the US postal service delivered an empty, and badly mangled envelope. Toni and Carolyn at CIA were graciously proficient and diligent in mailing the photos a second time. The group photo above was taken in the seal at CIA and the one on the left below taken at DIA.



As we reported in last month's newsletter, the panelists gave a presentation in the Bubble (right) at CIA where they were given a standing ovation.



Also in last month's account of the OXCART Legacy Tour we mentioned the EAA dinner where Mike Schmitz presented the EAA employees the excellent photo he prepared showing the A-12 pilots. Later on we located the photo on the left where Mike presented the photo to CIA Museum Director Toni Hiley in appreciation of her never-ending support of the Roadrunners.

National Intelligence are enroute. We will share these with you next month. We hope our fellow Roadrunners will likewise share with us their opportunities to establish and maintain the legacy of the Roadrunners and the U-2 and Blackbird family of surveillance planes.



In behalf of our Oxcart Legacy Tour group I formally expressed our thanks and appreciation of the agency directors and all the contact personnel with whom we worked as we initiated and conducted our appearances at each of the venues. As we formulated the tour participants, venues, and subject matter, the organizers labored with the unpleasant task of making selective decisions on who could and should be the ambassadors to represent all the others who participated in the various stages of Project Oxcart. We are happy to report that we covered the spectrum of the overall project quite well. What we did in Washington has created opportunities for individual recognition of those who did not have the honor and privilege of being a member of the Oxcart Legacy Tour.

For those of you telling of your participation in the CIA U-2 and A-12 Blackbird projects for the first time, do not hesitate to ask the Roadrunner staff for presentation material. We have provided you with documented resources on our websites and the UNLV Cold War Oral History website. We will support you all the way. To this end, we wish to provide you with some tips learned from those who have conducted appearances before you.

- ✚ First and utmost, do not embellish any aspect of your participation in the program. The fact that you were selected to participate says it all in that respect. Be proud of what you did as part of the team.
- ✚ Remember that it was a team effort with need to know access, therefore you don't know it all. This in itself makes what you have to say even more important.

- ✦ Do not venture into anything that you feel to be sensitive to national security, or to the projects or any of the participants. The project is declassified, but the venue and the projects that followed may still be off limits to recognition or discussion. Remember the need to know restrictions and abide by them. Stick to what you know is declassified and okay to talk about.
- ✦ Do not overuse the "Area 51" name. We were at Watertown or the Ranch. The name "Groom Lake" is okay, but to many agencies the name Area 51 is sensitive because of the potential for lawsuits seeking to pin an official name to the operating facility.
- ✦ If you are being interviewed for a segment to be shown on TV, be aware that many of the interviewers are seeking language from you to be chopped and used to support some conspiracy or extraterrestrial theme about "Area 51". One innocent sentence used out of context to support some crappy conspiracy or extraterrestrial theme can make you look like a complete fool. There are some real nut cases who appear in every cheap shot at the facility and those of us who worked there. Ask who all will be in the segment and if any of these characters are in it, walk away. UFO stories about Area 51 sell, and the focus of the interviewer is to capture something from you to support their theme. I repeat - all that is needed is a one liner out of a two-hour interview – so be aware. Once they get that, the interview usually terminates shortly thereafter.

PETER HARRIMAN The Associated Press LABOLT, S.D. wrote:

To hear him tell it, when Dennis Nordquist is at work on the new garage he is building next to the former Lutheran church he and his wife, Kathleen, call home, he experiences about the same level of bureaucratic interference he did when he and a small design team perfected the engines that powered the U.S.'s most successful Cold War-era supersonic spy planes.



Central Intelligence Agency Historian David Robarge characterized the Archangel project, code-named Oxcart, that resulted in the CIA's A-12 and subsequently the Air Force SR-71 Blackbird as: "complete trust between customer and contractor, individual responsibility and accountability, start-to-finish ownership of design, willingness to take risks, tolerance for failure, and streamlined bureaucracy with minimal staffing and paperwork."

Nordquist, 70, originally from Lake City, knows he lived through a golden age. He worked when U.S. engineers believed in their bones they could design planes to fly higher and faster than anything the Soviet Union or China could send up at them. They were given the freedom to build them, and there was the expectation the aircraft they made would provide the U.S. valuable intelligence.

"There was just an attitude 'you can do it,' " Nordquist recalls. "We were all young."

Nordquist recently was in Washington, D.C., where he and members of the Oxcart team were guests of the CIA for a reunion and were presented Silent Warrior medals by CIA Director Leon Panetta.

"That was a highlight for me, coming out of South Dakota," he says. It also was recognition of a classified project about which Nordquist and other participants had to remain silent for decades. Much of their work was declassified in 2007.

Kurt Hackemer, a University of South Dakota associate dean and military history professor, characterizes the Cold War as a time "when fears of conflict were much higher. When the stakes are really high, those intelligence activities are really critical. You need multiple sources of intelligence, and sometimes air reconnaissance will show you things nothing else will show you."

Nordquist's knows too that his role in this global drama was no small achievement for a kid from Lake City and a 1963 graduate of South Dakota State University with a mechanical engineering degree.

"I worked with all the Georgia Tech graduates and people from all the big schools around the country. I could keep up with them, no problem. The biggest thing in growing up in a small town is you learn to do things yourself."

Engineering graduates from land grant schools such as SDSU in the 1960s thought first of places such as John Deere and Caterpillar when seeking employment, Nordquist says.

"Then one company, Pratt & Whitney, crops up with their brochures of palm trees and beaches."

With a wife and young child, Nordquist set out for Florida. He was briefed on Oxcart six months after beginning work for Pratt & Whitney. They were creating engines to power a supersonic Lockheed-designed plane with first-generation stealth properties.

"You signed a document you would take this with you to your death."

Nordquist said he could not even tell his wife what he was working on. She was a typist with Pratt & Whitney and found the secrecy in character with the company.

"We were pounded about security weekly if not daily," she recalls. "We were a very secretive company in all regards. You never went to a restaurant or anywhere and talked about work."

In her own job as a typist, "we had to go into the basement and burn our typewriter ribbons every night," she says.

While he was primarily based in Florida, Nordquist also spent time at the military's secret Groom Lake test site, Area 51, "which we called Dreamland."

The A-12 was to be a successor to the U-2 spy plane even before one of those planes was shot down over the Soviet Union in 1960.

With a ceiling of more than 90,000 feet and capable of flying faster than three times the speed of sound, the A-12 far exceeded the U-2's capabilities.

The first time Nordquist saw the A-12, his knees buckled.

"It was up there with seeing my wife for the first time on a blind date in Brookings."

The wedge-shaped A-12 with a gooselike slender neck was to be powered by a revolutionary turbo ramjet engine, the J58. Almost 50 years later, Nordquist's voice becomes animated when he talks about solving the problems created by the immense heat the engine generated flying at mach 3.2 and working with state-of-the-art metals such as titanium. Project members were exhilarated by what they were trying to accomplish.

"The question I had to ask myself when we were back in D.C. is 'God, how did we do it?' Well, we just did it.

"I closed my speech out there by saying until you spread your wings and fly, you never know how far you can fly. It's so true. You've just got to jump in. You will make mistakes. If you don't mistakes, you won't learn anything."

While A-12s supposedly never were flown over Russia, because surveillance satellites had been deployed and a treaty banning overflights by surveillance aircraft had been signed by the time the planes became operational in 1967, they were flown over North Vietnam. In 1968, an A-12 photographed a North Korean harbor to prove the captured U.S. intelligence gathering ship Pueblo was being held there.

The Air Force variant, the SR-71 Blackbird, flew missions from 1968 until 1989, when the program was deactivated. Flights resumed in 1995 for a year. The program was shut down again in 1999.

Nordquist figures his small-town upbringing prepared him well to become a groundbreaking engine designer.

His father ran a resort in Lake City. While the resort had indoor plumbing, Nordquist's own house was without it until he was 13, when he and his mother put in a bathroom because his dad was too busy working.

"My dad never held my hand," Nordquist says. "At times I wondered why. Now I understand. You learn it better when you have to do it yourself. He'd help me get started."

It's an attitude that he is proud he and his wife passed on to their four children. A daughter, Shelly, followed Nordquist into engineering.

A favorite grade school teacher, Frances Anderson, also helped convince Nordquist there was nothing he couldn't learn how to do. He visited her when he and his wife returned to South Dakota.

Going on 89, Anderson, now living in De Smet, recalls Nordquist as a sharp student. She was astounded to learn the effect she had on him.

"I just never knew it affected him that much," she says.

When Nordquist and his wife moved to South Dakota from Arizona a year ago, they had hoped to convert a barn to a home. Finding most of the barns beat up, the church in LaBolt was the next best thing.

This time in South Dakota, the Nordquists can bask in the successful career that was incubated during their first time here. His years in the secret program propelled him to high positions with corporations such as Honeywell Garrett, and when he yearned for the stripped-down bureaucracy of Oxcart, he started his own company, which he sold about 15 years ago.

That, too, is part of the Oxcart legacy.

"I got confidence in myself," Nordquist says. "That's what I learned in that program." Information from: Argus Leader, [http: //www.argusleader.com](http://www.argusleader.com)



Over the years, the Nellis AFB air show has been an annual event for several of us Roadrunners in the Las Vegas area. Back then we were catered to as guests at the various VIP chalets. We have seen a decline in activities each year as the wars took a toll on the economical state of our military. We have also seen a steady decline in sponsorship of activities at our airbases due to the economical state of our society.

Photo on the left: Roadrunners at the November 2006 Nellis AFB Air Show L-R Tom Bolich, Guest, TD Barnes, Doris Barnes, Becky Andersen, Jim Prucnal, Judy Prucnal, Jim Freedman, Mary Martin, Harry Martin, Jim Barfield, Jo Ann Barfield, Kneeling: Roger Andersen and Connie Pardew

It was sad this past month to see very few of the previous sponsors, only one chalet where there used to be two or

three, and only three of us receiving an invitation to the Warfare Center Commander's chalet, which as the photo (right) depicts, was sparsely populated with aviation enthusiasts. This is not the fault of Nellis AFB. We saw the same economic restraints throughout Washington during our OXCART Legacy Tour. The Roadrunners involved with the Nevada Aerospace Hall of Fame are experiencing this same economic roadblock for obtaining sponsors to finance the recognition of our aviation giants. As we prepare for the 2011 Roadrunner reunion we can only hope that we do not see the same attrition in attendance there as we have at Nellis. To get to the point, though some of you will not be able to attend this next year, and even less in reunions to come, we hope if you have not provided us with photos and a bio to represent you in your absence, that you will do so now. Thankfully, some of you realized the need to get it done now



when you saw that all we could say recently about Burgie was he mixed a mean drink at House Six. Burgie was one of our key personnel during Project OXCART, yet few know what he did because he didn't get around to writing his bio. OB Harnage wrote a fine bio and as you saw above, it means a lot to his friends and the public today even though he has been gone for over a couple years. Another reason for having bios posted on our websites is that being how many of our Roadrunner members have become sought after for interviews and events such as the OXCART Legacy Tour.

We owe two entities a thank you in particular for their assistance in expanding our legacy and caring for our members. One is the Indy Transponder, a daily news blog to which everyone interested in current aviation affairs should subscribe. Every day of the OXCART legacy tour was carried by the Indy Transponder. http://nvahof.org/?page_id=5. Hardly a week goes by that the Indy doesn't carry a story or article about the Roadrunners. I encourage everyone to subscribe to this daily news that arrives by e-mail, and if so inclined, make a contribution as I'm sure it will help Mike Souders and Roger Bishop maintain this service, which is free to you.

<http://indytransponder.com/>

The other is Mr. Gene Hill, Civ USAF ACC 99 ABW/PA (OUTREACH) at Nellis AFB. It has been our pleasure to work with Mr. Hill on a regular basis for the enjoyment of our Roadrunner members in matters at Nellis AFB. As many of you know, Nellis and Creech AFBs have both welcomed the Roadrunners during our reunions. These events were made enjoyable thanks to the efforts of Mr. Hill, Mr. Charles Ramey at Public Affairs, and too many others to name. What they did for the Roadrunners has become a high water mark for others organizations to strive for. A good example was the reunion of the USS Curtiss Atomic Marines. Seeing the photos and accounts of our fun at Nellis, the organizers for the group contacted Barnes for guidance. Barnes, Troy Wade, head of the Nevada Test Site Historical Foundation, with the assistance of Mr. Hill and staff provided two days of fun at Nellis Air Force Base and the Atomic Testing Museum. I think I know Gene well enough to poke a bit of fun at him by identifying him as the gentleman on the left. (Okay, okay, Gene – I know. You owe me one.)



WARNING TO VETERANS - Forwarded by Kevin Secor, VSO Liaison, Office of the Secretary of the Department of Veterans Affairs. An organization called **Veterans Affairs Services (VAS)** is providing benefit and general information on VA and gathering personal information on veterans. **This organization is not affiliated with VA in any way.** <http://www.vaservices.org/us/index.html> VAS may be gaining access to military personnel through their close resemblance to the VA name and seal. Our Legal Counsel has requested that we coordinate with DoD to inform military installations, particularly mobilization sites, of this group and their lack of affiliation or endorsement by VA to provide any services. In addition, GC requests that if you have any examples of VAS acts that violate chapter 59 of Title 38 United States Code, such as VAS employees assisting veterans in the preparation and presentation of claims for benefits, please pass any additional information to Mr. Daugherty at the address below. Michael G. Daugherty Staff Attorney Department of Veterans Affairs Office of General Counsel (022G2) 810 Vermont Avenue, NW Washington, DC 20420

We've never made a big deal about the age of our members, but I think we should take pride in the age of one of our gents. A while back we retrieved the photo on the right from the Abraham Lincoln library and there is no doubt the soldier on the right is Charles Christian of CIA Roadrunner fame. And isn't that Abe himself on the left? (Ignore the automobiles. Someone obviously processed the photo through Photoshop.)



One last note: Since providing you with the EAA store info, it's obvious that many of you have never registered for membership with the store. You can download the form and instructions off the website. Please do not call Cheryl to place an order, as she is not in the online store.

*President/WeeMaster
T.D. Barnes*