

ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP

(Not to be confused with the Stars and Stripes)

1 June 2008 - 20th Edition



FINAL FLIGHT

Most all Roadrunners knew Major Dick Roussell both as the ultimate "fighter pilot" and as the big hearted Cajun who supported the Roadrunner association from the moment of inception on Col. Amundson's porch until his untimely death at his and Dot's mountain retreat in Utah. Over the years "Dobber" Dick held various offices in the Roadrunner association and diligently served all the presidents of Roadrunners Internationale as either an officer or advisor. Losing Dick created a vacuum in the Roadrunners that will never be filled. Also taking their final flights were Sally Stockman, spouse of Hervey Stockman of CIA U-2 and Vietnam POW fame and Frank Harnage, son of O.B. Harnage, also Oxcart AF and CIA fame whom we also lost only a few weeks ago.

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NEW MEMBERS

Welcome aboard associate member Ray Nave, brother of the late Sam Nave of YF-12 fame. Sam Nave was the Lockheed flight engineer on the titanium goose and worked for Burgie. Also welcome Roadrunner Charlie O'Quin of Oxcart Honeywell fame.

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NOTICE

The new date for Roadrunner Bill Fox's induction into the 2008 Iowa Aviation Hall of Fame Banquet is Saturday, September 27th. For those who don't know, Bill developed the requirements and testing programs for auto pilots and control systems for the A-12 and the Blackbirds to follow. We are proud that our having nominated Bill for this prestigious honor has resulted in his being selected by the nominating committee who evaluated all nominees with a scoring scale of 0-5 points, awarding points for Iowa aviation firsts, aviation accomplishments and aviation advancements. Bill will join sixty-three Iowa men and women who are already members of the Hall of Fame. Included in the Iowa Hall of Fame is former Lockheed test pilot Louis Schalk, the first to fly the A-12.

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ALABAMA'S TRIBUTE TO JACK WEEKS/WELCOME HOME ROADRUNNERS

On June 3 the Roadrunners, Air Force, and CIA will converge upon Mobile for what is stacking up to be the largest Roadrunner event ever. We



regret that some of our members will be unable to attend, however they can rest assured that they will be well represented by those who do. Noticeably absence as always at our Roadrunner functions will be Lockheed and Pratt & Whitney who declined to participate at Mobile as they did at CIA last September and our reunion last October. As they say,

"you are history and we are looking to the future." A full report of the Mobile events will be included in the July newsletter and on the website under Member Activities. Special credit is extended to Roadrunner Mike Schmitz who has donated considerable time and money to enhance the only photo of Jack Weeks in his flight suit for the Weeks family. His enhanced photo is also on display at CIA Headquarters and the Battleship Memorial Park Museum in Mobile. The events taking place in Mobile highlight the considerable attention that has focused on Jack Weeks and his fellow Black Shield pilots, Collins, Murray, Sullivan, and Vojvodich, since the CIA declassification of their identities last September with the dedication of the A-12 at CIA Headquarters. Because of the 40-year shroud of secrecy to which we were bound we have a lot of secret heroes amongst us that the rest of the world knows nothing about that includes each of these six Black Shield pilots who are being considered for induction into the National Aviation Hall of Fame. They represent our legacy so we hope our members will support our pilots and others in our Roadrunner association receiving the recognition they rightfully deserve. We invite you to visit this link and the attached newspaper articles to grasp how the world sees us today.

<http://lewisshpherd.wordpress.com/2008/05/25/spying-on-the-a12-oxcart/>

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MID-LIFE CHANGES

If any of you knew Dr. Jerry Rogers during Project Oxcart we wouldn't recommend admitting so. First Lieutenant Rogers was AFOSI at the Area,



the guy we all feared enough that we didn't talk shop to anyone not having a need to know. The Lieutenant is now a Ph.D experiencing mid-life changes. While most of us dream of restoring another plane, he and Judy are readying her newly purchased sailing catamaran DIVERGENT for sea duty. They will start out sailing the Chesapeake Bay to get used to the boat. Once they depart, they plan to return to Palm Springs about mid-Nov thru Easter each year (@4 months) then back to Annapolis for 8 months as Judy earns her USCG captain's license. Jerry says every 30 days or so they will send us an e-mail update entitled: The DIVERGENT LOGBOOK, to provide us an update on their activities

and adventures. Now that is what I call a mid-life change!!! Bon Voyage and smooth sailing Jerry and Judy. Drop anchor for our reunion in October 2009.

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DID MCNAMARA SCREW THE POOCH

As most of you recall, SecDef Robert McNamara ordered all the SR-71 manufacturing tools destroyed so he would have more tax dollars to waste on the F-111. In 1994 William Jefferson Clinton used line item veto to cancel all funding for SR-71s. They are now in museums. If it were not for Clinton, the SR-71 would still be performing reconnaissance today. Instead, the U.S. Air Force is considering fielding a variant of its next-generation bomber that could collect intelligence, surveillance and reconnaissance (ISR) undetected behind enemy lines. **Penetrating ISR has been lacking since the retirement of the SR-71 Blackbird in the 1990s.** The high flying U-2 and Global Hawk unmanned aerial vehicle can collect a variety of intelligence, but their vulnerability to detection forces them to operate at standoff ranges. The U-2 carries more sophisticated sensors but is limited to about 12 hours of flight time due to the limitations of an onboard pilot. The Global Hawk, which has flown missions lasting longer than a day, has not yet proven its ability to collect signals intelligence. The bomber platform is expected to be subsonic, highly stealthy and carry between 28,000-40,000 pounds of payload. An ISR version could operate undetected in airspace defended by the most advanced double-digit surface-to-air-missile systems. Service officials still expect to keep a pilot in the bomber cockpit for those variants certified to deliver nuclear weapons. The Air Force was notionally discussing a buy of 100 bombers, and that number could increase with the addition of an IRS variant.

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4080th SRW FINAL REUNION

The Texas Historical Marker honoring the 4080th Strategic Reconnaissance Wing (SRW), Laughlin Air Force Base, TX, that flew the U-2 missions over Cuba during the Cuban missile crisis was dedicated last week with several Roadrunners attending. The marker dedication for "Operation Brass Knob," honoring the entire SRW for discovering the Russian missile sites in Cuba during the thirteen-day period in October, 1962, took place at 10:30 a.m. Friday, May 23rd at Star Park in Del Rio. Four of the six living pilots attended along with family members. Over two hundred 4080th SRW members were present as the marker dedication coincided with their final Reunion, due to their age and health concerns. Also in attendance were three Black Cat U-2 Pilots from Taiwan, one of whom was a POW in China for twenty years. U-2A #66696 pictured in this 1962 photograph was delivered into service at Groom Lake, NV in 1955. Several Roadrunners attended the reunion. Pictured





below are Tony Bevacqua enjoying his third glass of V-8 and Pat Halloran cultivating a bit of manly growth above his lip. There's no girlie men at this party.



On the left is our famous Roadrunner author from the UK, Mr. Chris Pocock and on the right is Chuck Stratton of U-2 fame. Alan Johnson was there from the UK but we haven't received any photos of him yet. Photos of this event are posted on the web site in our photo archives. Alan Johnson has posted his photos at: <http://u2sr71patches.mysite.wanadoo-members.co.uk/>

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FEEDBACK

TD, Thanks for putting the music back on the web site.....I LOVE that Dancing with Wolves music. I knew Carmine Vito slightly at MacDill (we went through F4 school together in early '64) but he was in the 15th Wing and I was in the 12th Wing. Hervy Stockman was also in the 15th Wing. Funny story about Carmine.....he supposedly collapsed a hangar, somewhere in Italy. I believe, when he flew an F84 through the hangar.....true or not it makes a good story to add to the legend. Thanks again, Bill Darrow

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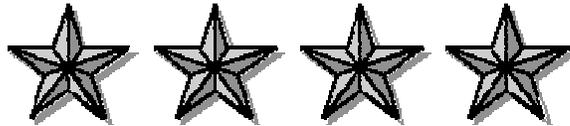
THE ARTICLE

BY: Craig Freeman

When they worked on the plane prior to President Johnson press release we did not call it "the plane or the aircraft" we called it "the article". I was working on the ramp at "Edwards AFB in California" on the "article" in July of 1967. I was in the inlet shop and we were running some checks for a early morning launch the next day. Anyway, I was in the front seat and getting a little numb having been there for over an hour. I decided to turn on the radio and listen in to the radio traffic. I had the UHF then the HF going. Then I decided to see how the HF transmitter was putting out that night. I keyed the mike and said, "This is Dutch radio, how do you read this radio, radio test." The immediate reply was, "This is Okinawa, Kadena tower we read you 5 by." The voice was clear, clean and it sounded like it was right across the dinner table. I guess the transmitter was working well that night.

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GENERAL JEROME O'MALLEY DEDICATION AT CARBONDALE, PA.



General O'Malley was destined to be the Air Force Chief of Staff or Chairman of the Joint Chiefs when he and his wife, Diane, were tragically killed in a plane crash on April 20th, 1985 while traveling to Scranton, PA to speak to a group of Boy Scouts at the request of a local Congressman. To many in the Air force they were General and Mrs.



O'Malley and to many others they were very specially Jerry and Diane. Carbondale has played a pivotal role in supporting our nation's military since its formation in the early 1850's, so it was only natural that

Carbondale would initiate the formation of a museum honoring one of its most highly ranked and most significant citizens ever -

General Jerome F "Jerry" O'Malley. It was an honor for the SR-71 and A-12 Blackbird



organizations to play a large role in making the dreams of Carbondale's citizens and the family of General and Mrs. O'Malley come true this past month.

General O'Malley's star started to soar when he piloted the 1ST operational flight of the SR-71 Blackbird for which he was awarded the Distinguished Flying Cross.



His career was a most distinguished one, having attained 4 star rank and serving as Commander of the most coveted position in the Air Force for pilots, the Tactical Air Command, a command consisting of up to 115,000 personnel, including the Air Force Thunderbirds. General O'Malley was destined to be the Air Force Chief of Staff or Chairman of the Joint Chiefs of Staff at the time of his death while doing something he



had done all of his life - returning to his home area, an area he loved deeply, to speak to veterans' groups, participate in parades and speaking engagements, or just meet with family and hometown friends whom he never forgot. For these reasons, and for those accomplishments that are

listed on the accompanying pages, it was imperative that this man's legacy of greatness be preserved in his hometown as it has at military locations both home and abroad.



The memorial dedicated in May will help preserve Carbondale's heritage while educating their youth and townspeople about the most highly decorated Airman in their city's history. Carbondale remains a small but proud community whose people have valiantly served our nation in all branches of service throughout our city's history. Jerry O'Malley, educated in local schools, epitomized our city's youth as he decided early on that a military career was what he wanted. They could have not picked a better person for this honor than General O'Malley, who is remembered throughout our nation as one of the Air Force's greatest leaders ever.



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IS IT TIME TO DECLARE "MISSION ACCOMPLISHED?"

The remainder of this newsletter is composed of miscellaneous tidbits filling in for the human-interest stories that we did not receive from our members. If there are no more stories, photos or bios for the newsletter or web site it suggests that we've concluded our mission of establishing our legacy and can all go fishing. Sadly, for 90% of you

Roadrunners, if someone was to ask what you did during Project Oxcart and Operation Black Shield the Roadrunners staff wouldn't have a clue and we were there when you were. We didn't have a need to know back then and you haven't told us since the project was declassified last September. Since then we have seen 6 of our pilots and one engineer on the fast track for induction into an Aviation Hall of Fame. You could be next, but first someone has to know what you did to earn the honor. The choice is in the hands of our members. The Roadrunner staff has gone as far as it can go and done all it can do to get our story told. Just assume that if you haven't told us then we don't know and you should start writing. We work cheap, and perhaps do cheap work, but it's free so take advantage of it.

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PROPOSED FEDERAL AVIATION REGULATION ACT

1000.A No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of the pilot or pilots may try, or attempt to try or make or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Federal Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by the Administrator.

1000.B If the pilot, or group of associated pilots becomes aware of, or realizes, or detects, or discovers or finds that he, or she, or they, are or have been beginning to understand the Federal Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

1000.C Upon receipt of the above mentioned notice of impending comprehension, the Administrator will immediately rewrite the Federal Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

1000.D The Administrator may, at his or her option, require the offending pilot, or pilots, to attend remedial instruction in Federal Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

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Do you know . . .

Carnivorous animals will not eat any animal that has been struck by lightning.

A duck's quack doesn't echo and no one knows why not.

Camel's milk does not curdle.

NASA has never (and probably will never) send a bird into space (on a shuttle mission that is) because they would die. Birds need gravity in order to swallow.

(Someone actually did a study on this). A cat that falls off the seventh floor of a building has about a 30% less chance of surviving than a cat that falls off of the 20th floor. This is because it takes about eight floors for the cat to realize what has happened , relax and correct him(her)self and land on its' feet.

And (I know you never knew this) All polar bears are left-handed.

Now you know everything.

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Our Quote of the month:

(This section is dedicated to Roadrunner Dick Roussell who took his final flight this month to join his former fighter buddies in fighter pilot heaven.)

Son: "Daddy when I grow up, I want to be a pilot!" Father: "I'm sorry son. You can't do both!"

The average fighter pilot, despite the sometimes swaggering exterior, is very much capable of such feelings as love, affection, intimacy and caring. These feelings just don't involve anybody else. Unknown (probably a navigator)



Yep!! You guessed it. The photo to the right was contributed by the late Dick Roussell of Area 51 Voodoo fame. (Note: this was pulled from last month's newsletter for lack of room. Dick passed away the following week. We miss Dick very much and will never forget him. Posting his cartoon is one way to show him that we mean it.

Son, someday you will make a girl very happy, for a short period of time. Then she'll leave you and be with new men who are ten times better than you could ever hope to be. These men are called Fighter Pilots.

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Intrepid Museum Complex to re-open
November 8, 2008!



Though some predict it will be delayed, on October 2, 2008 the Intrepid is scheduled to return home to a new state-of-the-art public pier. This park-like setting on Pier 86 will allow visitors to enjoy spectacular views of the Hudson River when the museum complex opens on November 8, one month after its return. The brand new pier will feature a glass elevator tower with direct access to both the Hangar and Flight Decks and will afford the museum endless event possibilities in this newly improved outdoor space.

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The Roadrunners Internationale staff wishes to thank all the members and others who contributed to this newsletter. If we post something in error, we would like to know. We depend on you to help us get it right. TIRED OF THE SAME FACES EACH EDITION? - SEND US YOUR STORIES AND GOSSIP.

