



ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP

(Not to be confused with the Stars and Stripes)
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Overheard between U-2 pilots Louis Setter and Carl Overstreet on the dirt airstrip at Watertown in 1956: "Never fly the "A" model of anything!"

Overheard on the tarmac at Groom Lake ten years later between 1129th SAS commander Colonel Slater counseling CIA project pilot Frank Murray: "Frankie, you're going to have to make up your mind about growing up or becoming a pilot. You can't do both".

NEW MEMBERS

The Roadrunners welcome aboard John Evans of P&W J-58 fame. John and Dorothy hang their hats at Tempe, Arizona where John is the curator of the ATF3 Online Museum. <http://www.atf3.org> ATF3_Turbofan@me.com

Also welcome Eugene "Gene" Poteat, President of AFIO, (Association of Former Intelligence Officers). Gene is a former electrical engineer and program manager for payloads and ECM for the U-12 and A-12 Oxcart in DPD/CIA, which became DDS&T under Dr. "Bud" Wheelon. Gene is well written on some of his work in Studies in Intelligence so Google him: "Engineering in the CIA."

FEATURED ROADRUNNER DR. ALBERT D. WHEELON



Dr. Wheelon is one of our nation's missile and space pioneers and by many considered as the father of Mach 3+ reconnaissance flight. At the age of 34 he was designated by the Director of Central Intelligence John McCone in 1963 as the Agency's first Deputy Director for Science and Technology. At the time DDST was carrying a load for Oxcart that was perhaps not apparent at the Ranch. The most important task was to ride herd on Lockheed's Kelly Johnson re aircraft performance and configuration.



In many respects, Dr. Wheelon's career closely parallels that of R. V. Jones, the first to be awarded the R.V. Jones Intelligence Award that Dr. Wheelon was also awarded. Both he and Dr. Jones were called upon at a relatively young age to bring fresh insight and energy to the field of scientific and technical intelligence at critical periods in the history of each their nations. Both struggled against an entrenched and unwieldy bureaucracy and both have

ultimately been vindicated. Following their brilliant careers in government service, both men continued to make prodigious contributions to science, public service, and education. The selection of Dr. Wheelon as a recipient of the R. V. Jones Intelligence Award was especially fitting for one whose career accomplishments exemplify the highest tradition of scientific acumen, applied with art, in the cause of freedom."

Dr. Wheelon was responsible for U-2 operations and the development of the Mach three reconnaissance aircraft: Oxcart and the SR 71. He was also responsible for the first reconnaissance satellite - Corona - and the development of three follow-on satellite systems that are still used for intelligence collection.

Albert Dewell (Bud) Wheelon, son of Orville Albert (Bud) Wheelon and Alice Harriet (Doolie) Dewell was born in Moline, Illinois, and has lived most of his life in southern California. He is an innovator and leader in the world of science and advanced technology. He received a B.S. degree in engineering from Stanford University (1949) where he became a Sigma Chi like his father, and a Ph.D. in physics from the Massachusetts Institute of Technology (1952) where he helped found the MIT Rugby club while a student. While at MIT, he was a Teaching Fellow in physics and a Research Associate in electronics. It was in Boston that he met his first wife, Nancy Helen Hermanson. Nancy, the daughter of Alfred Hermanson and Helen Holt, was born in Concord, Massachusetts on 12 September 1930. They were married on 28 February 1953 at Grace Cathedral in San Francisco and settled in West Los Angeles, California. They had two daughters: Elizabeth Anne born 19 October 1955 and Cynthia Helen born 6 May 1960. They were active in St. Augustine's Episcopal Church in Santa Monica. Nancy died on 31 May 1980 in Los Angeles, LA County, CA Her body was interred 7 June 1980 in Wareham, Plymouth County, MA. He married Cicely Jean Evans on 4 February 1984 at All Saints Church in Beverly Hills, CA. Cicely was born 18 February 1930 in Santa Barbara, SB County, CA She is the daughter of the late Dr. Richard D. Evans and Elizabeth Bristol.

In 1953, he joined TRW as a Senior Member of the Technical Staff and in 1960 he was appointed Director of the Radio Physics Laboratory. His initial work at TRW focused on guidance systems for long range ballistic missiles and early space projects. In addition, he did original research on radio wave propagation and fluid flow, while also serving as Adjunct Professor of engineering, University of California (1957-61).

In 1962, he joined the Central Intelligence Agency as the Director of the Office of Scientific Intelligence. One year later at the age of 34, the Director of Central Intelligence, John McCone, designated Dr. Wheelon the first Deputy Director for Science and Technology and he became the chief architect for the Agency's science and technology efforts. He developed the United States' posture in space, which has served this nation well for the past 20 years. In recognition of his work at the Agency, he was awarded the Distinguished Intelligence Medal.



Dr. Wheelon headed what we Roadrunners refer to as the Oxcart Team or the Ranch Hands. Early in the program we encountered long-running problems with compressor stalls. In his meetings with Kelly, Kelly acknowledged that the problem was in the hydraulic servo system that drove the spike in and out. It



was clear to Dr. Wheelon that the hydraulic system could not respond fast enough to the changing aerodynamics. He urged Kelly to change it for an electronic version. Kelly did not like or trust electronics and kept dragging his feet, pointing out that we had 30 million dollars invested in the hydraulic solution. Dr. Wheelon pointed out that it cost more than 30 million every time a plane

went down, and finally told Kelly that he would cancel the program if Kelly did not switch. Kelly was stunned but (according to Ben Rich) informed his team in Burbank on his return that he had decided to make the switch

Probably the next most important task was the long-running program that CIA ran for both the U-2 and Oxcart. This was a major effort that involved highly sensitive collection efforts against Soviet radars and analysis of the SA-2 missile system which was the primary threat in those days. This program proved that speed and altitude alone were not enough to protect the Oxcart and caused the CIA to begin developing countermeasures. McCone and Dr. Wheelon went to the JCS to see if they would release the ALQ-49 and 51 systems for our use. JCS declined saying they wanted to hold them in reserve in case of general war. DDST then started the development of special purpose countermeasures that was eventually installed in the aircraft. Again Kelly resisted this on the grounds that the speed and chimes should do the trick, but Dr. Wheelon insisted.

Brig. Gen. Jack Ledford, Director of the Office of Special Activities, DD/S&T for Project Oxcart, and Dr. Wheelon defended the operational pilots on one or more occasion when Kelly tried to shift blame to them. When CIA project pilot Mele Vojvodich had to punch out on takeoff, Kelly complained bitterly to General Ledford and Dr. Wheelon about the quality of the CIA pilots. In the plane going up to Area 51 General Ledford almost had a fist fight with Kelly. As we Roadrunners all know, the problem was that Lockheed mechanics had reversed the rate gyros in the control augmentation system.

Dr. Wheelon also handled the Oxcart funding problems with Congress when he first took over. He and McCone went to Congress for funds at the beginning, but that job was soon transferred to the Air Force Undersecretary who also handled relations with the OMB.

Dr. Wheelon and General Ledford also went to Omaha to petition SAC to provide dedicated tankers for the Oxcart program. SAC agreed to their request even though tankers were in short supply.

In 1966, Dr. Wheelon joined the Hughes Aircraft Company as Vice President for Engineering. Four years later, as Senior Vice President and Group President, he assumed responsibility for building the Hughes Space and Communications Group. Over the next 15 years, his Group built a wide variety and large number of military and scientific satellites, and produced more than 50 percent of the world's commercial communications satellites. He was named Executive Vice President for Operations in 1986, and in 1987 he was named Chief Executive Officer and Chairman of the Board. He retired from Hughes Aircraft in 1988. He was appointed Visiting Professor of Science, Technology, and Policy at MIT in 1989.

Dr. Wheelon's distinguished record of public service includes membership on the Defense Science Board (1968-77), President's Foreign Intelligence Advisory Board (1983-88), and Aspen Institute Strategy Group (1984-91). In 1986, he was named to the Presidential Commission on the Space Shuttle Challenger Accident. He was a consultant to Sandia National Laboratory (1989-92), and a trustee of The Aerospace Corporation (1990-94) and Santa Fe Institute (1990-93). His memberships also include the Director's Advisory Committee, Lawrence Livermore National Laboratory (1991-94); President's Council on National Laboratories, University of California (1992-94); Board of Overseers, Superconducting Supercollider Project (1993-94). He is a trustee of the California Institute of Technology and The Rand Corporation. He is also a member of the Director's National Security Advisory Board, Los Alamos National Laboratory.



He has published more than 30 scientific papers on applied physics and a book on applied mathematics. He is currently working on a book on electromagnetic scintillation. He is a member of the National Academy of Engineering (1970); a Fellow of

the Institute for Electrical and Electronics Engineers (IEEE, 1970); a Fellow of the American Institute of Aeronautics and Astronautics (AIAA, 1986); and a member of the Council on Foreign Relations (1985).

In 1986 Dr. Wheelon was honored with the Von Karman Lectureship in Astronautics (AIAA, 1986)

In 1993, he received The William Oliver Baker Award from Security Affairs Support Association for excellence in national security affairs.

In 1994 The Director of Central Intelligence presented Dr. Wheelon with the R. V. Jones Intelligence Award for "scientific acumen, applied with art, in the cause of freedom". Dr. Wheelon has set a high water mark that will be difficult for anyone to beat. We are honored to have served under him.

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During the 60's and 70's, I was working for Vitro Services at Eglin AFB. Vitro was a contractor who ran the radars/data system for the collection of various test data at the Eglin AFB Test ranges. I participated in several missions with the SR-71/YF-12 including the one you have listed with a direct hit on a QB-47. I admired the SR-71 and the YF-12 in its performance and actually got to watch one that had landed at Eglin. I never did fully understand why we did not continue with the aircraft. This is a very nice website and brings back a lot of memories of my work at Eglin from 1961 through 1981. Thank-You J. Ronald McCardle

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You'll have to go on the web site and to our stories section to learn how the plane happened to sitting between a recently scattered haystack and a very strong rock fence only a few clicks from the denied territory of East Germany. Standing guard of the plane surrounded by friendly natives was Washington-bound Herb Saunders of OS fame, carrying a loaded weapon inside his coat while nervously concealing the highly classified take from the last U-2 mission out of Incirlik Air Base in Adana, Turkey. Carl Overstreet will recall the incident as he was the one who took off in the plane, underflying the high tension wires that Herb's Air Force pilot has glided under when the plane ran out of fuel while trying to locate an airstrip beneath a heavy blanket of fog. Thanks, Herb for sharing this bit of history about one of our U-2 ranch hands. (CIA pilot [Carl Overstreet first the operational flight of the U-2 over the Soviet Union](#))

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I worked for Sylvania/GTE with Chuck Blucher. WE HAD THE RED DOG / BLUE DOG PACKAGE located in the forward right chine. Chuck was there for about 4 1/2 to 5 years. I was at area 51 for about 1 1/2 years. The Blue dog package took control of SA2 missiles after launching. We also had the SA-2 ground transmitter simulator site next to Paul on EG&G road. Ken Swanson

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#### WHO WAS THE OXCART TEAM? By T.D. Barnes

As all of you know the RI staff has hounded our members for stories relating to their experiences with the CIA U-2 and A-12 programs. We thank those of you who have recently updated your bios to expand upon what you did during Project Oxcart and Operation Black Shield. Most of you are aware by now that a very renowned author, Annie Jacobsen is writing a book about the people involved in Oxcart from top to bottom. Every person and every job was important to the success of the project and needs to be told. The oral history project headed by Dr. Mary Palevsky at UNLV has terminated for lack of funding, however Frank Murray and TD Barnes have initiated a project with the Library of Congress to get our stories recorded and available for generations to come. We are arranging media opportunities for those of you attending our reunion in October. This may include the History Channel interviewing many of you who may never have had the opportunity to tell your story. We hope those members choosing to remain at the hotel will understand the reason for splitting the

reunion a bit this year. Each of you was a member of the team and if you will get your stories to us, your Roadrunner officer staff, we will do the rest. Even stories like those above add to the telling of the full Oxcart story. We can't promote you if we don't know what to promote. We only ask that you not hog up all the limelight and share with the rest of the Oxcart team. Just do as the Roadrunner officers do and say "we" a lot.

There's no doubt that the recently declassified A-12 Oxcart program of 50 years ago was unique. The plane itself has never been equaled in its class of high flying sustained Mach 3+ manned flight.

This was a plane that simply appeared on the tarmac all fueled up, instruments calibrated just waiting for a pilot to climb aboard and fly off into the wild blue yonder. Like Genie in the old TV series, all the pilot had to do was blink his eyes and a tanker appeared all full of fuel to top him off. Blinking again the FAA folks in the towers looked away, CIA commo and security officers suddenly appeared at the remote sites along the flight path, and the various radar operators around the country started tracking the plane.

Could this be possible? This is the way the books are being written about the program. What worries some of us is that even some in the program believe all there was to Oxcart were the planes and the pilots. Is this all there was to the Oxcart Team? Of course not.

The Oxcart project started in the halls of CIA at Langley with such visionary leaders as our Dr. Bud Wheelon. They paid for the project lock, stock and barrel, so we have to include them as being part of the Oxcart team. And then there were the folks at Lockheed where the planes were designed, built by a staff of all kinds and levels of expertise, and then test flown by Lockheed test pilots who strapped their butts into a new plane the likes of which had never before been flown and learned the hard way things that could get one killed in a hurry. What they learned they passed on to the Air Force IPs who in turn passed it on to the project pilots.

Something that many of the Roadrunners don't seem to know is how all the buildings got moved to the facility, the massive radar array appearing on the site, tank farms being installed, water wells drilled, and the pylon existing out on the lake? Many have only seen the photos of the A-12 model sitting on the pole during RCS tests. Long before the Air Force 1129<sup>th</sup> SAS was activated and appeared on the scene there existed an Oxcart team composed of the CIA, Lockheed, Reeco, and EG&G Special Projects. This was the Oxcart team that made Groom Lake into a military base capable of conducting RCS tests on the A-12 model and finally the plane itself. This was the team who arrived in July 1958 and a few years later, circa December 1961, welcomed aboard the new members to the Oxcart Team, the Air Force's 1129<sup>th</sup> SAS and the CIA pilots arriving to be trained by Air Force IPs who too had arrived earlier to be trained by the Lockheed test pilots. (Photo provided by David Diffenderfer, EG&G photographer 1960's. Wagmeister and Schultz, the pilots, were later featured in the movie 12 O'clock High)



One last little point of interest: Do any of you know who hand-carried messages and such from CIA honcho Werner Weiss to McCarran for overnight delivery to Langley even before there was a 1129<sup>th</sup> SAS? And who arrived the next morning with special delivery from Langley to Mr. Weiss? It was a member of the EG&G Special Projects team, the only member of the Special Projects team allowed to interface directly with any other Oxcart participants. More importantly, none of you were allowed to fraternize with the Special Projects team, thus the reason none of you knew EG&G Roadrunner members T.D.

Barnes, Jim Freedman, Wayne Pendleton, Jules Kubat, Dave Haen, Denise Haen, and the late John Grace, who incidentally acquired most of the radar systems at Groom and is listed in America's Who's Who for his contribution to Oxcart.

Probably 95% of what the EG&G Special Projects team did is still classified Top Secret or above. Much of what we did was also done under our Q security clearances. Our little Have Doughnut, Have Drill/Have Ferry Soviet MiG exploitation project has been declassified and most of you knew about it because of your seeing the MiG 21 Fishbed we were playing with as Oxcart was moving out. I'll



just say that had anyone in Oxcart strayed into our area after about the time the MiGs arrived, you would probably still be undergoing debriefing today. The EG&G Special Projects team was the most highly classified team since the Manhattan project and those in Oxcart did not have the need to know. As mentioned above, most of us were cleared for "Q" and Top Secret. We reported directly to "the customer." The head of our Special Projects Team was Dr. Don Kerr who later left the project to become head of Los Alamos and eventually became DDS&T in the CIA and from there he moved to head NRO, the National Reconnaissance Office. In the photo above are 3 old friends, the late Hank Meierdierck - CIA Project Officer for Oxcart, Dr. Don Kerr, DDS&T at CIA, and me attending a dinner at the Atomic Test Museum.

Some of you seeing the declassified EG&G roster of Special Project personnel for Oxcart and the follow-on projects might wonder why former engineers were listed as Senior Techs. The explanation is simple. EG&G engineers were considered salaried and were paid for a 40 hour week with no overtime. Duty at the Ranch was a Monday to Friday affair, so Techs and Senior Techs were paid almost as much as an engineer, and after 8 hours on Monday the pay elevated to time and a half for four hours after which it elevated again to double time and remained at that level 24 hours a day until we landed in Las Vegas on Friday evening. The only down side was there were times when we might be working in the middle of the night to take advantage of a window of opportunity offered by a Soviet spy satellite dropping out of orbit. We loved the job and \$\$\$. Our title didn't matter as we were working in the Black World of the CIA. Most of what we did will never appear on a resume. Need I say more?

Next came the training of these pilots to educate them on what the Lockheed pilots learned about flying the plane. These were the Air Force Instructor Pilots, Harold Burgeson and Ray Haupt, who like the Lockheed pilots also helped Lockheed's Roger Christensen write the Dash One for the Agency project pilots to follow. Supporting each flight was also a chase plane and pilot, a helicopter, fire trucks and crews standing by in case there was an emergency. Elsewhere on the base Clyde Fancher and other members of the tower crew were doing their job to support the flight as were the weathermen, doctors, maintenance officers and enlisted men, construction workers, welders, dish washers, cooks, security personnel, birdwatcher crews, radar operators, radiomen, tank crews, corporate support engineers and technicians.

We know that Harry Martin and his team maintained a multimillion-gallon tank farm to handle the special fuel of the A-12 and that they ensured the plane was fueled prior to the pilot climbing aboard. We also know that Honeywell engineers Bill Fox and Russ Buyse were up at the butt crack of dawn to ensure the INS was calibrated and true so the pilot could achieve his objective and return home safely. Ken Swanson and Chuck Blucher of Sylvania/GTE

fame were also up and working in the forward right chine ensuring the Red Dog/Blue Dog SA2 missile control package was operational should the pilot encounter any bad boys with missiles while out for his little joy ride. Somewhere an unnamed airman packed the parachute to be worn by the pilot. All of this was occurring while the pilot was drinking coffee and enjoying a good breakfast cooked by Murphy Green, another member of the Oxcart team.

All the while Dick Wilson and others were checking out the flight suit, parachute, oxygen, etc. that the pilot would need for the flight. At the Ops building the mission support section consisting of navigator Sam Pizzo, and his staff, Bill Corbin, Al Rosetti, Frank Moon, John Klunk, Walt Smith, Harold Mills, Bill Goodwin, Jim Goodman, Jim Hicks, and Jim King were embroiled in determining the support equipment and personnel needed for the flight. This was the staff who developed training routes meeting aircraft safety criteria, computed descent and climb area associated with air refuelings, developed map annotations, planned paths to avoid overflight of cities with a population of more than 25,000, determined emergency landing bases, and coordinated with security-cleared FAA operators so they wouldn't start blabbing about some fast-moving MF screaming across their radar scope. Rumor has it that it was Sam Pizzo who fielded screams from above about the A-12 sonic booms and laid the blame on the Navy at Fallon. Elsewhere at the facility RECCo employees Peter Slater and Jim Simon were performing their duties at the direction of the commander, Col. Slip Slater who was monitoring all of this activity with an eagle eye looking for an anomaly in procedure and performance.

By now my point should be taken that the Oxcart team consisted of men and women of all trades and included many unknowns at venues other than the Ranch. Merely saying you were at the Ranch during Oxcart or Aquatone won't get you many interviews or mention in the history books or Library of Congress. As Frank Murray often says, "All right, Barnes, nuff said."

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#### WE NEED YOUR STORIES

As you saw in last month's newsletter and in the recent articles by Annie Jacobsen that were published in the LA Times Magazine, subsequent interview requests by the national media have exploded. ABC News interviewed some of the same Roadrunners interviewed by Ms. Jacobsen. The same occurred with Fox News. NBC and several others jumped on the bandwagon to the point we realized the threat of this being merely a flash with the strong possibility of the media trying to explore areas that are still sensitive to public exposure. Consequently we collectively decided to curtail all interviews until the reunion where ground rules will be in force regarding the areas subject to discussion. Depicted in the photo are Col. Slip Slater, Annie Jacobsen, T.D. Barnes, Doris Barnes, Barbara Slater and Jim Freedman (both Barnes and Freedman being EG&G Special Projects) during



interviews for Annie's book about the Roadrunners to be released about April 2010. Roadrunners Frank Murray, Lt Col. USAF Ret. and Harry Martin, MSGT USAF Ret, were also interviewed but aren't in the photo. Annie Jacobsen is a widely published journalist and book author. Articles by and about her have appeared in The New York Times, National Review, The London Telegraph, Foreign Policy Magazine, The Dallas Morning News and others. She has made guest appearances on more than 600 radio shows with such diverse audiences as National Public Radio and The Savage Nation. Her television appearances include ABC, MSNBC, FOX News and CNN—where she discusses terrorism and national security. Annie Jacobsen began her professional writing career as a business and finance journalist. Her popular column, Ask Jane Dough, was syndicated by Creators Syndicate. She graduated from Princeton University where she wrote under the tutelage of Joyce Carol Oates and served as Captain of the Princeton Women's Ice Hockey Team. She lives in Los Angeles with her husband and their two sons. Annie will be returning to Las Vegas on the 8<sup>th</sup> to interview several of the local Roadrunners who have organized a dinner to celebrate Don and Joanne Donohue coming to town. (Any excuse works for us) She is also the one arranging for the History Channel to be present at the Atomic Testing Museum during our reunion.

Expanding on what was said above, many of the Roadrunners have written in their bios that they were at the Area and part of Oxcart, but don't tell what they did at the Area. Since the declassification of Oxcart these Roadrunners are finally realizing that they can tell what they did. Remember what we said previously, "We can't promote you if we don't know what you did to promote." Taking the lead to demonstrate what we would like to receive from each of you, Barnes will tell a bit about himself and the little-known, highly classified EG&G Special Projects.

"For those who do not know, my military background was Army Intelligence in Korea and surface-air-missiles thereafter. I was recruited off the NASA High Range at the Beatty station to become a member of the Special Projects team for the MiG exploitation programs and the early tests of the Have Blue stealth prototype that became the F-117 Nighthawk. Like many of the specialists who worked on Project Oxcart and stayed on at the Area for new projects replacing Oxcart, Oxcart and the Soviet MiG are the only projects declassified for me to talk about. I was cleared for both Top Secret and "Q" security clearances. Other than my having extensive training and experience in "S" and "X" band radar, ECCM, ECM, space telemetry, space communications, and hypersonic flight support, my specialties remain classified.

Was I new to the Oxcart program? The answer is no. When I arrived on the NASA High Range as a hypersonic flight support engineer I assumed the responsibility of my predecessor to become the only one on the tracking station authorized access to track the A-12 during flights where the customer needed true velocity data. There existed seven USAF ADC radar stations in the western United States besides the NASA Beatty site who similarly tracked the A-12 when needed. Of course I did not know about the other stations, known as the Seven Sisters, anymore than they probably knew about my station's participation. There was no "need to know" as the NASA station served an entirely different purpose than those of the Air Force. I would get a call from Dryden with instructions to track a flight (unidentified) at an approximate time and to immediately afterwards dispatch the velocity strip chart recorder data to Dryden. What Langley didn't know is that I had a 35mm camera ganged to the feed horn of my radar and always photographed what I tracked. I routinely developed exposed NASA mission film in a dark room at the site before dispatching to Dryden. Did I know about the A-12? Of course I did. First of all, besides the film that I developed and destroyed, Groom Lake was one of our emergency landing sites for the X-15 flights so before each flight we coordinated with the Groom Lake facility for air space priority should we have an emergency and need to land on Groom Lake. Groom Lake was designated as a contingency landing

site for eleven X-15 missions, but none of the flights had to abort to Groom Lake. Being so close to Groom Lake, on non-mission days on the High Range I often waited with our radar for the chase planes taking off at Groom and would then wait for the A-12 that usually followed. It was a challenge to see how long I could maintain skin track of the fast-flying A-12. Remember too that the YF-12 shared our control room at Dryden where it was well known from where it originated. I was officially a member of the ground track support when the YF-12 conducted its speed record flights on 1 May 1965. I was the one who dispatched the official velocity data charts to Dryden. I've told my Oxcart "I was there" story so now we want yours."

#### CHINA'S AREA 51 AND WHAT THEY SAY ABOUT OURS

空军航空兵某师在机械日精心检修我军新型苏-30和苏27战机，为次日的对抗训练做好准备。郭天海-空军航空兵某师接受对抗训练的飞行员在某飞行试验训练基地进行大强度训练，战机频繁起降，机场一遭忙碌。郭天海 摄

资料：美国空军神秘51区简介：

51区(英语：Area

51)，是一个位于美国内华达州南部林肯郡的一个区域，东南方距拉斯维加斯市中心130公里，有一个空军基地在此，此区被认为是美国用来秘密进行新的空军

飞行器的开发和测试的地方，这个地方也因为许多人相信它与众多的不明飞行物阴谋论有关而闻名1950年当美国军方在内华达州建立核武器试验地时，51区也在其中。在军事地图上，试验地被分区编号，“51区”因此得名。在这个基地周围可以经常发现一些球形，三角形以及类似飞盘形状的不明飞行物，有相片和一些视频证据可以证明这些观察到的现象。三年前，布什总统命令收回

内华达州州军方管理51区的权限，现在的基地归五角大楼和美国军方直接管辖。值得注意的是，10年前民用飞机也被禁止穿越基地上空。

Translation: Air force air force some teacher overhauls our army new Soviet - 30 carefully in the mechanical date with the Soviet 27 fighter planes, prepares for next day's resistance training. Guo Tianhai - air force air force some teacher accepts the resistance training the pilot carries on the great intensity training in some performance flight training base, the fighter plane takes off and lands frequently, airport bustles about. Guo Tianhai absorbs the material:

United States Air Force mystical 51 area synopsis: 51 areas (English: Area 51), is one located at the American Nevada south a Lincolnshire's region, the southeast is apart from the Las Vegas town center 130 kilometers, some air force base here, this area was considered is the US uses for the secret to carry on the new air force flight vehicle's development and the test place, because this place also many people believed that it concerns with the numerous unidentified flying object conspiracy theories is well-known. In 1950 worked as the American Military when the Nevada establishment nuclear weapon experimental field, 51 areas also in which. On the military map, the experimental field by the partition number, "51 areas" therefore acquires



fame. May discover some spheres frequently around this base, the triangle as well as the similar frisbee shape unidentified flying object, has the photograph and some video frequency evidence may prove these observe phenomenon. Three years ago, the Bush presidential order takes back the Nevada state military to manage 51 areas the jurisdictions, present's base ground-return Pentagon and the American Military has jurisdiction directly. It is noteworthy that 10 years ago the civil aircraft is also forbidden to pass through the base sky.

In the 1980's the fleet of SR-71s started having delamination problems in their plastic rudders, in the area where the leading edges were attached. As a result, several SR' were retrofitted with titanium rudders from the A-12 fleet, with new tail numbers. There was some concern of increased radar signature, but, as it turned out, it wasn't enough to make a difference. For me, this finally answers the mystery why the M-21 delivered to the Seattle Museum of Flight had plastic rudders from 963. Kurt Knutson

ARTICLE 121 NEWS

Air Force Flight Test Center Museum  
Blackbird Air Park, Palmdale, CA.

<http://roadrunnersinternationale.com/article121.html>

Nothing to report.

ARTICLE 122 NEWS

Intrepid Sea-Air-Space Museum, New York City

<http://roadrunnersinternationale.com/article122.html>

Eric Boehm at the Intrepid reports one of the A-12 pilots being interviewed and recorded. His accounts will be included in Intrepid's new audio-guide program. Also, arrangements have been made to have article 122 repainted this summer after a less than acceptable job that was done in the fall.

ARTICLE 124 NEWS

California Science Center, Los Angeles, CA.

<http://roadrunnersinternationale.com/article124.html>

Nothing to report

ARTICLE 127 NEWS

Alabama Space and Rocket Center Huntsville, AL

<http://roadrunnersinternationale.com/article127.html>

Nothing to report

ARTICLE 128 NEWS

CIA Compound Langley, VA

<http://roadrunnersinternationale.com/article128.html>

Barnes reports talking to Toni at the Museum and being informed that the agency has taken some new photos of the Article and will have them to us shortly.

ARTICLE 130 NEWS

San Diego Aerospace Museum San Diego, CA

<http://roadrunnersinternationale.com/article130.html>

Nothing to report

ARTICLE 131 NEWS

Southern Museum of Flight Birmingham, AL  
<http://roadrunnersinternationale.com/article131.html>

ARTICLE 132 NEWS

Battleship Memorial Park - Mobile, Alabama  
<http://roadrunnersinternationale.com/article132.html>

The Mobile staff reports a surge of attendance with the beginning of spring. The A-12 continues to be the most popular plane in the hangar and a lot of folks sit down and watch the Roadrunner DVD presentation. They have proudly provided the Roadrunners with the following photos depicting their goal and effort of telling about the Roadrunners who built and flew the gallant A-12 sitting in their hangar. Depicted in the photo display are the Roadrunners who attended the tribute to Jack Weeks last June.



ARTICLE 134M NEWS  
PACIFIC MUSEUM OF FLIGHT

<http://roadrunnersinternationale.com/article940.html>

Nothing to report

THE CHANGES OF TIME

By: TD Barnes and Joerg Arnu

We started to title this with the word "dinosaurs", but with the U-2 still flying for over 50 years, it is only the A-12 that could carry that title. That word could also describe the Oxcart team that we so proudly described earlier

in this newsletter. All that preparation described earlier to conduct a mission for the sole purpose of taking a photo of vital target is long gone. Forget about the intense vetting by the CIA and FBI, and the Top Secret security clearances to select the pilot/photographer and the support it took to take a photo of a high priority target. Today all it takes for anyone, emphasis on the "anyone" to take a photo of our Area 51, the Chinese Area-51 described earlier, or anywhere else on planet Earth is a cell phone, a set of coordinates, and a credit card with a \$2,000 credit limit. There are several private companies that operate satellites in a low Earth orbit, which, for the right amount of cash, will take a high-resolution photo of any place 100 sq. km



or larger on the globe on request. One such company is GeoEye in Dulles, VA (geoeye.com). They guarantee the image to be 80% cloud-free with a ½ meter resolution. Thanks Joerg Arnu at DreamlandResort.com and Peter Merlin for researching this for the Roadrunner staff.

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#### FEEDBACK

Hi TD, As always the newsletter is excellent and full of wonderful information. We appreciate your work and effort to make it such a success. Regarding the nominations for the National Hall of Fame and the newly formed Nevada Aerospace Hall of Fame, I think Walt Ray and Bill Skliar deserve some recognition in these organizations. No question, the six from the CIA did a most important and outstanding job in Kadena, and the honors they have received are well deserved. To be sure, the honors Bill received at the CIA plus the Air Force Flight Test Center have made me and my daughters extremely proud as well. Perhaps Walt and Bill did not go to Kadena, but they did do their part in the extremely important early test flying of the Blackbird as part of the original seven in the program. Of course Walt's participation in the program was shortened by his untimely death. You are probably aware of Bill being the first military man to test the Blackbird in April of 1963 after the civilian Lockheed test pilots. I think he was number 3 or 4 as I recall. Anyway, Walt and Bill went through the first critical years of testing. Bill went on to Edwards AFB where he continued to flight test the Blackbird. In 1969 while taking off in an SR, the plane caught on fire. Bill climbed out, but his navigator, Noel Warner did not; Noel froze, and Bill had to climb up to pull Noel to get him out of the plane. Bill saved Noel's life. Then he spent a year in Vietnam where he flew 98 combat missions. He did not have to fly those missions because of his job and rank, but he volunteered to do so. While in Vietnam, Bill was sent on a secret mission to discuss air strategy with the President (I can't remember his name now). He had to wear civilian clothes, had a couple of body guards, and was told if caught they had no knowledge of him or the trip. Can you imagine if he had been caught, and the bad guys found out his background in the Blackbird what they would have done? It's scary. So, I submit Walt Ray and Bill Skliar's names for nomination and consideration in these organizations for their recognition of their valuable test flying of the A-12 and SR-71. Most Sincerely, Jane (Skliar) Welsh

Jane, please forgive us for "using" your letter to support and emphasize the theme of this newsletter - that being that the Oxcart Team included everyone. There is no question that Kelly Johnson would not have been able to announce that it was time for the bird to leave its nest had it not been for the risks taken and solutions learned through these risks. Walt Ray gave his life to make it safe to fly the A-12 and perhaps indirectly, the SR-71 and future Mach 3+ planes to come. It was the Oxcart team, including all the support personnel as well as the Lockheed test pilots, the Air Force Instructor Pilots and the agency pilots who made it possible for the six project pilots to safely deploy to Kadena for overflights of North Vietnam and North Korea. These successes were of course overshadowed by the loss of Jack Weeks as Project Oxcart was ending. The Roadrunner staff has received requests to nominate Francis Gary Powers, Bill Park, your Bill Skliar, and Walter Ray whom you also graciously and unselfishly included. We intend to initiate the nomination process for each of these aviation icons starting this next month. Thank you, Jane for caring about Bill and his contemporaries.

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Change: There's an old sea story about a Marine lieutenant who inspected his men in the field, and told the 'Gunny' that his men smelled bad. The lieutenant suggested that the men should change underwear. The Gunny responded, 'Aye, aye, Sir. I'll see to it immediately!' The Gunny went straight to the squad tent and

announced, 'The Lieutenant thinks you guys stink, and wants you to change your underwear. Smith, you change, with Jones. McCarthy, you change with Witkowsky. Brown, you change with Schultz. Now get to it!' The moral of this story: A candidate may promise 'change' in Washington, but don't count on things smelling any better



Charlie Bishop John Davis Jerry Potts John Evans  
Pratt and Whitney Gun Club 1968

Good morning, I like your web site. It was forwarded to me by a friend who served in the USAF a Beale CA. I recognized and worked with many of the people named as "EAGLE ATTENDEES" at your 2004 Eagle Reunion. I live two blocks away from Bob Davenport in Tempe, AZ. I worked as a Jet Engine Assembler at P&WA West Palm Beach Fla. I was primarily working on the JT11-D (J-58) engines on the assembly floor, but also worked at Site A (Sea Level Test), Site C (Altitude Test Cells, Compressor Test Rig & Combustor Rigs), Site D (Component Test). I also worked on the 304 for a short time, The RL-10

Rocket Engine, and the SST engine. I was a member of the P&WA Gun Club, photo attached; I saw Bill Gude's name on your list. Bill died a number of years ago from injuries received in a Rodeo accident. I saw Bill Gent's name also. My youngest son has a Post Versa-log slide rule that Bill sold to me around 1961 or so. John Evans

Yo! All you P&W Roadrunners - check out Curator John Evan's ATF3 Online Museum. <http://www.atf3.org/> He's our latest member to join so plan on our having our usual new member initiation at the reunion. John's P&WA employee was #144648 and according to his application he was at P&WA prior to the big layoff.

Roadrunners Internationale 21st Reunion  
"THE ROADRUNNERS GO PUBLIC"

The theme of this year's reunion is the public being given the opportunity to meet the Roadrunners. This is purely an optional activity that will occur at the Atomic Testing Museum. For many of the Roadrunners this will afford the opportunity to be interviewed by the History Channel and other media in this highly advertised event. Those for whom this has no appeal, the Roadrunner staff will assist you in finding something to do to your liking. Simply laying back and visiting with old friends is encouraged.

Harry Martin, our esteemed reunion chairman reports the count of those tentatively planning to attend the reunion in October to be 130. This places the election committee in the awkward position of having to choose a Command Post with the potential of either being much too small or much too large, depending on the number actually attending the reunion. Consequently, we are going to wait a bit longer before committing contractually and sending out cost information to those attending. There will definitely be a reunion and the costs will be in the ball park with the last reunion, so those of you wishing to make reservations now are safe to do so. Below is a draft of the reunion schedule as it currently stands:

OCTOBER 5th Monday

1000 hrs. Command Post Opens for registration

1500 hrs House 6 Cash Bar opens.

2100 hrs House 6 Bar closes.

2300 hrs CP closes.

OCTOBER 6th Tuesday

0700 hrs CP Opens - Registration continues. - Coffee & Donuts at Command Post

0730-Reserved for events to be determined.

1500 hrs House 6 Bar opens.

1530-2130 hrs - Various presentations available upon request.

2100 hrs House 6 Bar closes 2300 hrs CP closes.

OCTOBER 7th Wednesday - ROADRUNNER DAY AT THE ATOMIC MUSEUM

0730 hrs CP opens - Coffee & Donuts at Command Post

1000 hrs Roadrunners meets the public at the Atomic Museum.

1500 hrs House 6 Bar opens. 1530-1630 hrs.

1800 hrs Symposium panel commences at the Atomic Museum.

2100 hrs House 6 Bar closes

OCTOBER 8th Thursday

0830-1500 hrs CP opens early. - Coffee & Donuts at Command Post

0930 -1100 hrs Membership Meeting - Command Post.

1100 hrs Roadrunners meets the public at the Atomic Museum.

1400 hrs Symposium panel commences at the Atomic Museum.

1500 hours CP Closes

1730 hrs No-host cocktails

1830 Invocation

1830 hrs Banquet Dinner

2000 - 2020 Entertainment

2020 hrs New officers introduction

2030 hrs Honors and awards

2200 hrs Reunion concludes

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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.

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T.D. Barnes

Vice President  
Harry Mann

Secretary  
Roger Anders

Treasurer  
Jim Prucha

Historian  
Frank Muehl