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www.roadrunnersinternationale.com/roadrunner_blog

Contents

1	2009	5
1.1	September	5
	Roadrunners of Groom Lake (2009-09-05 15:50)	5
	Roadrunner Reunion Atomic Testing Museum (2009-09-06 18:14)	8
	September News Roadrunners Internationale (2009-09-14 20:53)	10
1.2	October	12
	October 2009 Roadrunners Internationale News (2009-10-10 18:23)	12
1.3	November	16
	November 2009 Roadrunner News (2009-11-14 12:23)	16
1.4	December	22
	December 2009 Roadrunner News (2009-12-01 17:47)	22

1. 2009

1.1 September

Roadrunners of Groom Lake (2009-09-05 15:50)

This is an experiment to evaluate the effectiveness of substituting our month e-newsletter with the advantages that a blog will bring to those wishing to add to the distribution of Roadrunner news and gossip. We hope this will become your daily source of news and contact with our international membership

The Roadrunner Staff of Officers

Visit our:

[1]Roadrunners Internationale website

[2]Area 51 Special Projects website

1. <http://area51specialprojects.com/>

2. <http://area51specialprojects.com/>

T.D. Barnes (2009-09-14 14:44:33)

1 For schedule of our Roadrunners Internationale reunion and information regarding the symposium panels at the Atomic Testing Museum please visit: http://roadrunnersinternationale.com/2009_ri_reunion.html

T.D. Barnes (2009-09-14 14:53:34)

Due to attrition because of age this may well be the last major reunion of the Roadrunners.

roadrunnersinternationale (2009-09-14 21:24:33)

With condolences from Australia. I GOOGLE EARTH visited Fort Logan Park National Cemetery to say prayer for John, his family and friends. A sign read, "So many veterans and so little time" Apart from visiting WDC, San Diego and Gettysburg, never have I seen such an awesome holy place. John is respectfully placed in good company and his story can be told. It's doubtful Russia honours its men this way. Sincerely, Prof Brian Costello PhD

roadrunnersinternationale (2009-09-14 21:25:33)

NEW MEMBER Welcome is extended to Tom Weigel of Pratt & Whitney fame. Tom is remembered for his development work that produced the special JP-7 fuel and PWA 524 lubricant and additives for the A-12. Tom was also part of the Project Engineering Engine Test group designing the A-12 bearings, seals, hydraulics, external plumbing, fuel systems, etc.

roadrunnersinternationale (2009-09-14 21:26:44)

Gossip was not tolerated at the Ranch, but is flourishing today about Flo Deluna, known to the Roadrunners and just about everyone else important as one of the best pilots to ever churn the air currents between Las Vegas and the Ranch. (The mustangs, burros, and coyotes he buzzed on occasion might disagree) Perhaps "flourishing" might be a bit strong so we'll just say that Director Chuck Costa was praising his name the other day at the Atomic Testing Museum. Seems the DOE people feel as we do about you Flo. We just want you to know we all appreciate your contributions to the Oxcart Team. So give your bio so others will know what you did in your other life without having to read our gossip. Webmaster Roadrunners Internationale

roadrunnersinternationale (2009-09-14 21:27:51)

Oxcart Cameras A-12 project pilot Frank Murray, a.k.a. Dutch 20 has published yet another great article about a very important element of the Oxcart program, the cameras of the A-12. There is no way to measure the contributions Frank made as Historian for the Roadrunner association. The Roadrunner staff aren't the only ones who know that Frank can probably walk of water. Some of Frank's fan club have sent the following comments: "Frank was my cadet classmate at Columbus AFB, MS. Frank is one of the most unique people I have ever known. He has been a flight engineer on a B-36 and I believe he could have drawn a complete diagram on all the systems, fuel, electrical, weapons, etc. from memory. He could probably do it today. Frank taught a lot of EE's things about practical applications and designed and built some of the neatest remote control models I have ever seen. He could also restore motorcycles to better than showroom conditions. These however were not his main assets. His knowledge and physical capabilities were phenomenal, but his integrity and faithfulness are unmatched. I consider it a privilege and honor to have served with him and most of all to call him one of my closest friends." Clancy "Frank was one of the best commanders I ever served under. Straight-spoken, thinking, with a bundle of integrity and the guts to follow through." Ghorm That's the Frank we Roadrunners are privileged to have worked with and served under.

roadrunnersinternationale (2009-09-14 21:28:38)

My grandfather, Roy Keene, worked at Area 51 and I am seeking information about his duties there. I think he was there in sometime in the late 50's or early 60's. It is my understanding that he used to tell my grandmother that he was a "flight instructor", although to the best of my family's knowledge he never flew a plane in his life. Also, I'm not certain he worked in the Area that is 51, only that he worked at the Groom Lake facility. He has since passed away and would never say anything about his work there. Can you point me in the right direction? Regards, Ryann McGee <mailto:ryann.mcgee@q.com>

roadrunnersinternationale (2009-09-14 21:29:33)

Hi my name is Sharon Farrare I'm looking for information and for anyone who served with General James H. Berge so if you know him or anything about him could you please let me know thank you. <mailto:snowden3@wildblue.net>

Dan Freeman (2009-09-19 22:11:21)

Mr. Barnes, This is an outstanding way for communication of the newsletter. If anyone has information regarding the use of "cesium" additive in JP-7. I would greatly appreciate it hearing about it. Thank

you, Dan Freeman / SR-71 Machinist

Frank Murray (2009-09-21 00:20:43)

Dan, I remember that a Cesium additive was tested to reduce the reflective nature of the AB plumes. It was known as A-50 additive. I know nothing about it's effectiveness. Frank.....

Dan Freeman (2009-09-21 10:10:32)

Frank, Thanks for your reply. When working on the Blackbirds we would get soak in JP-7. On hot days the fumes would get pretty strong and when they ran up jets we could breath the distinct smell of the JP-7. After reading the history of the Oxcart program It said that it was one of the three things for going ahead with the project. I then found many other references to it on web sites, books, and the Environmental Assessment for the Deactivation of the SR-71. It stands to reason why the kerosene based fuel was so extremely expensive. What puzzles me is that I read it was being used for the X-51. Considering the ramifications of such a toxic material being burned in 20 billion pounds of JP-7 during the life of the program and that so many people and the environment were exposed. Why did the CIA release that information yet censored references to Area 51 in the document? Now that the information is out (2 years) I wonder if they did this on purpose. If it was a mistake, will they need to develop some serious damage control. Maybe they realize that this sort of thing is too big to hide and they would be better off dealing with it. The latter makes much more sense as they could really learn from it. Thanks, Dan

roadrunnersinternationale (2009-09-21 12:34:14)

Dan, no official government recognition can be given the facility at Groom Lake as it would open the door for our enemies, both foreign and domestic to flood the courts with demand for access to the base, exposure of what is going on, etc. that would in effect shut the facility down and severely impact our national security. Our shutting down Guantanamo Bay is an excellent example of what would happen to the Groom Lake facility and activities.

Mike Boileau (2009-10-30 00:08:08)

Hello All: I am a devoted fan and frequently read your website. I can't say enough about the courage and dedication you all put into these programs so many years ago. I applaud the CIA for releasing the previously classified information. I can only imagine the info they still keep secrte. The anticipation of bringing an aircraft such as the A-12 on line. Design, fabrication, development and testing of these airplanes in such an elite organization must surely make you so very proud to have been associated with the team. One has to wonder why you are not being interviewed by the likes of Larry King, 60 Minutes, 20/20, Bill O'Rielly, Glenn Beck or Rush Limbaugh. They all have massive audiences in the United States and you contribution to the peace and security of the world is extremely interesting. They could bring the recognititon I know you should receive, if not for you guys in particular then, for the entire Area 51 fraternity. I would truly like to know anything you Pilots and Navigators could tell me, whether classified or de-classified, about what is commonly know as UFO"s. I do not mean "Little Green Men", I mean sightings that the CIA, Air Force and Navy do not want the public to know about. I should say, you can't spend that much money and not run into the unusual from time to time. All the best, your friend from Canada, Mike Boileau

roadrunnersinternationale (2009-10-30 10:28:20)

Thank you, Mike for your much appreciated comments. Regarding your questions about UFO's, Groom Lake and its adjoining Nellis Range have produced almost countless UFOs in the sense you described. For example in the 1960's we flew 2850 flights of the A-12 out of Groom Lake, flying above 80,000 feet and faster than Mach 3, which is faster than a rifle bullet. When the sun reflection was favorable observers might see a flash of the plane, but at that altitude there was on contrail so it would be

considered an unidentified flying object. The same occurred with our U-2 flights out of Groom Lake and many, many test flights of various "proof of concept" vehicles or platforms ever since. The early U-2 and A-12 flights would not account for where the viewer saw a hover or zig-zaging UFO. Both the U-2 and A-12 (and SR-71 Blackbirds) were low G vehicles meaning they flew straight flights at constant speeds. For an A-12 to make a turn around required up to 125 miles radius. None of our pilots ever reported or claim to have seen an UFO that they considered extraterrestrial. T.D. Barnes, President

Brian Costello (2009-11-15 06:46:37)

Tremendous idea TD. Great to find this tonight as a terrific surprise, feeling a bit low after the CT and imminent appointment tomorrow. No big deal, I'll be fine mate. Cheers Brian

Frank Murray (2010-01-01 20:58:13)

I had no problem reading this one TD. The Website has grown up for sure, you do a fine job managing it. A busy job too! Frank.....

Roadrunner Reunion Atomic Testing Museum (2009-09-06 18:14)



ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP

(Not to be confused with the Stars and Stripes)

SEPTEMBER 2009

THE ATOMIC TESTING MUSEUM WELCOMES AREA 51 ROADRUNNERS OF PROJECT OXCART/OPERATION BLACKSHIELD HOME FROM THE COLD WAR

The Atomic Testing Museum is proud to partner with the Central Intelligence Agency and the Roadrunners of Groom Lake in the Roadrunners' celebration of their 21st Biennial reunion on the 7th and 8th of October. This will be the first public event where Nevada residents and visitors to the state can at long last be informed of the Roadrunners' participation in winning

the Cold War. Together we have teamed to organize and publicize a Roadrunner day where the Roadrunners and guests attending the Roadrunner's 21st biennial reunion would spend two days conducting symposium panels and otherwise interfacing with the home town public for the first time ever. Adding to the event will be the Central Intelligence Agency supporting and participating with the EAA CIA store and in the symposium panels.

Forty years ago the Central Intelligence Agency's ultra secret A-12 Project OXCART and Operation Black Shield were terminated and the planes retired. It wasn't until the last few years that declassification of information about various cold war projects revealed the existence of the highly classified A-12 CIA project OXCART and Operation Black Shield where, for 6 years, the A-12 CIA pilots flying 15 miles above the earth photographed the movements of adversaries around the globe. During the flight phases of Area 51-based Project OXCART, 2,850 flights were completed for a total of 4,800 flight hours. There were 1,032 flights that reached or exceeded speeds of Mach 3.0 for a total of 675 flight hours at or above Mach 3.0. The maximum speed achieved was Mach 3.29 and the maximum altitude achieved was 90,000. During the last three years of OXCART, Mach 3.0 flights out of Groom Lake were made on a routine daily basis.

Project OXCART was the experimental test phase that was conducted in secrecy matching the Manhattan Project that produced the atomic bomb. The CIA's Oxcart Team at Groom Lake consisted of the 1129th Special Activities Squadron of the Air Force, Lockheed, EG & G Special Projects, and numerous support corporations. In 1962, the pilots transitioned from the Air Force into this CIA project, returning to the Air Force in 1968. Twenty-nine combat missions were flown during Operation BLACK SHIELD. Twenty-four were flown over North Vietnam, two primarily targeted over Cambodia and Laos and three flown over North Korea. The photo imagery taken on these missions was excellent. Enemy radar tracking was reported, ranging from brief reflections of the A-12's presence to extended and accurate tracking. Surface to air missiles were launched at the A-12 without success.

Five of the A-12s were lost due to accidents. Two A-12 pilots were killed, Walter Ray near Groom Lake in January 1967 and Jack Weeks flying out of Kadena AB, Okinawa on 4 June 1968. After years of bureaucratic battles involving the CIA and the Air Force the program was terminated in 1968 - in favor of an Air Force SR-71. The remaining two A-12s in Okinawa left on 8 and 19 June 1968. The Operations and Maintenance facilities were given to the USAF for the SR-71 detachment. On 21 June 1968 Nevada resident Frank Murray made the final flight of an A-12 in Article 131 from the Area 51 Groom Dry Lake to the storage at Palmdale. In June 1968 OXCART & BLACK SHIELD were terminated as the BLACK SHIELD pilots were awarded the CIA Intelligence Star for Valor in the presence of their wives. Possession of the medal was withheld for many years because of the project's existence remaining Top Secret.

Formerly classified TOP SECRET-OXCART, Central Intelligence Agency, Washington, D.C., Project OXCART and Operation Black Shield were declassified 14 December 1998 and September 2007. The September 2007 declassification coincided with the dedication of A-12 Article 128 at CIA Headquarters during the 60th anniversary of the Central Intelligence Agency. Various participants in the project were brought to CIA Headquarters where for the first time ever the names of the Oxcart participants were declassified and released. This represented to the Roadrunners as being the first official acknowledgment of their individual participation in the CIA's Cold War Project OXCART in Nevada. The Atomic Testing Museum is proud to be the first to acknowledge and welcome home Nevada's Secret Warriors of the Cold War. Information about the upcoming events can be obtained on the Internet or by contacting:

Dawn Barlow, M.A. T.D. Barnes

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1. <http://area51specialprojects.com/>
2. <http://area51specialprojects.com/>

Saurooon (2009-10-04 13:35:14)
Greetings, Can i get a one small pic from your blog?

roadrunnersinternationale (2009-10-10 18:04:42)
Absolutely. You are welcome to the photo.

usaf museum (2009-10-11 10:00:59)
usaf museum... Your topic Photographers " Blog Archive " Welcome aboard Air Force One ... was interesting when I found it on Sunday searching for usaf museum as I also have articles and information posted on this subject. Thank You... Steve Noel Sr...

auvkyhzoq (2009-12-30 08:41:13)
Good Morning!!! roadrunnersinternationale.com is one of the most outstanding informational websites of its kind. I take advantage of reading it every day. roadrunnersinternationale.com rocks!

glenda bishop (2010-04-17 13:20:43)
i am looking for informtion about my dad anton(tony) yonker he worked for honeywell and was at area 51 and okinawa.

September News Roadrunners Internationale (2009-09-14 20:53)

FINAL FLIGHT

9-4-2009

Fellow Roadrunners, Dandelions, TAC Recce, and friends of John Shinn join in sorrow to
10

mourn the final flight of Roadrunner John Shinn. His passing is a tough blow to all in our aviator family. John was sent to Korea after graduation where he spent six months flying covert missions in China and Siberia in an RF-86 reconnaissance plane. During the Vietnam War he flew 69 combat missions in an F-4 Phantom. The U-2 Roadrunners remember John as training and deploying with CIA U-2 Detachment C at Groom Lake, a.k.a. Watertown in 1956, and being backup pilot for Francis Gary Powers when Gary was shot down over Russia on May Day 1960. He was one of six original U2 pilots to fly over Russia taking pictures of activities. John was a member of Daedalian Mile High Flight 18. John Shinn took his final flight in Lubbock, TX on Sunday, 16 August. A memorial service for John, organized by his fellow U-2 pilots, took place in Lubbock on 21 August. He was inurned at Ft Logan National Cemetery in Denver on Friday, 11 September.

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1. <http://area51specialprojects.com/>
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roadrunnersinternationale (2009-10-09 22:13:36)

We update on an almost daily basis. we are currently a bit behind due to preparations for our reunion this past week. TD

roadrunnersinternationale (2009-10-10 18:04:09)

Normally we update daily. An exception would be during periods of travel or attendance of events requiring the absence of the webmaster.

International TV Online (2010-01-01 18:18:48)

Does this website have a mailing list?

admin (2010-01-02 09:28:47)

Yes the site does have a mailing list in addition to the ability to subscribe to the blog entries. One can be put on the mailing list by contacting the webmaster at: roadrunner_intl@cox.net

1.2 October

October 2009 Roadrunners Internationale News (2009-10-10 18:23)



ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP

(Not to be confused with the Stars and Stripes)

OCTOBER 2009

Thought members and friends might like a heads up on the reunion that wrapped up last evening. Details of the reunion will be posted as soon as I recover from our staying up most of the night swapping stories with old friends as we used to do in the years of the past. Before you ask, as soon as the video of C-Span and the other media becomes available I will let everyone know. By all known accounts the two days and nights at the Atomic Testing Museum were a huge success thanks to the excellent hospitality and hard work of the museum staff, the CIA EAA, and our members.

[1]<http://www.lvrj.com/news/former-area-51-workers-talk-planes-63835712.htm> |

Before all you former Lockheed guys and gals start throwing eggs at me after you read page 4 of the link below, ask Lockheed why it not only refuses to support our presence with a keychain or \$.29 ink pen with the skunk logo as they do the SR-71 reunions every two years, but also refuses to even recognize our existence on its cheap coffee mugs, tee shirts and such. Look for yourself. You won't find a single instance of Lockheed including the CIA U-2 or the A-12 on any of their memorabilia. The corporate contracts with the Air Force must be larger than those with the CIA. The Air Force SR boys and girls too will become history as are the Roadrunners once the corporate honchos and money crunchers decide the Navy is the future. We didn't ask for their money or trinkets, but a letter to our members recognizing our sacrifices for the company would have been nice now that the program has been declassified and can be acknowledged after 50 years of our secrecy.

[2] <http://www.aviationweek.com/aw/blogs/defense/index.jsp?plckController=Blog>

&plckScript=blogScript &plckElementId=blogDest &plckBlogPage=BlogViewPost
&plckPostId=Blog:27ec4a53-dcc8-42d0-bd3a-01329aef79a7Post:3a3e43d5-be0c-4a7e-8
279-a844bfb40cbd %C2 %A0

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1. <http://www.lvrj.com/news/former-area-51-workers-talk-planes-63835712.html>
2. <http://www.aviationweek.com/aw/blogs/defense/index.jsp?plckController=Blog&plckScript=blogScript&plckElementId=blogDest&plckBlogPage=BlogViewPost&plckPostId=Blog:27ec4a53-dcc8-42d0-bd3a-01329aef79a7Post:3a3e43d5-be0c-4a7e-8279-a844bfb40cbd>
3. <http://area51specialprojects.com/>
4. <http://area51specialprojects.com/>

Anonymous (2009-10-10 22:04:54)

In defense of Lockheed, there are some really good folks in management. but few... Ex Marine of course... Same song and dance, we need to pull our boot straps up and look whats important and do the hard things instead of taking the easy way out.. You guys sacrificed a lot, but it seems the word "sacrifice" today doesn't mean anything today or at the very least have the same meaning it once did.

Dan F (2009-10-11 09:05:43)

TD, In my opinion it's just a matter of legal ramifications. I am quite familiar with the procedures involving big corporations and their allergies to legal proceedings involving liabilities for hazardous material exposures. Nowadays. no one wants to be the manager who implicates the corporation for responsibilities in hazardous material exposures. Giant corporations have gone bankrupt because

of it and most of these management jobs are held by a thread. I had 20 years in the AF, 10 of those on the U-2, 5 on the SR-71, with specialized training with hazardous materials management / inspections / legal proceedings. I also worked for LM and learned their cut throat tactics. I also spent many years working for a huge private company who taught me their ways in litigation self defense. Don't be discouraged, anybody who knows anything about the subject is well aware of the heroic sacrifices your team has made. Thanks to you, freedom abides! You've done a fantastic job, Thank You!

roadrunnersinternationale (2009-10-11 13:19:19)

Thank you, Dan for your comments and opinion. As you've probably seen via our website and newsletters where our association advanced a few years ago from being a social group meeting beneath the shroud of secrecy to one of education and recognition as the shroud was gradually removed through declassification. Never expecting to be able to tell anyone about their accomplishments and the challenges encountered in the process, the experience of finally telling their story most often is done with such emotion these aviation icons do so in tears. It is infuriating to see and hear these giants among men so humbled and their dignity insulted by age and by those for whom they and their family made great personal sacrifices. As president of our association and being a contemporary of most of these icons, I, with the support of our elected staff of officers, fight to ensure the legacy of these men is preserved for history and more importantly for their family and descendants who most often learn of his deeds only after he or she is gone. I say fight because that, sadly, is what we have to do to get the corporate and agency entities to divert a small part of their focus on the future to recognize the deeds of the past that made them what they are today. Statements such as "you are history and we are looking to the future" equates to many of us as does "Remember the Alamo" does to a Texan. We come from a "Honor Code," "Code of Conduct," and "Leave no Man Behind" generation and are deeply saddened to see those values so often abandoned and also part of history and not our future. At our advanced ages we should not have to be struggling as we do to record our legacy. None of us are quitters so I have no doubt we aging warriors will accomplish our simple and most honorable objective of being part of our nation's great history. I am personally humbled and honored to lead this battle for this most noble band of brothers. T.D. Barnes, President Roadrunners Internationale

jeannette remak (2009-10-12 08:17:36)

Way back when I was researching the A-12 Declassified book, I ran across something like this. I was told by someone in Lockheed that at that time they were not to mention Skunkworks, any talk about the SR-71 let alone the U-2 and A-12 was "verbotten" on pain of losing your job. There was a good soul out there who supplied me with over 100 photos. It came in a Lockheed envelope with no name and the address scratched out and no note, just the photos. I thought the photographer from Lockheed had sent it, but when I called to thank him, he knew nothing about it, but did tell me someone just put his job on the line. This was right around the time of the big hoodoo about the SR-71s at Nasa that the USAF was unloading. Another funny story, well not so funny but surprising: The D-21s arrived at Nasa with no fanfare, just showed up. My buddy Gordon Payne who was working on the Aerospike at the time, had no idea where they came from or what he was supposed to do with them. I get the feeling that something along these lines is what is happening with Lockheed abandoning the glory of their history. I can only say, to me it stinks of politics and bias. It's a damn shame that the guys who laid it on the line flying the A-12 and the U-2 and all who supported those programs have to be kicked to the curb because some political Mr. Potato Heads are afraid to stand up for their own. But look at this: TD and the Roadrunners Association has put the A-12 and U-2 on the map. NO ONE can deny it now, not with the website wonders that TD has devised. It was both my co-author Joe Ventolo and my honor to have the privilege to write the history of the OXCART program. It's taken close to 20 years of our lives to do it and we wouldn't trade a single second. We must now look to the museums to protect the legacy of the A-12s and show their history, not a mish mash of SR-71 folklore, but the true OXCART

story. Anything further that Joe and I can do, we are always ready, willing and able to support you and " that most noble band of brothers". Jeannette Remak /Joesph Ventolo Phoenix Aviation Research

Dan F (2009-10-12 10:40:45)

The future will reveal history's truths. We are grateful and honored to know your accomplishments and sacrifices prior to your leaving us. Your struggle for recognition of this legacy, is inherent to the job you gave yourself to so many years ago. In essences the job you started is still in progress and it not just a history lesson. As these truths are revealed lessens will be learned and the results of your work will help those very brave young men and women who are marching into battle this very day. One of them my only grandson. Kuwait Highlights 201st Battlefield Surveillance Brigade October 2009

- Brigade troops moved in four groups to Kuwait, arriving between the 26th and 28th of September.
- o This was a week earlier than we had originally planned, which means that all of our Soldiers will draw an extra month of hazardous duty pay along with the valuable combat-zone tax exemption.
- After arriving at Camp Buehring, our Soldiers spent a couple of days resting and getting used to the hot, dry climate and to the sudden shift of ten time zones.
- o Most of us are living in air-conditioned tents with nearby portapotties and shower facilities.
- We can visit two massive dining facilities that offer a huge and diverse selection of meals.
- o The dining facilities, manned by guest workers from Asia, serve salsa, kimchi, steak, barbecued ribs, and countless flavors of ice cream, among other things.
- o Troops can consume unlimited portions of junk food, fuel for athletes, and everything in between.
- o Camp Buehring has its own Starbucks, complete with wi-fi.
- We spend up to two weeks in Kuwait receiving final classes on Iraq-related matters. A lot of these classes focus on vehicle safety.
- o All of our troops are spending time inside special trainers that simulate rollovers by HMMWVs and MRAPs. (The latter are tall boxy vehicles designed to protect occupants from roadside bombs)
- o The rollover trainers simulate the experience of sitting in a vehicle that tips onto its side or turns upside down. Troops learn how to protect themselves and how to safely exit the upended vehicle.
- o Troops are also test-firing their weapons, refreshing their medical skills, and learning how to avoid roadside bombs.
- During their off-duty hours our troops are learning to use Eagle cash cards.
- o These are debit cards, electronically tethered to troops' bank accounts in the United States, that Soldiers use instead of folding money at the PX, post office, barbershop, and other base outlets.
- o Using these cards, Soldiers may go through an entire deployment without touching a single dollar bill.
- We're preparing to move north into Iraq in the next few days.
- o We're working to get the right size of body armor for our remaining troops who haven't yet received it. Nobody enters Iraq until he or she has all necessary protective gear.
- o We'll board USAF transport aircraft and fly into air bases around the country.
- o After landing, some of us will carry our bags to vehicles and move via ground convoys to our new locations.
- The transition between our unit and the outgoing 504th Battlefield Surveillance Brigade will take about two weeks.
- o During this period, our troops will be busy moving into quarters, signing for equipment, and getting to know their new base and its surrounding area.
- o As troops set up new communications links, there may be short times when families don't have regular contact with their Soldier.
- Our Soldiers really appreciate the outpouring of love and support from family members and friends who were present at our departure from Fort Lewis two weeks ago—a terrific send-off we won't forget.

jeannette remak (2009-10-13 08:49:32)

That might be true Dan, but in the world of Black Ops, some things, without a LOT of Declassification, FOIAs and a lot of phone work will never see the light of day and that is what almost happened to the Roadrunners. The literally had to fight their way out of the CIA's black hall and into the light

Dan F (2009-10-15 11:15:20)

Historians study the human past using written records. Preserving our true history is the ultimate

honor to our band of brothers. History's narrative examines and analyzes a sequence of events in hopes to objectively investigate the patterns of cause and effect that determine events. The nature of history and the lessons history teaches serves us is to increase mans ability and will from repeating the mistakes of the past. A good example of this would be comparisons between the conditions our troops face today and in the past. History has enabled our learning curve to climb more steeply than ever before. It is critical to our national security and our patriotic duty to reveal the facts that help us increase the safety of our troops and to mankind as well. The historical fate of the Roadrunners was baffled many years by fear. To all those who gave the ultimate sacrifice, your memory will not be in vain. We know that wisdom prevailed for the perseverance of Freedom and all who shall benefit from your sacrifices in the future. The true discourse of the past provides the wealth of enlightenment for mankind.

Michael.M.Johnson (2009-12-30 09:23:59)

I totally am in awe of this website. absolutely gonna have to add this to the list.

1.3 November

November 2009 Roadrunner News (2009-11-14 12:23)



**ROADRUNNERS
INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP
(Not to be confused with the Stars and Stripes)**

November 2009 - 38th Edition

With the past two months having been successful regarding members posting news by blog rather than submissions for posting in the monthly e-mail newsletter, this month Roadrunners Internationale is switching to this blog method of sharing news and stories. We

encourage you to visit the comments linked below and add your story, news, or gossip to be shared. With this method you can share or learn of news when it happens rather than having to wait until the 1st of the month as in the past.

T.D. BARNES, Webmaster

Visit our:

[1]Roadrunners Internationale website[2]

[3]Area 51 Special Projects website

1. <http://roadrunnersinternationale.com/>
2. <http://area51specialprojects.com/>
3. <http://area51specialprojects.com/>

Vicki Robledo (2009-11-14 12:33:06)

Hi! I noticed an "SR-71 Test Pilot" license plate frame on the back [gilliland_bio.jpg] of a Jeep (I think) at the Burbank post office today, and asked the gentleman if he was indeed that pilot! Turned out it was Robert Gilliland! My dad, Delbert Lewis, was a design engineer on the SR-71 and worked for many years in the Skunk Works (he passed away in 1996). Robert thought he might've known my dad. I just wanted to say what a lovely man Robert is, and how much fun I had talking to him! It was like getting to have a piece of my dad back for just a moment...Thank you, Robert. Just wanted to pass that on. Vicki Robledo

Sam Pizzo (2009-11-14 12:37:17)

Sam Pizzo, former mission planner during Project [pizzo_bio.jpg] Oxcart at Groom Lake has posted an excellent story about the 1129th SAS in the Cold War Stories section of the Roadrunner website.

roadrunnersinternationale (2009-11-14 13:05:45)

Deceased Enlisted Roadrunners remembered: Provided by Bill Goodwin Phil Pees F-101B (Mag) Ed Chappel Bobby Gann Jim King Jim Hicks Franklin Allen (F-101B (Electrical) Bill Mile (F-101B Supply) Chester Scherman Jack Garbage Tom Teaford (F-101B c/c Ed Schelner (F-101B Comm) Bert Donaldson (F-101B Mag) Robert Taylor (Fire Dept) Bill Zimmerman (Fire Dept) George Bartlett (Fire Dept) Wayne Quackbush (F-101B a/p Joe Dobbins (Motorpool) Elmer Hallock (1st Sgt) Jack Llandsinger (1st Sgt)

roadrunnersinternationale (2009-11-14 13:29:30)

FINAL FLIGHT: Sherill Darlington - The Roadrunner staff and Darlington family regrets having to inform you that Sherill Darlington passed away this morning following a stroke last week. MSGT Sherill served in the USAF as chew chief of the F-101 VooDoos supporting the CIA A-12 Project Oxcart at Groom

Lake. At our Roadrunners Internationale reunion this past month Sherill told of his memories of flying extensively with CIA A-12 project pilot Jack Layton. He and Mary had been married for 57 years and together touched the lives of three generations, son, Doug, daughter Toni, and grandchildren Sherillee Dimick, Dee-Anna Darlington Gleim, (husband Robert), Don Darlington (wife, Christina) and Robert Varay (wife Olivia) : and great-grandchildren Drake, Andrew, Kayla, Julianna, Tyler, Hunter, Robert, and Lillian. At the request of Sherill, no services will be held. Our condolences to Mary, family, and friends.

Webmaster Roadrunners Internationale (2009-11-28 17:53:53)

Those visiting the website during the past week Roadrunner or so will note where the Webmaster has arranged the Cold War Stories alphabetically by author. He asks each author to review the stories listed to ensure none have been omitted in the index. With the website having over 2,000 links the Webmaster depends upon each of you to let him know if something is missing or needs attention. Remember our website is a team effort with all of you contributing to its success in telling our story.

Webmaster Roadrunners Internationale (2009-11-28 17:55:00)

Book Reviews: During our past reunion everyone was so busy participating in our Roadrunner meets the public activities that you may not have noted Sam Pizzo and others autographing their books for the public. At the AFIO national convention the following week books authored by Sam, Pete Merlin, Paul Suhler, Harold Mills were a big hit with the attending intelligence officers. We encourage you to visit the Authors page of our website for information regarding purchase of their books. * * * Review by T.D. Barnes of "Cash on Delivery" by Roadrunner and retired CIA officer Thomas Briggs. "Briggs' book about the CIA special operations during the secret war in Laos could well be a mirror of my personal war experiences had I not been permanently injured and disabled during escape and evasion training in OCS in preparation for assignment as a CIA advisor early in the Vietnam War. Cash on Delivery provides one with an interesting look into the behind the scenes activities of the Agency in Southeast Asia. The book is well written to give one a mind's eye view of never before told challenges encountered by the little-known operatives in-country whose tactics are being applied to anti-terrorism operations in Iraq and Afghanistan today."

Annie J. (2009-11-28 17:57:18)

OLD PILOTS:Ya think you have lived to be 80 and know who you are, then [newsle2.jpg] [newsle1.jpg] along comes someone and blows it all to hell!An old Pilot sat down at the Starbucks and ordered a cup of coffee.As he sat sipping his coffee, a young woman sat down next to him..She turned to the pilot and asked, 'Are you a real pilot?'He replied, 'Well, I've spent my whole life flying biplanes, Cubs, Aeronca's, Neiuports, flew in WWII in a B-29, and later in the Korean conflict, taught 50 people to fly and gave rides to hundreds, so I guess I am a pilot.'She said, 'I'm a lesbian. I spend my whole day thinking about naked women. As soon as I get up in the morning, I think about naked women. When I shower, I think about naked women. When I watch TV, I think about naked women. It seems everything makes me think of naked women.'The two sat sipping in silence.A little while later, a young man sat down on the other side of the old pilot and asked, 'Are you a real pilot?'He replied, 'I always thought I was, but I just found out I'm a lesbian.'

Thomas N. Farrell (2009-11-28 17:58:31)

CIA's Supersonic Reconnaissance aircraft, the A-12 OXCART, flew its first operational mission (Black Shield 0001) over North Vietnam on 31 May 1967. President Lyndon Johnson approved the mission the middle of May, and requested CIA Director Richard Helms to have the initial photography scanned as soon as possible in a search for Soviet Surface-to-Surface missiles similar to those placed in Cuba in 1962. After the mission was completed, Director Helms called Art Lundahl, Director of the National Photographic Interpretation Center (NPIC). Art called me to his office and gave me the assignment to

take an Agency plane, and fly to Eastman Kodak in Rochester, NY where the film from the mission was processed. Art gave me the telephone number of the White House Situation Center and instructed me to call the White House and report any missiles I observed. Because of this assignment I became the first Intelligence Analyst to view the photography collected on the first A-12 operational mission. It was a unique position in my career. This was where "the rubber meets the road." The "bird had left its nest." Thomas N. Farrell - CIA/NPIC Senior Intelligence Analyst, Retired

roadrunnersinternationale (2009-11-28 17:59:34)

Nellis wing commander to appear on 'Jeopardy!' from Air Force Times - News If there's an "Air Combat Aviation" category on the Dec. 2 episode of "Jeopardy!", Col. Dave Belote ought to do well. Belote, commander of the 99th Air Base Wing at Nellis Air Force Base, Nev., will fulfill a lifelong dream when he appears on the game show. "I've been trying for years to be on the show," Belote said. "I have always been able to play silly memory tricks and have had a mind for trivia." Belote taped the episode Oct. 14 in Los Angeles, but couldn't tell Air Force Times how well he did until after the show aired. He did, however, reveal that to succeed on "Jeopardy!" one must not only possess encyclopedic knowledge, but also attain mastery of the buzzer.

roadrunnersinternationale (2009-11-28 20:49:11)

[newsle3.jpg] The history of the military locally was the topic of discussion on Friday, Nov. 6 at 6 p.m. during Clark County's "Centennial Stories" roundtable. This was the 10th in a series of 90-minute roundtables called "Centennial Stories: Examining Our Past." Clark County is hosting the series as part of its 100th birthday celebration this year. Reportedly this was the most popular discussion of the centennial thus far. All participants expressed the evening discussion being fun and the moderator, Mark Hall-Patton absolutely unbeatable in professionalism. The discussion featured the following panelists: * Nellis Air Force Base Vice Cmdr. Col. Steve Winklemann of the 99th Air Base Wing * T.D. Barnes of the Roadrunners veterans' group for A-12 Blackbird * Nick Aquilina, a former Nevada Test Site official * Dr. Michael Green, professor of history, College of Southern Nevada _____

roadrunnersinternationale (2009-11-28 21:01:03)

ARTICLE 127 NEWS Alabama Space and Rocket Center Huntsville, AL
<http://roadrunnersinternationale.com/article127.html>

Looking good Huntsville!!!! You make us proud. We've updated the webpage of Article 127. Thanks go to Jerr Havener for these photos of Article 127. We also appreciate the updates from curator Arene Willhite who has accepted our offer to become a member of Roadrunners Internationale and part of our "Preserve our Legacy" effort.

[newsle5.jpg] [newsle6.jpg] [newsle7.jpg] [newsle8.jpg]

roadrunnersinternationale (2009-11-28 21:04:42)

ARTICLE 128 NEWS CIA Compound Langley, VA <http://roadrunnersinternationale.com/article128.html>
Yo, Langley!! Just want you to know we still live by the motto we borrowed from the U-2 Dragon Ladies. "In God we Trust, all others we monitor" Thank you Google Earth for this lovely view.

[newsle9.jpg]

roadrunnersinternationale (2009-11-28 21:09:03)

ARTICLE 131 NEWS Southern Museum of Flight Birmingham, AL
<http://roadrunnersinternationale.com/article131.html>

[newsle10.jpg] [newsle11.jpg] [newsle12.jpg]

Kudos to Dr. Jim Griffin for identifying two of the CIA project pilots who flew Article 131 during testing at Groom Lake and operationally in Operation Blackshield. Article 131, piloted by Frank Murray, was the last A-12 to fly.

roadrunnersinternationale (2009-11-28 21:11:22)

ARTICLE 134M NEWS Museum of Flight Seattle, WA
<http://roadrunnersinternationale.com/article940.html>

Member Meeting - The D-21 Drone, Area 51 and the Tagboard Program Joined on November 18th, 2009, at the Pacific Coast Air Museum Membership Meeting at 7 p.m. Our speaker was John Hazlett, a B-52 navigator on Tagboard Program 1968-70. Our newest acquisition is a D-21 reconnaissance drone that was built for the top secret Tagboard Program. With the recent declassification of information and documents we now know what really happened under the cloak of this black program and learned all about the Tagboard Program: What, when, why and where facts, Demystifying Area 51, Details of D-21 launches, Successes and failures Location: SCOE Charles Christian

roadrunnersinternationale (2009-11-28 21:14:11)

Roadrunner President T.D. Barnes represented the Roadrunners at [newsle14.jpg] the National Convention of the Association for Intelligence Officers where he presented a presentation about the Roadrunners of Groom Lake. Several of those attending were participants in Project Oxcart both at the Area and at various support sites around the world. Since the media coverage of our last Roadrunner reunion the Roadrunners have been in high demand throughout the United States. Some of those appearing in the media have requested and received from the RI Webmaster copies of the presentation he presented to the AFIO convention. This is a 12 minute video that introduces the Roadrunners and the program and made available to any Roadrunner requesting a copy. We hope you will share your speaking engagement experiences with the rest of the Roadrunners via the News Blog that is now posted on the website.

roadrunnersinternationale (2009-11-28 21:18:29)

THE ROADRUNNER STAFF OF OFFICERS [newsle15.jpg] Pres. TD Barnes, VP Harry Martin, Sec/Tres.
Jim Prucnal, Czar Roger Andersen Visit our:
[1]Roadrunners Internationale website
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1. <http://roadrunnersinternationale.com/>

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Webmaster TD Barnes (2009-11-30 08:46:52)

Webmaster While we are recording the legacy of the CIA U-2, A-12 and Air Force YF-12 projects at Groom Lake let's not forget the pilots who flew the Connies, Jet Star, Queen Aires, and King Aires. We need to hear from or about the following (and any I've missed, which is the primary reason for this post): Nicholson, Carlton (Nick) Cudney, Quinton Kelly, Ralph Mayte, Bob Dallas, Dick Freeze, Bob Edgerton, Merle Caskey, Larry Pratt, Irv Shoemaker, Bob Brewer, Bob Kelly, Howard Davis, Dick Wimmer, Roy Flight Engineers: Rampone, Joe Desimone, Elmer Grossklaus, Warren Watkins, Tommy Watson, Dick Crew Chiefs: Guy, Eddie Lawrence, Guy Rudroff, Rudy Kennington, Roy Jet Star Crew Chiefs: Zibble, Al Bailey, Don I have only the very basic background on the pilots below and would like more on them and all of those not listed. Larry Caskey flew the Burma Hump during WW II. Dick Dallas flew in

North Africa during WW II. Howard Kelly and Nick Nicholson were Test Pilots on the Connies. Roy Wimmer was a Test Pilot on the Lockheed Constitution, a double deck transport for the Navy, and the C-130.

Sean Timm (2009-11-30 15:36:37)

On Nov 30, 2009, at 6:28 AM, Sean Timm wrote: I believe the program was declassified in 2007 or 2008, not 1981. Wikipedia (http://en.wikipedia.org/wiki/Lockheed_A-12) states "21 January 2008" while I see "approved for release date: Aug 2007" on at least one of the released CIA documents ([#](http://www.foia.cia.gov/search.asp?pageNumber=1&freqReqRecord=a12.txt)). The LA Times claims that wreckage from an A-12 crash was found by civilians, but they didn't know what they had found—and possibly still don't. <http://www.latimes.com/entertainment/la-mag-april052009-backstory,0,5104077.sto> ry "Three guys came driving toward me in a pickup. I saw they had the aircraft canopy in the back. They offered to take me to my plane." Until that moment, no civilian without a top-secret security clearance had ever laid eyes on the airplane Collins was flying. "I told them not to go near the aircraft. I said it had a nuclear weapon on-board." The story fit right into the Cold War backdrop of the day, as many atomic tests took place in Nevada. Spooked, the men drove Collins to the local highway patrol. The CIA disguised the accident as involving a generic Air Force plane, the F-105, which is how the event is still listed in official records. As for the guys who picked him up, they were tracked down and told to sign national security nondisclosures.

Admin (2009-11-30 16:55:56)

Webmaster Sean, I appreciate your message and welcome the opportunity to respond. You have addressed something that I've been wanting to answer in a public forum for the benefit of our members and the public. After OXCART ended in 1968, CIA project manager John N. Parangosky using the pseudonym Thomas McIninch, wrote a detailed secret history account of the OXCART program from Project Gusto through Operation Black Shield. On April 22, 1971 NRO, the National Reconnaissance Office, forwarded a copy of the CIA's 25-page history to the Air Force for review. This was a CIA project that went well and the Agency wanted, and needed because of the Vietnam War, to show this success to the world. The Air Force strongly objected on the grounds that the A-12s in storage at Palmdale might have to be recalled in the interest of national security, The Air Force further argued that declassification would expose ADP covert methodology and the names of us Roadrunners having extensive backgrounds in covert reconnaissance. It is within reason that the Air Force didn't want the CIA bragging about their Mach 3 plane while the Air Force was still flying the SR-71 which they couldn't talk about. Both Lockheed and the CIA released a bit of information about the Oxcart program in 1981 for reasons I frankly don't know. When the Air Force retired the SR-71 in 1990 it couldn't wait to tell the world about their feats, even conducting speed runs and setting speed records that were denied the CIA due to the secrecy while the A-12s were flying. A plane that didn't exist could hardly claim any altitude and speed records. The CIA released the A-12s to museums the following year. While the Air Force was freely talking about its missions, it could not talk about the earlier missions flown by the A-12 for the CIA. During the 40 years after OXCART some details of the heavily reacted OXCART STORY were declassified (DON: SC-86-010115) according to Senior Crown Security Class Guide dated 11/01/89, approved and dated 25 Feb. 91. The OXCART STORY was released with fewer reactions at different intervals, but reversing it's desire to fully declassify Project OXCART, the CIA elected to maintain the secrecy of some of its missions and the identity of its personnel until September 2007 when major declassification of the OXCART project and identity of the participants was conducted at a ceremony at Langley during the 60th anniversary of the Agency and the dedication of the A-12 on the CIA campus. Some details about the A-12 missions will probably never be told, especially Frank Murray's mission over North Korea during the seizure of the USS Pueblo. I would like to ask Frank whether or not he took a little stroll across the Yalu River to see what North Korea's neighbors were up to, but I know he wouldn't say one way or another. (Just kidding. We don't ask questions like that even now and

knowing the answer has been declassified.) Because of the need to know compartmentalization under which Project OXCART was conducted, a large percentage of the knowledge of what transpired has never been documented and is known only to the individual possessing the need to know at the time and will never be told.

Thomas N. Farrell (2009-12-01 20:48:04)

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

Larhonda Swecker (2009-12-26 04:55:50)

It appears that you have placed a lot of effort into your article and I require more of these on the net these days. I sincerely got a kick out of your post. I don't really have much to say in response, I only wanted to comment to reply wonderful work.

1.4 December

December 2009 Roadrunner News (2009-12-01 17:47)



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

(Not to be confused with the Stars and Stripes)

December 2009 - 39th Edition

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Museum of Flight (2009-12-01 18:18:39)

Blackbird Tip-to-Tail Tour: Blackbird Saturday, Dec. 26 - Saturday, Jan. 2 11 a.m. and 2 p.m. The Museum\'s M-21 Blackbird is unique. The history of this plane and others in the Blackbird family of Mach 3 aircraft are explained by a docent during this tip-to-tail tour.

Dick Clark (2009-12-02 05:43:43)

Greetings T.D. and all! In response to T.D.'s comment about no responses to the blog, I read the newsletter with interest as always. I also think that the new "blog" system is a great idea. However, I was taught that when you don't have anything substantive to add to the discussion, that you should "never miss an opportunity to keep your mouth shut" :) I could tell you all about the black bear in my back yard (where black bears don't exist-according to our state wildlife biologists) but that would be about the limit of anything of any interest or wit that I could share with the group. Being only an associate member, I can't share stories of the "daring do" that most of you have in common but I feel privileged to call myself a friend of the organization and never miss an opportunity to "shine a light" on your accomplishments! (even to the annoyance of some listeners:)...right Frank? Just keep up the good work pounding on the ears of the media to continue to get the stories out, you're off to a good start! Warmest Regards to ALL! Dick Clark

Thomas N. Farrell (2009-12-02 08:58:11)

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

TD Barnes (2009-12-02 11:01:41)

Webmaster

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

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

T.D. Barnes (2009-12-02 19:59:25)

Tom Casey called today and said Roy Owen passed away Friday, the 27th. There will be a Memorial Services on Monday Dec. 7th at 2:00. The service will be held at Butte Creek Country Club, A few miles south of Chico, turn on Estates Drive from HW 99. Tom didn't know the cause of death but he was in a home for the past few months. For those that did not know Roy, I believe his title when the 9th Wing started was Director of Ops Plans and was responsible in preparing the Wing for Combat Ready Status along with the integration of automated planning and Intelligences mission inputs. Not an easy task considering some of the contractors failed to fulfill their DOD contracts in those fields. Rich and Pat would you forward this information to the Habus. Thank you! Mort Jarvis

TD Barnes (2009-12-04 18:09:02)

Roadrunners Internationale mourns the sudden death of one of the first members of the Oxcart team. Sammie Lee Gamble, 72, of Las Vegas,

Gamble

passed away Tuesday, Dec. 1, 2009. He was born Jan. 1, 1937, to Wayne and Jenni Gamble, in Elkhart, Kansas, and was a 54-year resident of Nevada. Sam worked at EG &G for 40 years. He was preceded in death by his parents, Jenni and Wayne Gamble. Sam is survived by his wife, Phyllis, who he was happily married to for 48 years; two children, Jerry and Lisa Gamble; three grandchildren, David and Kyle Gamble and Chelsea Smith, all of Las Vegas; mother of David and Kyle, Traci Chiarello; and sister, Ardith Thrash and her husband, Robert, of Felt, Okla. Sammie was a member of the EG &G Special Projects team who, starting in 1959, worked with Lockheed and the CIA to prepare the Groom Lake facility for the arrival of the A-12 planes for testing. Sammie participated in the RCS phase of Project Oxcart, working with Roadrunner President T.D. Barnes and members Davey and Denise Haen, Debbie Dye, Wayne Pendleton, and Jim Freedman on Project Oxcart, the MiG Exploitation programs Have Doughnut, Have Drill, Have Ferry, the Have Blue stealth, and other projects that remain classified today. Sam was deeply loved by his family and will be greatly missed. Visitation will be 10-11:30 a.m. Saturday, Dec. 12, with services following, both at Davis Funeral Home, 2127 W. Charleston Blvd. In lieu of flowers, donations can be made to Infinity Hospice Care, 7251 W. Charleston Blvd. We extend our condolences to the Gamble family.

T.D. Barnes (2009-12-05 10:05:25)

Roadrunner president T.D. Barnes reminds the Roadrunners and

chiefs

especially our noncom members that this year marks the 50th anniversary of the establishment of the chief master sergeant rank forged from the World War II development of advanced war-winning capabilities, faster aircraft, bombers, advanced electronics, radar systems and missiles, that created the U.S. Air Force on Sept. 18, 1947. Exactly 50 years ago on Dec. 1, 1959, 625 Airmen were promoted and pinned as the first-ever chief master sergeants. Called the Charter Chiefs, these Airmen secured their place in history as the first to wear the rank of

survivors

chief master sergeant. Of the original promotees, less than 100 are still alive today. It was not until after the Korean War that Air Force officials realized the enlisted corps suffered from stagnation in rank. Master sergeant, or E-7, was the highest enlisted rank a person could achieve. It was then that Congress enacted the Career Compensation Act of 1958 that enabled the uniformed services to create two new ranks, senior master sergeant, or E-8, and chief master sergeant, or E-9. Only 1 percent of the master sergeants from the highly technical fields are promoted to chief master sergeant. In the 1970s, Air Staff officials made "Chief" the official term of address for an E-9. Roadrunners Internationale joins in saluting all the Chiefs within its ranks who participated in CIA Project OXCART, and Operation Blackshield. Depicted above are Chief Meinzen and Barnes participating in Pearl Harbor Day at Nellis AFB on December 7, 2009. Chief Meinzen was the keynote speaker at a dinner hosted at the Officer's Club for Nevada's Pearl Harbor survivors. Credit is given to Roadrunner James Bard for also contributing recognition to this significant day in the history of our armed forces.

T.D. Barnes (2009-12-10 17:03:17)

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

TD Barnes (2009-12-12 16:08:37)

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

Gamble memorial

there was much I knew about my friend that was not known to anyone else, not Phyllis, his wonderful wife of 52 years, not his daughter and son, Lisa and Jerry, not his grandchildren, nor his friends that included a few who had worked with Sammie at the Area - Groom Lake. Most had no idea that he had worked for the CIA during Project OXCART, or the Air Force Foreign Technology Division, Tactical Air Command, Navy, SAC, or NRO at the Area during the MiG exploitation Projects Have Doughnut, Have Drill, and Have Ferry, these being a declassified fraction of the other still classified projects in which Sammie played a major role during the Cold War, Vietnam War, and the wars thereafter. No one knew of the months of Sammie and

Gamble memorial

the rest of us being literally bombarded with spy satellite coverage by the Soviet Union who had learned of our secret facility, or the security briefings alerting us to the threat of spies monitoring our every move and that of our families. None knew that two years ago the CIA declassified Sammie's identity in relation to the declassified Oxcart project and that he could now tell his family about those blank years early in his and Phyllis' 52 year marriage - where he went and what he did when he left home on Monday morning and returned Friday night. So today I again said goodbye to a buddy with whom I shared a bond known only to those who have shared a foxhole in war, realizing that my job was not done. I hope that those reading this blog will help me as I record for the Gamble family and all the other families and friends the legacy of those participating in the declassified activities of which we shared foxholes during the Cold War. T.D. Barnes, President Roadrunners Internationale

Dan F (2009-12-14 08:30:50)

Mr. Ferrell, I commend you for gifting to us your story and experiences from such an important part of American history. Most people don't realized the true history and critical nature of the Oxcart Program. We are still learning about the human aspects as well as the technical achievements that were developed so many decades ago. People generally think the Blackbirds were just fast and that's what made them unbeatable. But, we know of many other technical features that provided the edge over vulnerability. Things like avionics, alloys, advance plastic components, aerodynamic shape, and special elements use as fuel additives gave these birds the advantage. It was special people too, who developed, built, and maintained the systems, program operations, and logistics. For sure it was a special team of patriots. From my experiences I have come to realize that the future will reveal more of what has been told in the story of the greatest aviation achievements in human history. Thank You!
Dan Freeman Tsgt, USAF (Ret) web site- <http://mach3ti.com>

TD Barnes (2009-12-14 09:08:53)

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

Joe Donoghue (2009-12-15 09:59:12)

Donoghue Roadrunner and former CIA Joe Donoghue was copied on this email from Lin Xu, a Chinese researcher in aerial photography and aviation archeology and passed it on to Webmaster T.D. Barnes to share with our members and visitors. It concerns a long-lost Tagboard that chose to land in China. Lin said, "The photos below are of the wreckage of a D-21B at the Chinese Aviation Museum - it is said that before this year's renovation, it was piled outside in dirt and for a long time the museum does not know what it was (see photo enclosed). When I was at the museum last January it was so cold I only spend 20 minutes and I missed it myself. The wreckage has since been moved inside. A memoir by a Chinese general claims that it fell down by itself in forests, largely intact, due to internal failures." Donoghue reports that previous U.S. claim was that this one was lost in a heavily defended area and implied that it was shot down. That does not look like the case. He said that Gen. Chen also commented about it.

Crash 1

Crash 2

Crash 3

Brenda Lear (2009-12-15 21:19:12)

It is with great sadness that I report, the 14th of December 2009, my beloved husband Bill Lear, Jr. took his last breath. He went peacefully in his hangar with myself, his daughter Saskia, niece Marisa and loved R.N. Donna all by his side. It was always his wish to die in the hangar. He went out in style!

At his request there will not be any services, just a celebration party of his life, by invitation and to be announced in the new year. Wishing you, and yours a peaceful and happy holiday season. Brenda Lear

James Bard (2009-12-15 22:17:20)

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

T.D. Barnes (2009-12-17 10:25:04)

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

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T.D. Barnes (2009-12-17 11:37:49)

Webmaster

FALSE EMERGENCY LANDINGS AT GROOM LAKE

Security Breached

In July 1957 a civilian pilot was detained when he made an emergency landing at the Watertown airstrip. Edward K. Current Jr., a Douglas Aircraft Company employee, had been on a cross country training flight when he became lost, ran low on fuel, and decided to land at Groom Lake. He was held overnight and questioned. Nevada Test Organization (NTO) security officials reported the incident to the Civil Aeronautics Administration (CAA), which administered the air closure over the Test Site. The following day, the NTO Office of Test Information issued a press release to the news media, describing the incident. The statement noted that the "Watertown landing strip is in the Groom lake area at the northeast corner of the Nevada Test Site." In June 1958 an area comprised of 38,400 acres of land surrounding the Watertown base was officially withdrawn from public access under Public Land Order 1662. This rectangular addition to the Nevada Test Site was designated "Area 51." The airspace over Groom Lake became part of a new Restricted Area called R-4808N (replacing the former Prohibited Area P-275), that covered both the Nevada Test Site and Area 51. It prohibited overflights below 60,000 feet. In January 1962 the Federal Aviation Administration (FAA) expanded the restricted airspace above Groom to 22 by 20 nautical miles. The lakebed now lies at the center of a 440-square-mile box at the heart of the Nellis Air Force Range. Eventually, the airspace was restricted continuously, at all altitudes. A flight of three F-105 Thunderchiefs, seized plane led by British exchange pilot Anthony "Bugs" Bendell, was on a practice nuclear weapon delivery sortie about 80 miles north of Nellis AFB when one aircraft experienced an oil pressure malfunction. One F-105 returned to Nellis while Bendell led the stricken craft to the airfield at Groom Lake. After making a pass over the field with no response to distress calls, Bendell advised the student pilot to land. At this point, two F-101 Voodoos intercepted Bendell and forced him to land also. As the Air Force Red Flag exercises increased in attendance participating pilots begin to declare emergencies in a guise to obtain permission to land in the restricted airspace "box" at Groom Lake. The emergency landings ceased after one of the pilots was retained for a prolonged period for debriefings and the plane held even longer to send a message to the Air Force that such security breaches would no longer be tolerated.

admin (2009-12-22 13:32:03)

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

[1]Click here to learn more about Lt. Colonel Frank Murray:

school event
clipping

1. <http://roadrunnersinternationale.com/murray.html>

Museum of Flight (2009-12-23 10:12:44)

Tip-to-Tail Tour: Blackbird Saturday, Dec. 26 - Saturday, Jan. 2 11 a.m. and 2 p.m. The Museum's M-21 Blackbird is unique. The history of this plane and others in the Blackbird family of Mach 3 aircraft are explained by a docent during this tip-to-tail tour.

admin (2009-12-23 10:54:51)

Bevacqua The photos below show two different SA-2 missiles that were shot at USAF SR-71 Blackbird pilot Tony Bevacqua and Jerry Crew (RSO) on July 26, 1968 while flying Blackbird aircraft # 976 on a surveillance mission over the Hanoi area. This was the first time that this happened to a USAF SR-71. They air refueled over Thailand and repeated their flight over the exact same route a second time, this time with no incident. Having completed their mission, they refueled again and returned to Kadena AB, Okinawa. The A-12 Blackbird (CIA) were shot at a number of times. Of all the USAF and CIA Blackbird missions flown, only the plane being flown by CIA pilot Dennis Sullivan sustained a hit. On landing at Kadena, Okinawa a small piece of missile shrapnel was discovered embedded in the plane flown by Sullivan. Because of the altitude flown and the Mach 3 speed, no Blackbird was ever shot down. Note the missile contrails in the photos.

missile contrail

missile contrail

hard armor (2009-12-23 14:58:49)

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

Carter (2009-12-26 18:21:38)

I just watched the October panel discussion on C-Span3. What a terrific, informative panel. Thanks! You might consider giving this excellent web site a bit of a makeover. Courier is not an easy font to read on the screen. Also, larger left and right margins would make it easier to enlarge the type. Finally, white type on a black screen is very hard to read-actually, I think there is a protocol somewhere that says white type on a black background should not be used because it presents problems for people with vision problems. I'll be sure to recommend this site to my aviation friends. All Best Wishes for the New Year.

JChuck Cossin (2009-12-27 09:11:14)

Mr Barnes, I saw you and your fellow servicemen on CSPAN. I was fascinated. You all, made me proud to be a older citizen and an AMERICAN. I pray the younger generation has a tenth of your generation's (my generation also), ambition and determination. God Bless All of You ! Chuck Cossin (in Michigan)
PS: You have a great web site.

jeff (2009-12-27 09:12:36)

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

Ray Harkin (2009-12-27 09:16:49)

I recently saw a panel discussion with former pilots of the A12 program, on the History Channel. It really caught my eye, and I enjoyed it a lot. Thanks for taking time to work with this type of program, and its amazing to meet these men, hear the stories, and enjoyed their humor. I just had to send a thanks to everybody involved in those programs, and enlightening us on what was in our past. I have serious concerns now, that all that bravery and effort will be lost, and govenment directions now is

a serious threat to all of us. Enough said..Thanks.Ray Harkness Ray A. Harkness Investigative and Security Services Licensed State of New York, State of Florida Emails to: raharkness@earthlink.net (NEW YORK OFFICE) (NY Lic #11000049667) 6558 Fourth Section Rd, #144, Brockport, NY, 14420 Ph: 585-734-5519 Fax: 646-587-5714 (FLORIDA OFFICE) (FI Lic # A 2500146) PO Box 66686 St. Pete Beach, Florida, 33736 Ph: 727-374-7291 Fax: 646-587-5714 web: harknessinvestigations.com

Carter Kaplan (2009-12-27 09:33:42)

Hi TD: My volume was down so I didn't hear the music at first. Later I turned it up for one of the videos, and when I clicked back to the main page I was pleasantly surprised when I heard it. I thought it was fine—a pleasant and appropriate selection. As a matter of fact, it made me wonder about adding music to my own site. Music enhances the visitors sense of "space" and location, I think. Thank you for the New Year wishes! Same to you. "2010" has a science fiction ring to it. All Very Best, Carter Kaplan
www.carterkaplan.blogspot.com

Chris Cox (2009-12-27 10:14:13)

I have just viewed C-Span 3 documentary on the A-12. Thank you. A good friend, a Mohawk Vietnam pilot, recently told me a radio communication he overheard while flying near Fort Rutger, AL in the early 60's. An emergency radio transmission was directed to the Pensacola Naval Air station. The ATC responded with " what is the nature of the emergency, altitude, air-speed, and location. the pilot's reply..."Flameout, aircraft classified, altitude classified, air speed classified, over central Arkansas, and I'll be there in about 6 minutes". What a great website. Chris Cox

Matt Whitacre (2009-12-28 08:50:53)

I just wanted to thank you boys for all you did for our Country and your dedication to the programs for which you worked. We enjoy the freedom we have today because of you and folks like you. The program on C-Span only touched the surface of so many stories and events that took place and I know the reward of the brotherhood and fellowship that you all share. Best wishes to all of you. Matt Whitacre (MGySgt USMC Ret) Bloomington, IN Retired Huey crew chief and maintenance chief. Now working civil service for NAVAIR as a Deputy Program Manager for Logistics for Navy and Marine Helo crew served weapons. Naval Surface Warfare Center Crane Indiana.

Maureen Stephan (2009-12-30 14:54:49)

Dear Sir, Thank you very much for your website - it is very informative, and I am really enjoying going through the amazing information you have made available! My Dad is Jerry McIlmoyle, one of the U-2 pilots during the Cuban Missile Crisis. My husband and I, along with our two daughters, were down in Florida last week to spend Christmas with him and my mom. Because I do our McIlmoyle family genealogy, I am always asking (bugging) my mom and dad to tell me stories/give me any letters or pictures they might have about our family. This time, my mom gave me the attached letter that my dad had written to her on October 29th, 1962 - 2 days after Rudy Anderson was shot down. I cannot hardly read it without crying, knowing what he and my mom must have been going through, wondering whether another world war was going to start at any moment. I don't know if this letter is of interest to you, but it does show the perspective and heartfelt emotions of a person who was so close to the critical events in our Nation's history. Thank you again for your website! Sincerely, Maureen Stephan (nee McIlmoyle)

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T.D. Barnes (2009-12-30 21:53:07)

FINAL FLIGHT

31 December 2009 02:39:42 hrs GWT - We enter into the new year mourning our CIA brothers and sister Elizabeth Hanson 30 from Rockford, IL., killed in Afghanistan today. We also mourn our Canadian brothers and the journalist accompanying them also killed today while on patrol.

Jon.Jnr (2009-12-31 13:14:04)

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

Charles Christian (2009-12-31 20:53:08)

Regarding Jerry McIlmoyle posting; That week of the Cuban Missile Crisis was unforgettable. I was overseas with the agency at the time and the message came to us some days before Kennedy's announcement alerting us. We got ready for WWII. I was on a short list of those to be evacuated out of the country to support the key personnel who would also be evacuated. We were not all as security minded as we should have been as some told their wives to go stock up on dry goods and canned goods. Not that it would have been much comfort to them being left behind to what ever came to them. It was a day like at was June 25, 1950 with the invasion of S. Korea, I was also overseas and thinking it was the start of WWII.



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