



ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP

(Not to be confused with the Stars and Stripes)

1 July 2007 – 9th Edition

FINAL FLIGHT

We are sorry to report that Howard Coble of Oxcart Honeywell fame deployed for his final flight in June. Also, our hearts go out to Associate Member Connie Pardew who unexpectedly lost her father this last month only weeks after losing her mom after a long bout with cancer. As a reminder, a memorial is being planned for Tom Bolich in Las Vegas at 1300 hours on July 28th at the Freedom Park, Nellis AFB where Tom will be remembered by relatives, his many friends, CIA associates, and fellow Roadrunners.



ROADRUNNER REUNION NEWS

Chairman, Harry Martin reminds everyone that the Roadrunner Reunion schedule and events can be viewed on the Member Activities page of the web site. If you haven't received the latest activities schedule and registration forms, please contact T.D. Barnes. They are also available for download on the web site under Member Activities. The Gold Coast Hotel and Casino reports that the room reservations are pouring in. The Nevada Test Site tour is rapidly approaching the two-bus quota. DoE advises it cannot schedule additional buses, so this is going to be a matter of first come, first served. Those not taking the tour can expect an equally exciting day at the Atomic Museum where they can view the various Roadrunner presentations, book signings, poster signings, the Roadrunner Exhibit (it will be small due to lack of material), tours of the museum at specially reduced price, and endless opportunity to visit with the public wanting to know the truth about the UFOs at Area 51. This is expected to be a high media event with all of you encouraged to participate. We've asked our members to provide photos and anything relevant to the exhibit we are putting together, but so far the contributions have been disappointingly sparse. If you want to share your legacy, you have to provide us with the information and material to do so.

MEMBERSHIP DUES RENEWAL

Upgrading their membership this month to permanent membership were Peter Law, LK, James Herbein P&W, Frank Rowe LK, Lewis Nelson, USAF, Frank Petasio, and Frank Micalizzi USAF. We also had 1 two-year renewal last month. We thank each of you. As an important reminder to those whose 2-year membership expires this year, membership dues must be paid current prior to arrival at the reunion. The staff officers will be engaged in reunion affairs; therefore volunteers will man the hospitality desk. All member financial matters must be resolved prior to arrival for the reunion. We will continue reminding you.

NEW MEMBERS

Roadrunners Internationale welcomes aboard Associate member Joe Murray, son of Roadrunner Frank and Stella Murray. Welcome aboard, Joe. See ya at the reunion.

THE SCENE AND HEARD

THE FAMILY JEWELS. In June the CIA declassified and released what has long been termed "The Family Jewels." Among the release was the account where a CIA technician was arrested while bugging comedian Dan Rowan's room at the request of Chicago mob boss Sam "Momo" Giancana who suspected his girl friend, singer Phyllis McGuire of the McGuire Sister was seeing Rowan while performing on the Strip. Some of us remembered a member of the agency's security force at the "ranch" marrying a performer from the Hawaiian show at the Stardust circa 1958 about the time Babette DeCastro got married and left the act. Replacing her was Connie Smith (not the famous one) until the cousin from Cuba joined the act. Our guy was commo and an Electronic Tech and a very good one. It took a while to dig out our own family jewels hidden out of our Groom Lake closet, but Charlie Christian got it done. Here's the straight poop. ***"The Agency staffers from the Site hung out at one end of the bar in the Stardust lounge. Our guy met Connie, real name Smith, who was singing as one of the deCastro Sisters. She had replaced one of them who had left the act to start a family. They were from Cuba and were headliners at the lounge. She used the name deCastro, including drivers license, bank checks etc, but was born in States to career army father. They got married in Las Vegas when his tour was up in August 1964. The day of the wedding, Warner Weiss & a Site security officer called a meeting on the base and told all of the staffers that it would be a security violation if any of them attended the wedding in town that night. we later found out that they thought she was a Cuban citizen and that he was marrying a foreign national without approval. Tom Launtz, CTR at the site, left the base after dark to come into town and let the wedding party know why no one had shown up. Our man was really ticked at the time, but later learned to laugh about it. His bride sang with the DeCastro Sisters for several more months, Reno & Tahoe stints and then quit the business. Marriage lasted 21 years so was not such a bad deal."***

A12s TODAY NEWS

Last month we reported concerns that Article 122 on the USS Intrepid was missing. Actually the plane had been relocated on the ship and was out of sight of the CAM. We thank former USAF Eric Boehm with the Intrepid for responding and enlightening us concerning 122 and putting up with our enthusiasm and concern for the A-12 articles in retirement. We are pleased that Eric credited Associate Roadrunner member Paul Thomarios of Akron Ohio for volunteering his crew as free labor and obtaining free paint to spruce her up before reopening in 2008. Last month, many of us watched on TV as the gleaming carrier departed dry dock in Bayonne, N.J for Staten Island to make the last leg of its two-year renovation on the 63rd anniversary of D-Day, one of the most momentous events of World War II. The Intrepid is scheduled to return to Pier 86 in the Hudson River on Manhattan's West Side on Veterans Day 2008.

MORE NEWS ON ARTICLE 122

By: Eric Boehm

Aircraft Restoration

Intrepid Sea, Air, & Space Museum

This is bound to cause some controversy. There is a new movie starring Will Smith coming out in December entitled "I am Legend". Trailers for the movie may be found on youtube.com already. (See link below) The movie has something to do with the end of society, as we know it and Will Smith is like the last guy alive on earth...or something silly like that. They filmed a lot of it in NYC and did a spot on the Intrepid flight deck. The writers had included a scene where Will Smith's character is seen hitting golf balls off the wing of an airplane....what else would you do if you were the last guy on earth? Well, you guessed it, they wanted the A-12. We would not allow them to stand on top of any of the aircraft for this purpose, let alone article 122. We declined their request and referred them to the gang at Wright-Patt. They

came to an agreement with the Air Force Museum whereby the aircraft could be filmed for the shot and the golf club swinging Will Smith would be added digitally. The trailer that is playing on youtube.com right now shows this scene! Please let the Roadrunner community know that even though it looks like there is a guy knocking golf balls off the wing, it is just Hollywood magic at its computer enhanced finest.

Youtube link: <http://youtube.com/watch?v=hX773fMkS90>

Thanks for the heads up, Eric.

MILITARY NEWS

Beale AFB - June 8, 2007 Civilians and Beale Air Force Base airmen recalled the base's heritage Wednesday as they gathered before an SR-71 aircraft sitting on a concrete pad on the base's east side, the first of several aircraft to be placed in Heritage Park to represent a snapshot of Beale's legacy. More than the aircraft, Beale's heritage is based on its people. Flyovers of a U-2 reconnaissance aircraft, a KC-135 air tanker and four T-38 training jets punctuated the event. The 9th Reconnaissance Wing's Color Guard presented the colors against a cloudless blue sky. Former U-2 and SR-71 pilot, Roadrunner Tony Bevacqua talked about his days as a pilot from 1957 to 1973.



Nellis AFB - June 12, 2007 Roadrunner President TD Barnes represented the Roadrunners at the quarterly Civilian Military Council luncheon at the Officers' Club, followed by the grand opening of the new Airmen's Center largely funded by the Nellis Support Team of which Barnes is a member.

WHY the SR-71 Was Called the SR-71

As recalled by Fred Trost, former Deputy Director, Test and Deployment, SR-71 SPO.

Lots of folks have asked me over the years, "Why was the SR-71 called the SR-71? It deviates from Sec Def McNamara's regulation on how to nomenclature a new aircraft! During all of 1963 and early 1964, **all** paperwork, drawings, memos, etc. regarding the new bird called it the **RF-12**. Sen. Goldwater was briefed on the program and publicly called it "A warmed over fighter!" This apparently angered Pres Johnson considerably! When Pres. Johnson elected to announce the new reconnaissance program, the Air Staff prepared the press release for him. It called the new bird the **RF-12**. When it got to the White House, the President was angered and would not accept the proposed nomenclature. He wanted to announce a **NEW** aircraft! He asked, "What is that other Mach 3 aircraft called?" The **RS-70**, he was informed. "Fine, he said, we'll call this one the **RS-71!** " He was told that the RS-70 was a bomber - that it meant Recce-Strike, and it dropped bombs! The new **RF-12** was a reconnaissance aircraft, did not drop anything, but merely took photographs. The President then directed, "OK! We'll call it the **SR-71**, for Strategic Reconnaissance!" And so it was! We immediately began remarking ALL our paperwork!

THE AUTHORS' CORNER

Jeannette Remak reports her and Joe Ventolo's second book about the A-12 is near being ready for the publishers. We hope her book will be available for book signings at the Atomic Museum during our reunion. A shipment of Chris Pocock's latest book on the U-2 has arrived and is being stored for Chris until he arrives for the reunion. Chris will be greeting the public at the Atomic Museum during book signings. He will also be providing public presentations on: 1. The Magic Dragon project (ROCAF low-level C-130 training from Groom Lake 1968-69), 2. 50 Years of the U-2. Pete Merlin reports that his latest Blackbird book is nearly finished. It is going through a review process at NASA Dryden and Lockheed Skunk Works. He is looking for copies of

several volumes of the D-21 Technical Manual (Lockheed SP-790). Specifically, he needs the D-21B version, published in 1970 (revised 1971). He is looking for the following:

Volume I - System Description

Volume II - Operating Procedures

Volume III - Maintenance Instructions

Volume III is broken up into subvolumes, chapters under separate covers. He especially needs:

Vol. III, Chapter 1 - general Airplane

Vol. III, Chapter 2 - B-52H Systems

Vol. III, Chapter 3 - Booster Assembly

Vol. III, Chapter 4 - B-52/D-21B/DZ-1

Pete reports that Lockheed Martin provided him with the original version of SP-790, for the MD-21, published in 1966 and parts of the 1970 edition (Vol. IV, Vol. V, and Chapter 5 of Vol. III). The other portions were missing from their files. He has seen fragments of the missing volumes. They were supplied to NASA Dryden for use in disassembling our D-21B drones. Please contact Pete if you know where he might find the missing volumes. Xelex@aol.com

OX CART RAMBLINGS

It was in 1961 when Bill Park first came on the program and Ben Rich, (Director of the Aero-Thermo-Propulsion Group) John (Bert) McMaster (Head of Aerodynamics) and Lou Schalk were giving Bill Park his briefing and the tour of just what was there in the factory. The forebody of the airplane was nearly complete structurally from the 715 joint forward with the cockpit work going on and plumbing and wiring in process. They spoofed Park into thinking that was the whole machine and with a straight face, Ben Rich told Park that the first six flights were to be launched from the top of a Titan Missile and after that it would go on an Atlas. Park seriously commented that he had confidence in the Titan but was concerned with the Atlas (which was going through some serious problems at that time). When they later showed him the aft section and the nacelles and outboard wings he caught on and he knew he had been "had" while everyone around just roared laughing. But Park was a very special test pilot who would get in anything with a stick and rudder and test it for you, so for him to think the way he did was typical for him. I will never forget this episode, as it is one of my favorite memories of the program. Bill Park was an awesome pilot!! (Submitted by Bill Fox, another of our "awesome" members of RI)



SR-71 BLACKBIRD REUNION

From the number of Roadrunners attending and participating in the Blackbird reunion in Sparks on 21-24 June, one could easily have mistaken it for a Roadrunner reunion. As usual, the venue couldn't have been better. Similar to the activity structure of our upcoming Roadrunner reunion, the schedule was mostly "make your own fun" with the organizers having arranged enough optional entertainment that no one had time to be bored. Several of us Roadrunners

participated in the activities that included the General O'Malley Memorial Project being organized for May of next year. A link to a short presentation has been established on the home page of the RI web site. The banquet presentation was a joint effort of the Blackbird and Roadrunner webmasters and included images of our Oxcart and Blackshield participants as well as those of our Air Force brothers supporting, maintaining and flying the SR-71. Noticeably missing was Connie Pardew who lost her father the week of the reunion. We were pleased to see our friend, Mike Relja at NASA receive the Kelly Johnson award.



L-R: Doris Barnes, Roger Andersen, Frank Murray, Mike Schmitz



Fred Carmody, TD Barnes, Tony Bevacqua, Rich Graham, Pat Halloran, Jim Wilson



TD Barnes, James Crossley, Tony Bevacqua



TD Barnes, Roger Andersen, Ken Collins

MEMORIES

Charles Christian of CIA fame has provided us with some interesting information provided by Alan Strait, also of CIA Oxcart fame. Alan reports, "Area 58 was the Control Center for overhead imagery at Fort Belvoir in VA. Did a lot of work with them while assigned to DOMCA in Headquarters Area circa late 70's. I was one of the first electronic techs assigned to Area 51 in January of 1961. Helped to install and maintain the nav aids and air/ground commo equipment for the program. I functioned as tech support in the control tower for the initial test flights of the A-11. Air Force techs were assigned later to take over that area of support and we then maintained the staff commo as well as the security and operations ground/vehicle nets. I departed the project in August of 1964 for reassignment to Headquarters for training and overseas assignment.

Tom Stanks recalls the security staff members stationed at the Area in the Mid Sixties will remember an incident where we were informed that the AEC was going to test a large nuclear underground explosion and they weren't sure whether or not this particular shot would "Vent." They asked that our base be evacuated for safety purposes. Our Security then asked for a skeleton crew to stay to safeguard our security requirements. Of course I was one of the volunteers. When one of my friends were departing from our base



while I was manning the front gate he said that I must have a "Hole in my head" for staying back because of the Nuclear fallout that could happen if this shot did indeed vent... I just laughed and said that none of us probably had anything to worry about. Well now years later you can see that my friend was indeed right, at least about the "hole in my head." Now we know the shot vented by the cloud of dust that drifted almost right over the Area. I can't say the AEC was responsible for what happened to me years later, but I thought this picture of my head would be interesting, to say the least. Hole was caused by Mohs surgery that I had done to remove a cancer area from my head. Tom Stanks (Yo!! Tom. Don't you remember our being abducted by the aliens and having your head drilled?)

ON THE SERIOUS SIDE

Attn: All RI members, NOTE: The article written below is NOT based on science fiction fantasy, but reveals for the first time a true historical aircraft program initiated by the USAF, and represents a very important part of our national history. Your help is needed in identifying the aircraft illustrated in this article. In late September of 1967 Jack Pickett (retired Naval combat veteran) was the publisher for the local NCO club newsletter at MacDill AFB (7 miles south of Tampa). During a routine drive along the perimeter chain link fence of the base (along the civilian side), Jack and his business associate were startled to see four USAF jet flying wing disc aircraft parked at the base scrap-yard. The discs measured 20, 40, 70, and 116 feet in diameter. All four aircraft had tricycle landing gear, and control surfaces located along the circumference of the disc. The 40-foot craft had a crew of one with an air-intake on both sides of the pilot's compartment, which tapered back to an extremely high vertical stabilizer. The exterior color of all of the discs had a polished aluminum appearance (just like a new F-104). The designation "XPERIMENTAL" without the "X" was written along the sides of the fuselage on all four discs. The large 116-foot craft had a crew of five, and utilized two air-intakes on either side of the pilot's compartment, with four exhaust ports located at the lower aft end of the craft. These particular craft used jet engines with a possible nuclear propulsion system used for a secondary drive unit (reference USAF NEPA program). Unfortunately, these historically significant aircraft suffered from some major stability problems during the test flight program, and the official Air Force decision was to scrap all existing craft in this family with the exception of the last four which were parked at the MacDill AFB scrap-yard during late September of 1967. ANYONE with additional technical information, drawings, or official photos of these aircraft is urged to contact Michael Schratt ASAP. Please preserve our national history for future student research. Very respectfully submitted, Michael Schratt, 215 Lake Shore Dr., Crystal Lake IL, 60014 - 815 814-2145



CIA HAPPENINGS

The date for the agency's 60th anniversary celebration has been set for September 19th. Though unconfirmed by the agency, one can imagine it was difficult to plan the dedication of A-12 Article 128 as long as there was a bill pending in the Senate that could have given Jim Goodall and the Minnesota Air National Guard Historical Foundation, Inc private ownership of the plane. Hmmmm Some of us Roadrunners have been wishing for one of the Articles to

place on exhibit in the state where they first flew. For a while we feared our having to save our nickels and keeping an eye out for Article 128 being auctioned on E-Bay along with the U.S. Air Force-owned cockpit instruments stolen from it while in Minnesota.

CIA Director, General Hayden stated in his remarks on 21 June at SHAFR, "In collaboration with the Air Force and the National Reconnaissance Office, CIA later this year will release hundreds of pages on the development and deployment of the A-12 OXCART. The supersonic reconnaissance aircraft, which was developed with Lockheed as a successor to the U-2, flew missions over North Vietnam and North Korea in 1967-68. The intelligence it gathered helped save American lives by identifying missile sites that our pilots could then avoid. It also located the USS Pueblo, a SIGINT collection ship that the North Koreans had seized. The release of the records will come in conjunction with our 60th anniversary celebration in September."

THE SPEAKER'S CIRCUIT

None of the Roadrunners on the speaker circuit reported in this month. However, during the Blackbird reunion in Sparks, NV on June 23, Roadrunners Roger Andersen, Frank Murray, TD Barnes, and Associate Member Mike Schmitz met with Ron McKimmy, Vice President of the Nevada Day Board of Directors regarding an invitation to the Roadrunners to participate in the parade and 69th Nevada Day Celebration 25-28 October in Carson City, Nevada. The theme this year is "Mysteries of Nevada – Area 51". Additional details can be seen at: <http://www.nevadaday.com/>. Any Roadrunners wishing to participate should contact TD or Frank. We promise you won't have to speak of or expose the House Six poker games you had with the aliens at the Area.

MEMBER AFFILIATION

Your RI staff officers and reunion planners appreciate the affiliation information we have received from some of you. However, very few of you not having a web page on the website have provided us with photos of you circa 1950s and 1960s. Consequently, the story-line exhibit we are preparing for the reunion exhibit will not contain your handsome and youthful mug. You will have only yourself to blame if all the women are gushing over a photo of Dick Russell in the F-101 rather than a photo of you.

ASSOCIATE MEMBER NEWS

Associate members Chris Pocock and Pete Merlin have been working with the staff at the Atomic Museum for their presentations about Area 51 to be shown during our reunion. Buz Carpenter is providing key support of the A-12 dedication of Article 128 during the CIA anniversary events in September. Associate member Mike Schmitz has undertaken the task of identifying all the past presidents of Roadrunners Internationale. He needs some help filling the gaps where our collective brains have all encountered an unstart. If you have any information on past presidents and when they served, please let us know.

Am Amundsen	1970 – 1973	Don Borgos	1973 - 1975
Warner Weiss	1975 - 1977	Bill Fox	1977 - 1981
?	1981 - 1983	Roger Andersen	1983 - 1985
Frank Murray	1985 – 1987	?	1987 - 1989
?	1989 – 1991	Roger Andersen	1991 - 1995
Frank Murray	1995 – 1997	Hank Mierdierck	1997 - 1999
Roger Andersen	1999 - 2005	T.D. Barnes	2005 -

There are three gaps above that we need to fill. Please help us if you can.

COMMENTARY

Until about 4 years ago, Roadrunners Internationale was primarily a social association little known outside its membership. As the members aged many became concerned about their legacy and that of the Roadrunners of Groom Lake. Under the leadership of Roger Andersen and his inner circle of advisors, a web site was developed to establish and maintain the legacy of the Roadrunners of Groom Lake. Faster than anyone dreamed would occur, the legacy of the

Roadrunners has become a household name worldwide. Two years ago no government agency would recognize the existence of the Roadrunners or their birthplace, Area 51. Today these same agencies welcome our participation in their activities and rely upon our web site to document our part in the Cold War history of the agencies themselves.

Some of you may wonder why we continuously push for photos and stories to document our legacy. Some may wish for the old days when the association was purely social. Those days are gone; we are past the point of no return. What some of you may not realize is that with our becoming known to the world came the burden and responsibility of establishing who and what the Roadrunners are. We have seen associate members appearing on International TV programs decrying the secrecy of Area 51 as they posed on the ridges overlooking Groom Lake in attire bearing our Roadrunner logo. Do we want history to record us as being anti-secrecy advocates or activists intent on exposing the activities at Groom Lake? We have seen a former associate member destroy the cockpit of one of our planes just to spite the CIA. That too reflects an image that is not us. Sadly, this member had support from within our association, both voting and associate class members. They have been removed from our association because what they support certainly does not reflect our true legacy and how we want to be remembered. We understand that some of you may wish to remain unknown outside our association, and that is okay. That does not make you any less a Roadrunner. In fact, it is good because it creates checks and balances to ensure we don't push our legacy to the point we threaten our national security.

Being a Roadrunner carries the same weight as that of someone who served in the Marine Corps. They will forever be a Marine and you will always be a "Roadrunner". Nothing more has to be said; the mere name says it all. Many of you can say, "I am a pilot," but that is not the same. You were the pilot of what, a civilian plane, Army, Navy, Marine, Air Force, Coast Guard? Saying you are a Roadrunner identifies one to a specific period in time at Area 51 on specific U-2, A-12, and YF-12 programs and operations. We are all getting older and don't have much time left to accomplish our mission. It is the responsibility of all of us to establish, ensure and protect the legacy we want recorded in the historical accounts of the Cold War. I hope this message helps you understand why we do what we do to protect the association and its members now that we are public. We value the input and support of every member.

T.D. Barnes, President

WE'RE TIRED OF SEEING THE SAME FACES IN EACH EDITION

WE DESPERATELY NEED SOME STORIES AND GOSSIP FOR THE NEXT NEWSLETTER. WE HAVE A GOOD SUPPLY OF YF-12 STORIES, BUT ARE SHORT ON A-12 TALES, YOUR VOLUNTEER AND MILITARY PROJECTS.

