

ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP

(Not to be confused with the Stars and Stripes)

1 March 2009 - 29th Edition

Featured Roadrunner

MSGT BILLY PRYOR



Billy Young Pryor was born in Asheville, NC on September 1, 1919. He attended Clemson University in South Carolina in 1939. In 1943 he joined the Army Air Corp. Following World War II he worked for Capital Airlines. He was an Active Reservist, and was recalled for duty for the Korean War. Billy continued with his military career and moved to Las Vegas in June 1961 for duty at the Ranch. Following his duty there he was specifically requested by MGen Doug Nelson for transfer to Beale AFB with the SR-71 program in 1965 under the 9th SRW, and retired in 1975 after 26 years of active duty. Billy was a lifelong member of Roadrunners Internationale. Billy is remembered by his contemporaries at Area 51 as a Top Notch NCO and partially responsible for the "Roadrunner" designation of those working with him at Groom Lake on

the CIA Oxcart Project. He married Colleen Ruth Moore in 1945 and they were married for 58 years. They had 4 children, son John, and daughters Patricia, Kathleen and Jacquelyn. He had 7 Grandchildren and 4 Great Grandchildren. Adding to his exemplary military legacy, MSGT Pryor and his lovely wife, Colleen, have more descendants as active members of Roadrunners Internationale than any other Roadrunner. Typical of Roadrunner descendents, the Pryor descendents have and are following the role model set by Billy and Colleen to establish their own legacy for which the Roadrunner family is extremely supportive and proud.

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REUNION UPDATE

Reunion committee chairman Harry Martin wishes to inform all our members that plans for our next reunion are at full throttle. The membership will be

receiving an update and RSVP request by mail in a few days. We hope everyone can attend, however we are acutely aware how much the reversal of the economy and increasing health issues have affected the reunions of other associations such as ours. Therefore we need to know your intentions early on so plans can be made and contracts finalized with the hotel. Details will be provided in the mailing to which we hope all of you will take a moment to respond. Please keep us informed, troops.

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Continuing with Roadrunner business, our membership today totals 331 which is a slight increase from the number two years ago. We've lost a few members who were thankfully replaced with Roadrunner descendents. We're happy to report that several of our younger members have expressed intent to attend our upcoming reunion. The CIA EAA store will return for the reunion along with some key agency friends and representatives. On another subject, most of you on our E-mail distribution list are aware the extent the Roadrunners has become accepted as a household name and sought after for speaking engagements and various oral history projects. Credit for advancing the legacy of the Roadrunners goes to Roger Andersen and his staff who sought to establish a web site and then donated hundreds of hours to prodding our members for something to post on it. The current RI staff is honored to continue what Roger et al started and continue to support.



The notoriety of the Roadrunners has not come without a price. In the process of obtaining material for the website we have successfully accumulated the largest collection of photos and informational material in existence pertaining to the early CIA U-2 and A-12 programs. Hardly a week goes by that the Roadrunner staff doesn't receive requests for use of the photos and information on the web site by universities, agencies, historians, authors, and Roadrunner relatives. Some of you are aware of the recent demand by a former member that we remove all of his photos from our website and that the CIA pay him for the use of a photo in the Archangel monograph that was obtained with permission from our website. (The Roadrunners obtained this photo from Lockheed in 2002) The photos this individual is claiming as "his Collection" are photos taken either by Lockheed or the CIA. We want to make it clear that the Roadrunners do not claim any copyright to the photos taken by Lockheed or the CIA, nor will we recognize anyone else's unverified claim of copyright ownership to government photos that they too collected just as we have. The original owner by law owns the copyright and our former associate member's brags to the media that possession is ownership simply will not hold water with the Roadrunners. Considering that these photos were taken over half a century ago any copyright rights have probably long expired. Regardless, because of our reliable and honest track record the Roadrunner staff is recognized as having authority to grant permission for use of our website photos even to the originating source in some cases. We take this responsibility very seriously and hope that we can avoid contributing to uses of such photos and information to someone seeking personal gain or use in a manner harmful to the legacy of the



programs in which we proudly served. Examples of what we strive to avoid are incidents such as the A-12 Dash One given to the Minnesota National Guard along with Article 128. It was published by you know who for his personal gain hardly a month later. This past week it has been brought to our attention that someone has downloaded everything that's ever been declassified on the A-12--including our website and the CIA's 2007 release that went on the CIA website. This public information has been burned onto CDs and is being sold on E-bay along with Dr. Robarge's Archangel book and several other Agency publications. Even though this is legal, we want you to know that the RI staff wants no part in contributing to someone's personal economic stimulus program! What we do is for the Roadrunners and historical and public educational benefit.

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Now that you know our position on photos and Roadrunner memorabilia we once again plea with our members to take the time to clean out the old footlocker and send us photo copies of yourself and your fellow Roadrunners to complete those huge gaps in our history and legacy. Travel orders, your Form 5, manifests, everything is of value. Much of this sort of thing won't mean as much in an old photo album after you're gone than it will in the history books and museums for future generations to see. This month we provided photos to NASA, a couple of universities, an author and just this week we received a request from CIA for photos of U-2 pilots Wilbur S. Rose, Frank G. Grace, Jr., Howard Carey, Buster Edens, the 4 U-2 pilots on CIA's Memorial Wall, and a photo of Walt Ray whom we lost in the A-12. If you have any photos of Jack Weeks they would also be appreciated. We also need these same photos for the memorial that we are placing on Mt Charleston with a view of Groom Lake. These guys gave their lives for the U-2 and A-12 programs and we are not going to leave them behind or forget their sacrifice. That applies to all you Roadrunners, whether you help us or not, you are not going to be left behind or forgotten!!!!!! That is something that Roadrunners do not do. Last but not least, we are close to having a public location to display our Roadrunner legacy. This is in conjunction with the newly formed Nevada Aerospace Hall of Fame that we expect to be announced next month. As we speak we are arranging for a temporary display at the Atomic Museum here in Las Vegas where you saw last month the photo of the A-12 pilots already on display. You'll see below where similar displays are cropping up at the various museums hosting our A-12s. We're counting on some of you having photos of the Roadrunners we lost and providing same to us and the CIA. If you do have anything to donate or share with us, please let us know as soon as possible so we can divert our efforts to other chores to be done.

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Roadrunner Historian Frank Murray wishes to inform the members that there will be even more Roadrunner memorabilia displayed in the Command Post at the reunion this year than was at the last reunion. He asks that any of your Roadrunners possessing something to display to let him or the RI staff know ahead of time so space can be allocated and security arranged if needed.

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RUMORED CHANGES TO TRICARE AND TRICARE FOR LIFE

We are still fielding all sorts of concerns about rumored changes in Tricare and retirement benefits. Frankly, we don't know what is going to happen. The best we can do is advise everyone to keep this matter on their radar scope and be prepared to raise hell if it looks like we are going to sacrifice our health care to spread the wealth or pay benefits to our "I won't work" society. We are attaching separately information on this and related topics published by Director & Editor Elbert L. Moore of the Nellis AFB Retiree Activities Office. Thanks, Elbert. We appreciate what you and your staff do for the Roadrunners.

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This story is just for fun.....but true: My father-in-law (the late Howard Holbury) was Gen. Robert Holbury's first cousin. When researching family history, Howard told me that Robert hated to fly when he was a teenager. Incredible how ones life changes. Best wishes, Mrs. Glenna Holbury We spoke to the Holbury family about obtaining photos of General Holbury. Thus far we've have very little to publish about our first commander at the Ranch.

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What is going on with the Navy that they are attracting all the Roadrunner grandchildren? Why not Army, the Marine Corps, or perhaps even Air Force or the Coast Guard? (HOOAH!!! Barnes just couldn't resist that little jab! Army guys are that way you know.) Nonetheless, we're proud that Sarah Beth, very beautiful, extremely smart, excellent soccer



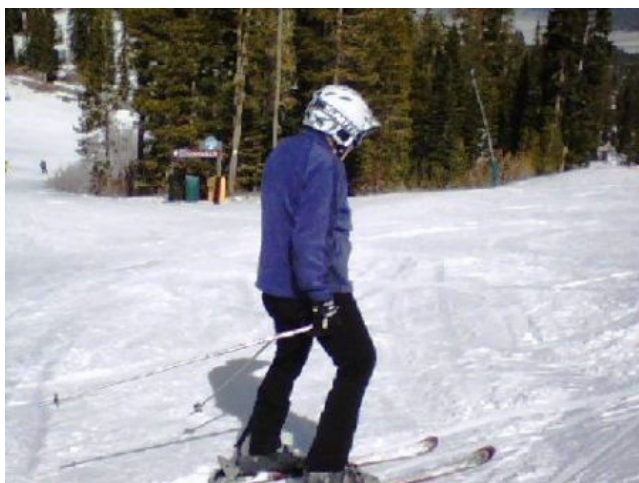
player, plays a violin, and builds homes for the needy has received her appointment to the Naval Academy, making Louise Schalk a very happy grandmother. We know that Lou won't mind the rest of us standing in for him and expressing pride in his granddaughter. Sarah is the daughter of Captain and Sarah Rupp. For those who don't know, Lou Schalk was the Lockheed test pilot who first flew the A-12.

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We've also been tracking Michael, the son of David and Connie Pardew who recently completed Navy boot camp and shipped out on the USS John C. Stennis which is now in port in Hong Kong after concluding strike force underwater warfare exercises with Japan. Michael told his mom that he looked forward to visiting Disney Land while in Hong Kong. Some of our members probably remember that bar. Ha A word of advise, Michael, beware of Rosie's Bar and the Texas Gentleman's club. They serve cheap, watered down whiskey and some of the "gals" are really dudes in drag. You can thank Roger Andersen for this fatherly advise.

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We've been tracking the progress of Harold Burgeson each month and are happy to report that he too is recovering. Daughter Linda reports both her dad and mom Amelia are doing great. Burgie has moved from the Rehab Center to an assisted living apartment overlooking the municipal golf course. His address is: 1010 Wiggins Pkwy., Apt. #1143, Mesquite, TX 75150



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Each month we have also reported the amazing recover of Marty Knutson after his stroke while fishing in Alaska. We appreciate the Knutson siblings keeping us informed on the antics of our spirited member



who has yet failed to find a plane he couldn't fly. He said he would not only recover, but would be back on the ski slope before the winter was out. By George! he has done it. Way to go, Marty!

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Our Roadrunners living in Florida and southern Nevada seem to be more



blessed with opportunities to get together than most other areas. Our Florida members didn't report in, but the Vegas crowd reported a great month

of our out-of-town Roadrunner members checking in. Depicted left above is Canadian Roadrunner Al Rubin working with Barnes on their mutual museum projects. Al is President of the Wings of Flight Museum and is working with Francis Gary Powers Jr. and Barnes to establish an aviation museum in Buffalo, NY in which the Roadrunners will be one of the premier attractions. In the photo to the right above are Hugh Slater, T.D. Barnes, and visiting member, Bill Box enjoying an afternoon of



camaraderie at Barnes' hooch. We were also blessed with the company of one of our Brit Roadrunner members, Alan Johnson and his lovely squeeze, Lorraine. Alan is a fellow webmaster hosting a website for our U-2 brothers in the 4080th at Del Rio. Alan is also a huge Roadrunner website supporter and contributor. The Barnes' enjoyed an evening with the Johnson's at Ricardo's followed the next day with a tour of Nellis AFB. Note the large pin being worn by Lorraine. While TD and Alan were

photographing the Thunderbird and Red Flag planes, Lorraine was apparently playing footie's with one of the Ambassadors in Blue crew dogs. It was later noted that she was humming "Up, Up, and Away," and wearing a shiny, new pin of the Thunderbird planes flying in their diamond formation. Don't worry Lorraine. We kept Oxcart a secret for half a century so we can do the same for you. Besides this happened in Vegas and as everyone knows, what happens in Vegas stays in Vegas. You won't hear a peep about this from any of the Roadrunners. Your secret tarmac escapade is safe with us, my dear.

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ARTICLE 121 NEWS

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

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

Nothing to report.

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ARTICLE 122 NEWS

Intrepid Sea-Air-Space Museum, New York City

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

Correction: Last month we credited Frank Murray with the photo of Article 122 covered with snow. Murray contributed the photos from our friends in Mobile, and it was John Shannon, grandson of Roadrunner Ken Collins, who took the photo of the snow on the Intrepid. John took the photo and sent it to Ken who then provided it for the newsletter. Sorry John for the mix-up, and thanks Ken for forwarding us the photo.

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ARTICLE 127 NEWS

Alabama Space and Rocket Center Huntsville, AL

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

Nothing to report.

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ARTICLE 128 NEWS

CIA Compound Langley, VA

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

Article 128 is home and safe. It doesn't get any prettier than this. Toni, the Roadrunners commend you and the rest of our friends at the Agency for an exceptional job well done. Our pride in what you've done for 128 is immeasurable.

The two stars in memory of the two pilots lost are most appropriate and bestow great honor to Walt Ray and Jack Weeks. Thank you.



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ARTICLE 130 NEWS

San Diego Aerospace Museum San Diego, CA

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

Nothing to report

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ARTICLE 131 NEWS

Southern Museum of Flight Birmingham, AL

<http://roadrunnersinternationale.com/article131.html>

Nothing to report

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ARTICLE 132 NEWS

Battleship Memorial Park - Mobile, Alabama

<http://roadrunnersinternationale.com/article132.html>

The Director and staff at Mobile continue to set the high water mark in associating the Roadrunners with the A-12s on display in the museums. The photo to the right shows some that are posted in Owen Miller's office aboard the battleship. The photo on the left below is one received from a strong supporter of both the Roadrunners and our friends in Mobile, Prof Brian Costello, PhD FCP (Lond) MACE etc., Chairman, ICIM, US Sports Academy National Faculty, and American College of Forensic Examiners. Brian and his lovely wife Jan live in Australia and have been keeping us apprised of the heat wave and



raging fires down under. Thanks for the friendship and support, Brian. We extend the same to you and Jan at your ranch. Stay safe.

Last month the Mobile gang mentioned to the Roadrunners that they needed the front landing gear for Article 132.

Roadrunner Torrey Larsen has saved the

day by remembering that he removed ALL the landing gear from Article 128 at CIA, and obviously 128 will never need them again. The rest is up to you, Mobile. Take note all you museums, just as we did 50 years ago, the Roadrunners can and do deliver. (Stolen cockpit components excluded but we'll keep trying)



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ARTICLE 134M NEWS

Museum of Flight Seattle, WA

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

Nothing to report.

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Crabby Old Man (Submitted by Roadrunner Tony Bevacqua)

When an old man died in the geriatric ward of a nursing home in North Platte, Nebraska, it was believed that he had nothing left of any value. Later, when the nurses were going through his meager possessions, they found this poem. Its quality and content so impressed the staff that copies were made and distributed to every nurse in the hospital. One nurse took her copy to Missouri where the old man's sole bequest to posterity has since appeared in the Christmas edition of the News Magazine of the St. Louis Association for Mental Health. A slide presentation has also been made based on his simple, but eloquent, poem. And this little old man, with nothing left to give to the world, is now the author of this 'anonymous' poem winging across the Internet.

Crabby Old Man

What do you see nurses? What do you see?
What are you thinking when you're looking at me?
A crabby old man, not very wise,
Uncertain of habit with faraway eyes?
Who dribbles his food and makes no reply when you say in a
loud voice . . . ' I do wish you'd try!'
Who seems not to notice the things that you do.
And forever is losing A sock or shoe?
Who, resisting or not lets you do as you will, With
bathing and feeding The long day to fill?
Is that what you're thinking? Is that what you see?
Then open your eyes, nurse you're not looking at me.
I'll tell you who I am, as I sit here so still, As I do at
your bidding, as I eat at your will I'm a small child of Ten . .
with a father and mother, Brothers and sisters . who love one another
A young boy of Sixteen with wings on his feet
Dreaming that soon now a lover he'll meet.
A groom soon at Twenty. My heart gives a leap.
Remembering the vows that I promised to keep.
At Twenty-Five, now I have young of my own.
Who need me to guide And a secure happy home.
A man of Thirty My young now grown fast,
Bound to each other With ties that should last.
At Forty, my young sons have grown and are gone,
But my woman's beside me to see I don't mourn.
At Fifty, once more, Babies play 'round my knee,
Again, we know children My loved one and me .
Dark days are upon me My wife is now dead.
I look at the future I shudder with dread.
For my young are all rearing young of their own.
And I think of the years And the love that I've known.
I'm now an old man and nature is cruel.
Tis jest to make old age. look like a fool.
The body, it crumbles grace and vigor depart.
There is now a stone where I once had a heart.
But inside this old carcass A young guy still dwells,
And now and again my battered heart swells
I remember the joys I remember the pain.

And I'm loving and livinglife over again.
I think of the years . all too few gone too fast.
And accept the stark fact that nothing can last.
So open your eyes, people open and see..
Not a crabby old man Look closersee ME!!

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WANABEE'S

Hardly a month goes by that we aren't confronted with false claims being made by someone claiming to have flown secret U-2, A-12, or SR-71 missions for the CIA. Most often such claims are circulated for investigation and comment to former commanders, pilots, and historians: MG Pat Halloran, BG Ray Haupt, Colonels Buddy Brown, Rich Graham and Slip Slater, CIA pilots BG Dennis Sullivan, Colonels Ken Collins and Jack Layton, Lt. Col. Frank Murray, Lt. Col. Tony Bevacqua, Test Pilot Bill Weaver, T.D. Barnes, and Leland Haynes. Most often such false claims are being made in resumes of politicians and business men and come to light during the vetting of the individual. Most other instances are relatives of a deceased family member contacting us to question why we aren't giving the deceased credit for all his secret missions. The phony resumes we usually expose or contact the individual wherein he usually apologizes and drops his false claims. The latter we usually take the position that we wouldn't have knowledge of such secret missions and therefore cannot document them. This month we exposed the false representations of a business man claiming to even be an astronaut. The following is an excerpt from his resume posted on the Internet where he identifies himself with the title of astronaut.

"I started in production class but eventually graduated into Modified P-51 Mustangs in the open unlimited class. Six years of that lead me into the Military. Having already received my Degree in Engineering and already a pilot, I went through Navy flight school leading up to a position flying F-14 Tomcats. This later lead me to an opportunity, through naval intelligence to fly SR-71's for the C.I.A. Wanting to become an astronaut, I tried out in the late 70's and although I was in the top 200 in my class with the space program, I never got assigned to a flight into space. I went back flying with the CIA in Blackbirds until I got married in 1986."

First of all, the CIA never, ever flew the SR-71. Second, the last CIA A-12 Blackbird flight was flown in June 1968 by Frank Murray when he flew from the Area to Palmdale to place Article 131 in retirement. Investigating the matter further, the individual was actually an astronaut - not in space - but one time in a Hollywood production. It would be interesting to see if he would accept an invitation to be the guest speaker at the Blackbird or Roadrunner reunion this year.



point.

Ken Collins submitted an article that is very interesting and related to the wantabe topic. It noted that 2.7 million Americans actually served in the Vietnam Theater of war, yet in the last census nearly 14 million Americans claimed they served in Vietnam. Four out of five are lying. The article is too long to include in the newsletter, but you get the

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The CIA Mission using the A-12 Reconnaissance Vehicle by Frank Murray.

http://roadrunnersinternationale.com/a12_mission.html

Roadrunner historian Frank Murray has added to our Cold War Stories a treatise outlining the history of what happened during the heyday of CIA operations using the A-12 airplane in the mid/late sixties. It's a great read so check it out at the link above.



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"Retired Rated Recall Program"

Air Force Wants Retired Aviators Back



Pilots, navigators, and air battle managers who retired as a lieutenant colonel or below and who are below the age of 60 are eligible to apply for the Air Force's Voluntary Retired Rated Recall Program. If selected, officers can expect to serve for 24 to 48 months in myriad positions including intelligence, surveillance and reconnaissance, rated staff, and other rated requirements. Officers will be recalled for between 24 and 48 months depending upon the requirement. Looks like some of you drivers can put away the garden tractors and suit up to fly UAV missions. For you non-Oxcart readers, the CIA called its planes "Articles" and the pilots "Drivers."

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NOTICE

Due to recent budget cuts and the rising cost of electricity, gas and oil, as well as current market conditions and a few trillion dollars in bailouts for some corporations, the Light at the End of the Tunnel has been turned off. We apologize for the inconvenience. You're on your own. The U.S. Government

ANOTHER BIT OF GOVERNMENT HUMOR

Are you aware of this recent tax change? Your income taxes are normally due on April 15th unless that date falls on a Saturday or Sunday in which case they are due on Monday the 16th or 17th. However, we have been made aware of a recent change and for the next 4 years, they will not be due until you are nominated to a cabinet position. Please check with you Tax adviser to confirm.

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1947 NATIONAL AIR RACES

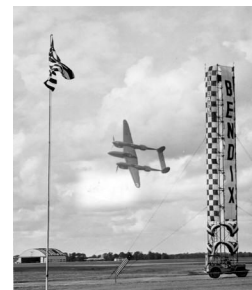


The 3-day 1947 National Air Race's at Cleveland attracted an unprecedented 104 entries competing for a total purse of \$125,000 with 16 competitive events compared to the previous year's 5. Expanded grandstands to hold 100,000 people with 200,000



estimated to watch from the countryside. Noted are two of the pilots who would eventually have a great influence on members of the Roadrunners. Flying the P-51 was Bill Murray, older brother of

Roadrunner Frank Murray. The Navy was represented by no less than two Rear Admiral's, one being the youngest flying Admiral. The newly formed Air Force was represented by General Carl Spatz. The Aviators Ball & Dinner Dance at the Hotel Carter was attended by more than 200 high ranking officers, New this year was small class of racers, sponsored by the Goodyear Tire Co. Designed and built by the pilot and crew flying a 2 mile course, they would be in view of the grandstands for the majority of the race. More military jets would compete this year. Sohio provided the fuel for most of the air racer's, they also provided the fuel for the Wright Brothers first flight in 1903. No time trials, limited to 12 racers due



to the racehorse start. Outcome of the race depended largely on flying skill, especially on rounding pylons and the ability to improve the aircraft's speed.

Lockheed test pilot Tony LeVier who helped develop the P-38 "Lightening" that proved itself in air battles over Germany and in the Pacific theater made the Sohio a one man race. Tony in his bright red No 3 took the lead in the first lap and finished the race two miles ahead of the field. Tony is piloting the plane shown above.

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The Bard of Beatty, Nevada

Many of you 1129th SAS troops remember Major Willie Wuest, one of our esteemed meteorology officers upon whom we depended for our weather briefings. It has finally been declassified how Willie so accurately predicted the weather that brought us so much grief and downtime during the winter of 1966. In late fall the Shoshone Indians at Beatty asked their new chief if the coming winter was going to be cold or mild. Since he was a chief in a modern society, he had never been taught the old secrets. When he looked at the sky, he couldn't tell what the winter was going to be like. Nevertheless, to be on the safe side, he told his tribe that the winter was indeed going to be cold and that the members of the village should collect firewood to be prepared. But, being a practical leader, after several days, he got an idea. He went to the phone booth, called the 1129th Orderly Room at the Ranch and asked, "Is the coming winter going to be cold?" "It looks like this winter is going to be quite cold," said Major Wuest who happened to be the meteorologist on duty. So the chief went back to his people and told them to collect even more firewood in order to be prepared. A week later, he called the 1129th Orderly Room and got Major Wuest again. "Does it still look like it is going to be a very cold winter?" "Yes," Willie again replied, "it's going to be a very cold winter." The chief again went back to his people hanging around in front of the Exchange Club casino and ordered them to collect every scrap of firewood they could find. Two weeks later, the chief called Willie again. "Are you absolutely sure that the winter is going to be very cold?" "Absolutely," replied the Bard of Beatty. "It's looking more and more like it is going to be one of the coldest winters we've ever seen." "How can you be so sure?" the chief asked. Major Wuest replied, "The Indians at Beatty are collecting firewood like crazy." So now you know the source of the weather briefings held before every mission at the Ranch.

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**ALRIGHT ROADRUNNERS – ONE LAST TIME!!!!
PLEASE GET YOUR PHOTOS AND ANY STORIES IN TO US NOW
BEFORE YOU FORGET.**

**JUST BECAUSE WE WENT LIGHT ON LORRAINE DOESN'T
MEAN WE'LL DO THE SAME WITH YOU.
REMEMBER! WE KNOW WHERE YOU LIVE.**

**And remember our motto:
“IN GOD WE TRUST – ALL OTHERS WE MONITOR”**

**Seriously, if you have a photo of the U-2 and A-12 pilots we lost
please get a copy to us.**

We hope to see each of you at the reunion if not before.

If we post something in error, we would like to know. We depend on you to help us get it right.

TIRED OF THE SAME FACES EACH EDITION? – SEND US YOUR STORIES AND GOSSIP.

