



ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP

(Not to be confused with the Stars and Stripes)

1 September 2009 - 35th Edition

FINAL FLIGHT

We lost Jim Casteel on 29 July 2009 from complications of pneumonia and cancer. He was stationed at Groom Lake from May, 1964 until August, 1968. He is survived by his wife of 54 years, Betty; two daughters, Deborah C. Quillen and Cheryl C. Troutman; and three grandchildren. He had been living in Loudon, Tennessee, since retiring 31 May



1975. He owned and operated Casteel Printers with his brother until 1999, when he fully retired. He loved the military life, but enjoyed living in a small town and having family close by. According to the family he kept up with the Roadrunners via newsletters, etc. and loved talking with former military personnel, wherever he met them. Jim will be remembered as a big contributor to the Groom Lake legacy.

NEW MEMBER

All you project pilots will remember Chuck Colley, one of your pressure suit guys who just joined the Roadrunner

association. Chuck worked in life support with Charlie Cravotta. Ralph Cline, Clem Francis and others he says he can't name. Welcome aboard, Chuck.

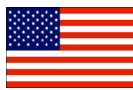
I flew Carl Overstreet and his wife Liz to Lynchburg, VA via Air Ambulance. I was the pilot. I am an Air Force member, enlisted, and a C-17 Globemaster Loadmaster from Charleston AFB. I am also an aviation geek and knew about Carl through the multitude of books in my private library of the U-2 and SR-71. Although it was sad I wasn't able to speak with him and hear his "war stories", it was an honor to be able to fly and care for him. It was more of an

honor that an enlisted could fly around an officer. I hope and pray for a speedy rehabilitation for Capt. Overstreet. God Speed. Sincerely, Alec McGuyver.

8-23-09 - UPDATE: Liz reports Carl is doing remarkably well and making good progress toward use of his arm/hand and left leg. Actually in the three weeks he has been in rehab it is amazing how much progress he is making. The physical therapists are proud of him. He has determination. Carl is considering the VA for his recovery needs.



Let us not forget 9/11: On Friday, Sept. 11th, 2009, an American flag should be displayed outside every home, apartment, office and store in the United States on the



8th anniversary of one of our country's most recent Pearl Harbor. We do this to honor those, Americans and our allies alike, their families, friends and loved ones around the world who lost their

lives on 9/11 and continue to endure the pain. Fly your flag also for those who today are fighting at home and abroad to preserve our cherished freedoms. We encourage our allied nations to also

display their flag to remind all leaders of who our enemy is and what they will do again lest we forget. God Bless You and God Bless Americ



TD, I was reading this book called "Red Moon Rising" by a New York Times journalist, I think he's the former Moscow bureau chief, to give me some back ground on Russian secrecy, missiles, arms race/space race etc. I spend

just as much time reading the footnotes as the book. Low and behold, guess who one of his major sources is in one of the main chapters, I think on the U-2. YOU! Area51SpecialProjects is listed over and over again in the footnotes. I'll bring the book next time I come out. It's a nice compliment to you.

"Suit Up" A-12 project pilot Frank Murray has added another great piece of history to our website and to our legacy program. This is a must read. Thanks, again, Frank for what you do for the Roadrunners to further the recording of our legacy. To stress to our other members the importance of publishing accounts such as those contributed by



Frank, his articles have elevated his bio page to the most popular on the Roadrunner website. Also contributing to Murray's popularity are upgrades to his

website showing where he went from flying

the fastest to the slowest in SEA, the A-12 to the A-1E. Depicted in the photos below is Frank in his A-1E armed with MK 82, 500# with daisy cutter fuse extenders & four 30 MM cannons at NKP 1971 preparing to strike the Pathet Lao troops in PDJ in North Laos. In 1971 Frank took a hit in the outer wing panel, most likely 37MM AAA. According to him, the A-1 flew ok despite the dinged wing shown in the photo above



Our RI webmaster shares a bit trivial with you about the website and newsletters.

Google shows one or more of our newsletters have been reproduced and posted in Chinese and Spanish. Initial distribution: 375, Redistribution by others: estimated 3,000. The most frequent visitor on the Roadrunner website is Columbus Communications Trinidad Limited in Port-of-Spain. Most popular web pages: 1. Frank Murray



2. Mele Vojvodich's mission over Cambodia & Laos, 3. Pratt & Whitney webpage, 4. the A-12s, 5. EG&G Special Projects, 6. Article 128 at CIA, and 7. Bob Gilliland's webpage. Average visits 5,000 with 200,000 hits per month. Other sites linking to the Roadrunner website: 172 for a total of 4,233 pages.

Eddie 's son, Bill Rickebacker was assigned to my squadron in Korea in 1952/1953. We were a C-47 outfit, which flew varied missions. We flew frag orders to other units every night, resupply missions to the P O W camps in

South Korea, landed on beaches on islands behind the enemy lines to resupply our Radar sites. Flew air evacuation flights to the MASH Hospitals. The runways were very short just scraped out flat area or along a riverbank. Bill

came to us and had to be checked out in the C47. I was his instructor pilot, I checked him out, and took him on flights to the different MASH units, and radar sites to show him how to fly off of the make-shift runways and beaches. When I left Korea, Bill was in my tent, so I gave him some food items I had left. We all had army fatigue caps bearing a painted map of Korea on the top. I didn't have



room to pack mine so I left it on the table. I was stationed in Maine and my wife was living in Ohio. A man knocked at the door. He introduced himself to my wife Betty as Bill Rickenbacker, an old friend of mine from Korea. He handed her a box with my hat in it. He told her that I couldn't pack it so he brought it back for me. He was living in Texas traveling for Goodyear I think, and was in Akron for a meeting. Ed Osman

U-2 Incident - 50th Anniversary Trip To Moscow & Yekaterinburg. Gary Powers, Jr. has announced that he is working with the Automobile Association of America (AAA) to produce a Tour to Moscow and Yekaterinburg in conjunction with the 50th Anniversary of his dad's U-2 Incident. This tour will depart on May 1 and return to the US on May 10. If you would like to join Gary on this trip, please email him at gpowersjr@coldwar.org for more information. Most of you U-2 Roadrunners who deployed to Turkey with Frank Powers recall his rare 1960 220SE Mercedes



purchased just prior to his being shot down over Russia. After Powers died in 1977, the car was stored in California from 1983 until it was shipped to Virginia in 2000. For the 1 May 2010 50th anniversary dates of both the car and the U-2 Incident, Francis Gary Powers, Jr. is looking for sponsors to assist with the car's restoration in preparation for its being displayed as part of the mobile exhibit on the U-2 Incident at the VA Historical Society in Richmond, VA January through May 2010. gpowersjr@coldwar.org



Is it time to declare "Mission Accomplished?"

The current slate of officers feel they have accomplished what they were elected to do and would be most happy to turn

the reins over to a new slate of officers willing to take the association through its remaining years.

A few years ago Roger Anderson, president of Roadrunners Internationale along with former presidents Frank Murray, Bill Fox, Hank Meierdierck, advisors Slip Slater, Dick Roussell, Don Donohue, Russ Buyse, and others brought before the membership the idea of the Roadrunners having a web site and focusing on establishing and recording the legacy of the CIA U-2, A-12, and Air Force YF-12 programs and participants. We feel that most of the work has been done and that our members might like to know what they and the Roadrunner association as a team have accomplished.

- We have a website recognized worldwide as a reliable source of information for our members, the media, historians, scholars, universities, agencies, and authors.
- We have assisted the CIA in obtaining and displaying A-12

Article 128 at CIA, including various leaders in the projects supporting and attending the dedication during the 60th anniversary of the Agency.

- We have continued to have great reunions in spite of severe losses of members through attrition due to health and aging.
- One hundred twenty-eight of our members now have personal web pages on the Roadrunner website to be enjoyed by family and friends, and to provide a source of otherwise unknown information about the member for historians, authors, etc. Several bios were recently located from the 2005 reunion and will be posted shortly bringing the total to over 150.
- Seventy-eight stories and two books authored by our members have been posted on the website for all the purposes described above.
- The Roadrunner staff has nominated a number of Roadrunners for induction into various halls of fame. Bill Fox was enshrined into the Iowa Aviation Hall of Fame, and all of the Blackshield pilots nominated into the National Aviation Hall of Fame. Nominations of several other of our members are being compiled for submission.
- Numerous symposium panel events have occurred at our last few reunions. These panels were videoed and are being edited for entry on the UNLV Oral History Project website in addition to the many interviews already part of the project. The Roadrunner staff of officers is also working with the Library of Congress to publish our stories and bios in the national archives. A major effort is being made for the upcoming reunion to afford each and every member the opportunity to meet the public and grant interviews to media, historians, and authors. Two

symposium panels are scheduled in addition to the various exhibit tables manned by Roadrunner members. The CIA EAA store will be set up at two locations this reunion to support the Roadrunners.

- Author Annie Jacobsen, based upon interviews with our membership, is publishing a book. These interviews will continue at the reunion.
- The National Geographic has contacted the Roadrunner staff about filming a documentary about the Roadrunners.
- Historian Frank Murray has doubled the volume of the Roadrunner scrapbook.
- The RI Webmaster has accumulated what may be the largest archive of Oxcart and U-2 photos in the world and has become a source for authors, historians, agencies, etc.
- This is the 35th month the Roadrunner members, acting as a team to support it, have published a newsletter for the enjoyment of its members and guests.

We feel that making the personal activities available at our upcoming reunion has increased the attendance of members who, for health reasons would not have otherwise made the trip to Vegas. Future reunions will continue, but will no doubt be smaller and more of a social gathering. For all these reasons we have discontinued the seeking of new members paying to join an association facing the same reunion fate of our U-2 brothers and sisters. However, as noted above we do not refuse membership of those who participated in the U-2 and A-12 projects.

We encourage our members to let us know in advance what issues they would like to see addressed during our membership meeting during the reunion. Those wishing to run for office should contact our election committee chairman, Russ Buyse at: rbuyse@aol.com.

REUNION UPDATE: The recent loud bugling seems to have awakened several of our troops who are now rushing to get their registration in for the Roadrunner Reunion. Our count may well exceed 200 members and guests. Our reunion committee chairman and our treasurer have finalized arrangements with the hotel for our Command Post

and banquet based on attendance exceeding 200. Several of our members are banding together for both the activities at the Atomic Testing Museum and for reserved seating at the banquet. Some are even preparing name places for their banquet table and for their exhibit table at the museum. Dr. Mary Palevsky from UNLV will again be recording and interviewing our members for the UNLV Cold War Oral History project as well as her spearheading our getting our stories printed in the Library of Congress. Annie Jacobsen, a renowned author who has been interviewing many of us for a book she is writing about us, will also be conducting interviews of our members. Some of our associate members have offered to assist any of our members who haven't prepared a bio for their webpage on the Roadrunner website. To rehash our



optional activity at the Atomic Testing Museum, there will be a symposium panel on the evening of the 7th, and the afternoon of the 8th while we are locked out of the Command Post in preparation for the banquet. The panelists for the symposiums are volunteers chosen for name recognition and participation that will best promote this event to draw in the public. George Knapp will moderate the panel on the 7th. The panelists are Lt. General Dick Leavitt of U-2 fame, Dr. Robarge - Chief Historian at CIA, Ron Girard - Oxcart mission planner, Robert Rodert - Lockheed flight engineer on Article 121, and Fred White who helped write the flight manuals.



The second panel (8 Oct.) will be moderated by Annie Jacobsen and will consist of BGen Ray Haupt - U-2 pilot, Instructor pilot for the A-12 CIA pilots, and SR-71 pilot, Col. Sam Pizzo - mission planner, Fred White - Lockheed, and Wayne Pendleton - Special Project Engineer for the radar cross section tests of the A-12. This week we moved the time for this panel back to 1300 - 1500 hours to allow more time for the panelists and Roadrunners to return to the hotel to prepare for the banquet. We also shifted Fred White from the 1st panel to the 2^d one.

Media releases about the symposium will promote the event and attract the public, media, historians, authors, etc. to this two-day public event at the museum. So far our Pratt & Whitney engine guys and the mission planners guys have



organized to man exhibits at the museum where they will tell their story as a group. They have prepared charts, graphics, maps, photos, etc. that Barnes will have enlarged into poster size for display at their "booth." They plan to man their table throughout the day to answer questions from the public. Associate members of the Roadrunners will be on hand to ensure the public knows the Roadrunners are there for them.

We will attempt to keep the visitors dynamic and excited throughout their stay. We will also have video playing to show the planes in flight and conducting touch and goes. For the project pilots station Frank Murray is preparing material to exhibit. Both he and

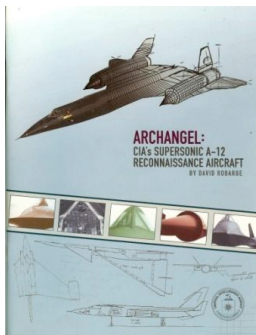
Barnes have a few physical items to display at the museum. We hope others will bring their collectables as well. Please let the reunion committee know as soon as possible as to your desires and get the props and such to Barnes as soon as possible to enable the museum to prepare for their placement and display.



This reunion is different in that it is the first time we have gone public in Nevada. Please consider this a team effort and feel free to add to the event as you see fit. Please work with Barnes, the reunion committee's liaison with the museum regarding anything requiring floor space at the museum or anything needed from the committee so all is organized long before the reunion commences. Again, this reunion event is a team effort just as was Project Oxcart. In the photos above are Cheryl with the EAA CIA store, Susan with the Gold Coast Hotel, Barnes, and museum staff meeting this past month to organize the CIA store at the hotel and the museum.

We of course showed off our Nellis AFB Petting Zoo to Cheryl while she was in town. If the DCI sees how much fun his CIA employees are having with the Roadrunners he will probably want to start making these boondoggle trips himself.

For those of you who haven't had the pleasure of meeting and working with Dr. Robarge, we will introduce him so you will know him when he arrives for our reunion where he will participate in our symposium panels at the Atomic Testing Museum.



David Robarge received his Ph.D. in American History from Columbia University. After teaching at Columbia and working for banker David Rockefeller and at the Gannett Center for Media Studies at Columbia, he joined CIA in 1989 and became a political and leadership analyst on the Middle East. Dr. Robarge moved to the CIA History Staff in 1996 and was appointed Chief Historian of the CIA in 2005. He has published a classified biography of Director of Central Intelligence John McCone and unclassified

monographs on the CIA's supersonic A-12 reconnaissance aircraft and intelligence in the American Revolution. We have a link to this publication posted on the bulletin board of our Roadrunner website where it can be downloaded from the CIA website. His articles and book reviews on CIA leaders, counterintelligence, covert action, and technical collection have appeared in Studies in Intelligence, Intelligence and National Security, and The Journal of Intelligence History. He has taught intelligence history at George Mason University in Virginia and also has written a biography of Chief Justice John Marshall.



We weren't going to mention this again having done so numerous times, but the RI staff and the EAA CIA store staff feel we should give the Roadrunners one last chance to purchase one of the limited edition silver coins prepared by the CIA store solely for us Roadrunners. At the close of this upcoming reunion we will be authorizing the store to dispose of those remaining in the store's inventory as they see fit. Don't come crying to us if you see a stack of these coins along with a few A-12 cockpit components showing up for sale on E-bay by you know who, or if your kids demand to know why you didn't buy them a Roadrunner coin memento.

(Laughlin AFB, TX)

The Roadrunner staff extends boo-coo kudos to Bob Murphy for suggesting, Kent Burns for supplying, and Tony Bevacqua for delivery of a gaggle of photos of the early U-2s at Groom Lake. These will be added to our U-2 Photo Archive for the use of historians, authors, etc. recording the legacy of the CIA U-2 programs and the men such as Carl Overstreet who is recovering from a stroke as mentioned above. You will find more about Carl and several other of our great Roadrunners posted below.

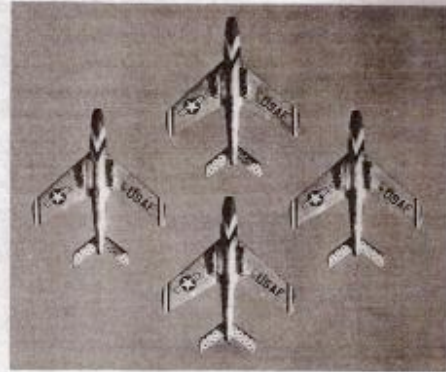
We also thank Jim Long with the Laughlin Heritage Foundation and the 508th SFW for contributing the excellent photos below of some of our Roadrunner Icons from over a half century ago. This interesting newsletter from the USAF FIGHTER WEAPONS SCHOOL at Nellis that contains some of our famous pilots including the high flyers whose names you will recognize.

Carl Overstreet	
Merle Vojvodich, Jr.	Deceased
G.W. Johnson	
R.J. Schuler	Deceased
Chuck B. Stratton	
Francis Gary Powers	Deceased
C. G. Harrison	Deceased Crew
Chief U-2	(initially at Ranch)

Note: BGEN J. E. Roberts, Commander of Nellis AFB was former director of training at the Martin B-26 Transition Training Base at Laughlin Army Air Field



PLEASE CHECK 508TH STRATEGIC FIGHTER WING
TOP GUNS ON PAGE 15
FIGHTER WEAPONS
NEWS LETTER



USAF FIGHTER WEAPONS SCHOOL
NELLIS AIR FORCE BASE
LAS VEGAS, NEVADA



1955 NO. 3 SPECIAL ISSUE

TACTICAL AIR COMMAND

(Day Fighter Team)



F-86-F

450TH FIGHTER BOMBER WING
Foster AFB, Texas

AIRCREW

Lt Col J. P. Hagerstrom
Major C. A. Curtin
Capt L. E. Lovitt

Capt J. W. Hart
Capt Merle Vojvodich, Jr.
2/Lt C. I. Lagerud

GROUND CREW

Capt M. R. Page
1/Lt Robert Greenlager
M/Sgt A. C. Norris
T/Sgt F. D. Maertens
S/Sgt M. W. Dejongh
S/Sgt J. E. Metz
S/Sgt R. D. Harrison
A/1C E. F. Kennedy
A/1C R. E. Barton
A/2C David E. Nickolouson
A/2C W. L. Nolt

A/2C E. E. Chronister
A/2C J. V. Johnson
A/2C D. J. Dennis
A/2C R. E. Ehrhart
A/2C E. L. Rogue
A/2C R. S. Bradley
A/2C C. E. Bartosch
A/2C F. J. Davilla
A/2C J. C. Henderson
A/3C J. A. Bochner
A/3C J. H. Bullard

High Individuals (DAY FIGHTER)



Col. W. E. Williams, Jr.
Air National Guard
High Team Captain

Maj. F. C. Blesse
Air Training Command
Overall High Individual
First Place



1st Lt C. E. Overstreet
Strategic Air Command
Overall High Individual
Second Place



TOP GUNS
1955 FIGHTER WEAPONS MEET
NELLIS AIR FORCE BASE



F-04-F

508TH STRATEGIC FIGHTER WING
Turner AFB, Albany, Georgia

AIRCREW

Col G. W. Johnson
Capt D. W. Miggert
Capt R. J. Schuler

1/Lt C. K. Overstreet
1/Lt C. B. Stratton
1/Lt F. G. Powers

GROUND CREW

Capt R. A. Atkins, Jr.
M/Sgt J. Hutchinson, Jr.
T/Sgt G. W. Slaughter
S/Sgt B. R. Jennings
S/Sgt J. B. Calarese
S/Sgt L. K. Morgan
S/Sgt J. L. Davis
S/Sgt L. E. Ensor
S/Sgt B. B. Hazlip
S/Sgt A. J. Sumrall
S/Sgt D. E. Burda
A/1C C. G. Harrison
A/1C A. Morrison, Jr.

A/1C J. F. Appleby
A/1C D. E. Hanson
A/1C W. W. Nichols
A/1C J. W. Thigpin
A/1C S. S. Egdorf
A/2C J. C. McNair
A/2C R. P. Raddick
A/2C R. D. Betterton
A/2C K. M. Adams
A/2C D. J. Duncan
A/2C M. M. Sturgill
Mr. George Watson

OUTSTANDING FIGHTER WING
STRATEGIC AIR COMMAND

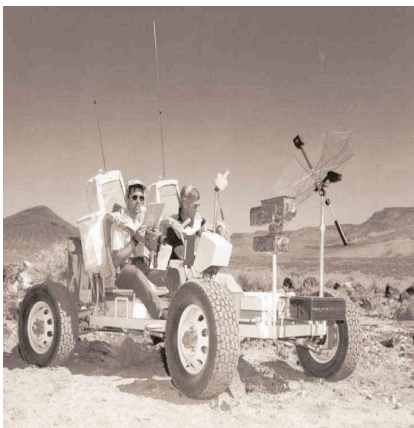
Last Month BGen Ray Haupt remembered where and what he was doing the day President was assassinated. Lockheed Engineer Torrey Larsen shares his memories of the day President Kennedy was shot. "At this point in the Flight Test of the YF-12 we were isolating a problem in the aircraft brakes. I was in the rear cockpit taking notes and activating the instrumentation. These test runs were on the runway at the test site (Groom Lake) and involved several high speed taxi accelerations and stops to find the problem of strut walking of the YF-12 aircraft. This strange phenomenon was really one that we had no way of resolving without vendor hardware internal redesign that was not available to us because of the classified nature of the program. The vendor had no cleared people on the YF-12 development team so we were doing taxi tests on the runway making multiple high-speed runs verifying the strut walk dynamics along with the airframe, and main gear stiffness how these factors contributed to the problem. After several passes on the runway we returned to the hangar and my assistant flight test engineer (Jack Baldwin) met us, running up the ladder with the announcement that President Kennedy had been shot. My reaction was one of disbelief and I felt that he was joking in some way and expected some type of a punch-line to the joke. When I asked about the punch-line his response basically was no! no! no! that was the message that President Kennedy had been shot." Torrey Larsen - Senior Flight Test Engineer on YF-12 program



Would you feel comfortable seeing these guys board your plane? They are the original Mercury astronauts when they completed survival training at Stead AFB, Nevada. This and the following photos contributed by Deputy Director Robert Friedrichs of the Nevada Aerospace Hall of Fame
<http://nvahof.org>



In the photos below are our astronauts preparing for the lunar missions during Apollo. These were taken at the Nevada Test Site in 1966.





Many of you Roadrunners probably never knew the above Nevada radar sites existed, much less their participation in the Oxcart and YF-12 Operations. The site on the left is the Beatty Tracking Station and the one on the right is the one at Ely. Both were primarily for support of the NASA High Range which included the X-15, XB-70, Lifting Bodies, the YF-12, lunar landers, and special velocity verification flights of the A-12. Roadrunner President Barnes was a hypersonic flight support specialist responsible for radar, telemetry, communications, and data transmission at the Beatty site from 1964 to 1968 when he was recruited for the Special Projects Team at Groom Lake. On 1 May 1965 he participated in the world record setting flights of the YF-12. At the end of the X-15 and XB-70 flight-testing the Beatty site was closed and reverted back to control of the Air Force operating at TTR. The Ely site was upgraded to a long range radar tracking system interfaced to a computer system and the CORTS (Conversion of Range Telemetry Systems) for flight support of the YF-12 along the 1,000 nautical mile long high speed flight corridor extending from mid-Washington state to Edwards AFB/NASA Flight Research Center. The site also supported NASA flight programs such as the wingless lifting bodies, Supercritical Wing, and Digital Fly-by-Wire aircraft. The YF-12 aircraft were flown as a continuation of the XB-70 to acquire in-flight data for the design of future supersonic aircraft, both commercial and military. The high temp instrumentation developed for use in the XB-70 was cannibalized for the YF-12 from the XB-70 on display at Wright Pat.

Next we would like to post information about other little-known Oxcart Team participants such as CIA communications and security outposts.

We received no news this month regarding our A-12s retired in the museums.

DON'T FORGET TO DISPLAY YOUR FLAG ON 9/11

