

# ROADRUNNERS INTERNATIONAL MONTHLY HOUSE SIX NEWS AND GOSSIP

(Not to be confused with the Stars and Stripes)

1 August 2008 - 22d Edition



## FINAL FLIGHT

After the dreadful losses we suffered last month we are overjoyed to inform you that none of our members boarded for their final flight during the month of July.

\* \* \*

On that note we will share a bit of humor.

- "If you tell the Navy to secure a building, they will turn out the lights and lock the door.
- If you tell the Army to secure a building, they will occupy it and forbid entry to those without a pass.
- If you tell the Marines to secure a building, they assault with heavy fire, capture the building, fortify it and call for an air strike.
- If you tell the Air Force to secure a building, they will negotiate a three year lease with an option to buy."

\* \* \*

## WEB SITE REPORT

Some of you may have encountered broken links and missing photos on the Roadrunner web site the last couple weeks. The webmaster reports a major HTML Markup Validation (script clean up) of the site is underway to make it more compatible with most all digital interfaces now that the Roadrunner web site has become an extension of various government agencies and college Cold War oral history information exchange systems. The upgrades are expected to be concluded in a week or so. Thereafter, anyone encountering broken links, missing photos or other anomalies are requested to let the web master know so he can correct them.



\* \* \*

Big News for our Roadrunner members from the CIA EAA Store! The CIA EAA Store is proud to announce our redesigned website is now live. This is an eCommerce website and will handle all of your Roadrunner purchasing needs. If you have any questions, please give us a call at 703-834-3001 or 866-274-8749. Besides a line of A-12 OXCART and Roadrunner memorabilia we have Discounted Disney Tickets, Prints, Crystal, T-Shirts,



Mugs, and much more! Check back often as our inventory changes. You may purchase your White House Ornament here shortly. Please give EAAMOC's new website a try! Enjoy!

Instructions:

For previous users, if you are receiving this email and have used the EAAMOC website (old/or new) before you are already registered! Your email address will become your user name. Your previous password will remain the same. If you would like to change your password or your email address changes, you are in charge. For new users, if you have never used the EAAMOC website (old /or new) before, you are a new user and need to set your password. Please fill out the Registration Page.



Important: Your EAA Membership # is your Badge #. Our New email address is: [info@eaamoc.com](mailto:info@eaamoc.com) Use this link to get started. Our snail mail address is: EAA Mail Order Center, 200 Spring Street

Suite 440/130, Herndon, VA 20170-5209, Telephone: (866) 274-8749 or (703) 834-3001 | Fax: (703) 834-3002 | [info@eaamoc.com](mailto:info@eaamoc.com). Copyright © 2008, EAA Mail Order Center, All Rights Reserved.

\* \* \*

NOTICE

For those planning to attend the induction of Bill Fox into the Iowa Aviation Hall of Game on September 27th at Greenfield, Iowa, be advised that most of us will arrive on the 26<sup>th</sup> and will be staying at the Radisson Hotel Des Moines Airport, 6800 Fleur Dr., Des Moines, IA, Reservations: (888) 201-1718 US Toll Free, (515) 285-7777 Fax: (515) 256-0000



<http://www.radisson.com/desmoinesia>

The banquet will be held at the museum with social time starting at 1800 hours and the dinner at 1830. The program and ceremony will follow. The two inductees are our Roadrunner Bill Fox and Kimberly D. Olson. Tickets for the banquet are \$15 each and reservations are required. The Roadrunner staff will alert everyone when it is time to make your reservations for the banquet. We will also attempt to coordinate transportation so we can share rides and costs of rental vehicles. Contact information for the Aviation Hall is: 641 343-7184 or e-mail: [aviation@iowatelecom.net](mailto:aviation@iowatelecom.net).

\* \* \*

U-2 Dragonlady Reunion Cancelled

The DLA staff regrets having to tell you that we had to cancel the upcoming reunion due to lack of participation. As of July 15, the cutoff date, we only had 76 people registered to attend. The Sheraton Grand was understanding enough to let us out of our \$60,000 contract, so we have postponed it to the second week in September, 2010. Hopefully, the economy will be better by then and we can get enough support to again gather to celebrate the U-2 and all who have been connected to the program. We apologize to those of you who have to change your plans. We will be returning all registration money by snail mail in the coming weeks. Dick (GF) Panzica,



President DragonLady Association P.O. Box 9114 Beale AFB, CA 95903  
[dick@dspanzica.com](mailto:dick@dspanzica.com)

\* \* \*

#### UPDATE FROM THE ROADRUNNER REUNION COMMITTEE CHAIRMAN

Noting the number of aviation organizations holding their final reunion and learning of the cancellation of the U-2 DLA reunion for lack of attendance has prompted the Roadrunner officers to review plan "B" options for fear our association may be facing a similar fate. On 28 July Committee Chairman Harry Martin and Roadrunner President T.D. Barnes met with the Gold Coast Hotel and Casino to confirm our cut back and possible



cancellation options. We will be required to lock in our room rates in October. Cutoff for changes or cancellation is 90 days prior to our reunion, so closer to reunion time we will be contacting all our members for a headcount on those planning to attend and schedule the reunion accordingly. While at the Gold Coast were pleased to note extensive renovation under way. The restaurant is being upgraded to a TGIFriday's eatery from the world-renowned chain. Our favorite seafood/steakhouse, The Cortez Room, has moved to the swank space previously occupied by Arriva's. Mr. Kevin Wu, entrepreneur of award-winning Ping Pang Pong's, one of the most successful Asian restaurants in Las Vegas, has just opened a new noodle bar, The Noodle Exchange that Susan described as being "out of this world." (We wish she would quit using that expression around us Area 51 guys.) Another Roadrunner favorite, the Gold Coast Showroom/Lounge has undergone renovation and is now playing in the main showroom.  The Monterey Room will reopen on, or about, October 1, 2008. The 24-hour coffee shop (The Café) has been moved to a portion of the Ports O' Call Buffet. All of the guest rooms will have been renovated by the date of our next reunion.

\* \* \*

#### CELEBRITY PILOTS

For all wondering who all celebrities have earned their pilot's license look no further than your Roadrunner staff for answers. We know all!!! John Travolta, Harrison Ford, Clint Eastwood, Tom Cruise, Jimmy Buffett, Patrick Swayze, Angelina Jole, John Kerry - Hugh Downs, Dr. Phil McGraw, Arnold Palmer, George H.W. Bush, George W. Bush, Alan Jackson - Roy Clark, Kurt Russell, Morgan Freeman. Now you know everything we know.

\* \* \*

#### OX CART WIVES

The public has always marveled that for almost 40 years the Roadrunners never told their wives where or what they were doing during Project OXCART and Operation BLACK SHIELD, AND that the wives accepted having a "weekend husband and father" for years on end. Most have heard the story about an OXCART candidate passing all the exams and when it came time to volunteer he told the interviewers that he needed to get approval from his wife. When he returned to the hotel room to accept the assignment the interviewers had packed up and



left. He never heard from them again. Shedding some "documented" light on the importance of the OXCART (and Area 51) "don't ask - don't tell" policies to which we religiously adhered are the following excerpts from a Top Secret document declassified by the CIA in 2002. The document entitled "Memorandum for the Record" dated 27 February 1963 states: "On 12 October 1962, the undersigned, in the company of Messrs Cunningham, XXXXXXXX, and General Flickinger participated in the recruitment of subject for Project OXCART.

2. The first day followed pattern previously established and went pretty much according to script. Individual was initially interested in performance characteristics and, although his detailed questions were parried, he did obtain an admission that speed, on the conservative side, might be said to exceed MACH-2. During the interview, one could see that General Flickinger was not impressed with Subject. This stems from concern over a very inquisitive, intelligent, and domineering wife. Secondly, physiological finds, although not disqualifying, which pertained to spatial bifida were a cause for concern as earlier raised by Colonel Ledford and General Flickinger. On 16 October 1962, XXXXX and the undersigned met Subject at the Shoreham Hotel for an answer. He indicated a great deal of concern about hiding the truth from his wife, and although it was first thought he was using this as an excuse, as the interview progressed, it was quite clear that this would be a source of emotional stress. This, together with the other considerations, placed XXXX and the undersigned in the position of dissuading the individual from volunteering. At the conclusion, he was actually upset, but believed that his declination was made by himself and was in the interests of all parties concerned. Subject was given a security admonishment by XXXX of not getting trapped into divulging what had transpired. Subject should forget that this recruitment effort had taken place. Termination security oath was executed by Subject. Subject could foresee no questions which he would not be able to handle. He will indicate that he had withdrawn from the voluntary program because it was not leading anyplace. Subject further indicated that there would be no need to explain why he had brought his flight gear on this trip. Signed/XXXXXX"

\* \* \*

A Chronicle of the Final Days of Project OXCART  
By: Frank Murray



The demise of the OXCART Program was told to the pilots that flew the missions a few months before the actual shutdown of operations at the Kadena Detachment. The A-12's were kept at Kadena as backup resources should the SR-71 not make its debut as advertised. Though the A-12's did backup the SR-71 missions, none were required to actually fly. With about a month to go at Kadena, the A-12's were getting ready to relocate to Area 51 and on into storage at the Lockheed Site 2 on Palmdale. You can read the rest of this excellent account authored by Frank Murray by going to the Cold War Stories section of the Roadrunner web site.

\* \* \*

Can you identify this soldier? We'll give you a hint. He is a PFC and back then he was called "Vojack." The answer and story about this soldier are posted towards the end of the newsletter.

\* \* \*

Ex-Area 51 Workers Eligible for Aid  
June 27, 2008 Las Vegas Review-Journal

WASHINGTON - Former Department of Energy and contractor employees who worked at the top secret Area 51 base now are eligible to seek health payments available to nuclear weapons workers who got sick from their jobs, a top federal official said June 24. The announcement by Shelby Hallmark, director of the Office of Worker Compensation in the Labor



Department, cleared an obstacle that has prevented some former Nevada workers from getting help to battle job-related cancers and other serious illnesses that showed up years after they completed careers at weapons sites. Shelby Hallmark, director of the Office of Worker Compensation in the Labor Department, said the Labor Department has designated Area 51, the 60- square mile guarded installation on the northeast border of the Nevada Test Site, as part of the test site for purposes of the Energy Employees Occupational Illness Compensation program. Initial estimates varied widely of how many people might be eligible to gain payments, from less than a hundred to several thousand. Funk said test site employees routinely were sent "over the hill" to the secret base. He said as many as 2,000 former workers may be covered. He suggested former workers and their families who believe they may be affected should contact the Las Vegas Resource Center that processes claims under the energy workers compensation act. The Labor Department declared eligibility for DOE workers who were at Area 51 for the period between January 1, 1958 through December 31, 1999. Those were the years DOE controlled the site that is roughly 90 miles northwest of Las Vegas. The toll free number is 866-697-0841.



\* \* \*

UPDATES FROM THE A-12 MUSEUMS



Roadrunner members Bill Tunnell, Pete Thompson, and Owen Miller at the Alabama Battleship Memorial Museum in Mobile continue to expand the Roadrunner exhibits around Article 132. Note the two Dru Blair paintings at the front of the Article. We're proud and relieved to know following Mobile's lead, some if not all the museums hosting A-12s will continue the Roadrunner legacy long after we are all gone. There were no updates from the other museums at the time of

printing this newsletter.

\* \* \*

Ponying Up:

The Air Force announced yesterday that it is authorizing assignment incentive pay for airmen assigned to and performing duty at Creech AFB, Nev., effective immediately. Airmen who meet the eligibility criteria

will receive \$300 AIP per month for the first 36 months assigned to a Creech unit, and \$750 per month for service beyond three years. Creech is home of the 432nd Wing, USAF's sole unmanned aerial vehicle wing, which operates MQ-1 Predators and MQ-9 Reapers around-the-clock in Afghanistan and Iraq, with no let-up in sight. The Air Force said the Office of the Secretary of Defense asked the service to look at incentive options to help increase numbers at Creech, which also currently lacks many quality-of-life features compared to other bases, including nearby housing options. "The plan is to attract and retain airmen for high operations tempo assignments at this developing location in a challenging environment". Makes one wonder what incentives are being paid at the Ranch these days.

\* \* \*

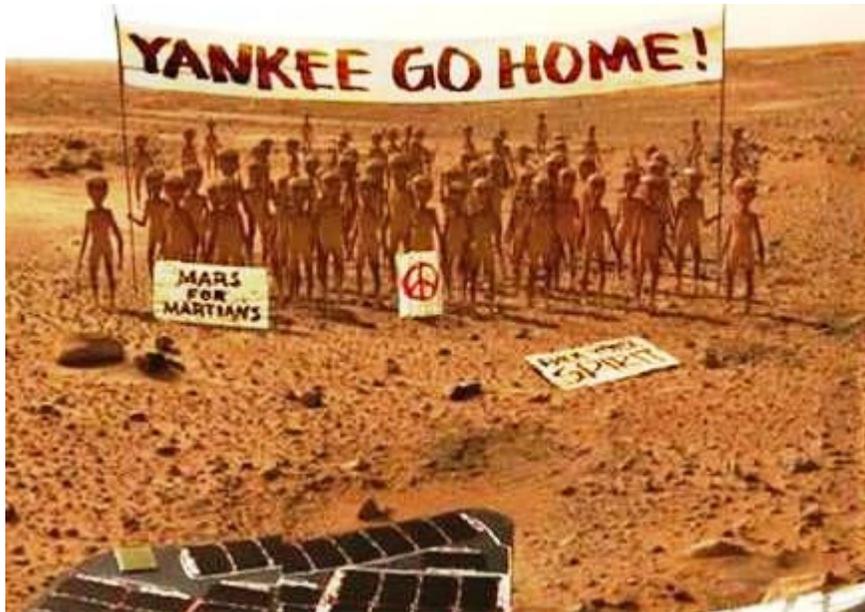
#### FRANCIS GARY POWERS

Forty-eight years ago last July 8 former Turner AFB classmate of many of our Roadrunners, CIA Pilot Francis Gary Powers was charged with espionage after being shot down just two months before while flying a secret mission over Moscow. Powers was charged with espionage by the Soviet Union on July 8, 1960. Although he would not be found guilty until August 17 of the same year, Powers' indictment signaled a massive setback in the peace process between the United States and the Soviet Union. On what turned out to be Powers' last flight for the CIA on May 1, the Soviets shadowed his U-2 at a lower altitude, then took him down as he crossed over Sverdlosk, deep in enemy territory. To make matters worse, Powers was unable to activate the plane's self-destruct mechanism, as instructed, before he parachuted safely to the ground, right into the hands of the KGB. On August 17, 1960, Powers was sentenced to 10 years in prison, but was released after two, in exchange for Soviet spy Rudolf Abel. Though Powers claimed he had not divulged details of the U-2 program, he received a cold reception upon his return to the United States. It wasn't until May 1, 2000, the 40th anniversary of the U-2 incident and 23 years after Powers' death in a helicopter crash, that the United States awarded him the medals of distinction he was denied during his lifetime. Let us not forget the sacrifices Powers and his family made for our nation.

\* \* \*

#### REMEMBER THE SAYING "WHAT GOES AROUND COMES AROUND?"

It appears that today NASA is experiencing some ill effects from some of the extraterrestrial activities that reportedly occurred at Area 51 on our watch. It has long been rumored that when President Reagan enacted his immigration policy sending illegal aliens back to their birth place this also applied to some residents of Area 51. Twenty years later NASA has bridged a way for human travel to Mars similar to what occurred when the white man first moved into Indian territory in the 1800s and in later years along the Rio Grande border with Mexico to prompt Reagan's immigration crackdown. Now those deported 20 years ago are enforcing their own immigration policy. One Martian official has reportedly reminded President Bush of the old earthly expression, "What goes around comes around."



\* \* \*

#### A-12 PILOTS

We all recall the identities of the CIA pilots hanging around House Six, their all night poker games, raids on the mess hall on steak night every Thursday, and other capers that are probably still protected by our security agreements, but do you recall the names of the other guys who flew A-12s at the Area? (The Air Force guys getting their Dollar Ride in the Titanium Goose don't count.) It is important that we not forget the Lockheed test pilots. If we missed anyone please let us know.

Lou Schalk (deceased)

Bill Park (deceased)

Bob Gilliland

Art Peterson (deceased)

Jim Eastham

Darryl Greenamyer

Bill Weaver

Does anyone recall the names of the LK engineers who flew as flight test engineers or D-21 Drone controllers? As Frank Murray recalls, only Bill Park ever launched D-21's with the assistance of the FTE/Drone controllers. Art Peterson chased all the Drone launches with the other M-21 (A-12 Drone launcher) The Drone Launch control guys were

Keith Beswick and Ray Torrick (Ray was killed in the Pacific during a D-21 drone launch from the M-21 mothership.)

\* \* \*

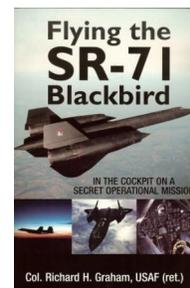
#### ROADRUNNER AUTHORS

Webmaster Note: It is seldom that a Roadrunner member authors a book solely for personal profit. Most of them do so at their expense as their contribution to our mission of establishing our Cold War legacy and recording it for the benefit of generations to come. We try to post in our Authors section of the web site a synopsis on each such book plus details regarding purchase. We encourage our Roadrunner members to support these authors as it is most likely you that they are promoting in their books. Visit our Author's section and order a book describing your accomplishments. We're sure your family and friends will find the books interesting so think of them while you're filling your basket. While you're at it, send me your stories as well for posting in our Cold War Stories section to share with our nation's university digital library system. Most of you have made a major mark on our nation's history, but no one but you will ever know about it unless you make it known.

Last month we welcomed the newly released books of Colonel Sam Pizzo and Jeannette Remak. This month we introduce books written by Colonel Rich Graham of SR-71 fame and Pete Merlin archivist and historian at NASA Dryden Flight Research Center. While you're at it visit the web page of Connie Pardew who has written freelance aviation articles on just about every event the Roadrunners have participated in.

#### INTRODUCING THE MOST RECENT BOOK OF RICH GRAHAM:

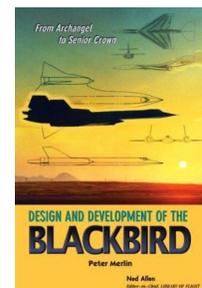
"It all begins with a desire," writes author Col. Richard Graham in the first chapter of *Flying the SR-71 Blackbird*, "a desire to fly the world's most secretive, highest and fastest plane." For anyone who has ever wondered what it's like to fly the SR-71 on a secret Mach 3 reconnaissance mission, this book has the answers. *Flying the SR-71 Blackbird: In the Cockpit on a Secret Operational Mission* takes readers on an operational mission that only a few U.S. Air Force pilots have ever experienced. Col. Graham offers a rare cockpit perspective on how regular Air Force pilots and navigators transformed themselves into SR-71 Blackbird crews, turning their unique aviation talents to account in an unprecedented way. Shown to the public for the very first time, the book includes the once-secret SR-71 pilot's checklist. The hardcover book is 288 pages and includes pictures/diagrams and the pilot's checklist. Autographed copies of the books can be purchased directly from Rich Graham. The book is \$29.00 (\$30.15 Texas residences) and includes postage. Send a check to Richard Graham, 3501 Hearst Castle Way, Plano, TX 75025 for the book. Be sure to include who to autograph the book to and a return mailing address.



\* \* \*

#### PETE MERLIN

Peter Merlin has written a technological case study and lessons learned analysis of the Lockheed Blackbirds, for



publication by the American Institute of Aeronautics and Astronautics (AIAA). From Archangel to Senior Crown: Design and Development of the Blackbird describes the design evolution of the Blackbird from the ARCHANGEL study that culminated in the original A-12 model to the final and most advanced version, the SR-71. Construction and materials challenges faced by the prime contractor as well as the Blackbird's performance characteristics and capabilities are discussed in detail. The text is sufficiently technical in nature to appeal to engineers but written on a level accessible to a general readership as well. The book has potential value to program managers, project engineers, historians, teachers, aeronautical engineering students and aviation buffs. The book comes with a supplemental CD-ROM containing additional source documents, technical reports, manuals, photographs, and videos, most of which have never been published or have only seen limited distribution.

\* \* \*

ANSWER TO THE IDENTITY QUESTION ASKED ABOVE:



Many probably do not know it but Major General Mele Vojvodich began his career as a Private in the U.S.A.A.F. at Lakeland in 1947 and took his training to be a radio operator at Scott A.F. Base, IL. Mele (or "Vojack" as we knew him then,) was a "best buddy" of mine and I have photos of him from that time period (Oct 1947 through June 1948). He and I both dreamed of being Air Force pilots and spent a lot of time together sitting beside the runway at Scott watching the planes come and go and wandering through the hangers sitting in the cockpits of those dream machines, i.e., T-6's, C-47's, B-25's etc. After graduation

from Radio Operators school, he went to Washington State and I to New Jersey, both to serve in A.C. & W. squadrons. We both eventually took our exams to become air cadets, and I always had to kid him that it took him two tries to pass the written exam whereas it took me only one. He, however, didn't have bad eyes like my 20/30's and went on to become a Major General, and I an engineer who eventually worked on Air Force programs with Wright-Pat. Materials Lab. Mele and I met by chance at Camp Stoneman, CA in 1952 when I had been recalled for Korea and he was waiting to head in the same direction. The last time I saw Mele was not long before his retirement when I had lunch with him in the Air Force Executive Dining Room at the Pentagon. I had many telephone conversations with him after his retirement, but lost contact with him after I retired from Alliant Techsystems in Minneapolis. I was saddened to hear of his departure from these temporal runways, but I know he has now joined the realm of sun-slip clouds where his heart did always soar.

William J. Schrader

\* \* \*

Kinship

CONNIE PARDEW'S SON GOES NAVY

Last month we reported on Michael Linscott taking his Oath of Enlistment in the U.S. Navy. Connie shared with us this photo of Michael and his grandfather (Connie's dad)



taken while he was in the Navy. They could almost pass for twins.

\* \* \*

Will Janet Airlines provide Magic Planes for the Area 51 workers? The director for manpower, personnel and security at the Defense Information Systems Agency DISA is considering providing vans to transport workers who don't want to uproot their families from Virginia; dedicated, nonstop buses from the Pentagon; shuttle buses from the MARC Commuter Rail station in Odenton, Md.; and sharing these services with tenants at Fort Meade, such as the National Security Agency. Probably the most innovative twist in the transportation plan is deployment of what has been dubbed the "Magic Bus" -- a vehicle equipped with Wi-Fi so DISA commuters can surf the Net (or ostensibly to work) as they cruise to Fort Meade. If it does, DISA will follow in the path of leading technology companies such as Google and Microsoft, both of which ferry thousands of employees to and from work daily on a fleet of Wi-Fi-equipped buses. Google has a wealth of employee perks -- including free haute cuisine, climbing walls, volleyball courts and lap pools -- but The New York Times reported the Wi-Fi commuter bus service was the biggest perk of all as it saves workers from daily traffic battles. If DISA's objective is to ensure it does not lose intellectual capital in the move to Fort Meade the Magic Bus could go a long way to help meet that goal. Not to mention that every DISA employee Penkoske manages to lure onto a DISA Magic Bus will mean one less car on Washington's already snarled roads. About 14,000 Defense Department employees in the D.C. area are slated to move to Fort Meade and another 23,000 are scheduled to move to Fort Belvoir, Va., in 2011. DISA currently has two sites that have secure network connections to support classified telework -- one in Annapolis, Md., and another in Wahiawa, Hawaii. The agency wants to increase the number of remote, classified sites to accommodate employees who need access to secure networks.

\*\*

Lordy, lordy. First Creech AFB employees get hardship pay and now the government workers are riding in magic buses and planes, and playing on company climbing walls, volleyball courts and lap pools. All we had at Area 51 was the cuisine (all you could eat steaks on Thursday night) and an occasional rattlesnake or scorpion hunt. No lap pools, however Burgie once imitated a drunken lap dance after drawing a full house during a House Six poker game. Ken Collins told him to knock that crap off and place his bet. At the thought of riding a "magic bus" one envisions a bus load of "Girlie Men sending text messages to each other to schedule a meet at Starbucks." There were no girlie men at Area 51 during our day.

\* \* \*

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.

