



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

1 November 2009 – 37th Edition

FINAL FLIGHT: TSGT Elbert Moore, U.S. Air Force Retired was not a Roadrunner, however



Retired Tsgt U.S. Air Force Elbert L. Moore
 (RAO Director and weekly up date Editor)

his passing warrants recognition and our condolences to his family. After retiring with 22 years in the Air Force Elbert voluntarily served as

the ROA director at Nellis Air Force Base until September 22 of this year. For several years Elbert was the Roadrunners' contact for family assistance following the death of one of our Roadrunners. Only a week prior to his sudden hospitalization Elbert solicited our Roadrunner president to speak to the retirees at Nellis AFB on Retiree Appreciation Day, resulting in several retirees attending the Roadrunner symposiums at the Atomic Testing Museum during our

The Las Vegas Roadrunners mourn the loss of **VIRGINIA LOSH**, widow of the late Roadrunner Thomas C. Losh who passed away in November 2006. The Special Projects roadrunners remember Thomas for the countless times he

10-30-2009 – We just learned that **Sherill Darlington** suffered a stroke this week and is in the Valley Hospital here in Las Vegas. We wish him a rapid recovery and are glad many of us had

October 5-8 reunion. Elbert was a strong supporter of the Roadrunners and his passing will have a direct effect on the Roadrunner relations with Nellis Air Force Base. 99th Air Base Wing commander Colonel Belote and Roadrunners Internationale president T.D. Barnes each spoke to a packed crowd attending memorial services for Sgt. Moore. Elbert is survived by his loving wife, Irma, sons, Joseph, Antony, and Errol; sisters, Brenda and Sharon, brothers, Gary, Steven, David and Gerald; four grandchildren; and a host of other family members and friends. Godspeed, Elbert.



safely piloted them to and from Area 51 during Project Oxcart. Tom came to Las Vegas, Nevada in 1964 and flew for CARCO Air Service and Ross Air Service for EG&G Special Projects.

the opportunity to spend time with him at the Roadrunner reunion where he and Mary worked as volunteers at the reception desk.

NEW MEMBERS:

Voting Member Robert Plantosi – CIA Ret.
 Voting Member Thomas Farrell – CIA Ret.

Associate Member Bobby Blackburn,
 nominated by Roadrunner Ron Girard.

Associate Member Sharon Kauger nominated by Roadrunner Dave Kindell
 Associate Member James Long nominated by Roadrunner Tony Bevacqua
 Associate Member Joel Libbea nominated by Roadrunner TD Barnes

The roadrunner (right) has been hanging out on the patio of RI Pres. Barnes for the past month. Anyone for Roadrunner stew this Thanksgiving?



ROADRUNNER REUNION REPORT:

Like with the Olympic games, the Roadrunner staff has declared the 21st Reunion of the



Roadrunners to be the best ever, but unlike the Olympics the torch was not extinguished. Instead, it is spreading around the globe

as news of the coming out of the Roadrunners races through the media, over the Internet by twitter, face book, and texting. The Roadrunner website is breaking all records for hits and they're not just the Chinese harvesting data. The phone is ringing off the hook with media seeking local Roadrunners to interview, which Barnes reports he is happily obliging. Future symposium panels are being considered across the country, and National Geographic is



preparing to do a documentary about the Roadrunners in conjunction with author Annie Jacobsen's book.

At one point the attendance for the reunion looked grim as Roadrunners reported in that they could not attend due to health issues. As word spread about the planned symposium panels hosted

by the Atomic Testing Museum, these members reconsidered and enlisted family members to accompany them to the reunion. They and others contacted their friends and former associates to encourage them to attend as well. Groups such as the mission planners and the Pratt &

Whitney members organized to not only attend, but to provide assistance in the form of exhibits being organized and prepared for display at the Atomic Testing Museum.

The museum staff in turn enlarged and prepared the exhibits that helped make the entire project a success.

Under the guidance of Committee chairman Harry Martin, planning focused on making the reunion one of personal option as to entertainment and activities. The reunion committee Harry Martin, Roger Andersen, Jim Prucnal, and TD Barnes met regularly with the Gold Coast staff as the numbers planning to attend looked grim and then started to improve at the last moment. The hotel staff was outstanding in their assisting in the planning and accommodating Harry and his committee as attendance changed. At all times Roadrunner Historian Frank Murray kept in the loop for his advice from afar. Election Committee Chairman Russ Buyse was similarly briefed and sought for advice regarding concerns of there being a low attendance. Russ had encountered recent situations as he organized a reunion of the Honeywell Spooks.

Similarly, numerous meetings were conducted with the Atomic Testing Museum and the Roadrunner committee as plans was made to host the 2 days of symposium panels. The museum staff published and circulated regular news releases to the public to inform the public of the opportunity to meet the Roadrunners. They arranged radio and television interviews as the event drew closer to also inform the public. Museum Director of Communications and Development Dawn Barlow, M.A. and CBS



KLASTV Investigative Reporter George Knapp appeared in radio interviews with RI president Barnes to advertise what the museum termed the Spy Planes of Groom Lake events. Additionally, the museum attracted C-Span to video the symposium panels, which will continue to reap untold benefits to the legacy program of the Roadrunners. To sum it up, without the museum staff and the media the reunion would not have been nearly as successful as it was and the phones wouldn't be ringing off the hook seeking Roadrunners to interview today. Without the drawing power of George Knapp and Annie Jacobsen as moderators, Dr. Mary Palevsky, Ph.D., Visiting Scholar, □UNLV Dept. of History, and the EAA CIA store the symposium panels would not have drawn in crowds that broke all museum attendance records. Needless to say, the venue being the Atomic Testing Museum was the best possible choice. No amount of phrase is too much for Troy Wade, Acting Director Chuck Costa and all the staff identified herein



and those behind the scenes.

The support of the Central Intelligence Agency couldn't have been better. Cheryl with the EAA CIA store traveled to Nevada beforehand where she and Barnes met with the hotel staff and that of the museum to work out details for the EAA store at both locations. Toni Hiley, Director of the CIA Museum, Dr. David Robarge, Chief Historian at CIA (both having to cancel their attendance) and the EAA store staff consisting of Mark Wiggins, Cheryl Moore, and Ne'cole Hamn brought an abundance of CIA and Roadrunner memorabilia for both the Roadrunners, their guests, and the public. This added greatly to the success of the reunion. One known disappointment was the absence of any of the corporations making an effort to recognize the coming out of the Roadrunners after near half a century of secrecy. Another being not enough time and personnel to video and interview every individual Roadrunner wishing to at last tell his personal story. We will insure that these individuals have that opportunity to the best of our ability. Already this week arrangements have been made with various media to interview Roadrunners in their area. We ask the members to share these interviews as they occur so they can also become part of the UNLV Cold War Oral History project and the Library of Congress project being spearheaded by Historian Frank Murray and RI President T.D. Barnes.

The General Membership Meeting: Once again bribes of coffee and doughnuts failed to influence the vote of a new slate of officers. The current officers even attempted to influence others into running for office by showing in the monthly newsletter the past officers enjoying their work with the beautiful staff of the hotel and museum. It didn't work so they suggested



the Roadrunners move the reunion to Florida so members from that state could be elected. Russ Buyse, being from Florida dashed water on that scheme immediately. Thornton D. "TD" Barnes was reelected as president, Harry Martin as vice

president, Jim Prucnal as secretary/treasurer, with Barnes remaining Webmaster and Frank Murray the historian. Acting secretary Roger Andersen relinquished the position he assumed to replace John Byrnes to enable the association to resume its policy of one officer being secretary/treasurer. The membership voted to have the 22d reunion same place, same time in 2011. It was also voted to lower the dues for new members to \$50.00. As noted above several new members were recommended and accepted this month. It was also decided to resume the paver program at the Palmdale Air Park for deceased members.



This is a follow-up and thank you to everyone involved in the oral history interviews I conducted on October 7, 2009 at the Atomic Testing Museum during the Roadrunners Internationale Reunion. I am very pleased that we were able to carry this off, particularly because it was a new idea, albeit one that TD Barnes and I have discussed for years.

In summary, I conducted three group interviews related to the CIA's A-12 aircraft: 2 interviews with Pratt & Whitney engineers and jet assembler who worked on the J-58/JT11D-20 engine: Ralph Jacobs, Tom



Weigel, Johnnie Dorotik, Bob Davenport, John Evans, and 1 interview with the mission planning group: Sam Pizzo, Al Rossetti and Harold Mills. I very much appreciate the support ATM staff provided: a

quiet space during the hectic reunion, and video recording by docent and NTS retiree, Dick Reed. Rather than listing everyone else who supported this effort, please look to the recipient list! I just want to emphasize how pleased I am that we could carry off this UNLV/Atomic Testing Museum collaboration. Regarding next steps:

1. Once the ATM's very busy October schedule of events is over, I will meet with Angie Ameling, Rick Rodino, Dawn Barlow, whomever else I should . . . to make sure that all the interviewees and the Roadrunners organization are sent copies of the video for themselves and their families. (I had each interviewee fill in a contact form with brief bio. - information that we can copy for the museum.)

2. The next step in academic oral history is transcription. I will look for funds for transcription at UNLV, as these interviews should be added to the NTS Oral History Project digital archive. I also recorded on my digital audio recorder so that the interviews are in

uncompressed .wav files that can be easily transcribed. Transcription will take time even if I find the money quickly, which is doubtful.□

3. Once we have transcripts, I will review and then send to interviewees for their review, corrections of fact and name spellings, etc. I think everyone was very careful about steering clear of classified material, but this will also be the time to make sure everything is ok on that front. If there are any concerns, we will delete that material from the transcripts and any recordings that would be made public in archives.□

4. Finally, we will place the interviews in the archive(s), making sure that we have from each interview appropriate release forms for placement in multiple archives. Unfortunately, with everyone's budgets very tight, and the labor-intensive nature of academic oral history, none of this will happen overnight. (I tell my students the hard work of oral history begins AFTER the interview). But I am EXTREMELY pleased and grateful that the 8 of you volunteered to sit down for these historic interviews, that we now have the information recorded. This is the crucial first step in preserving this vital history that is quickly fading from memory as participants grow ill and pass on. FYI, I have copied people I consider to be interested parties. However, I do not have e-mails for Al Rossetti or Dick Reed, so I would appreciate it if someone could forward to them. Please feel free to contact me with questions or concerns. It was my honor to hear these stories. With deepest gratitude, Mary **Mary Palevsky**, Ph.D. Visiting Scholar UNLV Dept. of History UNLV: 702.895.0489 Cell: 702.239.5739 Home: 702.228.4143 Nevada Test Site Oral History Project <http://digital.library.unlv.edu/ntsohp> Atomic Fragments: A Daughter's Questions www.ucpress.edu/books/pages/8743.php



We're sure those attending the museum functions noted a well-coordinated crew in action. You met many of the museum staff, but we would be remiss to not extend kudos to those working behind the scenes for several weeks to make the



event enjoyable for the Roadrunners, guests, and the public. Dr. Troy Wade, president of the Nevada Test Site Historical Foundation and acting director of the Atomic Test Museum, both being atomic veterans, spearheaded this honor to the Roadrunners. Staff, security, and volunteers at the museum event included: Linda, Carol, Karen, Brandon, Angie, Kevin, Sydney, Houston, Jo, Linda, Dick, Rich, Travis, Jim, Dawn, Rick, Kathy, Dick, and Dr. Mary Palevsky. RI President Barnes reports numerous meetings with staff and volunteers as they planned every detail of the two-day event to include museum hours, snacks, security, transportation, exhibit displays, exhibit production, medical, media, etc. ATM personnel attending the Roadrunner banquet were: Dawn Barlow, Angie Ameling, Carol Billigmeier, Steve and Linda Clark. Unfortunately we don't have photos of all the museum staff. Depicted L-R are Troy Wade, Chuck Costa, and below: Dawn Barlow, Karen Green, Angie Ameling. And Kathy Powell,



Other Roadrunners interfacing with the museum staff and complimenting the event with their personal exhibits and presence that included presentations to the Roadrunners and the public were Pete Merlin, Joerg Arnu, Alan Johnson, and



Dr. Paul Suhler. Pete Merlin contributed exhibits, conducted presentations and otherwise assisted Barnes and the museum staff in the planning stages. Joerg Arnu presented the enlarged satellite

image of Groom Lake at an



out of pocket expense in excess of \$2,000 to illustrate that today what took us years to build and billions of \$\$\$ before taking the first image can now be done upon request made from an iPhone using a credit card. (During the past two reunions Pete Merlin has also supported the Roadrunners with exhibits for which he also paid for himself.) Alan Johnson contributed with a large display of patches associated to the Roadrunner activities. Paul Suhler conducted a presentation to the Roadrunners and the public, which he also coordinated with the museum during the planning stage. Merlin, Suhler, Sam Pizzo, and Dr. Palevsky performed book signings for the public to add to the overall event.

Again this year the Roadrunners were blessed with having the volunteer members who sacrificed their time to man the Command Post to accommodating arrivals and other services for those attending. We wish to again thank Command Post volunteers

Dodge Trader & Rita Rallo, Flo & Patty Deluna, Frank & Nicki Micalizzi, Warren & Louise Solheim, Ray & Elizabeth Black, Bob & Karenann Evans. Dave Kindell, Tom & Jean Stanks, Jim & Joann Barfield, Dwight Moe, and Sherill & Mary Darlington. We apologize if we missed someone.

Also again this year our treasurer Jim and Prucnal devoted their time to managing the financial accounting and transactions needs of the reunion. Jim reports the reunion did well, holding the post reunion balance targeted by the reunion committee chairman Harry Martin and his planners.



Roger Andersen was the Master of Ceremonies again this year. The ceremonies commenced with the presentation of colors by the Nellis AFB honor guard. Following this, Charles Christian gave the



invocation followed by MC Andersen recognizing the guests, members and in particular the family members accompanying their parents to the reunion events. Roger, who appeared to be quite perturbed at having to announce his own firing as Secretary, announced the new slate of officers. The coyotes as far as Rachel, Nevada heard Roger's fake



sobs, but it did no good.

His well-kept joy of being free at last was quickly dashed at the suggestion by Buyse that in keeping with the times Barnes could appoint Roger as Czar to the



President, which Barnes did immediately. Roger's shocked attitude changed drastically when he started to note how much more the ladies, his friend Linda excluded, seem attracted to him as Czar to the President than when he was secretary. By the moment he became more jubilant, performing a masterful job of entertaining those attending the banquet. (It's rumored that he has contacted DMV about special license plates showing him to be Czar to the President.)



The guest speaker this year was Bill Weaver, former Lockheed test pilot who flew the A-12 at the Ranch and later on the SR-71. Former CIA A-12 project pilot Frank Murray introduced Bill who then provided the Roadrunners and their guests with a sobering account to a breakup of his SR-71 while flying in excess of Mach 3.2 and above 80,000 feet. The story of this miraculous event is posted on the Internet at:

http://area51specialprojects.com/weaver_sr_bailout.doc



The Roadrunner officers have not received one single complaint about the reunion. By all accounts our hotel experiences were excellent and the food at the banquet the best ever. We can thank Susan left and Niki right for making the reunion committee look good and the prospects for another

great reunion being nothing but positive. Same place, same time 2011.



The Atomic Testing Museum hosted two days of symposium panels, both video recorded, the first day by C-Span and the second by the museum. The first panel was moderated by KLAS TV Investigative Reporter George Knapp and the second by author Annie Jacobsen who is writing a book based in large part about the Roadrunners. The Roadrunner Webmaster has made both video recordings available on the Roadrunner website at:

http://roadrunnersinternationale.com/c-span_symposium.html



Thanks are extended to one of our Canadian members Jon Levin-Turner for his assisting our members in writing their bios for the website. The support he and Canadian member Al Rubin can always be counted on. Jon and Al, and Jon's lovely squeeze Rafeena are regulars at our Roadrunner functions.



As usual, UK member Alan Johnson was Johnnie on the spot for all sorts of behind the scenes chores.



Greatly adding to the entire event was the media coverage. Numerous radio and TV coverage successfully informed the public of the upcoming events at the Atomic Testing Museum. Attending the banquet KLASTV news anchors Paula Francis and Gary Waddell, and Peabody Award winning George Knapp.

News from the USS Alabama Memorial Park in Mobile, Alabama – Proud Home of A-12 Article 132:

We have a program every week that brings volunteer sailors from P'cola to the park to work on things. They have made a world of difference. There is something humbling about a 19-20 year old coming up and asking if they can come back next week and work again. We knock them off an hour or



so before they leave and walk them around, tell them stories, and teach them some history. This past week we opened the A-12 cockpit and let them sit in it and took photos. You should have seen their faces. More than one of the called home or sent text messages from the cockpit. We also told them the story of Mike Christian's flag and they began to spontaneously salute it. It was a wonderful day.



The home of A-12 Article 131 was represented at the Roadrunner reunion by Dr. Jim and June Griffin who returned to Birmingham with a lot of new friends and promises to do some exciting things in the near future.

LANGLEY, VA, Home of A-12 Article 128 was also well represented by members of the EAA CIA store. As mentioned above, Tony Hiley and Dr. David Robarge were unable to attend, however ensured the Roadrunners were well supported by the Agency. The Roadrunner keychains passed out at the reunion were provided by the EAA store and the Agency provided a large supply of brochures about Article 128.

AREA 51 by Roadrunner president Thornton D. "TD" Barnes, a.k.a. "Thunder."

Since the CIA's declassification of Project Oxcart a couple years ago, and the initiation of history and legacy projects such as the Roadrunners Internationale website, the monthly newsletter, and the UNLV Cold War Oral History Project with which many of the Roadrunners have been participating, and even the Library of Congress project to archive our stories, we have been forced to confront what has or has not been declassified, what are we free to discuss with each other and the public, etc. After 50 years of secrecy and not being able

to discuss even with each other what we so proudly did has raised more questions than answers.



As more of our association members are being asked to speak at various events many of you have posed the question to me what you can say and not say. This has been a nagging concern that I've wrestled with ever since we started the web site. Lacking any clear guidelines I have sought guidance from both the CIA for whom we all

worked either directly or indirectly, and with local Air Force security to the extent possible. They too share the same concerns and no clear-



cut policy for guidance where one agency has declassified activities at a venue whose existence remains nonexistent today as it did for us 50 years ago. Today's security officers are bound as we were as to need to know. As with us, they

can neither deny nor confirm even to us that the ranch even exists, much less provide us guidance. We do not have the need to know.

The easy answer is to not say anything at all. After all, we maintained our secrecy for more than half a century. Out of the declassification of Oxcart however emerges our having the ability to do things under the cloak of secrecy using slide rules that modern technology cannot do in this age of super computers. We built the U-2 and were flying it in approximately ten months and did so under budget. We also built the A-12, a revolutionary plane that has never been surpassed in technology and capability anywhere in the world. The mere fact that this could be done needs to be told and how we managed to do it revisited and copied by the aerospace industry today. As many of you know, today the layers of bureaucracy for a new war or defense asset are mind-boggling, making it almost impossible to accomplish the things today that we did 50 years ago under the shroud of black budgets.

I can only suggest responses to uncomfortable questions you might be hit with in the public arena. First of all no agency or military service can officially admit that there is a facility known today as Area 51, Watertown, Paradise Ranch, Dreamland, the Box, etc. Yes, there are facilities scattered around the Nevada Test Site, the Nellis Gunnery Range, and the Tonopah Test Range, but there has never been

Continuing this line of thought from the angle of should our stories be told for the sake of history or not. As declassification occurred and when the CIA asked for lists of people to be brought to Langley for dedication of the

anyone officially working at any of the facilities. We never were. The various engineers of the CIA U-2 and A-12 programs worked at the various plants of their company and on occasions commuted to a remote area in the vicinity of Groom Lake to do some testing. The Air Force detachment was attached to Bowling Green and TDY to March AFB. They too commuted to various unnamed facilities set up for their project in the desert of Nevada. My Special Projects group was assigned to the one-room post office known as Pittman Station lying off of Boulder Highway between Henderson and Las Vegas. The Form 5 of our Oxcart pilots show no flights at any of the places above named. For example, Bill Skliar was the first CIA pilot to fly the A-12 and his official flight record shows him flying an F-101 VooDoo at Shaw AFB that day. Jump ahead to the Predator today. Though it is physically supporting operations half a world away it is being flown from Creech AFB, Nevada.

Yes, we talk about the project, but never about the activities or facilities that may or may not exist today at what we commonly refer to as Groom Lake. My advice is tell about our accomplishments in a broad sense for the sake of history and legacy, but if the question doesn't feel right – clam up. "I can't talk about that" is an acceptable answer. By all means defend the need for secrecy, as we knew it, and preserve the integrity of what might be going on at our old stomping grounds today. Remember back then there were an estimated 5 soviet spies hanging around Nevada for every one of us. Today these spies may still exist but the more direct danger is attorneys representing clients looking for a facility that they can sue for any reason in the world that will hamper progress. All our present day enemies need is one judge who favors transparency over secrecy and our enemy learns more than did with all the spying during our day combined. We've ventured into an unexpected and sensitive situation so thoughts on this subject are welcome from you Roadrunners and any security personnel as well.

A-12 on the campus two years ago, we, or perhaps it was just I, expected the corporations to jump at the opportunity of seeing their former employees so honored and the company recognized for its contribution to

the A-12 Oxcart program. It came as a huge disappointment that none of the corporations submitted lists of former employees or otherwise participated in the events at Langley. The same occurred at the Jack Weeks remembrance at Mobile, Alabama on the 40th anniversary of his death. Only one corporation bothered to respond and that was Lockheed-Martin. The same occurred at our reunion this past month where we hoped our people would be given a pat on the back at our "coming out" event by the companies they worked for. I felt as president of the Roadrunners that I had let our members down and my disappointment became published in the Aviation Weekly. Because of the aging of our members and lack of corporate interest it appeared to me that our Roadrunner legacy effort would die with the last reunion. But then someone at Lockheed's Skunkworks asked, "Who are these Roadrunners?" From there a most welcome and fruitful dialogue has emerged from which we expect to bond and prosper intellectually.

People such as Dennis Lombard at Lockheed, Pete Merlin at NASA, Tony Landis, also at NASA, the Blackbird Air Park, etc. have been great support for the Roadrunners from the moment we started our website program and I assumed this knowledge and cooperation extended throughout management. I had realized for the past few years as declassification at CIA was occurring that the younger generation working at Langley today knows little about the human details of Oxcart just as our own membership is still gaining knowledge about each other since declassification occurred. For some reason I had assumed the Oxcart support corporations knew more about the Roadrunners than they obviously did. Thinking back no one knew about

Just to get it straight on what Lockheed has done for the SR-71 Blackbird reunion. THEY DO NOT PROVIDE ANY Pens logos shirts or the like for the reunions. We buy all the goodies out of our funds and give to the attendees, Fred Carmody

Thank you, Fred for clearing this up. With the Lockheed store always being present

Photos of the reunion have been posted on the Internet. Captions will be added as time allows..

the Roadrunners until we started the website and that's the way it was supposed to be. Even with 42 years of closed-door reunions, the Roadrunner members themselves are still learning what others did in the project. Even in moments of camaraderie we continued to adhere to our policy of need to know.

Obviously from all of this we have to realize that even the CIA, Air Force, and our parent companies don't fully know their part in the Oxcart project of 50 years ago. It is up to us to educate them and establish a relationship wherein these entities will want to record this newly declassified legacy of their past and strive to pass it on to the future, thus ensuring the legacy of the Roadrunners will be established and continued as well after we're all gone. This will be up to the individual members to accomplish in the limited amount of time we all have remaining. In the process we encourage you to do so in a manner that maintains our credibility in protecting the security of our former digs at Groom Lake and the secrets each of us have been entrusted to maintain. To sum it up: **FROM TIME TO TIME WE COMMUTED TO REMOTE AND OFTEN TRANSIENT FACILITIES IN THE VICINITY OF GROOM LAKE TO TEST CLASSIFIED PROJECTS IN SECRECY. AREA 51 IS AN UNDEFINED MYTH AREA CREATED BY THE UNINFORMED. IN THE INTEREST OF MAINTAIN OUR NATION'S DEFENSE AND SECURITY WE MUST KEEP IT A MYTH - THIS MYSTIC AND GENERIC PLACE CALLED AREA 51, WATERTOWN, PARADISE RANCH, DREAMLAND, OR THE BOX. ELVIS IS RUMORED TO HANG OUT THERE WHEN HE'S NOT SHOOTING DINGO DOGS AT THE BEATTY DUMP. HE PREFERS THE NAME "DREAMLAND."**

and everything having the Skunkworks logo many of us assumed the SR-71 and the U-2 reunions were being supported by Lockheed-Martin. Naturally this bothered the Roadrunners as we were CIA/Lockheed U-2 and A-12 Blackbird before the Air Force U-2 and SR-71 existed and have never had corporate support from anyone.

<http://roadrunnersinternationale.com/2009blackbirdreunion.html>
http://roadrunnersinternationale.com/mds_rr.html
<http://roadrunnersinternationale.com/ffrr09.html>
http://roadrunnersinternationale.com/mds_rru.html
http://roadrunnersinternationale.com/rf_pz_creech.html
<http://roadrunnersinternationale.com/deforth.html>

These are a few teasers to make you surf for the really good ones.



Our guests from Langley went home with a lot of fond memories and experiences. Friday following the Roadrunner reunion Barnes and Friedrichs, cofounders of the Nevada Aerospace Hall of Fame, a 501 (a)(c) nonprofit corporation, entertained them to a guided tour of the petting zoo at Nellis AFB followed by a tour of the Predator and Reaper facilities at Creech AFB.



Obviously our Langley guests were here for more than sight seeing. They were on a recruiting mission and it looks as though they may have succeeded. Mark can be seen even putting his "wanna be a spy" routine on the Atomic Princess."





AFIO National 2009 Fall Symposium Co-Sponsored by the U.S. Department of Energy, the

National Nuclear Security Administration, and the U.S. Air Force Warfare Center Las Vegas, Nevada Co-hosted with the impressive AFIO Las Vegas Chapter

Base, (the Home of our Air Force Thunderbird Demonstration Team) where we were briefed and given direct access to our state of the art Predator and Reaper, unmanned aerial combat systems (aka: UAVs). Most of us had hands on experience with both UAVs, but none of us dared to kick the tires. I tried to get into the cockpit, but then realized UAVs don't have cockpits. The event ran from October 13-16, 2009. Drawing upon excellent relations with both the U.S. Air Force and the Department of Energy's National Nuclear Administration, the agenda included visits and briefings at Nellis AFB, Creech AFB and the Nevada Test Site, capped by a final day of presentations, looking back to the U-2 project and forward to the future of conflict. The three-day program included Spy Museum Executive Director Peter Earnest's keynote luncheon talk about the latest International Spy Museum programs and publications including the just released "The Real Spy's Guide to Becoming a Spy," preceded by John Alexander's original and provocative talk on long overdue changes that will



The Highlights of our Annual Meeting in the Desert This convention was an extraordinary and unique experience providing opportunity for up close viewing and contact with our most advanced unmanned aerial combat systems. Attendees were bused to Creech Air Force

impact future global conflicts; and followed by T.D. Barnes of the Roadrunners on Area 51 (aka: Nellis Test Range). The Symposium ended with a black-tie dinner hosted by Harrah's of Las Vegas, at which Dr. Stephen Younger, President of National Nuclear Technologies, LLC gave a talk on *The Bomb: A New History*. Officers from the USAF Air Warfare Center at Nellis explained the evolution and current operation of the unmanned aerial vehicle projects, showing how the two different UAVs, the small (roughly 6' x 17' x 35') and lightweight Predator (carrying two Hellfire AGMs) and the twice as large Reaper (carrying four Hellfire AGMs and two 500 lb GBUs), are piloted from remote sites. Video footage from both reconnaissance and operations support missions demonstrated the extraordinary capabilities of these aircraft. Arriving at neighboring Creech AFB, AFIO members saw three Predators land and then walked around and closely examined both types of aircraft, including the state of the art "God Light" sensor. As advertised, it was possible to lift the Predator's nose off the ground with one hand. The night viewing capabilities of both UAVs is excellent combining Electro-optics capabilities and Laser viewers. One of the chief attributes of these UAVs is that they fly at very slow

speeds (ca. 60 mph), enabling them to circle a target and transmit high-resolution photography in real time. This is in stark contrast to the Cold War projects developed at Groom Lake (Area 51) that included the manned U-2 and the SR-71 reconnaissance aircraft, the latter capable of flying at Mach 3. Groom Lake is in the Nevada desert just north of the Nevada test site, which was used for atmospheric and then underground nuclear testing from 1951 to 1992. Almost a thousand tests were conducted there, and AFIO members saw the myriad subsidence craters and detritus of various tests at Yucca Flats, the largest of which (underground) produced the Sedan crater, deep enough that all four of our buses could easily disappear down into it. The Nuclear Test Ban Treaty halted most testing in 1992, but sub-critical tests continue, as well as tests for this new age of Global Terrorism: how to react to and contain the release of hazardous chemicals and other materials. The symposium gave AFIO members a window into some extraordinarily successful programs run by the USAF and the DOE and the National Laboratories at Lawrence Livermore, Los Alamos and Sandia from the Cold War to the current War on Terrorism. It was a rare opportunity that few of us will forget.

Dawn, this is Claude Cooke former manager of the Construction Engineering



Division of Reeco back in the good old days. I am the "Cookie" whose picture hangs in Frank Rogers display at your museum. Sorry but I don't think I will be there but I remember:

- Standing in the middle of

an isolated Groom Lake with Carl Olson looking at the spot for the trailer which he and his new bride, Fran, would live in when he became

the first construction superintendent at "Area 51".

- Working with Werner Weiss and DOD while the place was planned and constructed.
- Tying up the entire production of Kit Trailer company to build trailers for the temporary facilities.
- Searching for a proper aggregate source for so much concrete for the runway and hiring WMK to set up batch plants for it and concrete required.
- Quitting the test site in 1963 and forming my own construction company and Bill Robertson who became the construction superintendent for all of the later

construction at Area 51 who came to work for me to build Desert Springs hospital and the first baggage conveyors installed at McCarran Field.

- Being sent from Santa Fe, NM to Las Vegas in 1952 to meet Mr. Lou Reynolds at the Last Frontier hotel and casino along with about 7 other construction people not knowing why or for what.



Ladies and Gentlemen, I just read of the awesome accomplishment of reaching the 25,000 hour marker in U-2 #337. That's hard to believe. I first checked out in the U-2 in 1957 (that's over 52 years ago, folks) and then flew that little A model for 9 years before moving to the Habu. I have always been impressed with the way this bird has been constantly on the front line in locations all over the world. Some are locations that most people have forgotten about. There has never been an airplane in the history of aviation that has an international footprint like the U-2. From its birthing nest at Area 51 there have been pogos on the tarmac in Australia, New Zealand, Argentina, Turkey, Japan, Puerto Rico, Panama, Alaska, Guam, Viet Nam, Formosa, Thailand, Korea, India, Pakistan, Philippines, UK, Germany, Cypress, France, Norway, at least one Navy carrier ops, and others that even I've forgotten about. Being uncleared, I also don't know exactly where you guys operate from these days either so I'll just use the term Sandbox to round out the list. In addition to places, there has also been a wide cross section of folks in the cockpit from the Air Force, CIA, Navy, Marines, NASA and our civilian company pilots. I guess that doesn't include the hundreds of "wanna be's" out there. Of course there have been lots of pieces and parts deposited in locations around the world, from the top of the Andes to the depths of the South China Sea and from the jungles



- Living in a hutment with a pot-bellied stove along with Frank Rogers, Joe Lopez and I believe Harold Cunningham, Dave Crockett and others before most of the facilities were built at Mercury.
- Having the best secretary west of the Mississippi, "Peggy Bostian"

of SEA to the desert dust of the Middle East. That doesn't count the museum displays in Beijing, Moscow and Cuba where the bird sits in obvious defiance of its unfortunate circumstance, but that's the price of doing the mission. The real tragedy is that we have all lost lots of good buddies in the process, but that too goes with the package.

What a tremendous design our friend Kelly did for us, and our country. Even though we've been through a couple of versions and many mods, such as inflight refueling and carrier ops, the basic machine concept is pretty much the same. Who could have ever imagined that. I'm sure Kelly didn't when one of his first ideas involved taking off on a cart and landing on a skid. After all, it probably wouldn't be around very long to fly operationally and it will be easy to repair. In fact, some thought was given to forgoing cockpit pressurization.

Of course we original guys think only a candy ass pilot would need to fly with a flameout proof engine, an ejection seat, spoilers, GPS, glass cockpits, a hot snack and a two seat trainer. You have missed all the fun of that first flight being solo, squeezing into that lovely partial pressure suit, trying to find individual targets through the drift sight, an ADF being your only nav aid, and shooting celestial navigation at night over the Arctic. As one of our Alaska commanders said, when asked about the potential for rescue if a bailout was made over the North Pole, "If you are lucky, your chute won't open".

Having said all that, we all know that the reason the bird is such a sweetheart is our maintenance crews. I

congratulate everyone who has ever turned a wrench, plugged in a recon system or just stood on the ramp with a smile on their face as they watched the beautiful Dragon Lady soar into the sky and go do it's duty for God and country. 25,000 hours is



one hell of a lot of flying time and I'm sure Kelly is smiling down on all of you for making it happen. My hat is off to the current folks in the trenches. Pass on my appreciation to the stripes on the ramp. Pat Halloran, Maj Gen (Ret)

[Pat, the Roadrunners appreciate the golfing roadrunner you donated to the association.](#)

"Wow! When did we stop going to war on horseback, sailing in troop ships, eating World War II C Rations, being paid with MPC, living in pup tents, being issued cigarettes, prescribed GI Gin and APC's for treatment of everything except vidokie and battle wounds?" [Sign me up for this new Army.](#)



dining facilities, manned by guest workers from Asia, serve salsa, kimchi, steak, barbecued ribs, and countless flavors of ice cream, among other things. Troops can consume unlimited portions of junk food, fuel for athletes, and everything in between.



Kuwait
Highlights - 201st
Battlefield
Surveillance
Brigade = October
2009

- Brigade troops moved in

four groups to Kuwait, arriving between the 26th and 28th of September. This was a week earlier than we had originally planned, which means that all of our Soldiers will draw an extra month of hazardous duty pay along with the valuable combat-zone tax exemption. After arriving at Camp Buehring, our Soldiers spent a couple of days resting and getting used to the hot, dry climate and to the sudden shift of ten time zones. Most of us are living in air-conditioned tents with nearby portapotties and shower facilities. We can visit two massive dining facilities that offer a huge and diverse selection of meals. The



Camp Buehring has its own Starbucks, complete with wi-fi. We spend up to two weeks in Kuwait receiving final classes on Iraq-related matters. A lot of these classes focus on vehicle safety. All of our troops are spending time inside special trainers that simulate rollovers by HMMWVs and MRAPs. (The latter are tall boxy vehicles designed to protect occupants from roadside bombs) The rollover trainers simulate the experience of sitting in a vehicle that tips onto its side or turns upside down. Troops learn how to protect themselves and how to safely exit the upended vehicle. Troops are also test-firing their weapons, refreshing their medical skills, and learning how to avoid roadside bombs. During their off-duty hours our troops are learning to use Eagle cash cards. These are debit cards,



electronically tethered to troops' bank accounts in the United States, that Soldiers use instead of folding money at the PX, post office, barbershop, and other base outlets. Using these cards, Soldiers may go through an entire deployment without touching a single dollar bill. We're preparing to move north into Iraq in the next few days. We're working to get the right size of body armor for our remaining troops who haven't yet received it.

Nobody enters Iraq until he or she has all necessary protective gear. We'll board USAF transport aircraft and fly into air bases around the country. After landing, some of us will carry our bags to vehicles

Roadrunner Thomas Briggs' book, "Cash on Delivery: CIA Special Operations During the Secret War in Laos," is now available for sale in paperback format

at www.rosebankpress.com. A hardcover version can be pre-ordered and should be ready to ship about 25 October. By the end of October, or the beginning of November, it will also be available for sale from amazon.com and barnesandnoble.com. See Briggs' website for more information about his book on the web site- www.rosebankpress.com.

For those you who don't know, Thomas is president of CIRA (Central Intelligence Retiree Association). You may contact Thomas directly at:

info@rosebankpress.com

Cash on Delivery: CIA Special Operations During the Secret War in Laos is a detailed accounting of a CIA program directed by a CIA operations officer that sent small teams of irregulars behind enemy lines in Laos to find, fix and destroy North Vietnamese Army units, capture NVA soldiers or encourage them to defect, intercept NVA radio communications, and recruit NVA soldiers to spy and report on their comrades.

It is a unique contribution to the history of the Vietnam War describing useful experiences using surrogates to conduct intelligence and combat operations that have little or no adverse impact on the United States government's relations with the peoples and governments of other

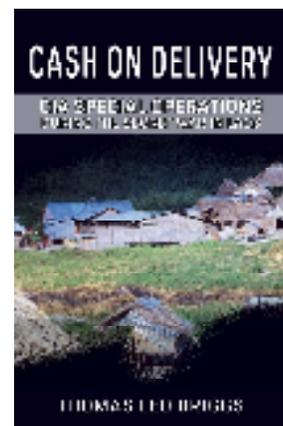
and move via ground convoys to our new locations. The transition between our unit and the outgoing 504th Battlefield Surveillance Brigade will take about two weeks. During this period, our troops will be busy moving into quarters, signing for equipment, and getting to know their new base and its surrounding area. As troops set up new communications links, there may be short times when families don't have regular contact with their Soldier. Our Soldiers really appreciate the outpouring of love and support from family members and friends who were present at our departure from Fort Lewis two weeks ago—a terrific send-off we won't forget.

nations. An important lesson in the post 9/11 world of countering terrorism all over the globe where we do not have enough American troops to get the job done without political consequences.

The book also describes the daring and dangerous rescue of Raven 42, a U.S. Air Force forward air controller shot down while supporting Lao irregular surrogate forces fighting NVA main force units in Laos, attempts to infiltrate Cambodia to collect intelligence on the North Vietnamese in early 1970, the effort to uncover information about a missing Air America crewman captured in 1963, the tragic fatal crash of an aircraft carrying four of the author's best Thai operational assistants, and the uncovering of a mole hidden in a Royal Lao government military headquarters.

Learn in intimate detail, as has never before appeared in print, the planning and execution of a variety of special operations, conceived and carried out behind enemy lines by the CIA using only Lao irregular surrogates.

The CIA employed surrogates in southern Laos to force the North Vietnamese Army to keep combat units there to defend their logistical supply line rather than send them to fight U.S. and allied forces in South Vietnam.



For the duration of U.S. participation in the

Vietnam War the CIA succeeded in that go

We realize that many of our Roadrunners call other states "home," yet retain enough memories of when Nevada was home that you find interesting events and changes such as the following.

WASHINGTON, D.C.—Nevada Senators Harry Reid and John Ensign today announced Amendment No. 2562 - Nevada Test Site modernization, which will be included in the 2010 Department of Defense Appropriations bill that is scheduled to pass later today. This amendment declares it the sense of Congress that:

- The Nevada Test Site can play a key role in treaty verification and detection of nuclear weapons, and that the Site's mission should be expanded to fully utilize its secure location and unique capabilities;
- The Administrator for Nuclear Security should develop an Infrastructure Improvement Plan to fulfill the Nevada Test Site's expanded mission, and to make the site available to the entire national security community; and
- The Administrator should also change the name of the Nevada Test Site to reflect its expanded mission. "The Nevada Test Site is important to our national security, and plays a critical role in our nuclear weapons and security program," Reid said. "This amendment will help the Nevada Test Site to better prepare

the nation to identify and prevent the use of improvised nuclear, chemical and biological weapons at home, while preparing us for stronger arms control agreements in the future." "The Nevada Test Site is a crown jewel of our national security infrastructure, and expanding the mission there is vital to protecting this nation," said Ensign. "Getting this legislation passed is another example of the delegation doing what's right for the state of Nevada."



Pres. TD Barnes, VP Harry Martin, Sec/Tres. Jim Prucnal, Czar Roger Andersen