



ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP

(Not to be confused with the Stars and Stripes)
1 August 2009 – 34th Edition

Roadrunners Internationale welcomes new member Don Johnson of REECO fame. Don, former Air Force, was Captain of one of the fire crews at the Ranch during Project Oxcart from 1962 to 1966 when he was transferred to NRDS during Project Rover. While at the Ranch and the Nevada Test Site Don earned a 4-year degree from UNLV and his commercial pilot's license with instrument rating. During a six-month period that he was assigned to Mercury he was able to fly his Cessna 150 to work, tying it down at the Mercury airstrip. Don and Brenda live in God's country, Fort Worth, Texas. (Gods Country??) This was obviously written by a fellow Texan

Thanks to Flo Deluna another of our wandering Roadrunners has been hauled into the family. Welcome Don James the USPHS radiation monitor dude who used to visit the ranch picking out the Roadrunners looking a bit green around the gills to check their dosimeter. James and Maxine reside in Las Vegas, Nevada.

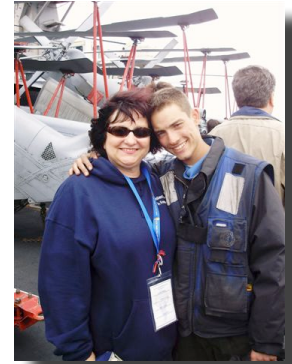
Hello TD: I personally want to thank you for your work on the newsletter for it lets me be a part of what our lives consisted of and the wonderful folks we worked with each day with enjoyment and excitement just to be part of this groups and project. I was the one that was sent out by the Agency to each Vendor for the birds to set up black communications with HDQTR's & the sites, trained operators and did all the security briefingsin other words I wore a handful of hats. One scare I got left me weak in the knees, that was the engine run-ups to MAX to set tech limits. Even in a block house with that noise and potential for max destruction even chased the wildlife out of the area.....fun, fun. In closing, I am so darn proud to have been a part of this history and to have stood among folks that stood tall among men. I just feel cheated by age and physical infirmities for my mind is still young and you help bring a bit of salve for these wounds. Thank you. Ralph H. Malick



Texas -- Air Force Personnel Center officials here

recently published a demographics report offering a snapshot of the service's active-duty and civilian force. For those of us who have been out of the service much longer than we want to admit, the data in this report is most interesting.
<http://www.afpc.randolph.af.mil/library/airforcepersonnelstatistics.asp>

This is just a small sampling of what I saw while on the Tiger Cruise! Awesome Trip--More later!! Still recoveringFlew back from San Diego on July 6th and then went back up to Washington for the actual homecoming on the Stennis in Bremerton. Cheers, Connie Pardew Looking good, Michael. It's been fun this past year watching you embark on a fine military career. We can hardly wait to hear your war stories about the Little Texan in Hong Kong. That was neat your telling your mom that you were visiting Disney Land. Had her fooled for a while. She can't say much since she's been a regular at our Roadrunner hangouts. One last piece of advice. Practice saying "HOOAH" a lot for when you get enough of the Navy and reup in the Army where "you can be all you can be."



We have in the past avoided political and sensitive issues in our newsletter. This month we feel a responsibility to respond to the deluge of inquiries we have received concerning the economy and the health plan rushing to be signed without anyone ever reading what's in it. We're sorry to say we don't know the answers. All we can do is suggest you do what many of our members have been doing and harass the hell out of your state and US representatives and senators until they get the message and deliver it back to Washington, D.C. We do caution our members to verify the negative, scare stories circulated on the Internet as most of them false. These falsehoods are designed to scare older adults and gin up opposition to health reform. Even if one opposes the health reform or does not understand it, scaring the senior citizens is not the solution. If you lack the resources to verify a story just let us know and we will attempt to check it out for you.

For several years Elbert Moore, Nellis AFB RAO Director has been assisting Roadrunners families during the loss of one of our members. Each week Elbert publishes a newsletter to his e-club providing recent changes in retiree benefits, health care, etc. Elbert and his staff are to be commended for their keeping us retirees and veterans informed on governmental issues that affect the veterans in the Roadrunner association. This month we are attaching a copy of the last RAO newsletter for your review. Those wishing to receive this weekly update on retiree benefits should contact: Elbert L. Moore, Tsgt (Ret) USAF, Nellis RAO Director, Base Phone: 702-652-9978, Home _Phone: 702-643-0720, Base Email: rao@nellis.af.mil

Roadrunner Don Donohue has graciously provided the Roadrunners with links to just about any health care or service agency imaginable. Thanks, Don. The links are located at: <http://roadrunnersinternationale.com/health.html> where it is posted on the web site under [Member Affairs](#).

On the recreation front, Roadrunner Charlie Cravotta has provided us with an inspirational golf story. Seems he was recently asked to play in a golf tournament. At first he said, "Naaahhh! I already play 5 times a week." Then they said to him "Come on Charlie, it's for handicapped and blind kids." Charlie thought for a bit and said, "Hell, in that case I might win," and

signed up to play. Sorry Charlie. That will teach you to send us joke.

It's bad enough that the economy is so bad that some of us now can only afford to play miniature golf, for some jury duty is now considered a high paying job. Yuk!! Let's talk about golf. It has finally come to light, thanks to MG Pat Halloran, what our Roadrunner patch would have looked like had the Groom Lake 1129th SAS NCO's included golfers Slater, Anderson, and Sullivan in the design process. Pat was kind enough to send this beautiful specimen to the Roadrunners this week for our enjoyment. If agreeable with the membership we will display General Pat (its pseudo name until be select an official name) at the Command

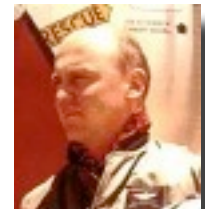


Post this reunion and then place it on exhibit with the other Roadrunners memorabilia being donated for display herein Nevada as part of Nevada's Aerospace Hall of Fame project. Thanks Pat. We appreciate your contribution.



Jeannette Remak is working on a project and wants to know how the Roadrunners involved with Reconnaissance (everyone: pilots, officers, program people, etc.) feel about the Predator Drones and the role it now plays in reconnaissance, not to mention the fact that they now pack hellfire missiles. As pilots, program people etc, do you feel the pilot in the seat of a U-2, A-12, or SR-71 was able to get more info in their flight than a guy sitting in a control room miles away from the site? Take a moment guys and drop Jeannette a note on this: <mailto:valkyr1097@nyc.rr.com>

CORRECTION: In a e-mail this past week about Carl Overstreet having a stroke and being in a hospital in Lisbon, Portugal we identified him as being the first to overfly the USSR in the U-2. Carl was pilot of the first U-2 overflight of denied territory, which was East Germany, Poland and Czechoslovakia, on 20 June 1956. Hervey Stockman was the first over USSR, 4 July, to Minsk and Leningrad. Carmine Vito flew to Moscow, the next day. Stockman and Vito are in the U-2 pilots photo below.



The Roadrunners are stealing some of the 49-Bees' thunder with our claim of having known the pappy of the McMurray Clan (Jock, Glinette, and family) when he was a young buck training to fly the U-2 at Groom Lake for the CIA. He checked out in the U-2 in 1956 and shipped out as a weatherman. While we do not have a web page for "Dad" McMurray his legacy is well known and



remembered within the dwindling family of CIA U-2 pilots. We are especially proud of the legacy the Dad McMurray family is continuing with so many members serving our nation in the same exemplary manner as the aviation icon who produced them.

In the photo below are former U-2 pilots gathered in Anacortes in 1994 L-R: William H. McMurray, Louis C. Garvin, Philip O. Robertson, Bob Matye, Louis C. Setter, John H. Meierdierck, Arthur Lien.

Grandson, Luke McMurray, accepted a regular commission in the United States Army on 16
grandfather, McMurray as a to get his wings; Luke's also went get his jump the Corps. Dad and his wife together at Benning Cemetery, and grandson is commissioned at Ft.



t his
"Dad"
young Lt.
jump
Dad Jock
there to
wings for
McMurray
are buried
the Ft.
National
now his

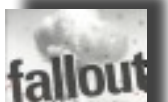
Dad McMurray's in-law, Will Avera, (married to Jock's daughter Erin) is an Army Lt. serving in Afghanistan. Echoing Jock's words, "the long brave line of families that serve goes on - time does not stop, and the challenges to freedom continues to be met by all those young men and women who heed the call. Thank you all for your service and your friendship to my parents and my family." [Semper Fi to Jock and family, and HOOAH to the McMurray soldiers and their families and thanks to Roadrunner member Andy Meyer, USAF for supplying us with the details of the family.](#)

an Army Lt
Benning.
grandson-

I bumped across your website, and thoroughly enjoyed the content and musings. I was with the 475th from 1968 through 1971 as an F4(63-7584) Crew chief in the 391st, Later with the 356 for a stint as Mobility NCO, I worked for Bill Driver for good while also. Of course we all did the obligatory Korea deploys to Taegu and Kunsan while we were there. I even think I have an album or two of photos from the times we spent there. I hope all is well with you and yours, Be advised your website content brought many smiles to this old Sarge's face.

Denny Nolden, MSgt USAF Ret. (1961-1981)

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Excerpts from the personal diary of Dan Sheahan, owner and operator of the mine by his great-granddaughter, Lisa Heawood. (Many of the Roadrunners visited this



mine overlooking Groom Lake during off-hours for entertainment.) [The photo to the right was taken at the Sheahan Mine in 1917 with Groom Lake in the background. Photo credit: University of Nevada Reno](#)

“There was a small thunderhead right over the top of the tower at about the 10,000-foot level. As the bomb went off the mushroom cloud picked up this thunderhead and made a beautiful thing out of it, although it was a dirty thing below. This cloud then soared right over our property and joined some other



clouds and it started to rain. In the rain there were some large particles of fallout material, many of which were iron. We picked them up with a magnet. And since we knew that iron (steel) would be part of the tower, and we had been advised that the tower would probably contain a very dangerous material, probably even contain alpha as well as other rays, we were very worried about it.” Elsewhere in his diaries, Dan Sheahan indicated where he attempted to sell the mine to the AEC (Atomic Energy Commission). The AEC refused. He later sued the AEC for property damage and for his wife’s cancer. Neither

were successful. The atomic testing continued with the standard procedure being that the Sheriff at Alamo, Nevada stop traffic, including school buses, until the radioactive cloud from the detonation had passed. Radiation readings were taken on cars traveling north from the main St. George – Las Vegas highway that had passed through the fallout. Those cars showing high readings were washed. Atomic shot Harry angered the sheriff deputy, whose horse was named Fallout because of the radiation burns on its back, when he observed the AEC monitor’s radiation detection device reading off scale at



the same time the AEC press releases were announcing it a success. Harry was heard distinctly in Las Vegas and in Bishop, California and showed up on the seismographic instruments in Pasadena, California. All cars and school buses traveling from the south were stopped by the sheriff’s department and washed. A dark purple cloud hung over the small community of Alamo and some reported the air smelling putrid. Winds easily carried radioactive fallout the 135 miles to St. George. Atomic Energy Commission monitors picked up readings of six thousand milliroentgens in the town, where news bulletins broadcast the agency’s sudden advice to stay indoors from 9:00 A.M. till noon. Monitoring crews stopped about one hundred cars heading north from St. George; many vehicles were washed down in an attempt at decontamination. The fallout was coming down so hard, AEC scientists later reported at a confidential government conference, that the commission’s workers gave up on washing off the cars in St. George until the radioactive particles stopped falling. The AEC, meanwhile, told area media that “radiation had not reached a hazardous level.” Some downwind residents were already apprehensive after the Simon blast when they witnessed the official concern over fallout levels on the highways outside of the test site. But the worst was yet to come that spring when the U.S. Government detonated a thirty-two-kiloton atomic bomb from atop a tower at the Nevada Test Site. The code name was Harry; people downwind now remember it with

bitterness as "Dirty Harry."

Initially Kelly Johnson rejected Groom Lake because of this close



proximity of the Atomic Energy Commission (AEC) Nuclear Proving ground at Yucca Flat. Not only were the atomic bombs discussed above exploded just 12 miles from Groom Lake but also it was directly downwind of the radioactive fallout. On the other hand, Johnson realized the nearby Atomic Proving Grounds already provided a blanket of security for the base now code-named by the CIA as Watertown. For the next few years, Watertown residents learned to live with their atomic neighbor, evacuating the facility during nuclear tests and returning to repair the damage caused by the atomic detonations. HOOD, the sixth nuclear shot of Operation Plumbbob, caused substantial damage to the Watertown airbase. The device was lofted by balloon to a height of 1,500 feet over Yucca Flat, about 14 miles southwest of Watertown. On 5 July 1957, HOOD exploded with

a yield of 74 kilotons. HOOD's shockwave shattered windows on two buildings at Watertown, and broke a ventilator panel on one of the dormitories. A maintenance building on the west side of the base had its west and east doors buckled, and the south door of the supply warehouse west of the hangars was also buckled. In August 1957 Operation Plumbbob nuclear testing continued. Five additional safety experiments and 18 more full-scale detonations were conducted. Several shots dropped significant fallout on Watertown. They included DIABLO, DOPPLER, SMOKY, and WHITNEY. SMOKY had a yield of 44 kilotons. It was fired on top of a 700-foot tower in Area 8, about 14 miles southwest of Groom Lake. The mushroom cloud was extremely dirty, and spread radioactive debris over the Groom Lake area.



Credit: TD Barnes, Pete Merlin and Lisa Heawood. Credit for the two photos of the U-2 hangars taken in 1956 goes to Tony Bevacqua.

AVIATION HISTORY In aviation history, decades before geeks and nerds altered our way of life, young and gutsy aviation pioneers changed the world with their wood sticks, baling wire, canvas and aluminum., by Jane Welsh



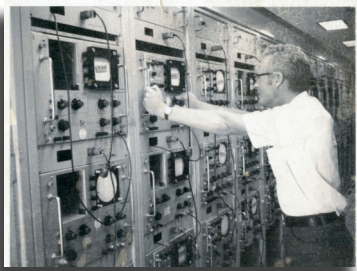
In case you don't know, in 1910, mighty Martin Marietta got its start in an abandoned California church? That's where Glenn L. Martin with his amazing mother Minta Martin and their mechanic Roy Beal constructed a fragile biplane that Glenn taught himself to fly.

It has often been told how Douglas Aircraft started operations

in 1920 in a barbershop's backroom on L.A. 's Pico Boulevard. Interestingly, the barber-shop is still operating.

The Lockheed Company built the first of their famous Vegas' in 1927 inside a building currently used by Victory Cleaners at 1040 Sycamore in Hollywood.

In the 60's it was not uncommon to be stopped in Mercury due to forward area activity. So many tests were being conducted due to the SALT talks and anticipation of a test moratorium. Many times we were stopped due to something happening at Area 51. We rarely had any information as to what was going on. There were a few occasions when I was staying at Area 12 and was in the forward areas. On those few occasions I did see aircraft in the sky but the distance was so great that one could not identify what it was even if we had known. We did see the X-15 and some other



aircraft drop several times, probably over Death Valley, as it was in the opposite direction from Area 51. Since I was in weapons not many of my stories will apply to your site but I met many of you when work was cut back at Area 51 and you were assigned to weapons or Jackass Flats. John Miller, Guy Shipp and Al May were assigned to weapons and I worked with them. John and Guy have passed on and I lost track of Al May in the mid 80's. David Diffenderfer David, you are the first one we've found that's still around who knew about some of the Special Projects guys being farmed out to the "white world" between projects at the "black world" Groom Lake. Since we didn't exist that is the way it was supposed to be. (David was the official photographer for the AEC at the time) Some of you will recognize the oscilloscopes in the racks in front of David in the photo. These were located in the instrumentation trailers at ground zero for underground atomic shots. Polaroid cameras were mounted on the face of each oscilloscope tube and timed to trigger during the millisecond the data flashed on the scope from sensors associated to each of the various experiments for which the bomb was the source of elements such as force, heat, or radiation.



OPERATING BLACK by T.D. Barnes

The comments by Diffenderfer above couldn't have come at a better time. Prior to receiving them some of us were considering the initiation of a project to compare how various Roadrunners were recruited for Project Oxcart and about certain post Oxcart experiences. This project was inspired from hearing the accounts of our members being interviewed by Author Annie Jacobsen. It quickly became evident that anomalies existed with the various entities and particularly in the EG&G Special Projects personnel selection and handling that suggested that some actually worked for EG&G while others were simply cloaked beneath the company presence and activities by the customer. Some were loaned out between projects and appeared on other company payrolls where some did not, something that Mr. Diffenderfer unintentionally confirmed in his message above.

Those working for EG&G and Reynolds Electric & Engineering Company prior to the initial organizing of the Oxcart Team in 1959 don't appear to have been loaned to other companies between projects at Groom Lake whereas those recruited specifically for projects after Oxcart appear to have been an Agency selection hidden beneath within whatever company was operating at the time. For the benefit of the historians, scholars, historians, and even your families we encourage everyone including those having web pages to define and focus on amplification to address and send to us the following:

1. Specialty and Assignment prior to being approached for Oxcart:
2. How approached and process of being selected:
3. Special hobbies or interest common to your group if applicable:
4. Effect on family: (Example: many of the children chose aviation careers.
5. Debriefings and monitoring after Oxcart if applicable.

ROADRUNNER REUNION UPDATE

Reunion chairman Harry Martin reports a good turnout of Roadrunners planning to attend the reunion in October. Treasurer Jim Prucnal reports around 80 registrations thus far with several reportedly on the way. Barnes reports major effort and numerous meetings to make the public symposium panels a success. Brochures and news releases will go out to the public shortly after the middle of next month. A representative from the CIA EAA store will arrive next week to visit the museum and the Gold Coast Hotel & Casino to firm up arrangements for the store for the reunion. The RI officers will meet in August to firm up a lot of loose ends and evaluate the association's contractual commitments currently based upon an attendance exceeding 200. Only 80 registrations received thus far leaves us wondering if the association will be paying for a lot of empty seats at the banquet, not to mention the costs of reserving a large room to accommodate a 200 plus attendance. [Help us out on this boys and girls with a headcount by getting your registrations to us now!!!!](#)

Mr. Barnes, my dad, George L. Ryder, served in the Air Force from 1961-1966. He was stationed at Davis-Monthan AFB, AZ. In August 1963, he was an Airman Second Class. He completed two tours in Vietnam. The first, he was a Supply Specialist, Headquarters Squadron, 4080th Strategic Wing deployed from August 2, 1964 to November 8, 1964. The second, he was a Mission Support Kit Specialist deployed from August 7, 1965 to October 24, 1965, where he was part of the Strategic Air Command Project "Blue Springs". Additionally, his Travel Orders dated August 14, 1963, state the authority was AFM 35-11/15AF Sup 1, and SAC OPORD 71-64, Green Hornet, 1 Jul 63. He currently resides in Denver, CO. My dad is not in good health and he is trying to connect with those he served with in the AF. I recognized a few names from his Travel Order mentioned above - Captain Daniel W. Schmarr, Major Gerald E. McIlmoyle and Major Raymond B. Lodin. We are also trying to reach Frank Briggs and James Hart. If you have any contact information for any of these gentleman, or anyone else who may have served with him, please contact me, Reesa Ryder at (303) 949-4900 or reesa@gno-girlsnightout.com. Thank you! We greatly appreciate it!

This will probably shock all you Air Force, Navy, Army, Coast Guard, and NASA Air Jocks to learn that U.S. General Services Administration has honored a NNSA Aviation Expert as Top Aviation Professional

WASHINGTON, D.C. (July 28) – The National Nuclear Security Administration (NNSA) congratulates Aviation Manager Joseph Ginanni for receiving the U.S. General Services Administration (GSA) Federal Aviation Professional Award. The award, which recognizes the best federal aviation programs and professionals, will be presented today at the GSA Ninth Annual Federal Aviation Awards Ceremony in Chicago. Ginanni oversees the Aviation Services Department of the NNSA/NSO Remote Sensing Laboratory at Nellis and Andrews Air Force Bases. The program provides aerial support to the NNSA Office of Emergency Response, which protects people from nuclear or radiological attacks or accidents. NNSA aircraft can be used to track radiation from events such as the release of radiation from a power plant; a radiological dispersal device; improvised nuclear device incidents; or an actual nuclear weapon. The aircraft and its support team would serve as first responders in the event of a nuclear or radiological incident. Ginanni was recognized for making aviation activities safer and more efficient and effective for the program during 2008. Ginanni received his private pilot license at the age of 18 and currently holds a commercial pilot license for multi-engine and single-engine aircraft. He served eight years in the U.S. Air Force as an instructor pilot and aircraft commander in the T-39 Sabreliner and instructor pilot in T-38 Talon supersonic advanced pilot training aircraft. He also served as deputy squadron flight safety officer, maintenance officer, and squadron section commander of an aviation maintenance squadron. Established by Congress in 2000, NNSA is a semi-autonomous agency within the U.S. Department of Energy responsible for enhancing national security through the military application of nuclear science in the nation's national security enterprise. NNSA maintains and enhances the safety, security, reliability, and performance of the U.S. nuclear weapons stockpile without nuclear testing; reduces the global danger from weapons of mass destruction; provides the U.S. Navy with safe and effective nuclear propulsion; and responds to nuclear and radiological emergencies in the U.S. and abroad. Visit www.nnsa.energy.gov for more information.



Frank Murray, Roadrunner Historian, the Roadrunner staff, the Jack Weeks family and the CIA EAA store consulted with each other concerning the Roadrunner patches to be commercially produced for caps, shirts, etc. It was the consensus of those involved that the patch designed at Groom Lake for the 1129th Oxcart personnel and the Cygnus patch designed by Jack Weeks for the project pilots during Operation Blackshield would remain sacred and preserved for history and collectors. The patch with the U-2 and A-12 intertwined represents the Roadrunners Internationale association and will be the patch reproduced for commercial purposes. There exists various versions of the “original” Roadrunner patch; some inscribed with 1129th SAS and others with Beep Beep. Uses of the original patches for historical purposes

such as books, websites, and brochures will probably be acceptable as long as they identify with the Roadrunners at Groom Lake. The same with the Cygnus patch as long as it identifies with the project pilots participating in Blackshield.

Of all the Services, the Air Force has the most intelligent enlisted people. This is not just theory, its provable fact:

Take the Army, for instance. When the stuff hits the fan, the young Army private wakes up from a bellow from the First Sergeant. He grabs a set of BDUs out of his foot locker, gets dressed, runs down to the chow-hall for a breakfast on the run, then jumps in his tank. Pretty soon, the Platoon Commander arrives, gives him a big salute, and says, Give 'em Hell, men."

Now take the Marines. When the stuff hits the fan, the young Marine Recruit is kicked out of bed by his First Sergeant, puts on a muddy set of BDUs because he just got back in from the field three hours before. He gets no breakfast, but is told to feel free to chew on his boots. He runs out and forms up with his rifle. Pretty soon, his platoon commander comes out, a young Captain, Gives his Marines a Sharp Salute, and says, "Give 'em Hell, Marines!"

Now take the Navy. When the stuff hits the fan, the young Sailor is eating breakfast in the mess room. He walks 20 feet to his battle station, stuffing extra pastries in his pocket as he goes. There he sits, in the middle of a steel target with nowhere to run, when the Captain comes on the 1MC and says, "Give 'em Hell, Sailors! I salute you!"

Now the Air Force. When the stuff hits the fan, the Airman receives a phone call in his off-base quarters. He gets up, showers, shaves, and puts on a fresh uniform he had just picked up from the BX cleaners the day before. He jumps in his car, and stops at McDonalds for a McMuffin on his way into work. Once he arrives at work, he signs in on the duty roster and proceeds to his F-16. He spends 30 minutes pre-fighting it and signs off the forms. Pretty soon the pilot, a young captain, comes out and straps into the plane. He starts the engines. Our young Airman stands at attention, gives the Captain a sharp salute, and says, "Give 'em Hell, Sir!"

ARTICLE 121 NEWS

Air Force Flight Test Center Museum
Blackbird Air Park, Palmdale, CA.
<http://roadrunnersinternationale.com/article121.html>
Nothing reported.

ARTICLE 122 NEWS

Intrepid Sea-Air-Space Museum, New York City
<http://roadrunnersinternationale.com/article122.html>
Nothing reported.

ARTICLE 124 NEWS

California Science Center, Los Angeles, CA.

<http://roadrunnersinternationale.com/article124.html>

ARTICLE 127 NEWS

Alabama Space and Rocket Center Huntsville, AL

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

Curator Irene Wilhide advises that the decals have recently been removed from the plane. An up to date photo will be provided to the Roadrunners shortly. Thank you Irene.

ARTICLE 128 NEWS

CIA Campus - Langley, VA

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

Nothing to report

ARTICLE 130 NEWS

San Diego Aerospace Museum San Diego, CA

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

Nothing to report

ARTICLE 131 NEWS

Museum of Flight Birmingham, AL

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

Nothing reported.

ARTICLE 132 NEWS

Battleship Memorial Park - Mobile, Alabama

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

I am pleased to tell you the A-12 and the video received a LOT of attention on July 4th. We had right at 7500 visitors. Owen The museum staff requested additional video and photos of the A-12 planes and personnel. These were provided by the Roadrunner staff within a week of their asking.

ARTICLE 134M NEWS

PACIFIC MUSEUM OF FLIGHT

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

My checkout date in Article 124 in early February 1963, I remember I was ready to start engines on the trainer for a dollar ride with one of our agency support colonels on the day President Kennedy was assassinated. The command post sent mobile control to the hanger to cancel the mission just as I was starting to crank engines on Nov 22, 1963. We changed clothes and everyone headed back to Vegas until his interment. Ray Haupt. Thanks Ray for this significant remembrance.



Once again the CIA Roadrunners have spotted what our Air Force brothers are up to. With the stimulus \$\$\$ they expect



this year the blue suiters have already placed the scheme of the Thunderbirds on the first six F-35 planes declared operational and are rumored to be training with them at you know where. We're just kidding, but wouldn't it be a beautiful sight to see and hear these beauties lifting off vertically in Thunderbird formation. This month we've talked a lot about the past. We wonder how many of you remember watching the Thunderbirds practicing around Indian Springs in the world's first supersonic fighter, the F-100 Super Sabre as we headed home on the Widow Maker.



Yo Russ. Hope you're being successful in screening out all the former VooDoo drivers seeking to relieve me, Roger, Harry and Jim of our fun-packed and highly lucrative positions in the association. I hope they know our little black books are association property to be surrendered to those who replace us.

