



ROADRUNNERS INTERNATIONAL MONTHLY HOUSE SIX NEWS AND GOSSIP

(Not to be confused with the Stars and Stripes)

1 January 2009 - 27th Edition

HAPPY NEW YEAR

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NEW MEMBERS

The Roadrunners welcome back former Roadrunner member Nick Chames. Nick, a CIA retiree, was Chief of the



Signal Center at the Area during the reign of Colonel Slater and CIA honcho, Werner Weiss. Let's also give a big welcome to Dr. David Robarge, Chief Historian at CIA. As evidenced in the photo below, Dr. Robarge, second from left, is

also no stranger to the Roadrunners. He authored the monograph "Archangel" distributed to the Roadrunners attending our last reunion and now included as part of the welcome aboard package for new members in RI. He was the guest speaker at the tribute for Jack Weeks last June hosted by the Battleship Alabama museum in Mobile, Alabama.

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Featured Roadrunner

"Our Colonel" by Roadrunner president T.D. Barnes



In the broadest sense, a successful leader is one whose attributes include charisma; integrity and other special traits that inspire trust that others will follow into the teeth of death. In more recent times the Air Force had General Jerome O'Malley and the Army had General Tommy Franks, both being leaders possessing tons of charisma and

integrity. Project OXCART was loaded with such leaders thanks to the excellent personnel selections made by the Central Intelligence Agency. Last month we featured Colonel Amundson. This month we salute another of the Oxcart leaders; Colonel Hugh "Slip" Slater, who, whether we're civilian, Army, Air Force, Navy, Marines, or Coast Guard, will always be "our" Colonel, a distinction we have to share with the Blackcats who also claim this affiliation with Colonel Slater known to them by his pseudo name. We also salute our beautiful and intelligent Oxcart first lady, Barbara Slater who has stood by Slip's side for 63 years, and their three children, Stacy, Victoria (Tori) and Peter, each also being members of our Roadrunner family. Slater was born in Seattle, Washington, January 2, 1922, raised in Los Angeles where he entered USC and joined the NROTC, obtaining a Private Pilot's



License through the Civilian Pilot Training Program. He entered the US Army Aviation Cadet program in March 1942. After winning his wings he flew the Curtiss P-40E Warhawk Republic P-47D Thunderbolt at Luke Field. In February 1943 he was assigned to the 36th Fighter Group in Puerto Rico, which at the time had P-39s and P-40s. In March 1944 the Group moved to Southeast England, and after D Day to France and Germany. Slater

flew a total of 84 missions with both the 36th and the 362nd Fighter Groups, during which he also spent 45 days with the 4th Armored. When WW



II ended he was assigned to Selfridge Field, Michigan as a P-47 gunnery instructor. During this period he met and married Barbara Clark, a USC graduate and third generation Californian. In the spring of 1946, together with 14 other Jug pilots, he was reassigned to the Canal Zone flying P-47Ns with the 36th Fighter Group. He followed that with jet training at Williams AFB, AZ in the Lockheed P-80

Shooting Star. During August 1948 the Group was moved to Furstenfeldbruk, Germany in support of the Berlin Airlift. In December 1948 he completed Pilot Instructor Training at Randolph AFB and was assigned to Perrin AFB flying the North American F-86A. During these many moves he and Barbara had three children. Subsequent assignments included Williams AFB as a jet instructor, the 15th Fighter Squadron (F-86s) Davis-Monthan AFB first as Ops Officer and then serving as commander of the 15th for 18 months, and as commander of the 25th Fighter Squadron of the 51st Wing at Naha,



Okinawa. During the summer of 1958 Slater was reassigned as the Chief of Tactical Evaluation, Central Air Defense Force at Richards-Gebaur AFB, followed by attendance at the Air War College at Maxwell AFB. After

graduation his next assignment was as Commander of the USAF Interceptor Weapons School at Tyndall AFB, Florida. In March 1963 Slater was assigned to the Central Intelligence Agency for a classified assignment to the Chinese 35th Black Cat, U-2 Squadron, on Taiwan, during which he was checked out with four flights in the U-2 at North Base, Edwards AFB. After the Black Cat Squadron, Colonel Slater was given another CIA assignment to Groom Lake as the Operations Officer for Project OXCART under Colonel Bob Holbury, for two years and then as Commander for two more years. His command included deployment to Kadena AB providing reconnaissance of Viet Nam and North Korea under Operation Black Shield. Under the leadership of Colonel Slater Operation Black Shield was a major success for the CIA and the



Air Force where his unit, the 1129th Special Activities Squadron was awarded the USAF Outstanding Unit Award and Slater awarded the Legion of Merit. Upon termination of the A-12 program, he served as Vice Commander of the 20th Tactical Fighter Wing (F-100s) at RAF Wethersfield. Because of personal family problems Slater requested a return to the ZI and was assigned to Edwards AFB and the Joint USAF/NASA YF-12/SR-71 flight test program, sacrificing promotion to Brigadier General to support his family in need. Colonel Slater



retired from the Air Force at Tyndall AFB, Florida after 30 years of service in which he was awarded the Distinguished Service Medal, the Legion of Merit, the Distinguished Flying Cross with a cluster, the Air Medal with 12 clusters, and the CIA Medal of Merit. Colonel and Barbara Slater's legacy didn't stop when he retired from the U.S. Air Force. Typical of most Roadrunners who served with and under Colonel Slater, Slip and Barbara's strongest and most lasting legacy will be the outstanding family they produced to carry the guidon and other standards of excellence in their place. We salute you, SIR!! You were and are the leader most of us aspired to be.

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You are a wonderful editor and I thank you for your great newsletters.! During the summer I have monthly luncheons near Knoxville Tennessee with several retired Pratt & Whitney Engineers and our special guest, Colonel Buddy Brown, U2 and SR71 pilot. Here is a picture: L to R, Earl Kennedy, Bill Givens, Colonel Buddy Brown, Bob Abernethy, Ernie Gunderson and Bob Foust. **The Roadrunners thank you, Dr. Bob for the kind words and the photo. It is contributions such as yours that makes the newsletter something of value to share with our Roadrunner family and friends. We hope more will follow your lead.**



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To: Webmaster: I do enjoy visiting your site. Thanks for the efforts to keep it going. On several occasions when I bring up your site, the music that is normally there, appears to be turned off. No music controls are shown on the cover page. Are you aware of any reason why this is occurring? I do like the music, (Band of Brothers & Dances with Wolves"). Ray S. Surprise, Az. **Fearing that some of our visitors don't like music on the web sites, we have on two occasions removed the music, and in each case received messages like this. The music is back on. It would help to know how the rest of the Roadrunners feel about the music.**

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SAM PIZZO'S BOOK: "AS GOOD AS IT GETS"



Sam advises that he has no more of his books for sale, however now and then he keeps getting requests for one. If anyone missed out on the original publication, and wishes to purchase one, he advises that if the interest is there, he will reorder a few. It sells for \$10. If you are interested, and you should be, as it was a great little book bringing back many pleasant memories of our past, send Sam a check and if he gets a minimum of 15 requests he will reorder some, and send one on to you. Reorder time is very, very quick, like having them less than 10 days after order. You can contact Sam at: 218 Nottoway Dr Mandeville La 70471-1516, and telephone number...985-845-7445

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Millie Meierdierck

Thank you for keeping me on the mailing list. It keeps my memories of my youth and my father alive for me. Just to let you know, my mom, Milly, is doing fabulous. She has organized bridge, poker and black jack games and is fleecing the other residents on a regular basis. Happy holidays to you and your family. Gail

Way to go, Millie. It's a shame women weren't allowed at the Ranch. You would have cleaned up at the House Six poker games.

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Kudos this month go to John Bagley, founder and owner of the Legacy Flight Museum in Rexburg, Idaho. John has an excellent collection of planes and flies them all. For several years he has provided A-12 project pilot Jack Layton a room in the museum for Jack and Eunice to meet the public interested in Jack's adventures in the A-12 during Project OXCART and Operation Black Shield. John frequently



entertains and honors Jack by performing flyovers of Jack and Eunice's ranch house in Ole Yeller. Recently he and Jack flew the Rexsburg area with Jack at the controls. You can check out Bagley's fine collection of planes and his demonstration plane, Ole Yeller at:

<http://www.legacyflightmuseum.com/> and <http://oleyeller.com/> Thank you, John for all you do for the Layton's and the Roadrunners.

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Hi TD, I saw you at the book signing and wondered if you found out why my dad disappeared in Oct 1 of 1955 in his F9F Navy jet after doing aerial recon missions out of Pensacola over the MiGs over Cuba? His name was Cmdr. Roger Wolf and was only stationed there for 7 mo to make Captain in Hawaii at 39 yrs young. Do you need his number or anything? I read the BOOK and it was started (U2 Program) on the date(Oct 1st) in 1955. Three weeks before that crash on Mt. Charleston. I just know it is related to his crash (supposedly) in El Paso, Texas????????????????Please contact me cell: 702-308-3580 and my email is K2mesa@cox.net Sincerely, Karen Wolf **If any of you Roadrunners can help Karen out on this it will be greatly appreciated.**

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The Roadrunners extend a special thanks to Erich Anderson, founder of the Veteran Tributes, for the excellent web page tributes he has posted for several of our Roadrunners. His message to the Roadrunners and links to the web pages follows.



TD, here is a tribute I just completed for Gen Jerome F. O'Malley, who flew the first operational SR-71 flight in Vietnam:

<http://www.veterantributes.org/TributeDetail.asp?ID=390>

My dad was flying with him the day he died. Gen O'Malley and his wife switched planes and were killed and all the people back at my father's squadron thought



they were all dead because they knew they were flying the General around that day. Dad was alive and well, and went on to fly combat missions during the Invasion of Panama and Desert Storm before retiring from the Air Force in 1993. Other personnel on your site that I have done tributes for include: Col Joe M. Jackson:



<http://www.veterantributes.org/TributeDetail.asp?ID=164>

Maj Gen Robert J. Holbury:

<http://www.veterantributes.org/TributeDetail.asp?ID=259>

Mele Vojvodich

<http://www.veterantributes.org/TributeDetail.asp?ID=403>

Erich Anderson, Veteran Tributes Founder, P.O. Box 3012. Gulfport, MS 39505

(228) 861-8985 www.veterantributes.org

Photos: O'Malley (left), Holbury (upper right), Jackson (left), Vojvodich (lower right)



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ARTICLE 127 NEWS

Alabama Space and Rocket Center Huntsville, AL

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

Nothing to report. **It's still a NASA SR-71. Being a one seater the RSO must have sat in the pilot's lap. Yo all you sled drivers. Is Huntsville implying that you were girlie men working for NASA??**

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ARTICLE 128 NEWS

CIA Compound Langley, VA

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

Hi there. I'm a huge fan of all things "Blackbird" related. I for the first time today came upon your page containing info pertaining to article 128 being vandalized in Minnesota. As I looked on at the photographs detailing the components ripped out of the cockpit I had a flashback of something I saw on E-Bay approx 6 months ago. One of the cockpit dials from an A-12 up for sale. I remembered it being a little unusual but didn't think too much about it at the time. It may be worthwhile checking these online auction sites at regular points to see if any more come up as it may lead to info about the original criminal who hurt the bird. All the very best and have a great Christmas.
Sincerely Wayne

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ARTICLE 130 NEWS

San Diego Aerospace Museum San Diego, CA

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

Nothing to report

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ARTICLE 134M NEWS

Museum of Flight Seattle, WA

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

BLACKBIRD TIP-TO-TAIL TOURS



Friday, Dec. 26 - Sunday, Jan. 4 at 11 a.m. and 2 p.m. daily
Still the fastest piloted jet the world has ever seen some four decades after its first flights, the Lockheed Blackbird continues to fascinate and amaze. And so do the Museum's wonderfully knowledgeable docents! Continuing a holiday tradition, the docents pull out all the stops for their special Tip-to-Tail Tours of the Museum's unique M/D-21 Blackbird and Drone. Even if you think you know the

Blackbird story well, you are sure to learn something new among the astounding facts and figures the docents share. **We hope the docents aren't forgetting to tell who built and flew the Blackbirds as the museum in Mobile is doing.**

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ARTICLE 131 NEWS

Southern Museum of Flight Birmingham, AL

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

Nothing to report

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ARTICLE 132 NEWS

Battleship Memorial Park - Mobile, Alabama

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

Nothing to report

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We had no takers on the World War II negatives last month so the offer still stands. This month we're adding to the list a bunch of films that are cluttering the living room of Roadrunner member Jeannette Remak. The majority of them are USAF in the 50's 60's, 70's with a few from 1941-44 Army Air Corps. All are 16mm, either b/w or color in pristine condition and housed in canisters. We've offered them to UNLV, but don't know if

they want them or not. If any of you know a museum or whatever that can use these relics of the Cold War please let us know.

- #5. The AAF comes of age
- #11 Electric arc welding
- #17 Birth of a helicopter
- #19 The Jet story
- #20 Jet Propulsion
- #21 Jet engine fuel controller
- #22 Jet engine operation
- #43 The turbo super charger
- #44 B-17 flying fortress
- #48 Aircraft fuel systems
- #62 Hydraulic contamination in F-4
- #80 Airplane structures fuselage construction
- #82 Airplane structures control surface
- #85 Cleaning airplane parts
- #94 Assembling a jig
- #96 A plane is born
- #100 Assembling a jig fitting and lining up
- #101 Aircraft structure
- #107 Introductory radar fixing
- #109 Fundamentals of boundary layers
- #110 Aerodynamics forces on an airfoil
- #111 Approaching speed of sound
- #112 Transonic flight
- #113 Beyond the speed of sound
- #114 Structures
- #116 Computerizing airplane design and mfg
- #121 Wings that serve
- #122 Methods of flight
- #128 Laser safety
- #129 Waveguides
- #169 Loads on structures
- #170 Interactive computer graphics
- #172 Hypoxia

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I checked out Ken Woods obit listing and it is there. One of the reasons I was interested in Kens obit is that on Blackshield in 1967 and 1968 he was one of the Detachment Managers for Lockheed. There were 3 Lockheed Managers, Glen Fulkerson, Fred Hendershot and Ken Woods. I was in Kadena for the entire time of the deployment as the Lockheed Admin guy, so, I had to work for these three. They rotated every 6 weeks so I had a change of bosses every 6 weeks. (Helped me stay out of trouble). I also had to work for the Maintenance managers, Harold Widle, Fritz Frye and Harold Shannon, so I had two bosses that I had to please every day. The maintenance managers also rotated every six weeks. (Once these guys knew who was in charge, I had it made as long as I kept saying "Yes sir" everything went ok.) The Lockheed Admin/Maintenance office I was (Worked) in was across the hall from the Air Force DCM office. The Air Force DCM's were Col. Blair Davis, Ken Culp and Pat Gugin. MSgt Daryle Zeigler and Sgt. Lewis were the enlisted personnel who worked in the Air Force DCM office. Lee Kitten **Thanks for keeping the webmaster on his**

toes, Lee. Even more, thanks for identifying the participants in that historic era of the Cold War. Recording who, when, and where is difficult at times so messages such as this are important.

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One day in early June of 68 Jack Weeks was coming in for landing with the nose up and locked. He aborted the landing and after trying a couple of times managed to get the gear down. To set the solution to the problem I have to explain that the fuel tank was pressurized to 6 pounds with liquid nitrogen. There was a dump valve in tail section that regulated the pressure. The regulator on Jack's plane was leaking and no replacement was available. Engineering changed the drag chute and sent Jack out again. Jack encountered the same problem so our engineers decided to replace the nose gear. Smart thinking!! We were standing around waiting to change the nose gear and I swear I wasn't thinking of taking down the panel in the chine area but the words came out of my mouth. I told Watson, the closest engineer that I wanted to take down that panel. He said, "You can take it down but it won't do you any good." I took it down and the hydro line was riding the LN2 line. They were of course happy to find the problem. I think someone on the other side didn't want 129 and Jack Weeks flying with a new nose gear and to solve the problem so they used me. Daniel J Beaulieu

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Out at Flabob Airport, Riverside, CA where Pat Halloran has been flying for years and years they needed a new tetrahedron (wind sock) so one of the local characters built this out of scrap metal, wire and steel rods. Pat reports it works great. Pat, we hope this work was cleared by FAA, FFA, EPA, OSHA, NCAA, Workman's Comp, city, county, state, and your local labor union? Now that you're not at the Ranch you have to do those things you know.



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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.

