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# 1. 2010

## 1.1 January

January 2010 Roadrunner News (2010-01-01 18:33)



### **ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP**

**(Not to be confused with the Stars and Stripes)**

#### **JANUARY 2010**

font face="Verdana" size="6" color="blue">**HAPPY NEW YEAR**

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T.D. Barnes, President Roadrunners Internationale (2010-01-02 09:20:32)

Knutson Marty Knutson's daughter Kristin has provided us with an update on Marty's health. For those who don't know, Marty suffered a stroke while trout fishing in Alaska a few months ago. He recovered enough to attend our last Roadrunner reunion in Las Vegas. Kristin reports: "For each XMAS card sent to dad, I would open it ask dad who the person was...He would tell me a little about each one of them... Some, he told me I had never met (which I think he was right about) - but would tell me a little about where they worked or met. It was great - He was quite happy folks sent cards... I as sending back cards, when he told me he wanted to sign them - so - many folks will get a signature! I know it seems small, but it was hard for him to concentrate and do it. Dad made for an awesome Christmas for us once again, as he has done for 50 years... Marty put up the trees, and lights, Robin put up the ornaments inside, and Eric and I decorated the tree outside. The house was quite festive.

Christmas, we toasted to everyone's health and to all of the people that have helped us through this." For those who don't know, in 1956 3 detachments of CIA U-2 pilots departed Watertown (Area 51) for deployment overseas. Marty was one of the CIA pilots. From 1956-60 they flew 24 missions over the USSR in the U-2. 6 by Det A, 4 by Det C and 14 by Det B including Power's flight. 3rd Soviet Overflight - Mission 2020 was flown on 9th Jul 56 was by Marty Knutson from Wiesbaden. The flight took him North over Berlin, East Germany and the Baltic States to Riga. Then east and south covering targets around Kaunas, Vilnius and Minsk before returning via Warsaw to Wiesbaden. Marty also flew the 20th Soviet Overflight Mission 4125 on 9th Jul 59 during Operation Touchdown. Marty flew his U-2 from Peshawar in northern Pakistan. North over Saryshagan test range and the Semipalatinsk nuclear test site followed by the nearby Dolon airfield. Then over the Urals to Sverdlovsk and over Tyuratam before landing at Zahedan in Iran. The sortie lasted 9hrs 10 mins and only 20 gallons of fuel remained when the aircraft landed. More about the exemplary life of Marty Knutson can be found on the <http://roadrunnersinternationale.com/> web site in the bios section.

Sam Pizzo (2010-01-02 10:13:17)

Memories..... Pizzo I have been on missions over Germany which were later on declared Milk Runs, however when you would see the red flares fired from a B-17 getting ready to land, you knew ( as I knew on a few of them ) that it sure was not a total Milk Run for everyone. As a Bombardier on the Fortress, I had a prime seat to see what we were heading into over a target, and when you'd see those black puffs of Flak exploding into the area you were heading, at times making it difficult to see Squadrons in front of you, let alone the target, it became pucker time. I always wondered how any of those ships made it through that mess without having problems. At times we would see a German Fighter flying off in the distance, at our altitude, as our formations and we knew he was radioing our precise altitude to the Flak Gun operators on the ground. Soon as he was spotted, the accompanying P-51s would take care of that problem. And we sure hated contrails as they also aided the flak guys. One good thing ( if there was such a thing ) was the fact that once we started in on the bomb run from the IP ( Initial Point to start bomb run ), we had no fighters, theirs or ours. They were not dumb enough to fly into that stuff. And the Germans were not dumb. If it was a real important target, B-17 the amount of flak guns increased significantly. After a couple of missions I scrounged up an additional steel helmet that I placed under my Bombardier seat. One had to have priorities. On one occasion after a mission I found a small piece of Flak imbedded in the inside of the helmet. At that time I knew the good Lord was taking care of me. That could have been me on that B-17 shown on the picture. I'm sure there are a few of you old geezers ( not many ) out there who know exactly what I'm relating. Sam

T.D. Barnes, President Roadrunners Internationale (2010-01-03 14:26:16)

FINAL FLIGHT 1 January 2010 - The Roadrunners and the aviation world lost one of our aviation icons on the first day of the new decade. Larsen Torrey Larsen of Montclair, CA passed away Friday night (1 Jan). Apparently Torrey had fallen off a ladder several days ago hitting his head very hard on the pavement. The funeral is Friday the 8th of January at 11:00 AM at the Ontario Elks Lodge, 1150 West 4th St., Ontario, 91762. Elks Lodge is on the corner of North Begonia Ave. and 4th St.

Torrey served in the U.S. Army as a H-21 helicopter mechanic at Fort Belvoir, Virginia where he was issued a Top Secret for subsequent assignment as the enlisted Army NCO to staff the retreat where President Eisenhower was evacuated. Serving 3 years he then entered college and graduated with a Bachelor of Science degree in Aeronautical Engineering at Cal Poly-San Luis Obispo, University. Graduating in 1963 he started employment with Lockheed California Co., Burbank California in the Lockheed Skunk Works flight test organization as an engineer on the Mach 3 YF-12 variant of the CIA's A-12 being flown at Area 51. Advancing to the position of Senior Test Engineer he remained

in that capacity for 158 of its first flights of the YF-12 including activities at Area 51, Edwards Air Force Base, the missile firing at the Pt Magu Naval Test Ranges in California, and Eglin Air Force Base, Florida for a live firing against the QB-47 test droned aircraft. Torrey returned to Area 51 to support the CIA's A-12 Oxcart Project as the A-12 were being deployed to Kadena, Okinawa during Operation Blackshield overflying North Vietnam and North Korea. Torrey remained with Lockheed until 1989, participating in various projects that included assignments to Lockheed's Rye Canyon and the Yuma, Arizona proving grounds. Advancing to the position of international facility development manager he had a number of remote assignments that included Nairobi, Kenya, Algiers, Algeria, and Lagos Nigeria before returning to the skunk Works as the flight test manager for the development of the SR-71, the U-2 and F-117 aircraft. Retiring from Lockheed in 1989, Torrey became an authority on pylon mounting aircraft for display at museums around the world. The Roadrunners are especially proud of Torrey's third pylon mounted A-12 aircraft in December of 2007 at the CIA headquarters at Langley Virginia. He was a supporting member of Roadrunners Internationale, participating in activities at CIA Headquarters during the dedication of the A-12 in 2007, the remembrance of CIA pilot Jack Weeks at the Battleship Memorial Park in Mobile, Alabama, and virtually all the reunions of the Roadrunners including the one last October in Las Vegas, Nevada. God Speed, Torrey. Our condolences to the family.

Worldwide Aircraft Recovery, Ltd. (2010-01-03 20:22:28)

Everyone, I met Torrey in 1990 at the Chino Airport. We made a late night deal using his engineering expertise and my farmer technology to recover SR-71's/A-12's. Twenty years of working with Torrey has been a high point in my life. I could fill a book with the adventures, stories, and experiences we shared. Kelly Johnson built the Blackbird, Torrey Larsen preserved the Blackbird. Our hearts go out to Mary his wife, and his family. Torrey Larsen was a one of a kind "original". Torrey was a engineers "engineer". Torrey was a good friend. I'm honored that he accepted me in his life and his world. Ben, WWAR [ben@worldwideaircraft.com](mailto:ben@worldwideaircraft.com) [b.nattrass@worldnet.att.net](mailto:b.nattrass@worldnet.att.net) [www.worldwideaircraft.com](http://www.worldwideaircraft.com) 402-291-6559 Office 903-814-4182 Cell

T.D. Barnes, President Roadrunners Internationale (2010-01-03 20:25:38)

Webmaster

Ben, I echo your words exactly. Torrey was a very dependable support of the Roadrunners and what we sought to accomplish in the short time available. He and I traveled the same path to various events such as the dedication of the A-12 at CIA and the symposium we had at Mobile in remembrance of CIA A-12 pilot Jack Weeks we lost during Operation Blackshield. I will treasure the memories of dinners and breakfasts we shared during our travels. The many aero craft he mounted for display will long stand as monuments to his legacy. He will be missed and remembered as a man among men.

Mike Thompson (2010-01-04 16:33:47)

Mike Thompson Sorry to hear that Torrey is gone. He was a fine person. It was quiet an honor to have known him.He helped with moving art 132 to Mobile and that was the first time we met. Such foresight, knowledge, kindness, passion to his work and a lot of fun to be around. I just wish I could have talked to him one more time. I am going to set up a tribute to Torrey in front of art.132 today so that the visitors will know that Torry is on his final flight home. My thoughts and prayers will be with his family. Mike T. AREA 251

Article 132

1-9-2010 - Kudos to Director Bill Tunnell, Mike Thompson, Owen Miller and the rest of the Battleship Memorial Park Museum crew for another outstanding remembrance and tribute to the Roadrunners, the men and women who built and flew the CIA spyplane, the A-12 Archangel during

Project OXCART and Operation Black Shield in the 1960's. Depicted in the photo below is the tribute they paid former Lockheed Flight Test Engineer Torrey Larsen who took his final flight on 1 January 2010. The plane in the picture is CIA A-12 Article 132 that Torrey worked on at Area 51 and later assisted in placing on display at the museum in Mobile, Alabama. Mobile

jeannette Remak (2010-01-04 16:35:40)

Remak TD, I am sick and broken hearted. I can't believe this. Torrey was like a god to me. The blackbirds are weeping.

Don Donohue (2010-01-04 16:37:23)

I worked with Torrey @ Edwards when he was Flight Test Engineer on YF-12 #2-935 in the 60's & got to spend a lot of time with him @ our Oct Reunion. Way back, when he would Fly his Plane to the Reunions, he would park on my Ramp @ North Town. I am not sure if his Plane or my Ramp was the 1st to go. To keep his Memory & Good work alive in RR History, a Project for Frank . Torry had an Album on the Complete 1st installation of mounting a Blackbird . From memory, Disassembly, On the Road & installation. He also made the installations to consider the amount of Shaker, Wind Speed, and local requirements. I am sure he probably did the same for all the Aircraft which he was involved in the Mounting Project. Aviation & the Roadrunners will remember & Miss Torrey. Joannie & I will see him Friday.

TD Barnes (2010-01-10 09:28:15)

An estimated 70 friends and family attended the funeral services for Torrey Larsen last Friday, 8 January to pay their respects. Roadrunners Don Joannie Donohue reported the services being simple & warm just like you would expect from Torrey. Both his Son & Grandson, in Cammis as they were just back from Afghanistan, spoke with ultra high emotions . The Elks did well including the girls preparing a great variety of home cooking. No one knows what caused Torrey to hit his head. He had taken his Great Grandson to the hanger where the GS loved to go. He sent the GS to wash his hands before Lunch & when he returned Torrey was laying on the floor beside a ladder. That was 21 Dec & he never regained consciousness. Mary Larsen plans to fulfill Torrey's intentions of donating all the Records of his Blackbird Mountings to the Nevada Aerospace Hall of Fame for a "Torrey Larsen" display in his memory. Roadrunner Roger Christian reports the retired Lockheedians who attended the services being Keith and Candi Beswick, Robert Loschke, Frank Simmeth, and himself. Torrey and his unique contributions to aviation will not be forgotten.

admin (2010-01-12 10:17:01)

Lucky Vegas Lady Claims Raffle Prize! Museum visitor, Connie Hunter was the lucky winner of the signed, Interim Director, Jim Braun and raffle winner, Connie Hunter, 2009. A-12 poster that was donated to us by Roadrunners Internationale during the Spy Planes of Groom Lake program in October. Connie is a long-time resident of Las Vegas and had a family member who worked at the Nevada Test Site. She bought the winning ticket on Nevada Day when she brought her grandchildren to see the Museum!

TD Barnes (2010-01-13 14:24:44)

CLARENCE D. WHITE Clarence White Mr. Clarence D. White, age 73 of Knoxville, Tennessee, passed away Monday January 11, 2010. He was preceded in death by father; Otis White, mother and step-father; Irma Jones Smithers and Arlie Smithers. Dr. White was a graduate of the University of Tennessee with a Master of Science Degree and Ohio State University with a Doctor of Philosophy. He had attended Liberty Baptist Church, Wartburg, TN. He served in the United States Air Force and was retired from Radford University as Associate Dean of Applied Science after 30 plus years of service



and formerly worked with the CIA. Mr. White served as Treasurer of Town Hall East, Woodbine High School Reunion Committee, was a member of FBLA, Delta Pi Epsilon, Omicron Tau Theta, President, SBEA, NBEA, Omega Pi National Council and American Vocational Association, National Business Education Association Teacher of the Year. He enjoyed traveling, gardening, cooking, baking, tennis and UT Basketball. Mr. White is survived by aunt; Helen Bledsoe of Partridge, KY, Cousins; Shirley Griffith of Robbins, TN, Pat and Ira Goad of Oak Ridge, special friends; Dorothy Chumley of Knoxville, Aaron Slatton of Westerville, OH and many other friends and neighbors worldwide. The family will receive friends Wednesday, January 13, 2010 from 11:00 A.M. to 1:00 P.M. at Schubert Funeral Home, Wartburg. Funeral service will follow at 1:00 P.M. with Dr. Paul Frick officiating. Interment will follow in Liberty Church Cemetery [www.schubertfuneralhome.com/](http://www.schubertfuneralhome.com/) Visitation: Wednesday, January 13, 2010 11:00 AM until 1:00 PM at the SCHUBERT FUNERAL HOME, WARTBURG CHAPEL, 216 KINGSTON STREET WARTBURG, TN 37887 Service: Wednesday, January 13, 2010 1:00 PM, SCHUBERT FUNERAL HOME, WARTBURG CHAPEL, 216 KINGSTON STREET, WARTBURG, TN 37887 Roadrunners Internationale President T.D. Barnes reports: Tonight we've learned of the death of Roadrunner Dr. Clarence D. White, Ph.D. Doctor White joined the CIA in the fall of 1959 after serving four years in the United States Air Force in communications. In 1960 he was reassigned to Turkey. Due to a family tragedy he returned to the United States after a few months in Turkey. Since the program in Turkey was being phased out due to the Gary Powers U-2 incident in Russia, he was reassigned back to Washington D.C. In 1961 he was reassigned to a two-year tour in Hawaii. In the fall of 1963 or 1964 he was sent back to Turkey on TDY to train two Air Force airmen in communications for the new project. In 1964 he was assigned to Area 51 and then to North Base at Edwards where he was replaced by Roadrunner Charles Christian while on TDY for a special project on the USS Ranger and Midway Island to support the U-2 flown by Lockheed pilot Bob Schumacher from North Base, Edwards AFB in May 1964 to monitor French bomb tests in the S. Pacific. In 1966 he was reassigned to Los Angeles, California for two years and resigned from the CIA in 1968. After retiring from the Agency he accepted a job in Oak Ridge, Tennessee where he worked for one year, at which time he decided to return to college. He enrolled in the University of Tennessee and received a B.S. degree in 1971 and M.S. degree in 1974. He taught in high school from 1971 - 1977 and accepted a job with a community college. In 1980 he was offered a federal grant to attend the Ohio State University to work on a Ph.D. He completed the degree in 1982 and accepted a teaching position at Radford University, Radford, Virginia. Clarence retired July 31, 2002 from Radford University as professor/associate dean in the College of Business and economics and moved to Knoxville, Tennessee.

TD Barnes (2010-01-13 14:27:30)

BOBBY LUKER Bobby Luker, Sr., 70, a resident of Las Vegas, Nevada was born June 14, 1939, in Colt, Ark., and was a 50-year resident of Nevada. He is survived by his three children by his first wife, Rosalie, who passed away some 20 years ago, his son, Bob Luker Jr.; and daughters, Lori Kelly and Tami Angelo; five grandchildren, Bobbi Rae Lambert, Lavonna Luker, daughters of Bob Jr., Ben Kelly, son of Lori Bradley, and Hogan and Rachel Angelo, son and daughter of Tami Angelo; and one great-granddaughter, Adeline, daughter of Bobbi Rae Lambert. Services were private. Luker worked with fellow Roadrunners T.D. Barnes, Jim Freedman, Dave and Denise Haen, Sammy Gamble, and Wayne Pendleton at Area 51 on the CIA A-12 Project Oxcart and on the Soviet MiG exploitation projects Have Doughnut, Have Drill, and Have Ferry by the Air Force, Navy and a number of intelligence agencies. At the time Bobby had the largest cabin cruiser of the Special Projects Team on Lake Mead where the team rendezvoused almost every weekend in a secluded cove with their families. The anchored cruisers served as the party boats and those of their Special Projects group with ski boats provided the ski craft and made refreshment runs to the marina. Luker, a rather short man was an excellent water skier. Barnes recalls their families gathering on Luker's boat for night cruises on the lake and dinner on the boat. He will be remembered as a great family man.

admin (2010-01-21 16:19:17)

Due to popular demand photos of past reunions and events are being reinstated on the website; Captions and comments will be added ASAP. Enjoy!! [1]2005 SR71 BB Reunion [2]2004 Blackbird Laurels p1 [3]2004 Blackbird Laurels p2 [4]2004 Blackbird Laurels p3 [5]2004 Blackbird Laurels p4 [6]2004 Blackbird Laurels p5 [7]40th Anniversary YF-12 P1 [8] 40th Anniversary YF-12 p2 [9]DLA U-2 50th Anniversary Photos p1 [10]DLA U-2 50th Anniversary Photos p1 [11]DLA U-2 50th Anniversary Photos p1 [12]DLA U-2 50th Anniversary Photos p1 [13]DLA U-2 50th Anniversary Photos p1

1. [http://area51specialprojects.com/2005\\_bb\\_reunion.html](http://area51specialprojects.com/2005_bb_reunion.html)
2. [http://area51specialprojects.com/2004\\_bb\\_laurels.html](http://area51specialprojects.com/2004_bb_laurels.html)
3. [http://area51specialprojects.com/2004\\_bb\\_laurels0002.html](http://area51specialprojects.com/2004_bb_laurels0002.html)
4. [http://area51specialprojects.com/2004\\_bb\\_laurels0003.html](http://area51specialprojects.com/2004_bb_laurels0003.html)
5. [http://area51specialprojects.com/2004\\_bb\\_laurels0004.html](http://area51specialprojects.com/2004_bb_laurels0004.html)
6. [http://area51specialprojects.com/2004\\_bb\\_laurels0005.html](http://area51specialprojects.com/2004_bb_laurels0005.html)
7. [http://area51specialprojects.com/40th\\_yf12.html](http://area51specialprojects.com/40th_yf12.html)
8. [http://area51specialprojects.com/40th\\_yf12-2.html](http://area51specialprojects.com/40th_yf12-2.html)
9. [http://area51specialprojects.com/50th\\_dla.html](http://area51specialprojects.com/50th_dla.html)
10. [http://area51specialprojects.com/50th\\_dla-2.html](http://area51specialprojects.com/50th_dla-2.html)
11. [http://area51specialprojects.com/50th\\_dla-3.html](http://area51specialprojects.com/50th_dla-3.html)
12. [http://area51specialprojects.com/50th\\_dla-4.html](http://area51specialprojects.com/50th_dla-4.html)
13. [http://area51specialprojects.com/50th\\_dla-5.html](http://area51specialprojects.com/50th_dla-5.html)

TD Barnes (2010-01-23 10:12:33)

The CIA Officers Memorial Foundation was created in December 2001 after the death of Johnny Michael Spann in Afghanistan, responding to the terrorist attacks of September 11, 2001. The Foundation, which is a tax exempt charity under Section 501 (c) 3 of IRS code, exists solely for the purpose of supporting the children and spouses of officers lost either in the line of duty, or officers who pass away due to a fatal illness, accident or other causes. The Foundation provides other support to the families of CIA officers as resources permit. The December 30, 2009 terrorist attack on Forward Operating Base Chapman outside of Khost, Afghanistan is the single largest loss of CIA personnel since the Beirut bombing in 1983. CIA lost seven officers in the Khost attack; six more are critically hurt. The CIA Officers Memorial Foundation is providing immediate financial assistance to the families of the fallen officers in Afghanistan. Those who died are survived by husbands, wives and eight children. One of the widows is pregnant. As a result of the Khost tragedy the population the Foundation serves has grown substantially. The Foundation is undertaking a fund-raising drive to raise as much money as possible, to both support the families of the Afghan fallen and to allow the Foundation to expand its activities. The men and women of CIA are on the front lines in Afghanistan, Iraq and all around the world trying to protect all of America's families. They deserve our support and the knowledge that the CIA family will step up to take care of their families in times of crisis. Anyone wishing to make a donation to the Foundation can do so by sending a check to: The CIA Officers Memorial Foundation C/O: Arnold and Porter, LLP 555 12th Street, NW Washington, DC 20004 (703) 638-5378 [scholarships@comf2001.org](mailto:scholarships@comf2001.org)

Jesse Lozano (2010-01-24 09:09:54)

Hi Bob, Just wanted to stay in touch and say Hi. I was visiting a friend of mine, Andy Meyer, at American Data Plates in Lancaster, CA. He was telling me that you have been supporting our troops by going to Afghanistan. I really appreciated knowing that and wanted to thank you for contributions. I know that you will help boost their moral and pride. The signed SR71 model with your name on it dated

28 Oct,09 reminds me so much of the current 4th generation ( FN M249 SAW) machine gun that the Marines are using they are both black ,slender and sleek ,and both travel at the speed of sound or the round does. I have the civilian version see attach pix. Your friend Semper Fi, Jesse Lozano,Former Marine,2nd Amtracs YAT-YAS

Francis E. Flesch (2010-01-24 09:22:47)

The pictures of the first SR-71 to land at Beale AFB brought back some memories of that base and the aircraft assigned to Beale. I was a weather equipment technician stationed at Beale AFB when the SR-71 landed. My coworker and I were checking out some weather equipment problems when we got a visit from the security police in which they told us we had to remain at the remote observation site, a small building between the main runway and the taxiway where the weather observers took their observations, until after the SR-71 landed and was parked. We had to wait there for over 3 hours until the SR-71 made a few passes, landed, taxied right next to where we were watching the proceedings, and then parked in the SR-71 hanger. Kind of neat watching it taxi by about 50 foot from where we were standing. I left Beale in Nov 66 and was assigned then to Ubon RTAFB for two months then was transferred to NKP RTAFB (talk about a change from space age technology to WW2 aircraft), and never did get a chance to see it fly again. Francis E. Flesch, Great Falls, MT

Dave Graham (2010-01-24 09:31:11)

Hello Mr. Barnes, I am hoping that Roadrunners could advise me how to proceed in my research on the World War Two experiences of Hugh Slater. Due to Hugh's age and the recent health problems of his wife I want to be cautious in my contacts and to be as non-intrusive as possible. I first made contact with Hugh last summer when he returned my call regarding my research letter to him. I am researching his experiences as forward air-controller with the Fourth Armored Division near Bastogne in WWII. After talking to Hugh (during which time he mentioned his wife's illness), I spent three weeks researching at Bastogne in September and made several discoveries. In an effort to obtain Hugh's comments I sent to him about six weeks ago an envelop of documents and photos describing my recent findings. With the holidays past, I now think it is time to make a follow-up contact with Hugh probably through a phone call. If anyone with Roadrunners has had recent contact with Hugh it would be prudent for me to know whether for example, his wife's illness has returned or would there be any other over-riding concerns for Hugh at this time. By the way, while I was in the U.S.A.F. in 1967 at Goodfellow, AFB in Texas, I remember our voice-intercept class being told that the sonic booms we heard so often was from the "Blackbird". I can supply my full biographic information and reference contacts if necessary. I sure will appreciate any help that the Roadrunners can provide - I would like permission to have copies of the wartime photos that Hugh has on his personal webpage: the WWII group photo and that of his P-47. Thanks, Dave Graham Hilliard, Ohio

Flo Deluna (2010-01-27 12:28:47)

FLO DELUNA Flight Engineer and Lead Aircraft Mechanic CARCO AIR SERVICE 1960 - 1970 Flo DeLuna supported both the F-27 and C-47 flights from Las Vegas to Groom Lake and at Beale AFB. CIA PROJECT OXCART CAREER HIGHLIGHTS AND MEMORIES: • Flew a C-47 on air sampling flights after AEC atomic tests in the Nevada Proving Ground: • Flew search and rescue in the C-47 for CIA A-12 Project Pilot killed during ejection from his A-12 during a training flight. • Once flew around Mercury while attempting to obtain clearance to fly into Groom Lake when the pilot, Roy Kemp couldn't remember the codeword. The Groom Lake tower kept vectoring them while Flo scrambled to find the code. He eventually found the code. • During A F-27 flight to Groom Lake. Flo was performing the arrival checklist when he got lost in the vicinity of the Sedan Crater on the AEC Atomic Proving Grounds. At the time it was snowing heavily and very cold, causing severe icing conditions. Ice was building up on the wings and coming off and hitting the fuselage when suddenly the right engine quit shortly after

he completed the checklist. Shortly afterwards the second engine flamed out as well. Cecil McMains jumped into the jumpseat and successfully restarted one engine and then the second. The ice was extremely heavy as they descended below 12,000 feet to thaw the ice buildup. Until Cecil was able to restart both engines, the passengers were very upset. It was a flight that none of them would forget.

## 1.2 February

February 2010 News (2010-02-07 12:43)



### **ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP**

**(Not to be confused with the Stars and Stripes)**

#### **FEBRUARY 2010**

→ Yo, Roadrunners, you've slacked up on sharing your news with the rest of us.

On Thursday, Mary Pizzo fell and broke her hip. Surgery was at 2PM yesterday. Surgery went well, replacing the ball and doing repairs. Steve [son living in Mandeville] has been with them during the whole event. Sam, Jr. will arrive from Florida tomorrow to be with them for a couple of days. Mary is doing well. All tubes and oxygen removed, just Tylenol for pain. Her first therapy was yesterday morning, mostly movement. This evening the therapist had her sit on the side of the bed and then stand with a walker putting her weight on the "good" leg. Steve was there earlier and charmed Mary into eating which made Sam happy. Jim Kiser, a close friend and neighbor has been transporting Sam to and from the hospital.

Ralph Malick (2010-02-10 13:49:34)

Having worked extensively with Charles Christian and did some TDY's at North Base I know Mr White but had been recalled to Hqtrs for further actions at the time of his TDY. When I rec'd this death notification it suddenly occurred to me that all repeat all Road Runners have been highly active achievers bar none thus each loss not only hurts, its a loss to humanity done quietly just as our assigned duties were. Thank You. Ralph H. Malick

admin (2010-02-25 23:14:05)

24 February 2010 Officers Club, Nellis AFB, Nevada T.D. Barnes, Dawn Barlow, Robert Friedrichs with Nevada Aerospace Hall of Fame Nevada Aerospace Hall of Fame - NVAHOF -Roadrunners Internationale President and NVAHOF Director T.D. Barnes, Roadrunner Intl. member and Deputy Director Robert Friedrichs, and Director of Communications Dawn Barlow guests of Daedalians Fighter Squadron 62 dinner where Friedrichs presented a status report of the Nevada Aerospace Hall of Fame and compared its activities to many of those of the Daedalians in the field of education services. According to Friedrichs it is the intent of NVAHOF to partner with such organizations as the Daedalians rather than compete with them. It was a fun and educational evening for all. Order of the Daedalians Fighter Flight 62

Chuck Hurn (2010-02-26 22:08:57)

Mr. Barnes, I love it! Your web site is real American history. I am so glad to see that someone (or group), is finally able to have real info related to Area 51 that is not all clouded in UFO conspiracies. As an engineer myself I can appreciate the difficulties that your team must have encountered. I bet you all had the best job in the world. I thank you and all your group for your service to our country.

Jack G. Ault (2010-02-26 22:11:20)

Message for Robert L. Armentrout! Hello Buddy. I stumbled onto your Bio with an email search. We were both on the Gen John Pope over to Japan and then to Harmon Field, Guam. Assigned to 19th Air Supply Squadron and were in the same plywood hut. Stateside I was sent to Las Vegas AFB, then to McConnell AFB in 1951. Stayed there five and one half years. During that time I was sent to New Mexico for Special Weapons training. From McConnell went to Morocco assigned to a Special Weapons Depot Supply Squadron. Two years later I was assigned to to the Air Depot at Sacramento, CA. Shortly after arriving I was assigned to a classified operation out of AF Hq. Wound up in the IG and traveled constantly. Retired Dec 64 on disability. You might recall the long period of no promotions. I got call caught in that. In May 55 I beat everyone appearing before the MSG promotion board only to be told by the Board President: "Sgt Ault you rated highest among the nominees, however TSgt XXXXX is retiring shortly and we are promoting him this cycle. You will be promoted next cycle. Guess what! Promotions slammed shut next cycle. So I stayed a TSGT until 63. Promotions were opened for outstanding performers and I finally made Master. I could not see any quick promotions in my future and was resigned to getting out at 20. All in all, I enjoyed most of my service. Jack G. Ault, MSG USAF (RET)

Mike (2010-04-17 20:05:10)

I am a 58 year old Canadian and through your web site I have had the opportunity to admire all of you. TD has been great at responding to my questions. I almost feel like one of the gang but alas, I am but a lonely Grandfather. I think it is wonderful how you post the "Final Flight" information. Now, it is I who must leave "the surely bonds of earth" as Ronald Reagan put it. My only regret is I had no fraternity to see me off. All the best and thank you TD Barnes. p.s. I wish I could have known more of your achievements

## 1.3 March

March 2010 (2010-03-01 13:40)



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

**MARCH 2010**

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admin (2010-03-03 18:49:28)

Webmaster

Roadrunners Internationale president T.D. Barnes invites the members and Roadrunner friends to attend the Sarah Palin and the Tea Party Express rally on his land at Searchlight adjoining that of U.S. Senator Harry Reid. As you will see in the video on the link below that he is encouraging people to travel from the area for that evening's rally in Henderson by chartered bus. [1]Link to Showdown in Searchlight video

1. [http://area51specialprojects.com/area51sp\\_blog/?page\\_id=105](http://area51specialprojects.com/area51sp_blog/?page_id=105)

TD Barnes (2010-03-08 21:45:41)

Listen up, all you Oxcart Roadrunners. Kent Burns and Mike Belzil - Current Chairman and President of the Lockheed Martin Leadership Association Lockheed-Martin has asked us to extend an invitation to those who participated in A-12 Project Oxcart/Operation Blackshield to attend a LM Aero A-12 Night dinner scheduled for April 22, 2010 at the Hellenic Center in Lancaster. Cost is \$30 per head. Please RSVP to the LMLA office at 661 572 2709 prior to 15 April. The following is the agenda. 5:00 pm

Arrival and Social 5:50 pm Welcome - Mike Belzil - LMLA President Welcome to LMLA's look back in time to the Historic A-12 aircraft and the fabulous Pilots and key Personnel that developed these magnificent machines. 5:55 pm Kent to introduce Special guests at the Head Table, Announcements of Upcoming Events: Pledge and Invocation - Ms. Nat Miller Introduction of special guests participating as panelists for the symposium: Introduction of MC 6:05 pm Dinner 6:55- 7:45 pm MC et al Presentation, development videos, and panel 7:50 pm Door / Raffle prizes 8:00 pm (approx) Conclude event

T.D. Barnes (2010-03-22 20:30:17)

3-22-2010

## JOE RUSECKAS

Ruseckas It is our sad duty to inform you of the passing of Joe Ruseckas whom many of you recall helped with the construction of the flight suits worn those flying in the U-2, A-12, and YF-12. Joseph A. Ruseckas, 92, passed away Friday, March 19, 2010, at the Rose Monahan Hospice Home. His wife of 63 years, Marcia J. (Fleck) Ruseckas, died in 2008.

He leaves a daughter, Connijean Murphy; a brother, Valentine Ruseckas; and 3 grandchildren, Max Goodman, Amanda Wheelock-Graves, and Dama Goodman. He was predeceased by a daughter, Marjo Thibodeau; brother, Vincent Russell; and sister, Katherine Stevens.

He was born in Worcester, son of Constanza (Beckute) and Anthony Ruseckas. He was a WWII veteran, having served in the Army Air Corps. He was Vice President of Research and Development at the David Clark Company, where he worked for 43 years. He was a member of Greendale People's Church, OX5 Pioneers, Hump Pilots Assoc., Aero Club of NE, National Aeronautic Assoc., MA Aviation Historical Society, NE Air Museum, American Air Museum (Britain), Air Force Museum (Dayton, Ohio), Test Pilots Historical Foundation, Air Force Assoc. Aircraft Owners & Pilots Assoc., American Astronautical Society, and the Dragon Lady Assoc.

Calling hours was held at Nordgren Memorial Chapel, 300 Lincoln Street, on Sunday, March 21, from 3-6 p.m. A graveside service will be held at Worcester County Memorial Park, Paxton, at 11:00 a.m., Monday, March 22. Please omit flowers and donations can be made to Greendale People's Church, 25 Francis St., Worcester, MA 01606.

TD Barnes (2010-03-29 14:49:17)

3-23-2010

## BURTON BARRETT

Burt Barrett 1

From: Sheldon Barrett

Date: Tue, 23 Mar 2010 16:54:00 -0700

Subject: Death of Burton S. Barrett (Col. USAF Ret.)

I'm sorry to inform you of the death of my father Burton S. Barrett. He died after a brief hospital stay March 19th in San Luis Obispo, Ca. after a trip to see his children and grandchildren. He was a proud member of the 55th and attended most reunions including the last one in Reno, NV. He will be buried in Las Vegas with his wife and parents and siblings.

Should you require more information please email me at the above address. Sincerely,  
Sheldon Barrett

## 1.4 April

### April 2010 News (2010-04-19 19:24)

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ASSIGNMENT TO AREA-51

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TRANSFER FROM AREA-51

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## 1.5 May

### May 2010 Roadrunner News (2010-05-01 14:54)

LM OXCART Dinner & Symposium



On 22 April 2010 Lockheed Martin Leadership Association hosted a dinner and symposium event for the participants in CIA A-12 Project OXCART at Groom Lake and Operation Blackshield at Kadena, Okinawa. Master of Ceremonies Kent Burns with LM did an excellent job of organizing the event. Roadrunner President T.D. Barnes moderated a panel consisting of Lockheed Test Pilots Bob Gilliland and Jim Eastham, Lockheed engineer and manager Bob Murphy, Air Force 1129th SAS commander Colonel Slip Slater, CIA A-12 pilot Colonel Ken Collins, and CIA A-12 pilot Lt. Colonel Frank Murray. The panelists provided a feisty account of the Oxcart Project that resonated and created a common bond with others who worked or are working at Groom Lake with the mention of Murphy Green who ran a tight, regimented mess hall for several generations of Groom Lake workers. We thank all those at Lockheed Martin who made this enjoyable dinner and symposium possible and those who attended to hear our stories. We especially want to thank Pete Merlin for making the Blackbird Airpark available for those attending the event and to Mike Schmitz for his photographing the event and making these photos available for us to share. We thank Jim Brown for his presentation on the A-12 imagery and Angus Batey who traveled from the UK to attend the event. Please let us know if we missed identifying those in the photos



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[31]View Video

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Mecki Meckimark (2010-05-01 15:39:33)

Dear Sir, I've read the article 'Mayday for the U-2' on [http://area51specialprojects.com/u2\\_mayday.html](http://area51specialprojects.com/u2_mayday.html) and I found it very interest. However, I discovered an error in it - wrong describing of city of Sverdlovsk, both in geographical and historical senses. Firstly, Sverdlovsk (before 1924 and at present -Yekaterinburg) was Russian significant industrial and trade center even before October Socialist Revolution in 1917. Secondly, Sverdlovsk lays on Iset river not Volga. Sincerely, Sergey (Yekaterinburg citizen and eyewitness of the May 1st, 1960 incident)

Jack Bassick, David Clark Co. (2010-05-02 06:56:31)

bassick Fellow Roadrunners, Thanks for the great pics from your recent LM sponsored Oxcart gathering in Lancaster. I sure wish I could have joined you, but I still have a day job in helping to mind the David Clark Co. store. I hope to join you for the next RRI reunion. If any of you happen to get back to New England, please let us know and plan to stop by for a visit (we still have you driver's original measurement charts and we can compare then and now). Jack Bassick

Liz Overstreet (2010-05-02 09:33:55)

Carl What is this? A Pilot thing? Two years ago Carl forgot his suit and tie when we were going to a reunion. He had to buy another and was fortunate that the store had a sale and the suit fit like it was tailored for him! An update on Carl since the stroke on July 11, 2009: He is progressing slowly, still using a walker for balance, but moving toward recovering to where he was prior to the stroke. He has been home since the day before Thanksgiving. He goes back to the Veterans Hospital in Salem, Virginia for check ups. They have been good to him. We have made one trip to Myrtle Beach, S.C. for a few days, have a trip planned for his college reunion in Blacksburg, VA on May 19th, a trip for me for a family celebration to PA, and the 60th anniversary of the Korean War at Dayton, Ohio in June. Carl and liz Here is a photo taken at the D-Day Memorial ceremony Dec. 8th when Bill was presented with the French Legion Medal of Honor. The first shot is of me in the red coat and Carl seated. Carl had just come home from the VA Hospital a few days before. Take care Li

admin (2010-05-02 13:05:02)

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Local men kept Area 51 secrets By HOWARD ALTMAN [haltman@tampatrib.com](mailto:haltman@tampatrib.com) Lewis Nelson had no idea where he was going when the colonel told him to get aboard the C-47. It was February 1957. Nelson, an Air Force welder with a security clearance to work on classified aircraft at MacDill Air Force Base, had been ordered on a circuitous route that took him from Tampa's MacDill to bases in Georgia and California. After crossing the Sierra Nevada, Nelson says he looked out the window and saw

"nothing but desert." The plane landed at a 60-square-mile base carved out of a former atomic bomb testing site. It would soon be known as Area 51. Even today, the Central Intelligence Agency doesn't acknowledge its existence. But with the programs they worked on now declassified, Nelson and other men can talk publicly about what it was like to live at the secret base a few hours north of Las Vegas made infamous by conspiracy theorists who think it was where the government kept captured alien spacecraft. Sitting in the sunroom of his house in Hudson, Nelson, 82, laughs at the notion. So do James Janowski and Alva McMillion, local men who also worked at Area 51. But spacemen or no spacemen, there were some amazing things to see at Area 51, they say. Eye in the sky On his first day, Nelson toured the facility. Save for one of the world's largest runways, it was sparse, he says. Hangars. Machine shops. Rows of narrow buildings. A bunkhouse where four men slept in two bunk beds per room and paid a dollar a night to the Atomic Energy Commission for the privilege. The next day, a man he knew from a previous assignment took Nelson to a hangar. "What in the world is this?" Nelson asked as he gaped at the odd aircraft with an enormous wingspan. "'I said the same thing,'" Nelson's friend told him. "'That is called the U-2.'" He couldn't tell anyone - not even his wife - what he saw. "It was so top secret you didn't talk about it," he says. "This outfit, called Dragonlady, this had more security than the Manhattan Project." At first, Nelson says he didn't know what the men - called drivers at the base, not pilots - were supposed to do when they got airborne. Nelson says his job was to help the drivers get suited up and ready. It was a complex process. They had to don pressure suits that were so tight the drivers had to wear long underwear inside out, lest the seams dig into their skin. Then they entered a room to breathe pure oxygen for 90 minutes to get the carbon dioxide out of their systems. Next they went out to the tarmac, breathing bottled oxygen while they were hooked up to the U-2's systems. Eventually, Nelson got to know the drivers. He heard scuttlebutt. The U-2s, he learned, flew high-altitude reconnaissance missions, taking pictures over hostile territory, namely the Soviet Union. But there were other missions as well. Because they could fly so high - about 60,000 feet - the U-2s were used to test radiation levels from nuclear tests - theirs and ours. One time, a driver came back from a run over a Nevada nuclear test and his radiation level was so high that when Nelson helped him out of the plane, he, too, was exposed. "The Geiger counter was going crazy. I stripped down, put on a flying suit and went home," he says. Nelson enjoyed his time on the base, but took a transfer after three years. The U-2 program ended after a driver was shot down over the Soviet Union. "We always knew that would happen one day," Nelson says. Faster and higher In 1966, James Janowski was a young hotshot engineer with Honeywell, recently married and looking to make a few extra bucks. "Honeywell was looking for crazy people that would move to California and spend the week in this unknown part of Nevada and leave their wives and families at home," the 70-year-old Largo resident says. Janowski had no idea what he would be working on or where he would be, but he jumped at the chance. "After we were cleared for the program, we were brought in and told we were working on the A-12. And I said, 'Gosh, what's an A-12?'" The A-12, dubbed Archangel, could fly above 85,000 feet at about 2,500 mph. It was designed to replace the U-2. Its cameras were so sensitive, he says, "They could count the hairs on your chin from 100,000 feet. "To see this aircraft take off and fly was just unreal," he says. "It was something out of the future. The engineers at Lockheed built something that, to this day, as far as we know nothing has flown that could surpass it." Honeywell had designed the A-12 navigation systems. As an engineer, it was Janowski's job to help maintain the systems, at the time the most accurate in the world. Area 51, he says, was no resort. The men lived and worked in old Navy barracks that had holes in the walls. "It was very primitive," he says, "but the customer made up for it with a fantastic chow hall. We ate better than I ever ate in my life." The customer, he would later learn, was the CIA. Despite the deprivations it was a great time, Janowski says. "I had no idea it would lead to an almost three-year period that I still think of as the highlight of my engineering career because of the excitement," he says. "You are working in a classified area. You are working on classified aircraft like the world has never seen." CIA and little green men Even though he can't talk about the location, as chief historian for the CIA, David Robarge knows a lot about what went on at Area 51. He wrote the book on it. "Archangel: CIA's Supersonic Reconnaissance Aircraft" outlines



the history of the program. The men who worked at the place he cannot mention were important to U.S. security, Robarge says. There were no spies, and conventional aircraft at the time were unsuited for the job, so the U-2 and A-12 provided critical intelligence, Robarge says. They flew missions that wouldn't have gotten off the ground if not for people such as Nelson, Janowski and Bradenton resident Alva McMillion, now 71. Contrary to the ideas of conspiracy theorists, however, none of those missions uncovered space aliens, Robarge says. Nor did any other mission. Not that the CIA wasn't concerned about such things, Robarge says. The unclassified history of the agency's involvement in such matters was published in a report called "CIA's Role in the Study of UFOs, 1947-90." The Cold War between the United States and the Soviet Union coincided with the first reports of flying saucers, according to the study. The first U.S. sighting was reported by a reputable private pilot, Kenneth Arnold, on June 24, 1947, who said he saw nine disk-shaped objects near Mount Rainier flying faster than 1,000 mph. That set off a national security concern that the Soviet Union would use the flying saucer scare to sow panic here. The CIA eventually estimated that more than half of all UFO sightings of that period were the reconnaissance aircraft such as those Nelson, Janowski and McMillion worked with at the time. And that, according to the 23-page report that never mentions Area 51, made people think that the truth, indeed, was out there. The Air Force made "misleading and deceptive statements to the public in order to allay public fears and to protect an extraordinarily sensitive national security project. While perhaps justified, this deception added fuel to the later conspiracy theories and the cover-up controversies of the 1970s," according to the report. Agent Mulder was wrong McMillion spent hours patrolling Area 51 with his dog, Caesar, as a member of base security. He says he never once saw a little green man, a flying saucer or anything from another planet. McMillion agrees with the findings of the CIA study. The drivers, he says, wore big helmets and silver pressure suits "similar to the ones that travelers into space wore," he says. People who saw that, and saw the U-2s and A-12s in flight, mistook those for flying saucers, he says. Janowski agrees that people seeing the A-12 could mistake it for a spacecraft. "When it would take off at night, it was the most awe-inspiring sight that humans had ever seen," he says. Janowski knows there is no escaping the connection between Area 51 and UFOs in pop culture, so he tries to enjoy movies such as "Independence Day," in which survivors of an alien attack fight back at Area 51. In the movie, alien spacecraft were kept in a hangar basement. "The hangar looked like that engineering hangar, and I thought, 'Damn, I never got down to the basement there.' Maybe they really did have a basement and we didn't know about it." Nelson has no time for such nonsense. "I personally don't believe in UFOs," he says. "The UFOs started to come to light from this U-2 outfit years and years ago. In my opinion, that's what these people saw." Nelson has a message for those who persist in trying to find space aliens at Area 51. "Leave it alone. Let Uncle Sam do his thing under secrecy stuff because that's what keeps us out of trouble."

Charlie C (2010-05-08 16:54:57)

@Mecki Meckimark Mecki: How interesting and thank you for reporting here. I was supporting that Powers flight back in 1960 in the Eastern Mediterranean. I hear or see his son fairly often also and also knew Power's widow back in the early 1960's at the same location overseas. Regards,,

T.D. Barnes (2010-05-12 09:03:06)

7 May 2010 - FINAL FLIGHT Dodge Carter Trader SMSGT. DODGE TRADER U.S. Air Force, Retired Dodge Carter Trader, 82, passed away May 7, 2010, and was a Las Vegas resident for 50 years. SMSGT Trader is remembered as one of the early members of the Air Forces' 1129th SAS Headquarters staff at Groom Lake during the CIA A-12 Project OXCART. He was born in Murfreesboro, N.C., Sept. 5, 1927, and served his country in the U.S. Air Force from December 1945 until retiring December 1975. He was preceded in death by his wife, Betty, December 2001. Dodge is survived by his daughter and son-in-law, Jan and David Tabor of Redmond, Wash.; three grandchildren, Erin Hopper, Evan Tabor and Adam Tabor; five great-grandchildren, Grace, Daryl, Caleb and Joshua Hopper and Addison Tabor;

sister-in-law, Jane Trader of Las Vegas; many nieces and nephews; and countless friends. Dodge will be greatly missed by all. Visitation will be 4-7 p.m. Thursday, May 13, at Palm Mortuary, 1600 S. Jones Blvd. Services will be at 9:20 a.m. Friday, May 14, at the Southern Nevada Veterans Memorial Cemetery, in Boulder City.

admin (2010-05-16 23:01:34)

McMillian Nevada Test Site Historical Foundation President Chuck Costa, aviation world record holder Marie McMillian, and Roadrunners Internationale President T.D. Barnes share a moment during ceremony to honor McMillian by Clark County and Las Vegas, Nevada officials.

Marie McMillan holds more aviation records than any person in the world, male or female. She has 656 national and international records. Only 2 of her records have ever been broken. At one time she had 658 records.

Colonel Charles (Chuck) F. Costa spent nearly half a century contributing to the programs at the Nevada Test Site. He retired from the Public Health Service in 1992, and worked at the Los Alamos National Laboratory where he served in several capacities. Most notable of these assignments was as Test Director. His successful execution of the US/UK joint, subcritical test, Krakatau, with the United Kingdom was one the highlights of his career. In 1979, he was sent to Pennsylvania to assist with the Three Mile Island accident. As an expert in the field of radiation monitoring, he was instrumental in the success of the operation. In 1991, Chuck was involved in the clean-up of the Exxon Valdez oil spill disaster in Prince William Sound, Alaska. He co-authored a paper for the EPA titled, Alaska Oil Spill Bioremediation Project: Science Advisory Board Draft Report. He was awarded a Gold Medal by the EPA for his contributions to this project. Now twice retired, Chuck is a part-time employee with the National Security Technologies (NSTec) and volunteers his time at the Atomic Testing Museum.

T.D. Barnes, formerly of Dalhart, Texas and Mt. View, Oklahoma served in Korea as an Army Intelligence Specialist followed by years of formal schooling and deployment to Germany in the Army surface to air missile field. While in the Army he participated in the CIA Project Palladium evaluating the radar capabilities of the Soviet Union. Post military he became a hypersonic flight support specialist on the NASA High Range supporting flight tests of the X-15, XB-70, YF-12, Lifting Bodies, LLRV's, and the CIA A-12 at Groom Lake. He was a member of the Special Projects team at Groom Lake during the CIA's Project Oxcart, and the Air Force FTD Soviet MiG exploitation projects Have Doughnut, Have Drill, and Have Ferry, followed by the ultra secret Have Blue stealth program. Barnes, a resident of Henderson, Nevada, is president of Roadrunners Internationale and director of the Nevada Aerospace Hall of Fame.

T.D. Barnes (2010-05-25 15:08:55)

D-21

The D-21 Drone #522 is on display at the Pacific Coast Air Museum in Santa Rosa Calif. It is on loan from the National Museum of the United States Air Force. This D-21 was one of the drones that NASA borrowed for possible testing of a new engine type. It was never used. It was supposed to return to desert storage at Davis Monthan, but was Lockheed transported it to Vandenberg AFB for storage till the Pacific Coast Air Museum requested it. It's assigned Crew Chief at the Museum just happened to be one of the Navigators from the D-21B / B-52 program. John Hazlett was a part of the Senior Bowl project of the 4200th Support Squadron. He is restoring it currently for the Museum.

**COL. LOUIS ALLEN "LOU" GARVIN**

5-24-2010

Col. Garvin Active duty - 1942 to 1972. Early assignments included Air Training Command, Research and Development, Strategic Air Command. From 1954 to 1957 Colonel Garvin was assigned to the U-2 program as Development and Flight Test Pilot. Latter assignments included SAC Hq, England, AFROTC at WVU, 15th AF Hq, March AFB, 13th AF Hq, Philippines.

Colonel Garvin worked at Area 51 under Mr. Dick Newton, the CIA Station Chief at Wattertown. He was the Development Test Flight Officer for the 4070th SAS composed of: himself, Col Wm R Yancey, Commander, Major R E Mullin, pilot navigator and classroom instructor, Navigation Officer: Jack Delap, Lt Col Art Lien as Chief of Supply, Col Herbert Schinglar as Deputy Commander and Material Chief, Phillip O. Robertson, Captains Hank Meierdierck and Louis Setter, U-2 pilots and Test Flight Officers. This Air Force transition team in turn trained the first CIA U-2 pilots.

## OBITUARY

Louis Allen "Lou" Garvin (1921 - 2010) | Visit Guest Book

Col. Louis "Lou" A. Garvin, age 88, of Niceville, Fla., made his last flight on Monday, May 24, 2010, at his home with his family at his side.

Lou was born on Dec. 21, 1921, in Berryville, Va., son of the late William D. Garvin II and Elsie Rose Garvin. He attended Virginia Polytechnic Institute in the cadet corps and received one of their first degrees in aeronautical engineering, and his commission in the U.S. Army Air Corps. He received his wings in 1942. In World War II he was an instructor pilot and also flew flight test and armament development missions for most of the front line fighter aircraft of the era. After the war he flew bombers and was one of the first aircraft commanders to check out in the B-47 Stratojet. In 1955, Lou was selected as Development and Flight Test Officer for the top secret U-2 high altitude reconnaissance aircraft. As such, he became the first U.S. Air Force pilot to fly the U-2 (see [1]area51specialprojects.com and [2]roadrunnersinternationale.com/garvin.html). He was a recipient of the Distinguished Flying Cross, Air Medal, and Legion of Merit and was a life time member of the Order of Daedalians.

In 1972, Lou retired and moved to Rocky Bayou, Niceville, with his beloved wife, Ann, where they have lived happily enjoying the water, the beach, and entertaining friends and family. He is survived by his wife, Ann; one son, Louis A. Garvin Jr. and his wife Susan; grandson, David, granddaughter, Rachel Nelson and her husband Matt, and great-granddaughter Ava, of Shady Shores, Texas; one daughter, June Patton and her husband Jeff, granddaughter, Kelly Edwards and her husband Charleston, and grandson, Travis of Lynn Haven, Fla.; three

nieces, Patricia Dyke and her husband John of Atlanta, Carolyn Allen and her husband John of Keswick, Va., and Robin Salmon and her husband Grover of Pawley's Island, S.C. He was preceded in death by his parents; brother, William David Garvin III; sister, Elsie "Bunny" Robertson; and niece, Beverly Robertson.

Visitation will be from 3 to 4 p.m. Sunday, May 30, at the West Chapel, Eglin Air Force Base, with service to follow. Additional services will include a visitation at Strider Funeral Home in Charles Town, W.Va., on Thursday, June 3, at 10 a.m. Graveside service will take place at noon at Mt. Hebron Cemetery, Winchester, Va., with full military honors. Memorial contributions in Col. Garvin's name are suggested to PAWS of Fort Walton Beach (paws.org); Patriots Path Foundation (PatriotsPath.org); or to Covenant Hospice (covenanthospice.org). Twin Cities Cremation Services and Funeral Home, 1405 John Sims Pkwy. E., Niceville, is in charge of the arrangements. Memories and condolences may be left at [www.twincitiescremationsfunerals.com](http://www.twincitiescremationsfunerals.com) .

1. <http://area51specialprojects.com/>

2. <http://roadrunnersinternationale.com/garvin.html>

T.D. Barnes (2010-05-29 22:31:32)

### **COL. MARION C. "HACK" MIXON**

## **5-19-2010**

Col. Mixon We just received the sad news that Col. Marion C. "Hack" Mixon died earlier this week. He was 93; RIP. Many of you Roadrunners remember Colonel Mixon being another old head in the Agency U-2 Program, the U-2 /DC-130 Wing Commander at Davis Monthan and a pioneer in B-47 and British over programs. He is survived by his lovely wife, Mary.

MIXSON, Marion C. "Hack", Col. USAF, Ret., was cleared for takeoff for his final flight , on May 19, 2010. Born on Mar. 20, 1918 in Charleston, SC, where he enjoyed his early years boating and sailing. He was educated at Porter Military Academy in Charleston and Presbyterian College, Clinton, SC. Where he was commissioned 2nd Lt. Infantry in 1939. Hack enjoyed a lengthy Air Force career. He served as a B24 Squadron Commander in Italy during WWII and later service in Vietnam. He was involved with the operation of the Lockheed U-2 aircraft for 9 years, and commanded B47 and U-2 Wings in Strategic Air Command. He received numerous decorations including Distinguished Service Medal, distinguished Flying Cross, Legion Of Merit, Air Medal and many service ribbons including, service in North Africa, Europe and Vietnam. Hack was given the Order of St. Maurice & Lazarus by King Victor Emmanuel of Italy and later flew Victor Emmanuel's son, Umberto, to his coronation in Naples. Following retirement he maintained a Real Estate Brokers Office in Tampa for 20 years. He was a member of Quiet Birdmen, Daedalians, The Retired Officers' Assoc., Pi Kappa Phi National Fraternity and St. Andrew's Society of Charleston, SC. He was also active in The Kiwanis Club of Tampa and received the Doyle Carlton Award for outstanding service in 1982, and Legion Of Honor Award in 2004. Hack delivered for Meals on Wheels of Tampa, for 29 years. He was a member of St. John's Episcopal Church, having served on the Vestry both as Jr. and Sr. Warden. Survivors include his wife of 62 years, Mary Delany Mixson, Tampa; son and daughter-in-law, Thomas H. and Kaye Mixson, Tampa; daughter and son-in-law, Mary E. and Dale Lewis, Sarasota, FL.; son, Clarke R. Mixson,

Tampa; 4 grandchildren, Michelle and Daniel Mixson, Tampa; and Zachary and Laura Lewis, Sarasota, FL. , and sister-in-law, Patsy Carte, Tampa. A memorial service was held at 11:00 a.m. on Sat. May 22nd at St. John's Episcopal Church, 906 S. Orleans Ave., Tampa, FL. 33606.

T.D. Barnes, President Roadrunners Internationale (2010-05-29 22:47:21)

Posted: Saturday, May 29, 2010 12:39 am | am, Sat May 29, 2010. By Bill Hall, Times Correspondent

Share Bard Many of the personnel stationed at Beale Air Force Base in California, including then-29-year-old James F. Bard Jr., ran out onto the runway to see what was coming in for a landing. They lined the tarmac and waited patiently. Then out of the blue, a glint appeared. Slowly, it began to develop a shape that became recognizable. It began its approach and landed quietly. Bard never saw anything so beautiful in his life. The Lockheed SR-71 long-range strategic reconnaissance aircraft, unofficially named "Blackbird," rolled to a stop from its birthplace in Sunnyvale, Calif. He could not stop looking at it. It was a moment he would never forget. James F. Bard Jr. was born Feb. 19, 1937, to Mary Catherine and James Bard Sr., of Hagerstown, where he lived with his brother and sister. In 1942, the family moved to Baltimore so James Sr. could begin work at Maryland Drydock. James Jr. attended high school at Thomas Edison, but quit at age 16. He went to work for Maryland Casualty Insurance Company for a year as an IBM machine operator. Duty called, and Bard enlisted in the U.S. Air Force at age 17 on March 29, 1954. The young recruit wound up at Amarillo Air Force Base in Texas to be trained as a multijet aircraft mechanic for the B-47. In November 1954, he received his first permanent assignment to the 323rd SR Squadron of the 91st Strategic Reconnaissance Wing at Lockbourne Air Force Base in Ohio as an RB-47E mechanic. While there, he met his first wife at a USO dance, married her in 1957 and had three children before divorcing in 1968. He began looking for an inside job and, because of his experience in IBM machines, began working in the personnel office on the new time accounting system recently instituted throughout the Strategic Air Command. In 1958, Bard's enlistment ended and he left the Air Force for 85 days. He soon realized he made more money in the service as a staff sergeant, so he re-enlisted. With the new Maintenance Data Collection System instituted, he found himself implementing the new system for the 376th Bomb Wing. He attended specialized training at Chanute Air Force Base in Illinois and then went to Oklahoma City to assist in writing the system codebook for the B-47s. In 1962, he changed career paths to get out of maintenance. He was reassigned from aircraft maintenance to the Management Analysis Office in Wing Headquarters. Bard studied for and passed his GED and enrolled in evening college classes, and, in December 1963, was promoted to Technical Sergeant and sent to Goose Bay Air Base in Labrador, Canada. Fifteen months later, he was assigned to Beale Air Force Base in California with the SR-71 Blackbird Program and later designed the 9th Strategic Reconnaissance Wing, receiving promotion to Master Sergeant in 1966. While at Beale, he took more college courses and graduated from Yuba Community College and began attending the University of Nebraska at Omaha in 1968. While there, he was accepted into Officers Training School. In May 1969, he received his bachelor's degree and headed off to Officer Training School at Lackland Air Force Base in Texas, graduating as a Second Lieutenant Sept. 6, 1969. Bard was assigned to the Air Force Office of Special Investigations in Washington, D.C., where he received his next two promotions. He also received another promotion in 1971 when he married Ruth, his second wife of 39 years, in Omaha. In August 1973, Bard found himself assigned to Hahn, Germany, for the next four years as chief of management and budget for the 50th Tactical Fighter Wing. In 1977, assignment came to the 347th Tactical Fighter Wing at Moody Air Force Base in Georgia where he would be base comptroller for three months. But Oct. 1, 1980, Bard had set his sights on retirement. He is proud of rising in the ranks from basic airman to captain. He talks about how proud he is to have served his country and improve his own life over and over. Bard and his family settled down in Carroll County in 1981. He loves to tell tales of his service to his country so much that he has co-authored a book with Linda Rios Bromley and Frank T. Hayes titled "We Served with Honor: Memories of the Men who served the 91st Strategic Reconnaissance Wing," published by

McDowell Publishing in 2009. He has three children and four stepchildren, six grandchildren and two great grandchildren. Today, he is the secretary of the 91st Strategic Reconnaissance Wing Association.

Iain (2010-05-30 08:44:36)

My Grandfather, Jim Stroud was Stationed at Utapao Airbase Thailand during the Vietnam War. He was a dental specialist and traveled throughout Thailand fixing teeth and helping the people around those parts. He also helped the wounded that came from the battlefield. Now for his story. I don't remember exactly what year and what base he told me this happened but he said he was playing golf at another base he was visiting in Thailand on a day off with his buddy, he said his partner pointed and said "LOOK! WHAT THE HELL IS THAT?" he said. At the time he didn't know it but found out later it was an SR-71 after LB Johnson unveiled them, he described it landing very hastily and then it did a fast taxi into a hangar and disappeared. Now, after reading about Frank Murray's Emergency landing at Tahkli Airbase, I wonder if what he saw was the A-12! I wish I could ask him now, but he passed away in 2005. I guess I will never know for sure but it sounds pretty close to me! If I could remember, what year this incident happened and put it next to the years my Grandpa was in Thailand, maybe I can sort of put 2 and 2 together??? My grandfather never talked about Southeast Asia, so a lot of it is very unknown to me. All I have is the "Go to hell" hat he gave me, those green Australian looking hats they wore over there, and a PACAF pin, I think my grandmother has some pictures from that time over there. If I find a picture of an A-12 I am going to faint! I hope you enjoyed this story, if I find out any more info on this you will be the very first to know! God Bless! -Iain

John Wallis (2010-05-30 11:29:13)

John Wallis has posted an excellent account about the Black Bird family of planes in our War Stories section of the website at: [http://roadrunnersinternationale.com/wallis\\_blackbirds.html](http://roadrunnersinternationale.com/wallis_blackbirds.html)

Jon Delgado-Levin-Turner (2010-05-31 08:46:36)

Greetings Fellow Soldiers,

jon

I just wanted to send a note telling you I am thinking of all of you as fellow Americans, Veterans, Soldiers, and families. It is a sad day for us as we reflect on our brothers and sisters who paid the ultimate price for what we enjoy today. It is also a day we celebrate those lives as we know theirs was a just cause. On this day I particularly remember my dad, SP4 Larry O. Delgado US Army Vietnam, Bronze Star and 3 Purple Hearts, d. 2007 and my Cousin Allen Levin US Army, 29th Inv. Div. WW2, Bronze Star and Purple Heart d. 2009. I have had the opportunity to befriend and work with all of you and I am proud of your service and mourn your comrades with you. To the moms, dads, brothers and sisters of our troops, I will always be there to help when you need it. Today, although in Canada, I proudly fly in front of my home, the US flag and flags of our Armed Forces as a tribute. I look forward to one day returning the US and will always be happy to help any needs you have as Legionnaires, friends and family. Thanks For Your Service, Jon Delgado-Levin-Turner ex-USAF-Hon. Col. (Ky. Col.) Assistant Adjutant Post 176 American Legion, San Fernando, California Dist. 20, Member-At-Large, Toronto, Canada 905-874-8655 416-568-3780 cell.

Louis Setter (2010-06-04 22:11:41)

TD: Millie Meierdierck called day before yesterday and said that LTC (retired) Louis Garvin died on 24 May 2010. Lou was our Assistant Ops Officer in the original U-2 training organization at the Ranch starting in 1955, under Gen. Yancey. Lou was one of the four of us who were equipped with pressure suits and did the flight instruction and checkouts of the CIA pilots, as I'm sure you know. The general is alive and well at age 93, by the way. I remember Lou as a very skilled WWII pilot with broad experience

in the P-51 and Bell P-39, as I recall. He wife Ann lives in Niceville, Florida. Lou died of alzheimers plus complications. Louis.

lou soltis (2010-08-17 18:36:02)

Hi all, Glad Lockheed hosted dinner for everyone.. Love that Skunk Works hat! God Bless, Lou

## 1.6 July

### **Bill Weaver Mach 3+ Blackbird Breakup (2010-07-02 13:48)**

## BILL WEAVER SR-71 Breakup

Among professional aviators, there's a well-worn saying: Flying is simply hours of boredom punctuated by moments of stark terror. And yet, I don't recall too many periods of boredom during my 30-year career with Lockheed, most of which was spent as a test pilot.

By far, the most memorable flight occurred on Jan. 25, 1966. Jim Zwayer, a Lockheed flight test reconnaissance and navigation systems specialist, and I were evaluating those systems on an SR-71 Blackbird test from Edwards AFB, Calif. We also were investigating procedures designed to reduce trim drag and improve high-Mach cruise performance. The latter involved flying with the center-of-gravity (CG) located further aft than normal, which reduced the Blackbird's longitudinal stability.

We took off from Edwards at 11:20 a.m. and completed the mission's first leg without incident. After refueling from a KC-135 tanker, we turned eastbound, accelerated to a Mach 3.2-cruise speed and climbed to 78,000 ft., our initial cruise-climb altitude.

Several minutes into cruise, the right engine inlet's automatic control system malfunctioned, requiring a switch to manual control. The SR-71's inlet configuration was automatically adjusted during supersonic flight to decelerate air flow in the duct, slowing it to subsonic speed before reaching the engine's face. This was accomplished by the inlet's center-body spike translating aft, and by modulating the inlet's forward bypass doors. Normally, these actions were scheduled automatically as a function of Mach number, positioning the normal shock wave (where air flow becomes subsonic) inside the inlet to ensure optimum engine performance.

Without proper scheduling, disturbances inside the inlet could result in the shock wave

being expelled forward—a phenomenon known as an "inlet unstart." That causes an instantaneous loss of engine thrust, explosive banging noises and violent yawing of the aircraft—like being in a train wreck. Unstarts were not uncommon at that time in the SR-71's development, but a properly functioning system would recapture the shock wave and restore normal operation.

On the planned test profile, we entered a programmed 35-deg. bank turn to the right. An immediate unstart occurred on the right engine, forcing the aircraft to roll further right and start to pitch up. I jammed the control stick as far left and forward as it would go. No response. I instantly knew we were in for a wild ride.

I attempted to tell Jim what was happening and to stay with the airplane until we reached a lower speed and altitude. I didn't think the chances of surviving an ejection at Mach 3.18 and 78,800 ft. were very good. However, g-forces built up so rapidly that my words came out garbled and unintelligible, as confirmed later by the cockpit voice recorder.

The cumulative effects of system malfunctions, reduced longitudinal stability, increased angle-of-attack in the turn, supersonic speed, high altitude and other factors imposed forces on the airframe that exceeded flight control authority and the Stability Augmentation System's ability to restore control.

Everything seemed to unfold in slow motion. I learned later the time from event onset to catastrophic departure from controlled flight was only 2-3 sec. Still trying to communicate with Jim, I blacked out, succumbing to extremely high g-forces. The SR-71 then literally disintegrated around us. From that point, I was just along for the ride.

My next recollection was a hazy thought that I was having a bad dream. Maybe I'll wake up and get out of this mess, I mused. Gradually regaining consciousness, I realized this was no dream; it had really happened. That also was disturbing, because I could not have survived what had just happened. Therefore, I must be dead. Since I didn't feel bad—just a detached sense of euphoria—I decided being dead wasn't so bad after all. AS FULL AWARENESS took hold, I realized I was not dead, but had somehow separated from the airplane. I had no idea how this could have happened; I hadn't initiated an ejection. The sound of rushing air and what sounded like straps flapping in the wind confirmed I was falling, but I couldn't see anything. My pressure suit's face plate had frozen over and I was staring at a layer of ice.

The pressure suit was inflated, so I knew an emergency oxygen cylinder in the seat kit attached to my parachute harness was functioning. It not only supplied breathing oxygen, but



also pressurized the suit, preventing my blood from boiling at extremely high altitudes. I didn't appreciate it at the time, but the suit's pressurization had also provided physical protection from intense buffeting and g-forces. That inflated suit had become my own escape capsule.

My next concern was about stability and tumbling. Air density at high altitude is insufficient to resist a body's tumbling motions, and centrifugal forces high enough to cause physical injury could develop quickly. For that reason, the SR-71's parachute system was designed to automatically deploy a small-diameter stabilizing chute shortly after ejection and seat separation. Since I had not intentionally activated the ejection system—and assuming all automatic functions depended on a proper ejection sequence—it occurred to me the stabilizing chute may not have deployed.

However, I quickly determined I was falling vertically and not tumbling. The little chute must have deployed and was doing its job. Next concern: the main parachute, which was designed to open automatically at 15,000 ft. Again I had no assurance the automatic-opening function would work. I couldn't ascertain my altitude because I still couldn't see through the iced-up face plate. There was no way to know how long I had been blacked-out or how far I had fallen. I felt for the manual-activation D-ring on my chute harness, but with the suit inflated and my hands numbed by cold, I couldn't locate it. I decided I'd better open the face plate, try to estimate my height above the ground, then locate that "D" ring. Just as I reached for the face plate, I felt the reassuring sudden deceleration of main-chute deployment. I raised the frozen face plate and discovered its uplatch was broken. Using one hand to hold that plate up, I saw I was descending through a clear, winter sky with unlimited visibility. I was greatly relieved to see Jim's parachute coming down about a quarter of a mile away. I didn't think either of us could have survived the aircraft's breakup, so seeing Jim had also escaped lifted my spirits incredibly.

I could also see burning wreckage on the ground a few miles from where we would land. The terrain didn't look at all inviting—a desolate, high plateau dotted with patches of snow and no signs of habitation. I tried to rotate the parachute and look in other directions. But with one hand devoted to keeping the face plate up and both hands numb from high-altitude, subfreezing temperatures, I couldn't manipulate the risers enough to turn. Before the breakup, we'd started a turn in the New Mexico-Colorado-Oklahoma-Texas border region. The SR-71 had a turning radius of about 100 mi. at that speed and altitude, so I wasn't even sure what state we were going to land in. But, because it was about 3:00 p.m., I was certain we would be spending the night out here.

At about 300 ft. above the ground, I yanked the seat kit's release handle and made sure it was still tied to me by a long lanyard. Releasing the heavy kit ensured I wouldn't land with it attached to my derriere, which could break a leg or cause other injuries. I then tried to recall what survival items were in that kit, as well as techniques I had been taught in survival training.

Looking down, I was startled to see a fairly large animal—perhaps an antelope—directly under me. Evidently, it was just as startled as I was because it literally took off in a cloud of dust.

My first-ever parachute landing was pretty smooth. I landed on fairly soft ground, managing to avoid rocks, cacti and antelopes. My chute was still billowing in the wind, though. I struggled to collapse it with one hand, holding the still-frozen face plate up with the other.

"Can I help you?" a voice said. Was I hearing things? I must be hallucinating. Then I looked up and saw a guy walking toward me, wearing a cowboy hat. A helicopter was idling a short distance behind him. If I had been at Edwards and told the search-and-rescue unit that I was going to bail out over the Rogers Dry Lake at a particular time of day, a crew couldn't have gotten to me as fast as that cowboy-pilot had.

The gentleman was Albert Mitchell, Jr., owner of a huge cattle ranch in northeastern New Mexico. I had landed about 1.5 mi. from his ranch house—and from a hangar for his two-place Hughes helicopter. Amazed to see him, I replied I was having a little trouble with my chute. He walked over and collapsed the canopy, anchoring it with several rocks. He had seen Jim and me floating down and had radioed the New Mexico Highway Patrol, the Air Force and the nearest hospital.

Extracting myself from the parachute harness, I discovered the source of those flapping-strap noises heard on the way down. My seat belt and shoulder harness were still draped around me, attached and latched. The lap belt had been shredded on each side of my hips, where the straps had fed through knurled adjustment rollers. The shoulder harness had shredded in a similar manner across my back. The ejection seat had never left the airplane; I had been ripped out of it by the extreme forces, seat belt and shoulder harness still fastened.

I also noted that one of the two lines that supplied oxygen to my pressure suit had come loose, and the other was barely hanging on. If that second line had become detached at high altitude, the deflated pressure suit wouldn't have provided any protection. I knew an oxygen supply was critical for breathing and suit-pressurization, but didn't appreciate how much physical protection an inflated pressure suit could provide. That the suit could withstand forces sufficient to disintegrate an airplane and shred heavy nylon seat belts, yet leave me with only a few bruises and minor whiplash was impressive. I truly appreciated having my own little escape capsule. After helping me with the chute, Mitchell said he'd check on Jim. He climbed into his helicopter, flew a short distance away and returned about 10 min. later

with devastating news: Jim was dead. Apparently, he had suffered a broken neck during the aircraft's disintegration and was killed instantly. Mitchell said his ranch foreman would soon arrive to watch over Jim's body until the authorities arrived.

I asked to see Jim and, after verifying there was nothing more that could be done, agreed to let Mitchell fly me to the Tucumcari hospital, about 60 mi. to the south.

I have vivid memories of that helicopter flight, as well. I didn't know much about rotorcraft, but I knew a lot about "red lines," and Mitchell kept the airspeed at or above red line all the way. The little helicopter vibrated and shook a lot more than I thought it should have. I tried to reassure the cowboy-pilot I was feeling OK; there was no need to rush. But since he'd notified the hospital staff that we were inbound, he insisted we get there as soon as possible. I couldn't help but think how ironic it would be to have survived one disaster only to be done in by the helicopter that had come to my rescue.

However, we made it to the hospital safely—and quickly. Soon, I was able to contact Lockheed's flight test office at Edwards. The test team there had been notified initially about the loss of radio and radar contact, then told the aircraft had been lost. They also knew what our flight conditions had been at the time, and assumed no one could have survived. I briefly explained what had happened, describing in fairly accurate detail the flight conditions prior to breakup.

The next day, our flight profile was duplicated on the SR-71 flight simulator at Beale AFB, Calif. The outcome was identical. Steps were immediately taken to prevent a recurrence of our accident. Testing at a CG aft of normal limits was discontinued, and trim-drag issues were subsequently resolved via aerodynamic means. The inlet control system was continuously improved and, with subsequent development of the Digital Automatic Flight and Inlet Control System, inlet unstarts became rare. Investigation of our accident revealed that the nose section of the aircraft had broken off aft of the rear cockpit and crashed about 10 mi. from the main wreckage. Parts were scattered over an area approximately 15 mi. long and 10 mi. wide. Extremely high air loads and g-forces, both positive and negative, had literally ripped Jim and me from the airplane. Unbelievably good luck is the only explanation for my escaping relatively unscathed from that disintegrating aircraft.

Two weeks after the accident, I was back in an SR-71, flying the first sortie on a brand-new bird at Lockheed's Palmdale, Calif., assembly and test facility. It was my first flight since the accident, so a flight test engineer in the back seat was probably a little apprehensive about my state of mind and confidence. As we roared down the runway and lifted off, I heard an anxious voice over the intercom. "Bill! Bill! Are you there?"

"Yeah, George. What's the matter?"

"Thank God! I thought you might have left." The rear cockpit of the SR-71 has no forward visibility—only a small window on each side—and George couldn't see me. A big red light on the master-warning panel in the rear cockpit had illuminated just as we rotated, stating, "Pilot Ejected." Fortunately, the cause was a misadjusted microswitch, not my departure. Bill Weaver flight tested all models of the Mach-2 F-104 Starfighter and the entire family of Mach 3+ Blackbirds—the A-12, YF-12 and SR-71. He subsequently was assigned to Lockheed's L-1011 project as an engineering test pilot, became the company's chief pilot and retired as Division Manager of Commercial Flying Operations. He still flies Orbital Sciences Corp.'s L-1011, which has been modified to carry a Pegasus satellite-launch vehicle (AW &ST Aug. 25, 2003, p. 56). An FAA Designated Engineering Representative Flight Test Pilot, he's also involved in various aircraft-modification projects, conducting certification flight tests.

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**SR-71 Pilot Buddy Brown Blackbird in Trouble (2010-07-02 13:50)**

**BUDDY BROWN SR-71 PILOT**

# BLACKBIRD IN TROUBLE

AT MACH 3, ALL EMERGENCIES  
ARE SERIOUS BY WARREN THOMPSON

As the jet age emerged after World War II, it became a rat race between Russia, England and the United States as to who had the most effective fighter interceptor. This was especially important to the Russians because they had always put their emphasis on defense. In this realm, it was about even, with the U.S. always dominant in long range bombers. However, in the early 1960s, Lockheed's Skunk Works came up with a reconnaissance airframe that the Soviets would never have an answer to, and it became known as the SR-71A Blackbird. With a crew of two, its superior altitude (85,000 feet) combined with blinding speed (Mach 3.2+) allowed it to overfly any country in the world with complete safety. Until satellite surveillance came into its own, the Blackbird reigned supreme, providing excellent intelligence pictures of what a potential adversary was up to.

During the war in Vietnam, the SR-71 was a crucial weapon that could handle recon flights over China, North Vietnam and other neighboring countries. Each pilot that flew these missions would have many interesting tales to tell and one of these involved Blackbird pilot Lt. Colonel Buddy Brown. He was assigned to Detachment QL-8 and he flew the first SR-71 from Beale AFB across the Pacific to Kadena (#978) on March 8, 1968 to begin the Blackbird's initial combat operations. This story occurred later that month while on a mission launched out of Kadena AB and would include a flight path between China and Taiwan, through the Formosa Straits, collecting FLINT from mainland China. From there Lt. Col. Brown would fly over the Gulf of Tonkin and North Vietnam, refueling over Thailand and then a reverse route back to Okinawa...that is, if everything went according to plan. The main purpose of the flight was to collect photo intelligence of

targets in North Vietnam.

He recalls the details of that mission as if it were yesterday. "Before takeoff, the complete mission (mission track, sensor on-off times, lat/long positions, fuel status, etc.) would be programmed (uploaded) into the SR's on-board computer system. One thing that was really great, we also had was a system called the ANS (astro-inertial navigation system) which gave you a three dimensional fix in the sky within feet of your actual position. Thus, no more manual celestial shots. The ANS was so sensitive that on a clear day while taxiing for takeoff, the system would start tracking stars and updating itself! On this mission, I took off from Kadena and made contact with the waiting tanker at 25,000 feet to take on a full load of fuel. After disconnecting, I selected maximum afterburner and started my climb to altitude. We were in the middle of some thunderstorms and did not climb out on top until we reached 50,000 feet."



The Blackbird is equipped for the most difficult weather conditions and was able to fly in the bad weather. This aircraft is flying over California collecting FLINT from Nevada Mountains during a mission. Photo by Ted Galtner (tedgaltner.com)





It didn't take long for Brown's aircraft to begin collecting intelligence along the Chinese coast and then proceed out over the Gulf of Tonkin toward the coast of North Vietnam. His Reconnaissance Systems Officer (RSO) Capt. Dave Jensen informed him that they were being painted by the North's tracking radars. He immediately increased his speed to gain more altitude, making a turn in a westerly direction to fly over the required area just north of Hanoi. During large segments of the mission, the aircraft is being flown by the on-board computer and the autopilot. They are capable of flying with precision at those high-Mach speeds much better than the pilot. The computer actually turns the sensors on and off and points the cameras at the right angle and time to get perfect

pictures of the assigned targets).

"As I approached Hanoi, Capt. Jensen told me the SAM's radars were tracking us and going into a "high-rip" mode. Shortly after that, he told me a SAM was now getting guidance signals in an attempt to shoot us down. (Guidance signals mean a surface-to-air missile had been launched and was being guided in our direction.) This didn't worry me so much, because by the time the SAM sites figure out the intercept geometry, we have already flown past that part of the sky, plus the on-board defensive systems were operating as programmed. Of all the SR flights over North Vietnam, we never lost one to a SAM. In fact, after several flights, they would very seldom fire at us because it was futile."

"The flight time over the entire country was only about 10-12 minutes. So at coast-out, I started my deceleration checklist so I could descend into the rebel track over Thailand, rebel and then make my second pass over North Vietnam and head back to our base on Okinawa. Up to this point, it had been just another ho-hum flight. After we cleared the coast, I configured the inlets, engines, etc. and completed the deceleration checklist. I had just positioned my burners to "min-burn," to start

**I HAD JUST POSITIONED MY BURNERS TO "MIN-BURN" ... THAT'S WHEN BOTH ENGINES FLAMED OUT!**



**Above:** The Blackbird's office was off limits for photography for many years. This photo was taken just before the Blackbird stood down and was legal at the time. (Photo by Ted Carlson/Fotodynamics.com) **Right:** The afterburning J58 engine was unique to the Blackbird and it even used a very high-temperature oil that solidified at ambient temperatures. Electric heaters were used to liquefy the oil before engine start. (Photo by Ted Carlson/Fotodynamics.com)

**Right:** The original pressure suits were made out of the same material the astronauts used (silver). Later the color material changed to white as seen in this picture. After Brown left the program in 1973, all of the material used in the pressure suits was changed to the yellow (gold) color. According to SR-71 pilot Brian Shul, there was a brief period in which the suits were made from a dark blue material and one of the reasons for the shift from white or silver to the yellow was to cut down on the glare. (Photo by Buddy Brown)



my descent I had to slow the aircraft down from about 2,000mph to the much lower refueling speeds. I then positioned the throttles to military power and that's when both engines flamed out!"

Lt. Colonel Brown later commented that what brought this about was the fact that it was one of the early missions for the SR over the Gulf of Tonkin/North Vietnam area and the engineers had not taken into consideration (or didn't realize) the extremely colder temperatures at altitude. This affected the inlet computer program that was responsible for adjusting the inlets, spikes and engines to accommodate the colder temperatures. It took about a week to get the new program in place, and there was no trouble after that. "Because both engines flamed out, I lost cockpit pressurization during the descent, so our suits inflated after we stalled down. I told my RSO to relay to the tanker that we had a double flameout, and were descending for an air-start and to relay the new coordinates for a new refueling contact point as we were going to drop in very short of the original programmed point."

Brown was able to restart both engines when he got to the prescribed altitude, but the trouble wasn't over yet. The SR's ranging system locked on to the tanker's system and they joined up for a maximum off-load. Disconnecting from the tanker, he increased his airspeed and pointed the nose up to get back to cruising altitude. Shortly after climbing through 40,000 feet, one of the Blackbird's generators tripped off-line and it would not re-set. "This meant an abort 'no-go' situation, which means that you have to land ASAP! As the generator would not reset, I had to find the nearest safe base. If for some reason the remaining generator had tripped, I would have lost both of my engines, the electronics and 'the whole enchilada.'"

The RSO told him that the nearest base was Takhli AB in Thailand. Since they were still over Thai airspace, it would be a short flight. He transmitted, over HF, the abort code and the programmed recovery base. Lt. Colonel Brown called the tower on their discreet frequency to inform them of his approach and the situation. "When we flew, we usually used the same call sign as all tankers, so I also informed them I was not a tanker but an SR-71 and had an in-flight emergency and would be making a cautionary landing. The CIA also operated out of Takhli, so they had advanced info (also had our IF abort codes) that I was landing there. As I approached the base, I



Above: Pilots steadily held their heads against the windscreen to heat it up since the temperature was so hot. The pressure suit had their own cooler packs and when turned up on high for cool air, it also made the suit stiff. (Photo by Ted Carlson/Tetodynamics.com)  
Below: An SR-71A takes off from its California base for a lengthy reconnaissance mission. The aircraft was powered by two powerful Pratt & Whitney J58 engines that gave it speeds in excess of Mach-3. (Photo by Denny Lombard)





delayed to the tower that I was making a straight-in approach, full stop. I lowered the gear and the main gear showed down and locked but the nose gear indicated an unsafe extension! I had to make a short field go-around and asked that the tower make a visual inspection of my nose gear to determine if it looked down, and the tower said it did. There was also an F-105 (Takhlil was one of their main operating bases) flying in the area and he came alongside and gave me the same answer as the tower had, so I decided to go ahead and bring it in."

**I WANTED TO SHOW THE FIGHTER GUYS JUST WHAT A RECONNAISSANCE AIRCRAFT COULD DO. I MUST ADMIT, IT WAS IMPRESSIVE!**

The CIA had been operating from Takhlil for some time and they had their own hangar. Brown touched down and taxied straight into their hangar for security reasons. He and his RSO spent four days there while the recovery crew from Kadema was flown in to make the necessary repairs, both the SR-71 crews and members of the CIA worked closely together, and the bond between the two dated back to the very early days of the Blackbird. The original A-12 version had initially been flown by CIA pilots back in the very early 1960s. After the four days was up, Lt. Colonel Brown's Blackbird was repaired and ready for the return flight to Okinawa.

"I cranked the engines, taxied out to the main runway and made a max burner takeoff. As I cleared the runway, I pointed the nose almost straight up and, by the way, that wasn't the

normal way to take off! Takhlil just happened to be a major F-105 base and home of the 355th Tactical Fighter Wing, and I wanted to show the fighter guys just what a reconnaissance aircraft could do. I must admit, it was impressive! The flight back to Kadema was uneventful and all systems worked perfectly. We were very fortunate to have had the problem close to a friendly base as it could have been much worse."

This mission story, with its moments of serious problems, was only one of many encountered by the aircrew that flew the most sophisticated aircraft ever built during its flying career (with no offense meant to the subsonic B-2 or F-117). In the extensive recollections related by Lt. Colonel Brown, he went into detail about what it was like to fly the SR-71 and the regimen that had to be followed prior to and during Blackbird missions. To say it was interesting would be an understatement. When a Blackbird pilot mentions "getting into the cockpit," it was never as simple as it sounded.

"Before you fly, you attend a pre-mission briefing consisting of operations, forecast mission, target, refueling, weather, intelligence, maintenance, survival areas, etc. You are then issued your mission package and when the briefing is over, the flight surgeon (if you request it) issues you a sleeping pill so you can get at least eight hours of uninterrupted sleep prior to takeoff. You are awakened the next day at approximately 3-4 hours before takeoff time and the first task you face is reporting to the flight surgeon to get a pre-flight physical and eat a high protein breakfast (we were always lucky because we had one that traveled with us whenever the detachments were based). The next step was to get a maintenance update on the aircraft you would be flying along with a weather briefing. Since so many of our missions were over hostile territory, we always got the latest threat briefing that pertained to our mis-

**THE UNTOUCHABLES**

On December 22, 1964, history was made when the SR-71 made its first flight with Lockheed test pilot Robert Gilliard at the controls. The Blackbird would continue its career for more than 25 years, until the last one was retired on March 6, 1990. This was the only aircraft built during the Cold War that the Soviets had no solution for, and it flew over hostile territory with total impunity. Using two Pratt & Whitney J-58 turbojet engines with afterburner, it could easily surpass Mach 3, which translates to 2,300mph plus. Combining its supersonic speed with altitude (over 80,000 feet), no fighter or surface-to-air missile could touch it. There was no need for it to be armed with guns or bombs, as it was the ultimate picture-taker from its lofty perch. During the Vietnam War, a detachment of SR-71s operated from Kadema AB on Okinawa, and they recorded valuable images of enemy activities in North Vietnam. The Blackbird's range of over 3,000 miles was also a positive in its worldwide reach. For the very lengthy missions, it depended on a specialized tanker support, which required JF-7 jet fuel that had a high flashpoint of 140 degrees F.

The U.S. Air Force SR-71As had stopped flying when this shot was taken. They were kept in flyable storage for a while, and the engine run was made to keep the Blackbird ready for action—just in case the need for the SR 71's niche surfaced. (Photo by Ted Carlsson/ Fotodynamix.com)



won route along with sensor load, fuel load, assigned target info and tanker refueling data."

Once all of the above were covered, the next step would be the Physiological Support Division (PSD) people. Without them, you would be going nowhere as they provided all the complicated flight gear. Two of them would assist in getting the aircrew into their pressure suits and this was not something that only took a few minutes. Once the suit was on and all zipped up, you would be mated to your seat kit and all of the electronics between the suit and the seat kit would be checked out. The next step would be to start your pre-breathing (100% oxygen) to rid your blood of as much nitrogen as possible. The purpose of this was to give the aircrew a safe margin of error so if they lost pressurization and the suit malfunctioned, the nitrogen in their blood would turn to gas and it would all be over. It was the same thing as a sleep sea diver getting the bends by ascending to the surface too fast after a dive.

Lt. Colonel Brown continues, "After being suited up and checked out, we are transported out to our waiting Blackbird and once again, we are mated to the aircraft systems. The RSO goes through the "challenge and response" checklist with you while you're still hooked up with the ground crew and he's monitoring what you and the aircraft systems are doing. With everything working according to plan, the next procedure is to start engines and after both are running the way they should, the ground crew disconnects so we are free to taxi out to the main runway for take-off. At the high Mach numbers we fly at, the aircraft really heats up. For instance, I could touch the cockpit windshield and burn my fingers even through the pressure gloves! The windshield temperatures reach about 400 degrees Fahrenheit but, for that matter, the entire aircraft really heats up due to supersonic cruise and you can feel the

heat radiating through the canopy during that time."

In studying Lockheed's data on the Blackbird, the fact that the entire aircraft is painted black means that during the high-Mach flights, the airframe is about 10 degrees cooler. Black not only absorbs heat but it also emits heat. The SR-71 pilots are always monitoring their cockpit and sensor temperatures. Brown states that "if you get busy, you may be increasing the cold air to your suit and not noticing that the cockpit is starting to heat up, so you make adjustments to the cockpit air."

"As for landing the Blackbird, it has got to be the easiest aircraft I have ever landed, while the U-2 was probably the most difficult one to land." (Published SR-71 statistics state that only 69 aircrew members achieved 600 flight hours or more during their tenure in the Blackbird, while 163 logged at least 300 flight hours.) Lt. Colonel Brown logged 775 flight hours in the Blackbird and 1,600 flight hours in the U-2. "As for speed, I flew a U-2 from the States, when I was still in that program, to Okinawa. We staged through Hawaii (crew rest) out to Wake Island (crew rest) and then on to Kadena AB on Okinawa. The trip took about four days. Now to give you a contrast in speed: I flew the first SR-71 from the states to Okinawa (1968) and it took just over five hours ... what a way to travel!"

Lt. Colonel Brown was in the U-2 and SR-71 programs for over 15 years, and he never lost a U-2 (single engine) or a Blackbird due to engine problems, and many of the missions they flew were over some of the most desolate and dangerous areas of the world. "Both of these aircraft were way ahead of their time as, like many new aircraft types, you are going to have losses, and the environment they flew in was certainly a challenge! I cannot say enough about how great and reliable those Lockheed aircraft were. In my opinion, any new aircraft type that came out of the Sixties World, was destined for greatness!"

USAF records show that the SR-71's operational status lasted from January 1966 (and January 1990 while serving with the 9th Strategic Reconnaissance Wing based at Beale AFB, California. The statistics compiled during its career were very impressive. The Blackbird, with its crew of two, flew 17,300 individual sorties, totaling 11,000 flight hours. When you combine this figure with its all-time cruise, the result is over 23,000 flight hours. Its Mach 3 time over continental areas is listed as 2,750 hours, while the total time at Mach 2 jumps up to 11,600 plus hours! The first SR-71 flew from California to Dulles International Airport in 68 minutes on March 6, 1966, setting four speed records while en route to permanent display at The Smithsonian. The pilot was Lt. Colonel Raymond "Red" Holtz, and the reconnaissance officer was Lt. Colonel J.D. Wits.

#### FACT

The Mach 3 high-cruise speed of the Blackbird is 25% faster than a 30-06 rifle bullet travels at its fastest. And the SR-71 can fly for hours at that speed!



## July 2010 Roadrunner News (2010-07-03 08:29)

Dear Folks,

As we head toward the traditionally patriotic July 4 festivities, I thought of you all. I want to thank you all for the time and effort you have accorded me in my search to understand

my Grandfathers life and accomplishments. I began this whole endeavor with an extremely narrow, self centered view of the history that you all lived. Through our many and different conversations, I have begun to gain a profound gratitude for the truly amazing things you have been a part of. It has been an awesome privilege to have "met" you all, and to have the opportunity to begin the learning process with your help. So from my generation to yours, I humbly submit a heart felt thank you for all the ways you have labored to preserve our country's freedom and sovereignty, not to mention the astounding technical advances borne of your labor. Without you, and the men and women like you, my children would be inheriting a very different world.

Happy Independence day,

Regards and best wishes,

Tristan Fernald.

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SPC Torrey M. Larsen (2010-07-21 08:34:08)

Classification: UNCLASSIFIED Caveats: NONE First of all I would like to say as Torrey's grandson I was so happy to see the turnout at the memorial service it was a true testament to what my grandfather did in his life. Also I would like to send thanks to the Battleship Memorial Park Museum for their remembrance display, it truly warms my heart to see that people around the nation mourned with us at this very difficult time in my family's history. And thank you to all of my grandfathers fellow roadrunners that were able to make it to the memorial service it was very nice to see and speak with you. I had the pleasure of working with my grandfather on aircraft from a very early age I practically grew up in the cockpit of his Mooney. He gave me my drive to succeed in the aviation field which I am still taking part of today as a flight operations specialist in the U.S. ARMY's AIR CAVALRY. But the story I would most like to tell about my grandfather is about the A-12 that is mounted at the Los Angeles Museum. I had the pleasure of working with him preparing that aircraft for movement and display. It was mid July working at the Palmdale plant 42 so it was about 100+ while we were working on stripping the paint off that had been baked on by many years of flight so my grandfather had the idea to use a pressure washer to blast the paint off. I was standing at one end of the part we were cleaning and he was at the other with the sprayer he let it rip and all of a sudden I was hit with a wall of water and paint. Admittedly it was my own stupidity for standing opposite of a high power pressure washer but when I got back up all of the paint that we were trying to get off was gone. And Grandpa looked at me and said "well you got all wet, but at least we got the paint off" and then laughed. I wanted to tell you this story because true my grandfather was an aviation icon because of the projects he was involved in, but it was truly the friends that he made while he was working due to his drive to succeed and his personality that made him a true icon. I cannot put into words how much I miss him. Thank you so much for your memorial page and your friendship to my grandfather SPC Larsen, Torrey M. 7-17 CAV Flight Operations "AIR CAV" "SCOUTS OUT"

Ed Parker (2010-07-26 23:04:08)

TDB: I looked at the Area 51 Special Projects web site you included in your email to me, and I came across a familiar name and face: Mele Vojvodich. He came to Korat RTAFB when I was there (1971-1972). I never knew his background with the A-12. It turns out he and I were at Kadena AB at the same time, at least in 1967. I was sorry to hear from a daughter of his about his fatal

illness several years ago. I liked Mele. I found him interesting and fun to shoot the breeze with at social events. His career went a LONG way considering he started out as a private. Ed Parker Spokane, WA

T.D. Barnes President/Webmaster Roadrunners Internationale (2010-07-27 16:02:33)

Col. Buz Carpenter, USAF (Ret)  
Colonel Buz Carpenter - SR-71 Pilot  
[1]Web Site

This month Colonel Buz Carpenter, SR-71 pilot and currently a Docent at the Udvar Hazy Center of the national Air & Space Museum at Dulles airport. contributed some great historical information for the Roadrunner website.

The link below provides contact information for every museum hosting a member of the Blackbird family of Mach 3+ planes  
[2]BB Museum Contact by Buz Carpenter

Buz provides in the link below an excellent timeline for the entire Blackbird program, both CIA and Air Force  
[3]BB Timeline by Buz Carpenter

He lists some fun facts about the Blackbird that many will find interesting  
[4]BBird Fun Fact by Buz Carpenter

At this link on the Roadrunner website Buz has categorized the Blackbird flights  
[5]BB Flight Category Sort by B. Carpenter

Ever wonder who made-up the crews of the Blackbirds? at the following link Buz lists all flight crew members in alphabetical order  
[6]BB Flight Personnel by B. Carpenter

At this link Buz does a great job of depicting the training to fly the Blackbirds  
[7]SR-71 Training by Buz Carpenter

The link below contains the brief Colonel Carpenter uses as a docent at the Udvar Hazy Center of the national Air & Space Museum at Dulles airport  
[8]SR-71 Brief by Buz Carpenter

1. <http://roadrunnersinternationale.com/carpenter.html>
2. [http://roadrunnersinternationale.com/carpenter/bb\\_museum\\_contacts\\_c10.pdf](http://roadrunnersinternationale.com/carpenter/bb_museum_contacts_c10.pdf)
3. [http://roadrunnersinternationale.com/carpenter/bb\\_timeline\\_c10.pdf](http://roadrunnersinternationale.com/carpenter/bb_timeline_c10.pdf)
4. [http://roadrunnersinternationale.com/carpenter/sr-71\\_mst\\_funfactsjun10.pdf](http://roadrunnersinternationale.com/carpenter/sr-71_mst_funfactsjun10.pdf)
5. [http://roadrunnersinternationale.com/carpenter/sr71flt\\_category\\_sort\\_c-aug09.pdf](http://roadrunnersinternationale.com/carpenter/sr71flt_category_sort_c-aug09.pdf)
6. [http://roadrunnersinternationale.com/carpenter/sr71flts\\_personnel\\_alphabetical\\_sort\\_c-aug09.pdf](http://roadrunnersinternationale.com/carpenter/sr71flts_personnel_alphabetical_sort_c-aug09.pdf)
7. [http://roadrunnersinternationale.com/carpenter/uhc\\_sr-71\\_mstr\\_trn\\_c-Jun10.pdf](http://roadrunnersinternationale.com/carpenter/uhc_sr-71_mstr_trn_c-Jun10.pdf)
8. [http://roadrunnersinternationale.com/carpenter/uhc\\_sr-71mstrbrfjun10.pdf](http://roadrunnersinternationale.com/carpenter/uhc_sr-71mstrbrfjun10.pdf)

**NVAHOF Nevada Aerospace Hall of Fame News Release (2010-07-06 12:45)**



I am pleased to announce the creation of the Nevada Aerospace Hall of Fame (NVAHOF). The NVAHOF is a 501(3)(c) non-profit institution dedicated to education of the public regarding the history of aviation in Nevada. The institution includes contributions of Nevada citizens to the development of worldwide aviation, and preservation of the legacy of those who pioneered and advanced our nation's aerospace programs within (and above) the State of Nevada. We welcome your support and participation in the recognition and education activities of NVAHOF.

Many of Nevada's contributions to aerospace and aviation are unique in that they remain classified and hidden in the interests of national security.

Thus the objectives of NVAHOF are unique to those of most other states in that we will not only recognize and honor those early pioneers of flight but will also honor the CIA, military and civilian contractor men and women involved in recent aviation and aerospace programs in Nevada that may remain unknown due to security classification.

NVAHOF is actively engaged in public panels and presentations as part of its education mission. In addition, the NVAHOF has begun collecting documentation and artifacts for exhibits and historical research purposes. Students at the Art Institute of Las Vegas designed our branding and are presently designing a website that will include an extensive virtual museum covering historical projects and events that occurred in our state. <http://nvahof.org/>. NVAHOF supports the various Cold War Oral History projects at universities in this state and intends to establish two scholarships to be awarded to deserving students as a second function of our Hall of Fame award activities.

Our immediate goals include the finalization of the Board of Directors to help guide our path forward. Our first induction ceremony is being hosted by the Atomic Testing Museum in Las Vegas on 6 November 2010. Information regarding this event will be provided shortly.

Respectfully,

Thornton D. "TD" Barnes,  
Director

## 1.7 August

August 2010 Roadrunner Newsletter (2010-08-04 14:24)



**SECRET HEROES**





## AUGUST 2010 ROADRUNNERS INTERNATIONALE NEWS

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T.D. Barnes President/Webmaster Roadrunners Internationale (2010-08-04 14:25:49)

Colonel Herb Shingler  
United States Air Force

Davis-Monthan Air Force Base, Arizona

### **COLONEL HERBERT I. SHINGLER, JR., USAF**

Herbert Ives Shingler, Jr., is a native of Ashburn Georgia. He attended the University of Georgia. He entered the Air Force through the Aviation Cadet Training Program and was commissioned a Second Lieutenant at Kelly Field, Texas, after completing his training in August, 1940. His first assignment was to the 29th Bomb Group at MacDill Air Force Base, Florida, as a crew member on a B-18 combat crew. Colonel Shingler remained with the 29th Bomb Group until 1941.

After leaving the 29th Bomb Group he was assigned Shingler to the 44th Bomb Wing as an instructor in B-24 aircraft at Barksdale Air Force Base, Louisiana. In March, 1942 he was



assigned to the 415th Bomb Squadron of the 98th Bomb Group as Squadron Operation Officer. He accompanied the Bomb Group overseas to the Middle Eastern Theater in July, 1942. He remained with the Bomb Group until November, 1953, progressing from Squadron Operations Officer to Squadron Commander and Group Operation Officer. In November, 1943, he returned to the ZI for reassignment to the 3rd Bomber Command at MacDill Air Force Base, Florida as Inspector General.

In November, 1944, Colonel Shingler was assigned as Chief of Supply, Third Bomber Command. From March, 1946, until March, 1947, he was assigned as Chief of Supply at MacDill Air Force Base. From March of 1947 he was Base Commander at Grenier Air Force Base, Manchester, New Hampshire.

From October, 1947 to July, 1954, Colonel Shingler was assigned as Chief of Supply, Headquarters Strategic Air Command. From July, 1954, to July, 1955, he was Director of Material for the 7th Air Division in the United Kingdom. From July, 1955, until June, 1957, he was assigned to the 4070th Support Wing as Director of Material and later as the Wing Commander, stationed at March Air Force Base, California.

From June, 1957 to June, 1958 Colonel Shingler served as Deputy Commander of the 43d Bombardment Wing, Davis-Monthan Air Force Base. He assumed the command of the 43d Bombardment Wing on 1 June 1958. Shingler T-33

He holds the following citations: Distinguished Service Cross, Distinguished Flying Cross with one Oak Leaf Cluster, Air Medal with five Oak Leaf Clusters, National Defense Service Medal, American Defense Service Medal, European-Asiatic-Middle Eastern Campaign Medal, World War II Victory Medal, Unit Citation, liberation Medal, Presidential Unit Citation with one Oak leaf Cluster, and the Armed Forces Longevity Service Award Ribbon with Three Bronze Oak leaf Clusters.

From his Diary dated Aug. 11, 1942

"Took off from Ramat David at 0720 for Teheran weather was fine".

Maj. Shingler secret mission was to fly to Teheran and meet up with 3 British LB-30's, and escort them to Moscow. Maj. Shingler was the pilot of the only B-24 with Gen Maxwell, a Russian radio operator and other passengers. One of the LB-30's was transporting British Prime Minister Winston Churchill. He was on his way to meet with Joseph Stalin. Mr. Churchill was traveling with high ranking American, British and Russian officers. Flying time to Russia was 10 hours. At 0520 on 16th of August they returned back to Teheran. It took 11 hours avoiding German planes.

On August 1, 1943 Maj. Shingler at that time was squadron commander of the 415th, 98th Bomb Group. He was selected to participate in a raid on the Ploesti Oil Fields. The B-24 Maj. Shingler was flying was called "Fertile Myrtle" he had the honor to lead the second wave following Col. John Cain better known as "Killer Cain". Maj. Shingler completed his mission and brought his crew home safely. He received the Distinguished Service Cross for this mission.

From July 1955 to June 1957 we lived at March AFB. Dad was pretty much gone during the week and sometimes home on weekends. The only thing the family new was he was going to the "Ranch". Turns out he was involved with others in something very special.

On April 2, 1959 during a normal training mission Col. Shingler and his crew crashed while he attempting an emergency landing in Mountain Home AFB, ID. The B-47 he was flying suffered major problems including engine fires, control problems and ultimately structural failure. During the flight engine #4 dislodged and fell off, on a long final approach #5 rotated and lodged itself against the wing fuel tank, causing the plane to crash with no survivors. Col. Shingler



was buried at Arlington National Cemetery in April 1959 and on June 12, 1997 his wife Frances was interred with him.

Herbert I. Shingler III

Doug Sterner (2010-08-04 20:59:03)

Can you help me obtain the citations for Colonel Shingler's DSC and 2@ DFCs for our project at Military Times. YOU can email me directly at [doug@homeofheroes.com](mailto:doug@homeofheroes.com)

T.D. Barnes President/Webmaster Roadrunners Internationale (2010-08-05 09:51:38)

td The above bio of Colonel Shingler doesn't cover what he was actually doing while assigned to March AFB. He was actually assigned as Deputy Commander and Material Chief to the CIA's U-2 Project Aquatone at Groom Lake, a.k.a. Watertown. During the CIA's U-2 and followon project, the Mach 3 A-12 during Project Oxcart, all personnel were required to live outside the state of Nevada and commute to work. This ensured secrecy of the existence of the facility and of course the projects being conducted at Groom Lake.

The first pilots of the U-2 were those of the Contractor, Lockheed. By ground school and flying in the Groom Lake of Area 51 in Nevada (known then as "Watertown" or "the "Ranch"),[1] Watertown (Groom Lake) 1956) the Lockheed (LAC) test pilots along with other relevant contractor personnel trained an Air Force transition team designated, the 4070th Special Activities Squadron, on the systems. The Lockheed test pilots were: Tony Lavier, Robert Matey, Ray Goudey, Robert Seiker, Robert Schumacher.

Mr. Dick Newton was the CIA Station Chief at Watertown. The 4070th SAS was composed of: Col Wm R Yancey, Commander, Major R E Mullin, pilot navigator and classroom instructor, Navigation Officer: Jack Delap, Lt Col Art Lien as Chief of Supply, Col Herbert Shingler as Deputy Commander and Material Chief, Louis A. Garvin as Dev. & Test Flight Officer, Phillip O. Robertson, Captains Hank Meierdierck and Louis Setter, U-2 pilots and Test Flight Officers. This Air Force transition team in turn trained the first CIA pilots.

Much more about the declassified CIA Project Aquatone, including a ton of photos can be found at our [2]sister site: [http://area51specialprojects.com/sp\\_u2.html](http://area51specialprojects.com/sp_u2.html)

1. [http://area51specialprojects.com/u-2\\_photo\\_archive/test\\_site\\_1.jpg](http://area51specialprojects.com/u-2_photo_archive/test_site_1.jpg)

2. [http://area51specialprojects.com/sp\\_u2.html](http://area51specialprojects.com/sp_u2.html)

T.D. Barnes President/Webmaster Roadrunners Internationale (2010-08-12 13:01:32)

Thursday, 23 September 2010, 6:30 pm - Washington, DC - The A-12 Oxcart - an event at the International Spy Museum "Forty-five years ago...a group of young Air Force pilots volunteered to be 'sheepdipped' from the Air Force to the CIA to fly an unidentified aircraft at an undisclosed venue to replace the U-2." -Frank Murray, A-12 pilot The Air Force's high-flying SR-71 reconnaissance aircraft, which literally flew faster than a speeding bullet, is legendary. Much less well known is the CIA's version, the A-12, which first flew two years before the SR-71 under the OXCART program. Built by Lockheed's famous "Skunk Works," the plane was an engineering marvel. It made repeated flights over Southeast Asia during the Vietnam War, providing photographs to commanders in less than 24 hours from the end of a mission. In 1968, in a ten minute mission that photographed all of North Korea without being detected, an A-12 located the captured American spy ship, Pueblo. Only recently has the veil of secrecy been lifted from this amazing aircraft, allowing the full story to be told, including its enduring legacy. Now the program's pioneers gather to share its history: from sky-high successes to fiery crashes. CIA chief historian David Robarge will be joined by program veterans Robert B. Abernethy, inventor of the J-58 engines used in the A-12, Thornton D. Barnes, hypersonic flight specialist, and AFIO's President S. Eugene Poteat, the CIA officer who assessed threats to the A-12, and others. Kenneth Collins, an A-12 pilot who flew six missions over Vietnam, will also tell his story, along with other test pilots. Tickets: \$12.50 per person Register at [www.spymuseum.org](http://www.spymuseum.org) [robarge.jpg]

[poteat\_barnes\_2009.jpg]

[murray2.jpg] [collins\_bio.jpg] [abernethy\_bio.jpg]

Roger Andersen (2010-08-17 20:52:31)

Howdy All, Great talking to you Roger and yes, when I get back from this next trip I'll pen a couple of stories, about Col. "Slip" Slater - the best chewing-out/ass kicking I ever got and a bit of flying advise (technique) that served me well in the years that followed. Charlie was damn good in both accounts but "Slip" was the man. Cheers and beers to all, TAngle

Ray Pina (2010-08-17 20:56:17)

Mr. Barnes, it was a great pleasure speaking with you today. Thank you so much for your service and sacrifice. Its amazing, just speaking to you has overwhelmed me with nostalgia thinking about all that you have seen and done.... and that's only what you've been able to share publicly. I reached out to Rolling Stone magazine in hopes they'll support me learning more about you and your group and sharing it with their audience. I truly believe you and your colleagues have shaped the course of our nation's history in a way we'll probably never truly know. But to learn what we can would be a privilege. If there is anything I can ever do for your group I'd be honored to volunteer my time and service. Thanks again for your time. Ray Pina Senior reporter, Hearst Business Media (787) 467-1181

L. Washburn (2010-08-17 20:57:23)

Hello, Thank you for posting this fascinating piece. I stumbled upon this site while trying to research info on the real characters, i.e., Philippe Thyraud de Vosjoli, upon whom the characters in Leon Uris's book, Topaz are based. Thanks for the education. Great read. Best wishes, L. Washburn

Andrew J. Witzel (2010-08-22 09:08:03)

Sir, Good evening, my name is Andrew J. Witzel. I am a Sergeant is the Marine Corps. I found your email address on B-47.com. I am aware you may not have knowledge of this but I am trying to find information about my great uncle, Rex Robert Witzel. He was a B-47 pilot and died in a crash I believe in March 1956 at Amarillo Air Force Base while doing touch and go's. I believe he was stationed at Altus or Lubbock. So, I suspect Rex Robert Witzel did his pilot training at Reese and then may have been assigned to the 96th Bombardment Wing, Altus AFB.He was the twin brother of my grandfather Max Marion Witzel, a Major in the Marine Corps, a dive bomber pilot in WWII, who passed away in 1995. But now to the point, I don't believe my uncle died in Amarillo, I have researched the area newspapers throughout that entire year and I believe if an aircraft the size of a B-47 crashed right next to a large airport it would at least make the local paper. I am curious if throughout these reunions that have been going on around the country if anyone may have additional information regarding my great-uncle. If and when you get the opportunity, I would love to find out anything I can. Thank you very much for your time. I can be reached via this email address (andrew\_witzel@yahoo.com) or my military email address, andrew.witzel@usmc.mil Respectfully Submitted, Andrew J. Witzel SGT USMC

Sgt Andrew J. Witzel (2010-08-25 19:57:43)

Gentlemen, I just wanted to extend my sincerest thanks for all the help you all have extended to my family and I. It was so amazing that all of you working together were capable of finding the information my family has been seeking for such a long time. It just goes to show that American veterans and those who support us are the backbone of the United States, and I am proud to continue to serve my country knowing that there are great people like yourselves here. I am stationed in Frederick, Maryland and can possibly help with veteran events through my work to a certain extent. You can reach me through the numbers below. Again I extend my dearest thanks from my entire family. Semper Fidelis and with great Respect, Sgt Andrew J. Witzel United States Marine Corps B Co 4th Light

Armored Reconnaissance Bn Training and Operations 301-619-2684

Katleen Lison (2010-08-25 20:20:53)

Hello TD and Doris, it has been almost four years, since we visited Las Vegas and met you there, but last night we were watching History Channel about area 51, and we saw you! So this is why I wanted to send you a message and greetings to you and Doris. How are you doing? We are fine, Filip and I got married a few weeks ago! And Filip's mom (Marie-José Tassignon) is also doing fine! We really have great memories of our trip to Nevada, the Nellis Airbase and the atomic testing museum! Thanks again! Greetings from Belgium! Katleen and Filip

Milton B. Abercrombie (2010-08-25 20:21:58)

This Navy vet (SSBN 628) and civilian pilot visits RI frequently for inspiration and history lessons. Thanks to all of you for making this incredible history available to us.

ICRS Gonzales (2010-08-25 20:23:14)

I had a cousin who did refueling over the Nellis range and then cross trained over to ATC at Edwards, AFB. I know that what you have said, at least/ full is true. Your guy's work came at great cost to you, why you did it is beyond me? I can only say, I wish I had been able to know my cousin. God Bless! ICRS Gonzales

Clyde Fancher (2010-08-25 20:25:04)

GREAT STORY, WILL FORWARD TO MY SON, THANKS

T.D. Barnes, President Roadrunners Internationale (2010-08-26 12:46:43)

A-12 OXCART PUBLIC PRESENTATIONS SCHEDULE Thursday September 23, 6:30 PM - "CIA's Supersonic Spy Plane: The A-12 OXCART" is the first panel presentation at the International Spy Museum, 800 F Street NW, Washington, D.C. 20004 (Phone 202-393-7798). Tickets are now available for advance purchase on the International Spy Museum web site for the September 23 Panel presentation there. Ticket cost is \$12.50 Anyone who is not a panelist or immediate guest of a panelist will need a ticket. Here is the link where they can be purchased and where directions to the museum and nearby parking facilities can be found: <http://www.spymuseum.org/events/calendar/cia-%E2%80%99s-supersonic-spy-plane-12-oxcart> Guests should arrive at any time after 6:00 PM; a related slide show and videos will precede the panel presentation. Friday, September 24, 7:30 PM - "Innovations Towards Invisibility: The CIA's OXCART Project and A-12 Reconnaissance Aircraft" Second panel presentation in the Airbus Imax Theater at the Steven F. Udvar-Hazy Center, Smithsonian Air and Space Museum in Chantilly, VA near Dulles Airport. (Phone 202-633-2398) This will be one of the Smithsonian's special lectures series. Anyone who is not a panelist or immediate guest of a panelist will need to make an advance reservation for free tickets, which can be picked up at the "Will Call" desk at the theater the evening of the performance. Parking at the museum is also free after 4:00 PM. Here is the link where advance reservations for the event can be made, and where directions to the museum can be found. <http://www.nasm.si.edu/events/eventDetail.cfm?eventID=2387> Guests should follow the arrival directions provided in the reservation confirmation. The theater should open at 7:00 PM; a related slide show and videos will precede the panel presentation.

## 1.8 September

September 2010 Roadrunner News (2010-09-11 19:48)



**SECRET HEROES**





## SEPTEMBER 2010 ROADRUNNERS INTERNATIONALE NEWS

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T.D. Barnes, President Roadrunners Internationale (2010-09-11 19:53:25)

Thursday, 23 September 2010, 6:30 pm - Washington, DC - The A-12 Oxcart - an event at the International Spy Museum "Forty-five years ago...a group of young Air Force pilots volunteered to be 'sheepdipped' from the Air Force to the CIA to fly an unidentified aircraft at an undisclosed venue to replace the U-2." -Frank Murray, A-12 pilot The Air Force's high-flying SR-71 reconnaissance aircraft, which literally flew faster than a speeding bullet, is legendary. Much less well known is the CIA's version, the A-12, which first flew two years before the SR-71 under the OXCART program. Built by Lockheed's famous "Skunk Works," the plane was an engineering marvel. It made repeated flights over Southeast Asia during the Vietnam War, providing photographs to commanders in less than 24 hours from the end of a mission. In 1968, in a ten minute mission that photographed all of North Korea without being detected, an A-12 located the captured American spy ship, Pueblo. Only recently has the veil of secrecy been lifted from this amazing aircraft, allowing the full story to be told, including its enduring legacy. Now the program's pioneers gather to share its history: from sky-high successes to fiery crashes. CIA chief historian **David Robarge** will be joined by program veterans **Robert B. Abernethy**, inventor of the J-58 engines used in the A-12, **Thornton D. Barnes**, hypersonic flight specialist, and AFIO's President **S. Eugene Poteat**, the CIA officer who assessed threats to the A-12, and others. **Kenneth Collins**, an A-12 pilot who flew six missions over Vietnam, will also tell his story, along with other test pilots. Tickets: \$12.50 per person Register at [www.spymuseum.org](http://www.spymuseum.org)

## 1.9 October

October 2010 Roadrunner News (2010-10-15 20:50)



**SECRET HEROES**





## OCTOBER 2010 ROADRUNNERS INTERNATIONALE NEWS

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admin (2010-10-15 20:55:05)

### panelists

Some of the OXCART Legacy Tour panelists are shown posing in front of the SR-71 Blackbird at the Udvar-Hazy Museum that evening. L-R: Dennis Nordquist (former Pratt & Whitney J-58 Engineer), Thornton D. "TD" Barnes (Hypersonic Flight Support Specialist), Colonel Rich Graham (former SR-71 pilot), Dr. Bob Abernethy (Pratt & Whitney J-58 Engineer), Dr. David Robarge (Chief Historian CIA), Colonel Ken Collins (former CIA A-12 pilot), Bob Murphy (Former Lockheed Manager), Lt. Col. Roger Andersen (Former Air Force Operations Officers Groom Lake), Missing is Dr. Gene Poteat, former CIA electronics, radar - Projects Palladium and Oxcart.

Panelists on the 2010 OXCART Legacy Tour:

[1]Link to October 2010 Roadrunner Newsletter for more about this tour

1. october\_2010\_newsletter.pdf

T.D. Barnes President/Webmaster Roadrunners Internationale (2010-10-25 11:57:35)

Harold Burgeson passed away Saturday morning, October 23, 2010 of heart failure. Known as Burgie Burgie by his contemporaries in the Roadrunners, Burgie never got around to posting his bio on the website. However, he is remembered as being an Air Force officer serving at Groom Lake as a member of the operations staff in the 1129th SAS during the CIA A-12 Project OXCART. Burgie, OXCART call sign "Dutch 12" was an excellent pilot and one of the IP's who trained the CIA A-12 project pilots in the A-12 trainer. Col. Sam Pizzo says it best to describe Burgie when he reported on their time together on duty in Europe, "I have met many many good people during my 30 years while wearing the Blue however he was the ONLY one that I met whom I NEVER EVER saw lose his temper or cool. His near death experience on Okinawa while serving on the A 12 deployment is a story in itself." Memorial service will be at 12:00 noon, Thursday, October 28th at Lackland AFB, San Antonio, TX. He will then be buried at the National Cemetery at Ft.Sam Houston in San Antonio at 2:00pm. TD Barnes President Roadrunners Internationale <http://roadrunnersinternationale.com>

Col. Sam Pizzo (2010-10-25 14:29:09)

TD Thank you for the sad update on Burgie. He and Amelia called us a couple of weeks back and we really enjoyed our chat with them. We served together in Wiesbaden, I in Intell Collections for USAFE while Burgie worked in Plans. He really didn't go too much for paper work. We had some great times traveling around Germany with those two. Burgie and I plus our wives played golf practically every Sunday while he and I hit the links together on Saturday. While in Germany, his forte was in making all different types of Martinis known to mankind, and when he purchased a new Blender at the PX, I think we hit every one of them. I have met many many good people during my 30 years while wearing the Blue however he was the ONLY one that I met whom I NEVER EVER saw lose his temper or cool. His near death experience on Okinawa while serving on the A 12 deployment is a story in itself. He was without a doubt the best barkeep House Six ever had. I am truly sorry that he never thought enough about it to give you a BIO. Good friends don't come around that often. St Pete is getting a good one, while Amelia, Nancy, Linda and their clans, plus the rest of us, have lost a good one. My list of close cohorts at the start up period at the Ranch is sure getting smaller and smaller. Haupt, Rosetti.Mills,Goodwin, Donohue,Seymour, and others I'm sure, however I can only recall those I worked with. TD at least through your efforts we can still stay in touch or at least have a good remembrance. Gracias Amigo. Looking forward, with sadness, for burial info . Sam

Jane Skliar Welsh (2010-10-25 15:22:32)

Hi TD, I am so saddened to hear about Burgie. I know he had health problems for quite a while, but I always hoped he could overcome them. Bill and I had many wonderful times with him and Amelia. We had a small house up at Lake Isabella ,and they and their girls joined our family for many water skiing days - such good times. I will write Amelia a note. Jane

Frank Murray (2010-10-25 18:43:58)

Really sorry to hear of Burgies' passing. He was one of the very first Roadrunners, and the Best Bartender of House Ten. Long time F-101 pilot, A-12 pilot and all around good guy. Lots of the good ole boys are leaving us behind. I will miss my good friend BURGIE, Frank..... Dutch 20



Dick Wilson (2010-10-25 18:44:52)

Thanks TD.....So sorry to hear.... A great Patriot and pilot. He made many friends. Dick

Frank Murray - Dutch 20 (2010-10-26 09:24:20)

FYI.....For your mutual idle interest, the old airplane in Burgies picture in the Indy Transponder is none other than the somewhat rare Photo Recce version of the Republic ThunderStreak, the RF-84F. Not many of them built. I flew the regular Fighter-Bomber version, the F-84F when I was in SAC Fighters at Bergstrom AFB, Austin, Texas in the late fifties. Only airplane I ever had to jettison, I ejected from a crippled one in June 1957.. Frank Murray

## **1.10 November**

### **November 2010 Roadrunner News (2010-11-07 21:44)**



**SECRET HEROES**



## NOVEMBER 2010 ROADRUNNERS INTERNATIONALE NEWS

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T.D. Barnes, President Roadrunners Internationale (2010-11-07 21:48:07)

2010 INDUCTEES NEVADA AEROSPACE HALL OF FAME  
11-6-2010

Link to bio of each inductee listed on the right `{\textgreater}{\textgreater}{\textgreater}{\textgreater}`  
Link to individual video beneath each plaque image below:

Hausler

[1]**VIDEO**

Macready

[2]**VIDEO**

Smith

[3]**VIDEO**

Voorhis

[4]**VIDEO**

Cook

[5]**VIDEO**

Johnson

[6]**VIDEO**

Walker

[7]**VIDEO**

McMillanr

## [8]VIDEO

### HALL OF FAME VIDEO PRESENTATION

Click on image below to start video [EMBED]

On November 6, 2010, the Nevada Aerospace Hall of Fame conducted the state of Nevada's inaugural ceremony to recognize nine of its many aerospace icons into the Nevada Aerospace Hall of Fame. city Hosted in the fabulous aviation atmosphere provided by "The Landing Restaurant" at the Henderson Executive Air Terminal the NVAHOF staff, families of those being enshrined, and guests enjoyed a delightful dinner followed by a video presentation featuring the inductees dating from the 1920s to present. Inductees included Capt. William Robert "Bob" Hausler who pioneered early mail flights in southern Nevada in the 1920's, Col. John Arthur Macready of Searchlight, Nevada who was awarded three MacKay Trophies for his high altitude test flights as well as for shattering the world's altitude record, attaining a height of 40,800 feet (in an open cockpit). In 1923, city he successfully completed the first photographic expedition (aerial) across the United States. Lowell Herbert Smith of Battle Mountain, NV who commanded the Army Air Corps first trans-world Flight in 1924, Nevada's only Medal of Honor recipient, Commander Bruce A. van Voorhis of Reno, who lost his life in 1943 in battle in the South Pacific, Bob Timm & John Cook who set the world's flight endurance record of 64 days, 22 hours, 19 minutes, & 5 seconds on February 7, 1959 that still stands today, Lockheed legend Clarence "Kelly" Johnson who founded the famous Groom Lake facility in Marie Nevada for first flights of the U-2, the family of CIA A-12, Air Force YF-12, & SR-71 Blackbird reconnaissance planes, and advanced stealth technology in the United States, Capt. Joseph "Joe" Walker who set an unofficial world altitude record of 354,200 feet in an X-15 over Beatty, Nevada becoming the first American civilian to fly into outer space on two occasions, becoming the seventh American Astronaut, and Marie E. McMillan of Las Vegas who holds 328 U.S. national records and 328 international aviation records for a total of 656, more than anyone in the world.

Marie Saady and her assistances served an excellent dinner in the beautiful The Landings Restaurant overlooking the many aircraft parked at the Henderson sign airport with the skyline of Las Vegas lighting the horizon in the distance. Family members of those enshrined included Dr. Jeffrey McMillan, son of inductee Marie McMillan, Steve, Greg, and Lorene Timm, and granddaughter Lindsay for inductee Bob Timm, Richard Warden, Dr. Russ Maatz, Mia Maatz, and Kelly McGowan for inductee Commander Bruce A. van Voorhis, Sally Macready Wallace for Col. John A. Macready. Inductee Joe Walker's family supported the event with memorabilia, but were unable to attend the function. NVAHOF staff attending were Director T.D. Barnes and wife Doris, Deputy Director Robert Friedrichs and wife Nancy, Director of Communications and Development Dawn Curtis and husband Steve, Director of Education and Grants for Southern Nevada Angie Ameling, Board Member Dr. Darrell Pepper and Jeannie, and Board Member Mark Hall-Patton and wife Dr. Colleen. NVAHOF photographer Mike Schmitz provided the photographic service to record the historical event for the state of Nevada. The State of Nevada has such an abundance of aviation and aerospace accomplishments the NVAHOF selection committee plans a similar number of inductees for next year and possibly the year after before reducing the number to those traditionally enshrined in other states. NVAHOF appreciates the offers of donating facilities and other support for this first for the state of Nevada offered by Robert Simpson with Business Aero LLC and by Donald J. Donohue, Jr. President/Maverick Airlines. The reduced costs offered by Marie at the Landing enabled the founders of NVAHOF to carry the expense of the inaugural induction, however If the offer still stands next year, we may take them and hopefully others up on their generous offers of support of our non-profit educational and hall of fame activities.

view View of Las Vegas from The Landing planes

View of planes from The Landing

group

NVAHOF Staff & Families of Inductees sign

Steve, Lorene, and Greg Timm

sign

Dr. Russ Maatz and Mia Maatz sign

Dr. Jeffrey McMillan and Marie McMillan

sign

Sally Macready and T.D. Barnes sign  
Doris Barnes & T.D. Barnes  
sign  
Robert Friedrichs & Nancy Friedrichs sign  
Dawn Curtis and Angie Ameling  
sign  
Mark Hall-Patton and Dr. Colleen Hall-Patton sign  
Dr. Darrell Pepper & Jeannie Pepper  
sign  
Sally Macready and Marie McMillan xx  
TD Barnes, the van Voortis family, Robert Friedrichs  
sign  
Table setup sign  
Steve and Dawn Curtis

1. <http://www.youtube.com/watch?v=Xz8d2KYjxFE>
2. <http://www.youtube.com/watch?v=ySWb9wIONqo>
3. <http://www.youtube.com/watch?v=0VsKA85h-1I>
4. <http://www.youtube.com/watch?v=ZJWbm2j49bU>
5. <http://www.youtube.com/watch?v=vKZyy9FZRWY>
6. <http://www.youtube.com/watch?v=nLX1R1vEbWY>
7. <http://www.youtube.com/watch?v=yFmwHfEQDuc>
8. <http://www.youtube.com/watch?v=3eTgxnSekA4>

T.D. Barnes, President webmaster (2010-11-27 16:38:26)

11-27-2010 - It is my sad duty to inform the Blackbird family of the loss of one of our finest. Last night Leland Haynes, 69, departed on his final flight due to complication of recovery from surgery. Leland was a personal friend to many of us and his departure creates a void in our family impossible to fill.

Leland's service to his country, the Air Force, and the SR-71 Blackbird family did not stop when he retired and folded away his blues. Leland purchased an old Commodore 64 computer and challenged the cyber world where he became a master webmaster dedicated to recording for history the legacies of the men and women who served their country maintaining and flying the SR-71 Blackbird. 2005

Leland retired from the Air Force as a Master Sergeant. He served on the Blackbird from 1969 to 1974, serving for five years in the 9th Strategic Reconnaissance Squadron (SAC) at Beale Air Force Base in Marysville, California. His job was to maintain, inspect, launch and recover the SR-71 Blackbird. From the moment he found out he was to be assigned to the secret Blackbird, to the day he left the organization, it was a love affair to last a lifetime. To Leland, each and every launch was a sight to behold. The awesome fact that he was about to launch the worlds fastest air-breathing and highest flying aircraft in the world redefined, to him, the meaning of responsibility.

As his tenure with the 9th SRW was about to end, Leland was informed that his plane, Article 64-17972 was to make a New York to London speed record attempt. He arrived in Farnborough, England in August of 1974, to receive the aircraft as it landed. To end his distinguished career in the USAF on this note was about as high a recognition possible for a job well done.

Leland didn't stop with just the Air Force's SR-71 - he adopted the CIA A-12 Blackbird family that preceded the SR-71, working with the Roadrunner staff and webmaster to record their legacy as well. It was common at both the A-12 Roadrunners and the SR-71 HABU reunions to see both of the organization's webmasters, Leland and Roadrunner webmaster T.D. Barnes sitting side by side to show the presentation that they had jointly prepared for the event.

The Blackbirds are no longer flying, so if you hear a rumbling sonic boom and see a Mach 3+ plane at

85,000 jettisoning a bit of fuel to drop a contrail, you'll know it is Leland still doing what he loved to do, except now it is God flying his plane.

Funeral arrangements and updates will be posted on the Roadrunner Website at:  
[http://roadrunnersinternationale.com/final\\_flight.html](http://roadrunnersinternationale.com/final_flight.html). Contact information for the family is: Son Carl:  
cm\_haynes@yahoo.com 541-409-2083 Or Diane Haynes at dianehaynes21@yahoo.com  
541-258-1614



BLOGBOOKER

BlogBook v1.2,  
L<sup>A</sup>T<sub>E</sub>X 2<sub>ε</sub> & GNU/Linux.  
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Edited: September 1, 2021

