

ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP

(Not to be confused with the Stars and Stripes)

1 April 2007 – 6th Edition

FINAL FLIGHT

We are happy and relieved to report that none of our members deployed for boarding their final flight during the month of March. **Way to go, troops!!!!**



Chairman, Harry Martin reports the Gold Coast Hotel and Casino has set aside a block of rooms for those attending our reunion in October. Room cost will be \$60 net with a cut-Off Date of Friday, August 31, 2007, or until group room block is filled. A room reservation form is now posted for downloading at: http://roadrunnersinternationale.com/member_activities.html

NAME TAGS

In the last newsletter we asked our members to ensure we have your project affiliation and job specialty (unless still classified) to place on the name tags at this reunion. We received no response from those members whose affiliation is missing on the membership rolls. Come on, guys!!! We're out of the closet now so you can admit to your participation. Surely you don't want "Duh!! Don't remember" as your affiliation and specialty displayed on your name tag.

MEMBERSHIP DUES RENEWAL

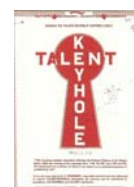
Some of you upgraded your membership dues to permanent membership after the last newsletter. We thank you. As an important reminder to those whose 2-year membership expires this year, membership dues must be paid current prior to arrival at the reunion. The staff officers will be engaged in reunion affairs; therefore the hospitality desk will be manned by volunteers. All member financial matters must be resolved prior to arrival for the reunion. We will continue reminding you

MEMBER BIOS

Unlike the members who won't tell us their Roadrunner affiliation, 18 of you did respond to our call for your bios. All of them have been drafted and are in the editing process prior to being posted. Even the honorable, esteemed RI Secretary and past president Roger Andersen is working on his bio to replace the one the webmaster made up for him. **Heed that as a warning to the rest of you not working on your bio. The webmaster has a sick, vivid imagination of what you did (or didn't do) at the Ranch and will post it, Huh, Roger?**

ROADRUNNER EXHIBIT AT THE ATOMIC MUSEUM

Due to non-availability of significant components of the U-2 and A-12 for display at the Atomic Museum during our reunion, the reunion committee is depending upon the members providing photos to display of themselves and others participating in the Roadrunner projects of the 1960's. (Yes we know no photos were taken at the Area) The University of Nevada Las Vegas is assisting RI in photo enlargement as part of the UNLV Cold War History Project in which the Roadrunners are participating. We need your help on gathering things to exhibit during this first-ever opportunity for the public to meet and interact with our members in town for the reunion. Any of you having something to contribute or having contacts within our U-2, YF-12 and A-12 support corporations are encouraged to help us out on this. This will be a highly publicized media event and major step forward in our mission of recording our Cold War legacy.



Enjoyed Sam's reminiscences of the House Six club, casino and snack bar. As I recall the other residents were Steve McIlvane, our resident base engineer, and I, who "couldn't sleep with all that racket, so I joined them."

Bob Seymour **Yeah!! Sure!! Bob. We've all used that excuse.**

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Do any of you know what's more fun than listening to fighter jocks during mission debriefing? It a group of Pratt & Whitney guys and gals reminiscing about the good old days when the "Eagle Juice" flowed freely! **Is that anything like Hadacol?**

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Great Newsletter! I wish that I could contribute more. I was just a p--s ant instrumentation engineer that helped 121 go high and hot in 1962 and 63. After that I helped launch a couple of AGMs from the YF-12A while at EAFB. We had lots of interesting (to techies) experiences but probably pretty boring to most others. Memories of Kelly dropping in on us in his Jet Star and wandering around looking over shoulders will never be forgotten! Lou's slow roll during a demo flyby for some visiting VIPs was pretty cool too. I haven't seen any info on the RI site on some of the A12 suppliers such as: payloads (not sure if the IDs are still classified), P&W, Ham Standard, Honeywell, Hughes and Garrett Air Research. Keep up the great work & let me know if I can somehow help. Bob Rodert **Bob – it's stories like this that makes this a great newsletter. Now that, folks is what we would like to receive from the rest of you re our repeated requests for affiliation and specialty. This gets you off the hook, Bob.**

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RB-47s - I have been watching the Military and History Channel a lot this winter. A lot is missing from that history and probably should be listed on the roadrunner web site to get the true history. The ECM aircraft and crew kept our country up to date on the radar sites and air defenses of the cold war countries. A lot of roadrunners were stationed at

Forbes in the 55SRW before going to Area 51. Pizzo, Burt Barrett, Col. Holbury and others. Knowing the location of a country's radar sites was very important to our defenses and getting this information was very dangerous. We lost a lot of aircraft and crews obtaining this info and keeping it up to date. The 55th RB-47s flew several missions a day during the Cuban crisis tracking Russian Ships and Cuban radars. Radar was very important during the cold war and should be given its due. Let's get Barrett and Pizzo to get us started on recording the 55thSRW history for the world to read. Jerry [The webmasters says "yawl send'm, he'll post'm."](#)

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Those of us who worked on the A-12 project at the area from the near beginnings and later at Kadena for the operational phase had the rare opportunity of being associated with a government-sponsored project that was very efficiently managed by folks from Headquarters in VA and the Skunk works in CA. How often have military and nonmilitary personnel worked so closely together and in such harmony? Ron Suffredini and I were the on site reps for the Baird periscope/projector/sun compass system. Our support facilities were located in the Base Ops building where we worked closely with the flight planning group as they prepared training routes which were photographed for use by the pilots via the projector system. I stayed in Kadena for the entire tour working with the flight planners, running the audio recorder for all operational briefings and debriefings, running a camera next to the runway for most take offs and landings and was the last person in the cockpit to check the projector operation and set radio codes prior to the pilot on the operational missions. Bill Goodwin [Thanks, Bill. You're off the hook, too.](#)

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[Not many folks know that Agent 007 is a Roadrunner using the pseudo name Sam Pizzo: He is and here's an account of how so.](#) "One time I flew out from the Ranch to visit Joe Girado at Langley? I had made quite a few trips to Langley during my Ranch days, and I always rented a car and became somewhat friendly with the security gate guard at the CIA parking lot, where I always parked the car. On this particular day I rented a Volkswagen Beetle and as I drove into the parking lot, I greeted this guard, exchanged a few pleasantries and he then proceeded to walk around the car writing down the info on the car. When's the last time, if ever, you recalled or took notice of the license plate number on a car you rented? Well, as he came back to the side of the car to tell me to go on in, he's busting a gut laughing. Tells me to get out of the car and come around to the front of the car. Of course I did so and see this plate on my rented car going into CIA Headquarters which read.....007. From then on my name was Bond when I parked there. Those were the days." [We won't tell your true identity, James – er Sam.](#)

MAINTAINING OUR ROADRUNNER/MILITARY LIAISON

RI officers TD Barnes and Harry Martin attended the Civilian Military Council luncheon at the Nellis AFB Officer Club. At the invitation of Maj. Gen. Michael Worden, Commander U.S. Air Force Warfare Center, TD Barnes represented the Roadrunners at the Thunderbirds acceptance show at Nellis AFB.

Tony Bevacqua, has been seeking help getting support for a congressional insert of the Child Development Center for Beale AFB. The present child center is 40 years old (w/asbestos, lead, poor plumbing, etc.) with a capacity of 150. There are over 170 on

the waiting list!!! Tony and his committee are asking for \$14.7 million to build a completely new facility with a capacity of 305. Tony strongly believes it is mission essential to the base who has been committing small groups to the War since 1989 as far as the ops tempo and actual missions being flown! He and his committed feel the need to make it easier to handle the children so spouses can get to work without worry, AND AT A MUCH CHEAPER COST! The following is Tony's account of his and the committee's recent trip to the nation's capitol to seek support:

"Our trip went well. We visited every delegate's office from CA and/or left a packet explaining our mission there. We tried to meet with their military liaison staff member whenever possible. We met with Boxer and Feinstein's staffs, combined, for about 10 minutes. Extensive visits with Doolittle, and Herger, as well as appropriations committee member Wally Hearn. We came away from there feeling quite good. We hope to hear the positive reaction in mid-April. While in Washington D.C., we had a tour of the Pentagon including a planned visit with SECAF Wynne, for about 25 minutes!! In the hall we saw a former CC, Kevin Chilton, now a 4-star and head of Space Command. While talking to him, Moseley (sp?) came by and we talked a very little bit with him! After leaving the Pentagon, we drove to the Udvar-Hazy Museum near Dulles and toured it, then on to Dulles for return trip to Sacramento." Tony



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A-12 Happonings

Col. Ken Collins Inducted

Kansas Military Hall of Fame



"You do us proud," Colonel Collins!!!

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UPDATE ON THE STATUS OF THE CIA A-12 PROJECT

By RI President T.D. Barnes

The CIA curator for A-12 Article #128 (codenamed "A-12 Project") has expressed the

Agency's appreciation for the outstanding support received from the Roadrunners. In excess of 100 letters were mailed to SECDEF and SECAF in support of the move of the plane from Minnesota to CIA Headquarters in Langley.



We have been cautioned to not let our guard down just because the plane has been rescued and moved to Nebraska where it is being prepared for move to Langley where it will be mounted on pylons in time for dedication during the CIA's 60th anniversary celebration in September.

As most of you know, the removal of the plane from the custody of the Minnesota Air National Guard Foundation and the Minnesota National Guard has sadly caused a slight amount of animosity within our association. An associate member was removed from our association and one voting member resigned. While these losses are regretful, more important is the amount of strong, favorable support and team effort of our members.

For members unfamiliar with this incident, assistance from the Roadrunners was requested by both the Air Force at Wright Patterson and the CIA after Article 128 was brutally vandalized by a former associate member of Roadrunners Internationale to spite the agency taking "his plane," AND after the Foundation and this former member of our association went to the media and various politicians seeking legislation giving this privately owned foundation and this former RI member sole ownership to this A-12. Legislation is still pending in both the Senate and the House of Representatives that if passed, will give this plane to private ownership, one of the owners being the individual who ripped and gouged the instruments out of the cockpit and bragged about it to the media. I have been in contact with Nevada Senator Harry Reid on this matter and was advised by Senator Reid yesterday that the Senate Armed Services Committee is currently reviewing S 437. Senator Reid assured me that should this bill come before the full Senate, he will keep our view in mind. **I have no idea how to interpret how the Senator intends to vote.** Details are posted with daily updates on the RI web site at: <http://roadrunnersinternationale.com/article128.html> For any of our members questioning my harsh response to the two members lost in this fiasco, I will explain why I felt gloves off to be the appropriate approach. I was responding to letters written by each of these former members wherein they expressed support for the actions of the vandal who stripped the cockpit of the plane. Both of them circulated letters to various lawyers, politicians, media and other unknown parties, which triggered all sorts of hate messages to our Roadrunner e-mail inbox from total strangers likewise supporting the vandal and his admirers within our association. We Roadrunners were falsely accused of causing the plane to be taken away from the foundation and its alter ego. At all times, even before the present incident, some of us had been in direct contact with the Air Force at Wright Patterson and with the Agency regarding the move of Article 128. After the vandalism of the plane was discovered, we were in hourly contact with OSI who caused a 24-hour guard to be placed on the plane to prevent further assault on the plane. We saw the wide distribution of these letters from within our association to be posturing for the obtaining of a court ordered restraining order preventing the rescue of the plane. I elected to head this off by letting it be known in no uncertain terms that we would be seeking accountability for any private person possessing A-12 components that the Roadrunners cannot obtain even for exhibit in a local museum. I do want to emphasize that we have no quarrel with the Minnesota Air National Guard or their museum. They are to be commended for exceptionally good care of the plane on loan to them for the past 15 years. It does concern me that a former member of our association continues to refuse surrender of his collection of A-12 components obtained from the A-12s after they were placed in storage when Frank Murray deplaned and handed over the keys to Article 131 at Palmdale in 1968.

YF-12 Happenings

A couple of quick things! Of the original YF group, was I the only one checked out in the trainer (J-75's) at the ranch? I believe the IP was Ray Haupt. I'm wondering about Joe Rogers, but really don't recall the history. Hanging on the wall in my den is the autographed September 30, 1964, photo of the old YF "steering group" taken following

Pres. Johnson's announcement of the A-11. Present are: Russ Daniel, Sid Brewer, Lou Andre, H. A. Templeton, Leo Geary, Kelly Johnson, Bill Brown, Vern Henderson and Al McDonald. For some reason Claire Carlson was not present. In the same frame is a photo of 934 signed by Jim Eastham and John Archer. I suspect there are only a few copies of this photo existent. If it has historical value to RRI, I can attempt to have it copied and forward same. Cheers, Vern Henderson. Offer accepted, Vern. It will be part of our exhibit during the reunion.

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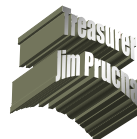
I was probably the one that got the YF people involved with the RR's. When scheduled for 1st Flt, Fox Stevens & crew pulled the 104 chase plane @ the last minute to keep from having another pilot. After 5 yrs of chasing, I chased him with our ADC T-33. Systems Command did not appreciate I am happy to say. To the best of my knowledge, Doyle Burge (Auto-Pilot) & I were the only one's that were at the Ranch. I also believe he is the only one who was in all 3 Programs. He went from Edwards to Beale. The small Group of ADC personnel @ Edwards have never been recognized for the work they did. SAC pulled out of the YF & left us with five 431s & 2 aircraft so they could clean the Hanger for the SR which was due in 2 months. We did not miss a flight. The SR-71 people have their own fantastic organization & in my opinion, they got what they needed in training from ADC & were in the TEST Force so Systems Command could maintain their Position. Remember, the SR was the 3rd generation of the Blackbird. I have prepared a list of accomplishments from the first deployment of a Blue Suit Bird, 7 speed & altitude records on 1 May 65, 3 turns on one Bird in one day, the 1st repair of a titanium extrusion, multiple missile shoots just for starters. Our group was too small to form an organization, so the aircrews joined the RR's, but not the ADC personnel. I believe Torry Larson is sending me a list of personnel that were @ Edwards when we closed the program, Doug Nelson is to send me the Secretaries (ADC) E-mail & I am trying to figure out how to get a List of ADC people that were @ Edwards. Don Donohue

U-2 Happenings

Manned surveillance flight soon to be a thing of the past? What does the future hold for the various U-2, A-12, RB-47, RB-57, and SR-71 associations?

It looks as though the Air Force's U-2 personnel will soon share the fate of the A-12, SAC RB-47 and RB-57, U-2 and SR-71 aircrews by being placed on the nation's list of inactive and former reconnaissance programs. As most of you know, the 31st and 508th were the original source for Air Force pilots transferred to the CIA U-2 program. The criteria separating the first group (Vito, Powers, Knutson, etc.) from the second group had two aspects. 1) Laws being what they were in 1956, the first U-2 pilots had to be reserve officers so they could leave active duty, work for Lockheed as civilian pilots, and when their contract was over, be recalled to active duty as USAF officers. The rationale, pushed by Lockheed and CIA, was that hiring Lockheed as a CIA contractor with civilian pilots for the purpose of overflying the USSR would avoid US military involvement and the inevitable repercussions if a U-2 were lost. In retrospect, this proved to be an unbelievably naive position when the program was exposed after Powers was shot down on May 1, 1960. 2) From 1956 to 1959 the argument festered between Defense (USAF sponsored) and the CIA as to the future of the U-2 program. However, Regular officers were admitted as pilots to the USAF program in late 1956. From 1957 to 1959, the 4028th U-2's flew various other missions involving high altitude sampling, geophysical tests, evaluations of new equipment, (cameras, side-looking radar, IR, etc.) and training RAF and nationalist Chinese pilots. In 1959, USAF was given limited relief from previous policy and began flying peripheral missions primarily along the northern and eastern coasts of the USSR. After the Powers incident both Eisenhower and Kennedy stopped the

USSR overflights. The point in listing the early history of the Air Force U-2 program is that only a few (less than 20) U-2 aircrews were trained at Area 51.



[Keep sending us your stories and comments to share with the other members.](#)