



## ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP

(Not to be confused with the Stars and Stripes)

1 May 2008 - 19th Edition

Our heartfelt congratulations to Bill Fox for his being nominated for induction into the Iowa Aviation Hall of Fame. On 4 October 2008 at Greenfield, Iowa Bill will become the first Roadrunner of several we have submitted for nomination. Kudos to Jerry Havener for nudging us to get this done. Bill will join Roadrunner Lou Schalk who was inducted in Iowa in May 2003. The Roadrunners can feel proud of the success we're having of establishing our legacy and obtaining recognition for the aviation icons and their feats in which we had the honor of participating.



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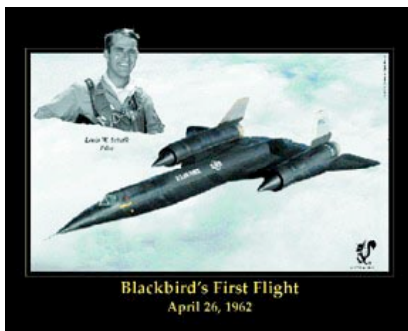
### REMEMBERING LOU SCHALK

It was 46 years ago the 26<sup>th</sup> of April that Lockheed Test Pilot took the A-12 on its maiden flight at Area 51. We haven't forgotten you, Lou.

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### THE STATUS OF OUR MISSION

A few years ago the Roadrunners became concerned about the attrition rate of the association and decided to allow associate membership to offset the loss of members. At about the same time the association decided to develop a website as part of an effort to document the Roadrunner legacy. At that point the association emerged from being purely social to one with a mission, i.e.: "Preserving the history of the aviation pioneers and programs that developed the U-2, A-12 and YF-12 during the Cold War. The high water marks of aeronautical development." To accomplish this mission the association leadership sought and obtained notoriety that rewarded our members with recognition for their part in winning the Cold War. The nomination of Bill Fox for induction into the Iowa Aviation Hall of Fame is a shining example. Our participating in the dedication of the A-12 at CIA Headquarters was another milestone reached by the association. For some of our members it was difficult to articulate the changes in our mission for fear it would lower our high, regimented



standards inherent to our military and government service. In a few instances this did occur temporarily until those not conforming were weeded out and a stricter vetting by committee enacted for new applicants. At this juncture we can say the establishing of our legacy has been accomplished. While the recording of our legacy will continue long after we're all gone, we have generated and handed off to the historians the urgency and necessity that this be done. On 27 May the University of Nevada Las Vegas conducted a reception that recognized some of the Roadrunners for their contribution to the UNLV Cold War History project. We thank all of you who made this possible. T.D. Barnes, President

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**OX CART CIA & AIR FORCE LOSERS TO BE HONORED AS SILENT HEROES OF THE COLD WAR**



At a meeting chaired by Steve Ririe, the Silent Heroes of the Cold War committee meeting this month chose the scenic outlook on Mt. Charleston as the site for the Cold War Memorial. Barnes, replacing the late Hank Meierdierck as a member of the committee, reports progress has been made with the US Forest Service concerning the site. The US Congress has begun processing legislation that should eventually designate the Silent Heroes of the Cold

War Memorial as a National Historical Site. The memorial will have a section for the CIA's U-2 losses and one for the CIA's Oxcart losses. The name and a star will identify each of the heroes lost. Honored for OXCART losses will be Walter Ray, Jack Weeks, Jim Simon, Welton King and Ray Torick. Honored for Aquatone losses will be: George Pappas, Paul Winham, James Bray, James Brown, Guy R. Fasolas, John Gaines, Fred Hanks, Richard Hruda, Rodney Kaemendall, Terence Odonnell, William Marr, Edwin Urolatis, Wilburn Rose, Frank G. Grace, Jr., and Robert Seiker. The Silent Heroes of the Cold War Committee are currently seeking donations for the memorial. Please consider supporting this very worthy cause. This memorial will stand as a reminder for many future American's of the sacrifices of those Silent Heroes of the Cold War.

Steve Ririe can be emailed at [coldwarmemorial@aol.com](mailto:coldwarmemorial@aol.com) or call him at 702-302-7580. All donations are tax deductible.

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**ASSOCIATE MEMBER BRAD POPPELL HONORED.**

House Resolution Recognizes Gallatin County Frankfort, KY (March 26, 2008) ñ Judge Executive, Kenny French, and Bluegrass Motorsports Club

President, Brad Poppell, grandson of Roadrunner Billy Prior, deceased, were honored on the House floor in the Capitol Building as HR 226 that was introduced by State Representative, Royce Adams (D), was successfully passed by a vote of 98-0. The Roadrunners are proud of you, Brad, and we are sure your grandmother Colleen and your late grandfather Billy Pryor are equally pleased with your success, leadership, and service to the public.

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#### ALABAMA'S TRIBUTE TO JACK WEEKS/WELCOME HOME ROADRUNNERS

After being shrouded in secrecy for almost 50 years, during the A-12 dedication at CIA Hqs. last September the CIA for the first time released names of those participating in the Black Shield missions in what the Roadrunners construe to be the Agency's acknowledgment and welcome home. The June 4-5th Battleship Park tribute to Jack Weeks is shaping up to be a major event not only honoring Jack Weeks, the only OXCART pilot lost during Operation Blackshield, but will also be the first public welcome home from the Cold War for the Roadrunners. Thus far 7 Roadrunners, 4 voting, and 3 associate members, plus Agency and EAA CIA store personnel are attending to honor Jack, Sharlene and family. The store will unveil its new line of Roadrunner merchandise and Artist Dru Blair will unveil his latest painting honoring Jack. A flyover is scheduled during the tribute to Jack. The second day of the event will be the welcome phase of the event and will include Roadrunners meeting the public and conducting a symposium panel to answer questions. Twelve hundred visitors are expected for the event as Alabama honors its native son and recognizes the Roadrunners.

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#### ROADRUNNER/NELLIS AFB NEWS



Roadrunner President, Barnes, (front-center-right) a member of the Nellis AFB Support Team reports representing the Roadrunners at a welcome home BBQ at the Nellis AFB Freedom Park with the Nellis Combat Rescue Warriors just back from the War. The NST co-hosted the BBQ with food, drink, and entertainment for the returning warriors and their families. Since 9/11 this is the first time these Warriors were all back for R&R at the same time. These Warriors are responsible for saving thousands of lives in the war zones of Iraq, Afghanistan and

Horn of Africa. They were also deployed to support hurricane relief efforts for Katrina and Rita where they saved many more thousands lives. Speaking for the NST and the Civilian Military Council Barnes said, "Supporting our men and women in the armed services is what we do." Later that evening Barnes joined the leadership of Nellis and Creech AFBs at the Officers Club for Commanders Call.

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Groom Lake Memories by Al Sorrell - Former CIA Commo during OXCART  
"I had a 1961 Renault Dauphine. Great cheap transportation. Ugly little thing but gave me 54 miles per gallon. Driving from Washington D.C. to the Area cost me \$28.50 for gas. As my tour of duty was ending in the fall of '63, I put it up for sale. Bill Parks decided to buy it for his son. His reasoning, "not a muscle car to get his son into trouble". Bill decided he wanted to visually check the car out in Vegas. Okay, Bill and I take the evening shuttle (Old 11Z) to town and Lou Schalk joined us. Wife picked up the three of us to go check out the car. Fine. Bill and Lou (still wearing their flight suits) wanted to go check out a bar. After a few drinks wife and I decided to head home, Bill and Lou wanted to stay and play. Hey Al, we didn't bring any money in the flight suits, how about a loan. Okay. The next morning we three made the shuttle back to the Area. Bill and Lou had stayed up all night. Probably more noise on that old C-47 than Bill and Lou needed. I heard later that they both had flights scheduled that day. Kicked the tires, redlined the Articles and hit the sack.

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We were surprised and disappointed in the lack of interest shown for the silver, special edition Roadrunner coin designed for and made available solely to the Roadrunners. Only 63 were sold and most of these were to associate members. Silver and bronze versions of this coin will be available for purchase through the EAA CIA store, however they will not be numbered in sequence, as was the special edition coin.

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**WHAT OLD TIMERS DO TO KEEP THEIR WINGS AIRBORNE** By: Pat Haloran

Seven years ago, I brought an airplane building project from California out to Colorado Springs to finish up for the owner, Tom Wathen. Tom is an old friend of ours and is the owner of Flabob Airport, in Riverside, and the homebuilt airplane company called Glass Air in Washington. Tom, former owner of Pinkerton security service, is also a long time friend of many Blackbird troops, including Ken Collins and some of the Beale gang. As a big buck guy, he loves to spend all (most) of his money on aviation things, especially replicas of old 1930 type airplanes. I flew his replica of the famous twin engine 1934 British racing plane, the deHavilland Comet, for about 10 years, taking it to airshows all around the country. The latest project he asked me to finish is a replica of an equally famous 1930's racer, the Firecracker. This won many big races in the 1936-38 time frame while being flown by a very young Tony LeVier. I have just finished flying off the time on it here in Colorado and before delivering it to Tom's collection at Flabob Airport in Riverside.

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**FEEDBACK**

Your article on Jack Weeks was interesting because I launched him that day out at Kadena. It was raining lightly and after we pulled the chocks there was a slight delay and I walked up near the front and he gave me

the thumbs up and he rolled down the runway and went straight up. It was supposed to be about a one hour flight to check the new engine but somehow it got lengthened to 2 hours-I have no idea why. I heard that he came off the tanker about 500 miles off the Philippines and he had been 15 minutes at cruise and then he disappeared suddenly. It gave me a walk down memory lane. Dan Beaulieu

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I note in your introductory paragraphs to the newsletter a comment regarding the lack of additional duties for junior officers at the area. Let me set the record straight. In an inordinate degree of exuberance with my new Jaguar, I was cited for flying at an excessively low altitude through the test site, and this information was passed along to Col Bob. While designing a new pattern for my rear, the Colonel noted that the base needed more entertainment than the nightly poker festivities and assigned me the additional duty as Movie Officer. I dutifully plowed through the regs and application forms and finally managed to get the necessary equipment and films. The attendance was mainly civilian types, and the refreshments were more robust than popcorn, but the features were well received for the most part. Some of the more enthusiastic critics tossed beer cans through the projection window, and comments were sometimes more than audible. The military agency controlling base theaters sends inspection teams periodically to units using their services, and they dispatched such a team to our little group. They never got past Mercury. Bob Seymour

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Regarding Lou Schalk's barrel roll of the A-12, Bob Seymour is correct, the roll started from a low approach and before the turn to downwind for a full stop landing. The item that caused much consternation was that he had a test camera aboard and everyone was groaning wondering if it was caged, or swinging loose after the test mission.

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The navigator whose name escaped Bob was Bill Corbin. He and his family arrived in Vegas during the summer of '62, he was still there when I left in '64. Barrett and John Kelly were also early arrivals. Burgie came not long afterwards having been recruited while Nelson and I were at Shaw for F-101 checkout. Ray Haupt

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Great newsletter guys!. Keep 'em coming. On the front page story about Lou rolling one of the articles, I was also there and, as I recall, it wasn't 924 but was possibly 926. He was making low level flybys for some visiting brass including Kelly and on the last pass, just as he got abeam the visitors (in front of the 924 hangar), he pulled the nose up to about 30 deg., lit the burners, did a slow roll and then climbed out of sight! That was an experience that you never forget! I heard that later that day Kelly chewed him out for this since it wasn't planned and there was a possibility that some of the gyros may have been trashed because they weren't designed for 360 deg. roll maneuvers. I don't think that Lou caged them to prevent them from being damaged. Not sure about the actual fate of the gyros, though. I spent about 3 years out there working as an instrumentation engineer on 924 and can still remember interesting (to me) stuff about the birds and our flight testing adventures with Lou and Bill. I escaped the area when we moved the 3 YFs

to EAFB in (I think) 1964 or 65. There were many interesting events while at Edwards too (for about a year). Keep up the great work. Hope to make it to the RI 2009 reunion. Bob Rodert

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ARTICLE 122 - USS INTREPID UPDATE

Roadrunner member Eric Boehm reports from the Intrepid that they are very busy preparing the ship for reopening in November. The interior clean out is about complete and the contractors for painting the hangar deck interior will be on site this coming Wednesday. The exhibit fabricator has started construction of the new display cases and graphics. They installed a prototype last week and its really going to be great. The grant has been awarded and the contract has been cut for repainting Article 122 this summer. The crew will be on site in August. No exact date yet as the work will be outdoors and the weather will be a scheduling factor. Eric reports that he will be moving the aircraft into full view of the web cam when work starts to enable the public to watch the progress live. Along with a complete repaint will be an interior corrosion preventive application that coats the entire inside structure with ACF-50, a product developed for aircraft and now being used by most museums. The last inspection of the engine nacelles showed them to be clear of corrosion and the ACF-50 will keep the plane that way. The Intrepid is seeking donations and a cost effective way to bring out pilots and ground crewmen for the reopening for several of the aircraft. As always, the Roadrunners will be kept up to date regarding A-12 Article 122.

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THE OXCART AREA 51 SPECIAL PROJECTS TEAM

Since we started our Roadrunner web site and newsletters never-before heard stories have slowly emerged from Roadrunners unknown all these years to the main body of the Groom Lake Roadrunners. To encourage more of these declassified stories becoming known for our history and legacy projects, we have posted a brief account of the declassified activities of the special projects team at Groom Lake during Project Oxcart and beyond. Roadrunners members formerly part of this special projects team are T.D. Barnes, Dave Haen, Denise Haen, Jim Freedman, and Jules Kabat. You may access an account of the declassified activities of the most highly classified group since the Manhattan Project at:

<http://www.roadrunnersinternationale.com/egg.html>

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The Roadrunners Internationale staff wishes to thank all the members and others who contributed to this newsletter. If we post something in error, we would like to know. We depend on you to help us get it right. TIRED OF THE SAME FACES EACH EDITION? - SEND US YOUR STORIES AND GOSSIP.

