



THE AIRCRAFT WAS DEVELOPED BY BOEING  
 DESIGNED BY DR. JOHN J. COOPER AND TESTED BY  
 THE AIR FORCE AT WEDMOUTH, MASSACHUSETTS



REMEMBER THESE CHITS?

THESE WERE ISSUED AT BURBANK  
 WHEN YOU CHECKED IN TO FLY ON THE  
 WHALE UP TO THE AREA. THE COLOR OF  
 THE CHIT INDICATED WHICH  
 CONNIE YOU SHOULD BOARD FOR THAT  
 FLIGHT.



BOEING/BOEING INTERNATIONAL  
 December 19, 1971  
 Frank Murray  
 Customer

Frank Murray  
 CIA A-12 Pilot

FRANK MURRAY  
 Pilot  
 CIA A-12  
 A-12 Project Pilot









MEMORANDUM FOR THE RECORD  
RE: [Illegible]

1. [Illegible text]

2. [Illegible text]

3. [Illegible text]

MEMORANDUM FOR THE RECORD

1. [Illegible text]

2. [Illegible text]

3. [Illegible text]

4. [Illegible text]

5. [Illegible text]

6. [Illegible text]



7. [Illegible text]

8. [Illegible text]

MEMORANDUM FOR THE RECORD

1. [Illegible text]

2. [Illegible text]

3. [Illegible text]

4. [Illegible text]

5. [Illegible text]

6. [Illegible text]

7. [Illegible text]

8. [Illegible text]

9. [Illegible text]

10. [Illegible text]

11. [Illegible text]

12. [Illegible text]

13. [Illegible text]

14. [Illegible text]

[Signature]









The Director  
 cordially invites you  
 to a ceremony and reception  
 commemorating the presentation of  
 an A-12 ORCAE Reconnaissance Aircraft  
 on the occasion of the  
 60<sup>th</sup> Anniversary of the Central Intelligence Agency  
 on Wednesday, the nineteenth of September  
 at two o'clock in the afternoon  
 Central Intelligence Agency  
 George Bush Center for Intelligence  
 McLean, Virginia

Military Uniform of the Day

8:00 AM - 10:00 AM

Please provide Social Security Number  
 Please arrive by 1:45pm via the South CD Entrance Gate  
 Photo Identification Required



## *A-12 Aircraft Presentation Ceremony*

Wednesday, September 19, 2007  
 2:00 PM

George Bush

Center

1600 Wilson Blvd

McLean, VA

202-456-4000

www.cia.gov

www.cia.gov

www.cia.gov

www.cia.gov

www.cia.gov







PROJECT OXCART



The Project Oxcart was the first of a series of CIA operations...

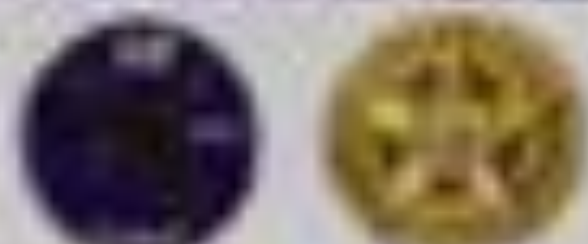
The Project Oxcart was the first of a series of CIA operations...

The Project Oxcart was the first of a series of CIA operations...

1957-1968 SPECIAL OPERATIONS DIVISION



THE A-12 BLACKBIRD



The A-12 Blackbird was developed as a high-speed reconnaissance aircraft...

The A-12 Blackbird was developed as a high-speed reconnaissance aircraft...

The A-12 Blackbird was developed as a high-speed reconnaissance aircraft...

The A-12 Blackbird was developed as a high-speed reconnaissance aircraft...

The A-12 Blackbird was developed as a high-speed reconnaissance aircraft...



BLACK SHIELD MISSIONS



Table listing names and details of Black Shield missions.



OPERATIONAL MANAGER: [Name]



[Name]



[Name]



[Name]



[Name]



[Name]



[Name]



In recognition of the support A-12 pilots provided in the OXCART program...

Special Ops - Project Oxcart



Executive Sponsor: [Name]

Executive Sponsor: [Name]

Executive Sponsor: [Name]

Executive Sponsor: [Name]

Executive Sponsor: [Name]

Executive Sponsor: [Name]







**INDUCTEES**

- Col Bob Collins, USAF (Ret)
- Henry Lander
- David Clark Company
- James Eastman
- Bob Fox
- 1st Col Eric Fether, USAF (Ret)
- Robert Gilman
- 1st Major Bill Larkin, USAF (Ret)
- Robert Blair
- 1st Lt Dan Elton, USAF (Ret)
- Charles S. "Bully" Johnson
- 1st Lt Ronald "Jack" Larkin, USAF (Ret)
- Frank Moore
- Bob Murphy
- Henry Smith
- Col Tom Pugh, USAF (Ret)
- Col Joe Rogers, USAF (Ret)
- Edna Smith
- 1st Major Hugh Slater, USAF (Ret)
- 1st Lt Dan Thomas Sullivan, USAF (Ret)
- 1st Lt Dan Wade, USAF (Ret)



**Induction Banquet**

&

**A-12 "OXCART"  
40th Anniversary  
Celebration**

17 April 2008  
Pala Plaza Convention Center  
Lancaster, California

Sponsored by  
Flight Test Historical Foundation









  
**INDUCTEES**  
Bill Weaver  
Douglas T. Nelson  
Frank Kessler  
Jack Weeks  
Vernon Miller  
Bill Weaver  
Douglas T. Nelson  
Frank Kessler  
Jack Weeks  
Vernon Miller

  
**BLACKBIRD  
LAURELS  
2004**  
BANQUET AND  
INDUCTION CEREMONY  
[Date and Location]



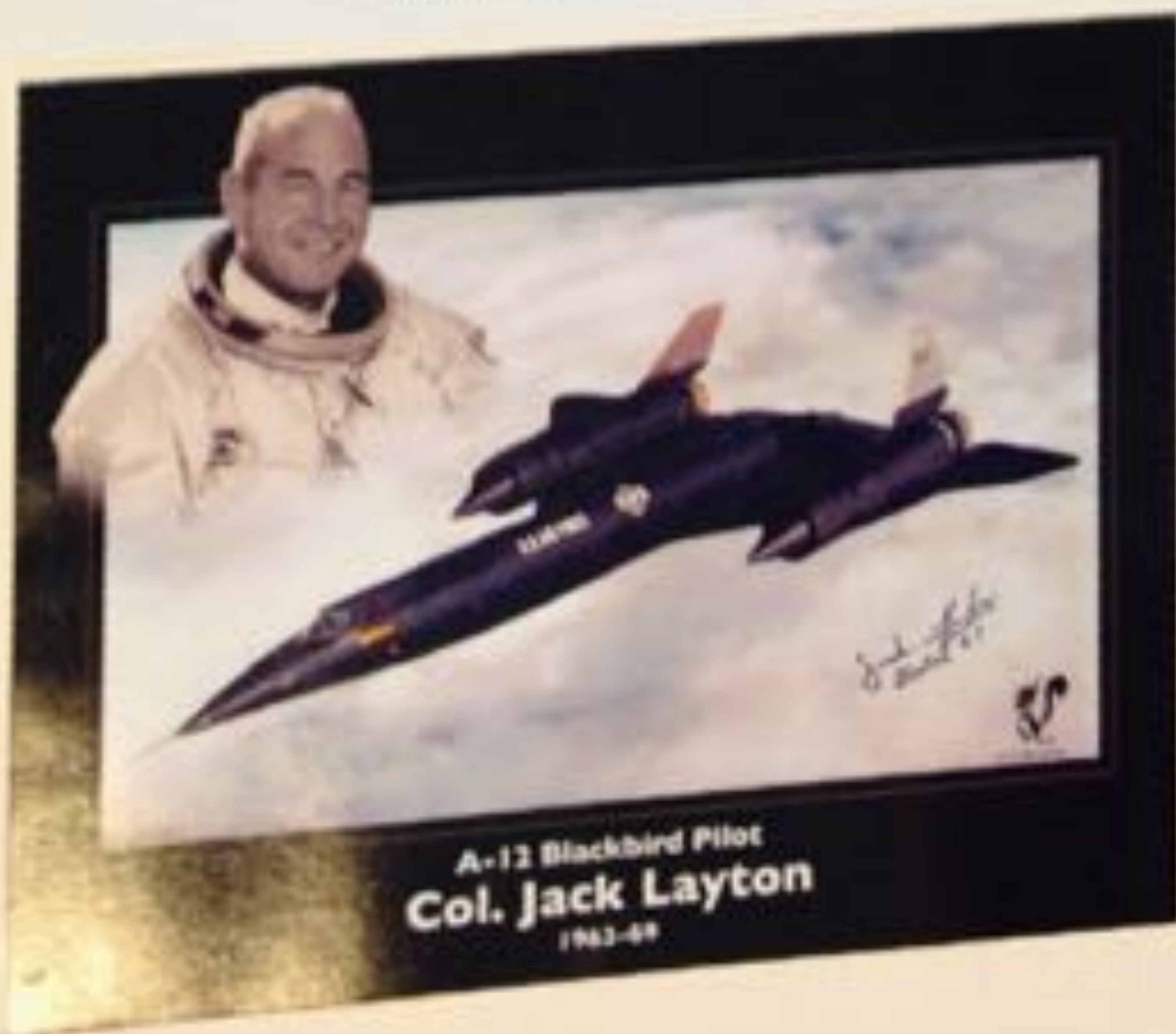




The six Agency A-12 Pilots that were involved in  
 "OPERATION BLACK SHIELD"  
 Awarded CIA INTELLIGENCE STAR FOR VALOR on 26 June 1968



Left to right Jack W. Works lost during Operation Black Shield over the South China Sea while flying A-12 # 100012 on a Test Flight following an engine change 04 June 1968, Francis J. Murray, Dennis H. Sullivan, Kenneth B. Collins, Mike Vojvodich and Ronald J. Layton.



A-12 Blackbird Pilot  
**Col. Jack Layton**  
 1963-68



**A LONG OVERDUE**

**TRIBUTE**

**TO**

**JACK W. WEEKS**

**23 February 1933 – 4 June 1968**



**Presented by the USS ALABAMA Battleship Commission**

**10:00AM, Wednesday, 4 June 2008**

**USS ALABAMA Battleship Memorial Park**

**Mobile, Alabama**



REFLECTIONS

THIS IS THE FIRST PHOTO TAKEN BY THE AIR FORCE PHOTOGRAPHERS OF THE  
REFLECTIONS AT LANGLEY.

THIS IS THE SECOND PHOTO TAKEN BY THE AIR FORCE PHOTOGRAPHERS OF THE  
REFLECTIONS AT LANGLEY WITH THE AIR FORCE PHOTOGRAPHERS OF THE AIR FORCE.

THIS IS THE THIRD PHOTO TAKEN BY THE AIR FORCE PHOTOGRAPHERS OF THE  
REFLECTIONS AT LANGLEY WITH THE AIR FORCE PHOTOGRAPHERS OF THE AIR FORCE.

THIS IS THE FOURTH PHOTO TAKEN BY THE AIR FORCE PHOTOGRAPHERS OF THE  
REFLECTIONS AT LANGLEY WITH THE AIR FORCE PHOTOGRAPHERS OF THE AIR FORCE.

THIS IS THE FIFTH PHOTO TAKEN BY THE AIR FORCE PHOTOGRAPHERS OF THE  
REFLECTIONS AT LANGLEY WITH THE AIR FORCE PHOTOGRAPHERS OF THE AIR FORCE.  
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THE AIR FORCE PHOTOGRAPHERS OF THE AIR FORCE PHOTOGRAPHERS OF THE AIR FORCE

THIS IS THE SIXTH PHOTO TAKEN BY THE AIR FORCE PHOTOGRAPHERS OF THE  
REFLECTIONS AT LANGLEY WITH THE AIR FORCE PHOTOGRAPHERS OF THE AIR FORCE.







## The truth revealed — maybe

Clonal pods Little Alvin in Brazil to host scenes of Area 51

**By [Name]**

"I think the world really appreciates it, and we haven't really had a full release, what would have happened the CIA would be not have talking to the public?"

... [The rest of the article text is illegible]



### ► AREA 51: Bunker buried [illegible]

... [The rest of the article text is illegible]

## Interceptor jet's feats recalled

... [The rest of the article text is illegible]



### ► INTERCEPTOR: Plans [illegible] created [illegible]

... [The rest of the article text is illegible]



This is a collection of pictures that were created by Roadrunner Michael Schmitt, unless other was credited. I have created these pictures in tribute to "Operation Black Shield" the pilots and all the personal that were responsible to maintain the greatest manned aircraft ever built.



Of the eleven pilots selected to fly the A-12, six were still on contract with the CIA when the reconnaissance missions of "Operation Black Shield" started. They were Kenneth S. Collins, Ronald (Jack) Layton, Francis J. Mumay, Dennis B. Sullivan, Mela Vojvodich, and Jack W. Weeks.



JACK WEEKS

DUTCH 29

KEN COLLINS

DUTCH 21





W. P. Hill 1944





MELE VOJVODICH

DUTCH 30



DENNIS SULLIVAN

DUTCH 23



JACK LAYTON

DUTCH 27



FRANK MURRAY

DUTCH 20











AA-1

7 February 1964

MEMORANDUM FOR THE DIRECTOR

1. [REDACTED]

2. [REDACTED]

3. [REDACTED]

4. [REDACTED]

5. [REDACTED]

2001A

6. [REDACTED]

7. [REDACTED]

TOP SECRET FILE COPY

8. [REDACTED]

9. [REDACTED]

10. [REDACTED]

11. [REDACTED]

2001A

TOP SECRET FILE COPY

12. [REDACTED]

13. [REDACTED]

14. [REDACTED]

TOP SECRET

15. [REDACTED]

16. [REDACTED]

17. [REDACTED]

18. [REDACTED]

TOP SECRET

20 June 1964

MEMORANDUM FOR THE DIRECTOR

1. [REDACTED]

2001A

2. [REDACTED]

2001A

3. [REDACTED]

2001A

2001A

TOP SECRET

4. [REDACTED]

5. [REDACTED]

6. [REDACTED]



Approved For Release (S/P) CIA-RDP80-01080A000100010001-4

[Redacted]

[Redacted]

201

DD FORM 104-100

MEMORANDUM FOR THE DIRECTOR

SUBJECT: Discussion with Mr. [Redacted] and Dr. [Redacted] on the Question of Future of the OSCART

1. The Director called me late in the afternoon of 15 January to discuss the OSCART. I had just had lunch with Mr. [Redacted]. We had had some very interesting discussion in the afternoon concerning the future of the OSCART. The Director had expressed his opinion that the OSCART was in effect a waste of a very considerable amount of money and that it should be discontinued.

2. In the Director's report, I called Mr. [Redacted]. During the course of a long conversation Mr. [Redacted] indicated that the OSCART should not be referred to as a waste of money but rather as a device by the Executive Committee of the NSC. He was also critical of the fact that the OSCART had been set up in the first place without consulting with me.

3. I explained that the OSCART had a very important function which would be difficult for the Executive Committee of the NSC to handle. The Executive Committee of the NSC would be required to replace the OSCART in the event it were to be discontinued and he had been officially notified by the NSC. I also told him that in addition to understanding the NSC which we had had an extremely important function and that which it is to be used in the future. As far as the OSCART was concerned, I pointed out that we had immediately and rapidly set up the OSCART in the first place.

4. I explained that it had been my personal judgment that both Mr. [Redacted] and the Director should continue and would benefit from a review of the OSCART. I pointed out that the OSCART was a very important device and that it should be continued. I pointed out that the OSCART was a very important device and that it should be continued. I pointed out that the OSCART was a very important device and that it should be continued.

[Redacted]

OO/S&T FILE COPY

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[Redacted]

5. I also told him that I did not anticipate any difficulty in persuading the OSCART to prepare the OSCART report to the Director's group pending action by the Executive Committee.

6. In the rest of our discussion Mr. [Redacted] and I discussed the problem further and that we would discuss it with Dr. [Redacted]. In the meantime, he suggested that I take no further action.

7. The morning of the Director's report, I called Dr. [Redacted] and told him the problem that was before me. He had not approved but the reasons in the Director's letter were Mr. [Redacted]. He had called to Mr. [Redacted] during the course of the morning and told that Mr. [Redacted] had advised that he would be responsible for referring to some of the OSCART's work to the Executive Committee of the NSC. He also told me that he had agreed with the Director's letter in the OSCART.

8. Dr. [Redacted] has also to my that he recognized that there are in fact two related but different problems. One is the problem of determining the timing of the replacement of the OSCART with the NSC. This is a

[Redacted]

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Approved For Release (S/P) CIA-RDP80-01080A000100010001-4

[Redacted]

related problem which is effect falls down in substituting the performance of the NSC and whether it meets the specifications -- i.e., whether it constitutes an adequate replacement for the OSCART. Dr. [Redacted] has said that he thought it was his responsibility to formulate recommendations for the Executive Committee on this issue, which he would do fairly soon. He has indicated that the NSC would meet the specifications but that we should be aware of the fact that the OSCART should be allowed to continue the actual performance of the NSC in an operational environment.

9. The second related but different issue is what happens to the OSCART and the Agency function in the event recommendations are made after the replacement of the OSCART with the NSC. Dr. [Redacted] has said that he had tried to get Mr. [Redacted] to refer this matter to the Executive Committee but that Mr. [Redacted] had refused to do so. He has indicated that the OSCART should not be discontinued until a decision is made by the NSC. He has also indicated that a long term decision as to whether or not to keep the OSCART and the Agency function is being. Dr. [Redacted] thought that this issue should not be referred again and that it should be referred to the NSC. He has also indicated that a decision to discontinue the Agency's activities in the current amount of recommendations should be discussed by Mr. [Redacted]. Dr. [Redacted] and the NSC is an operative device.

10. I was finally agreed that we would prepare a statement of the NSC's recommendations which would be considered with Dr. [Redacted] and informally discussed by the Director with Mr. [Redacted] before talking with the Executive Committee of the NSC. In the meantime, I agreed to call Mr. [Redacted] and tell him the results of these developments, suggesting that the OSCART may wish to take further action on the Director's letter pending the outcome of developments to the Executive Committee of the NSC. (This has been done.) Pending agreement on the resolution of the problem for action by the Executive Committee of the NSC, Dr. [Redacted] has agreed that a further letter could go from the NSC to Mr. [Redacted] advising him formally of the fact that a review of the issue would take place in the Executive Committee. Dr. [Redacted] has said that he thought a simple letter to this effect would be enough. He believes the continuing interest of the OSCART in this subject and that they will ultimately wish to take some position on the matter.

11. Mr. [Redacted] is drafting a statement of the problem for the NSC. I will discuss this statement with Dr. [Redacted] and also discuss [Redacted] of this document.

Distribution:  
 2 - NSC  
 1 - OSCART  
 1 - [Redacted]

201

201

[Redacted]

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# The United States of America

*To all who shall see these presents greeting*

*This is to certify that the Director of Central Intelligence has awarded the*

## Intelligence Star

TO MR. ROBERT M. HARRIS

*for exceptional action*

*GIVEN under my hand in the City of Washington D.C.  
this 17th day of May 1988*



*Richard Helms*  
Director of Central Intelligence



"AND THEN THERE CAME"









Route map from last AIC flight  
 2-24-67 in Article 131 - Paul Frank Nelson

F. M. MISSION

SCORE

$\frac{1}{2}$

HERO HALL  
 CLASS



K C AWARD

Presented to The Octagon of Division 107A  
 TANG, TANG, TANG, TANG, TANG, TANG, TANG, TANG, TANG, TANG  
 107A Division 8 OCT 67



THE ROYAL ORDER OF AIR RESCUE, FOUNDED  
 FOR RESCUE, AND LAUNCHED IS PRESENTED WITH  
 THE JUNE BOOM WILL TRAVEL  
 THE ROYAL ORDER OF AIR RESCUE

Presented by The Miss Flight Training











REAR PORCH OF THE HOUSE - ONE OF THE HOUSES IN THE  
BLOCK - HOUSE OF THE UNIVERSITY OF CALIFORNIA









Col. R. Jack Layton's \$50,000 picture frame.



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Jack Layton  
Ejecting from  
Blackbird

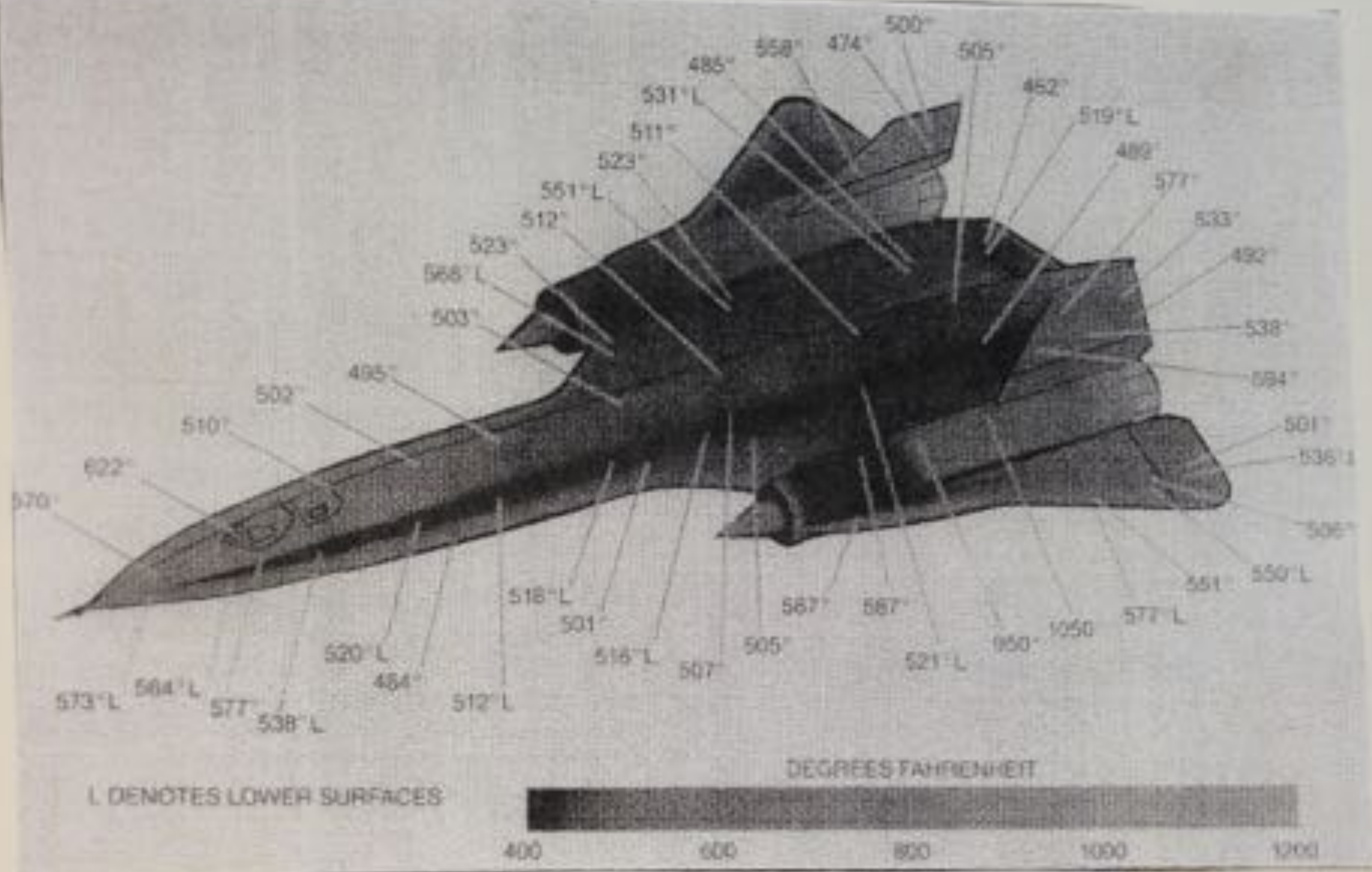
Jack Layton  
in Parachute



Jack Layton's Blackbird  
Going Down

Jack Layton's Blackbird  
Impact



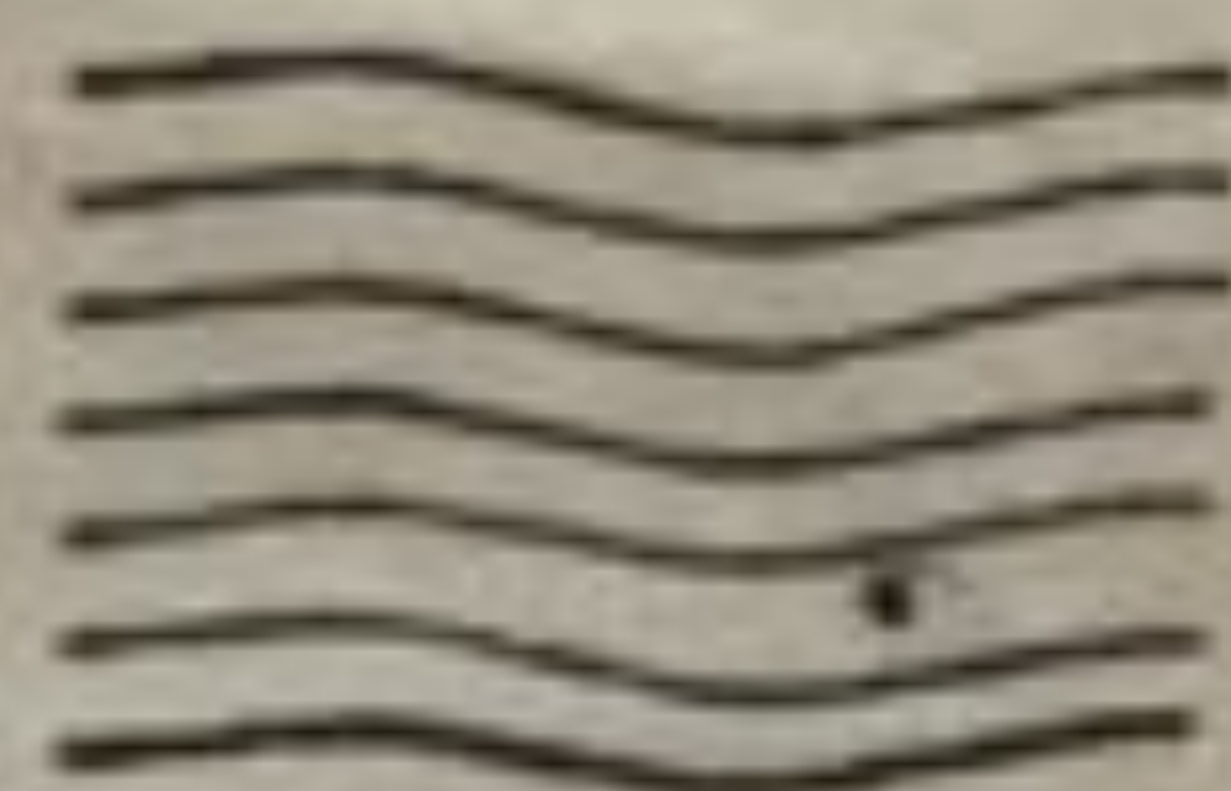


STAGNANT SKIN TEMPERATURES ON THE BLACKBIRD AT MACH 3+ CRUISE  
 NOTE THE TEMPS ON THE NACELLE WHERE THE ENGINE HEATS THE SKIN  
 FROM THE INSIDE AND THE FRICTIONAL HEATING WORKS ON OUTSIDE.  
 COOLEST PLACE ON THE SKIN STILL ABOVE 400 DEGREES.

\*\*\*\*\*TEST DATA FROM LOCKHEED\*\*\*\*\*



Colonel H. C. Slater, Fr 33573  
Okinawa, R.I.



9 JUN 68 18 30

Mrs. H. C. Slater  
1012 Ironwood Drive  
Las Vegas, Nevada  
89108



VIA DENNIS

ACTUAL DEPARTURE TIME

2009

ACTUAL ARRIVAL TIME

0135

THIS ENVELOPE WAS CARRIED HOME TO THE AREA BY DENNIS SULLIVAN  
WHEN HE RETURNED ARTICLE 127 FROM KADENA IN JUNE 1968.  
HE ARRIVED BEFORE HE LEFT, HE DEPARTED KADENA ON 10 JUNE AND  
ARRIVED AT THE AREA ON 9 JUNE.



Hugh Huxley

11-11-48

November 10, 1948

SUNDAY

EVENING Collect first stool specimens.  
Nothing to eat, drink, or smoke after midnight.

SUNDAY

Collect first stool specimens if not collected evening before and deliver to Laboratory, First Floor, Laboratory.

Nothing to eat, drink, or smoke upon arising.

8:00 AM Report to Laboratory, First Floor, Laboratory.

9:00 AM Report to Dr. Schwartz, third floor, Clinic.

10:00 AM Report to Dr. Oliver Ruth, First Floor, Clinic.

11:00 AM Report to X-Ray, First Floor, New Building, for chest x-ray and bone study.

At noon, start 24-hour urine collection.

1:45 PM Report per instructions for private exam.

2:15 PM Report to Miss Thomas for referral to EEC and Master X-Ray.

3:30 PM Report to Dr. Fischer, second floor, Clinic for EKG.

4:00 PM Report to Dr. Swartz, second floor, New Building.

EVENING Collect second stool specimens.

Nothing to eat, drink, or smoke after midnight.

TUESDAY

Collect second stool specimens if not collected evening before and deliver.

Nothing to eat, drink, or smoke upon arising.

8:00 AM Report to Dr. Probst, second floor, New Building.

9:00 AM Report to Physiology, second floor, New Building, for Test.

9:30 AM Report to Physiology, second floor, New Building, for preliminary function and routine.

10:30 AM Report to Dr. Swartz, second floor, New Building.

At noon, stop 24-hour urine collection, deliver to Laboratory, and have blood test done.

1:30 PM Report to Dr. Wood, second floor, Clinic, for eye examination.

Hugh Huxley

11-11-48

November 14, 1948

TUESDAY (cont.)

1:00 PM Report to Dr. Norris, First Floor, Clinic, for water tests.

4:30 PM Report to Dr. Swartz, second floor, New Building.

EVENING Nothing to eat, drink, or smoke after midnight.

WEDNESDAY

Nothing to eat, drink, or smoke upon arising.

Wash hair in preparation for EEG. DO NOT APPLY DRESSING.

10:00 AM Report to X-Ray, First Floor, New Building for water x-ray.

1:15 PM Report to Physiology, second floor, New Building for CO Test.

1:30 PM Report to Miss Thomas for referral to EEG.

Normal eating, smoking, and drinking this evening.

THURSDAY

Normal eating, drinking, and smoking upon arising.

7:30 AM Plane leaves for Los Angeles.

2:00 PM Report to Dr. Probst, second floor, New Building.

4:30 PM Report to Dr. Schwartz, Third Floor, Clinic.

*Hugh Huxley*







**ROADRUNNERS INTERNATIONAL**  
LAS VEGAS, NEVADA 89110



17 February 1972

*Dear Slip*

A get-together of the "FINEST" was held in my home in November. The attendance by fellow Roadrunners and their wives living in or near Las Vegas was far beyond my wildest expectations. As couples continued to arrive, the men retreated to the backyard and left the house to the ladies. We laughed, joked, and nudged each other as we recalled the "good old days". No one wanted to leave. It was then that the decision to have a yearly gathering and to form a permanent organization was made. A temporary board of directors was organized and the results of their meetings are as follows:

The FIRST annual reunion of the ROADRUNNERS will be held in Las Vegas in July 1972.


- Fri, 7 July, 1972 - Cocktail party get-together (wives invited)
- Sat, 8 July, 1000 - Roadrunners business meeting (establish goals, etc)
- Sat, 8 July, 1000 - Wives get-together (fashion show, etc)
- Sat, 8 July, 1930 - Dinner and dancing (Bon voyage, fare-thee-well, etc)

PLEASE LET US KNOW, by return airmail, if you plan to attend this reunion (or not) and which meetings you and your wife will attend. The more attendees, the greater the bargaining power, the least cost to individual members. So write or phone us ASAP. For out of town members, let us also know your desires, i. e., hotel rooms, transportation, etc, and we will assist you in every way.

Mail your letter to Hq, Roadrunners International, c/o Donald B MacLeod, or to any other committee member, if you prefer.

We will, with your help, have an outstanding alumni association, one that we will all be very proud of, all working together again for another worthwhile goal and the furtherance of an exciting Roadrunner alumni organization.

Looking forward to seeing you again,

  
MAYNARD AMUNDSON, Colonel, USAF (Retired)  
2184 Michael Way  
Las Vegas, Nevada 89108  
(Acting President)

*MA*



P. S. A lot of former Roadrunners seem to have dropped out of sight. Please contact Roadrunners of your acquaintance and pass the word along. Ask them to write us.

P. P. S. As soon as the planning committee knows how many members plan to attend, more specific information will be provided.

➔ Donald B MacLeod (Acting Secretary) 2311 Masters Circle, L.V., Nev 89109  
Donald Borgos (Acting Treasurer) 4420 Mark Avenue, Las Vegas, Nevada  
Dodge Trader (Air Force Liaison) 1413 Janice Street, Las Vegas, Nevada  
FOR ACTIVE DUTY MEMBERS: Autovon 682-2334  
Roger Andersen (Cocktail Party Coordinator) 1609 Bluestone Dr, L.V., Nev  
Jack Lansing (Business Meeting Coordinator) 204 Horizon St, L.V., Nev  
Bob Hughes (Dinner and Dance Coordinator) 1012 Brady Ave, Las Vegas, Nev  
Dick Russell (Public Relations Advisor) 1116 Avalon Avenue, Las Vegas, Nev

*Please send enclosed copy to  
WARREN WEISS*

THIS IS THE FIRST ROADRUNNER NEWSLETTER LEADING TO THE FIRST  
REUNION AT THE UNION PLAZA HOTEL IN 1972.

\*\*\*\*\*Courtesy of Slip Slater\*\*\*\*\*





### Secret Jet's Wreckage Found; No Sign of Pilot

Air and Ground Search Goes on for Civilian Pilot



### Recon Aircraft Lost in Pacific

SR-71 Pilot Walter Roy Elzes Held

### SECOND SUPER SECRET JET DAMAGED IN TEST

SR-71 Damaged On Tuesday

### 2,000-M.P.H. Air Force Jet Missing on Nevada Test Flight



U.S. spy plane is missing

As Test Plane Was Being Crashed

Missing SR-71 Pilot Identified



122 on the "Pole"



11 - view of building, 1911



The World's Fastest Plane Comes in for a Slow Landing

The world's fastest plane, a biplane, is shown in the process of landing at the airport. The plane is flying low over the runway, and the pilot is visible in the cockpit. The background shows the airport buildings and the surrounding landscape.





Don Gossage

John Klump

Al Clambro

Jim Gorman

By Samsky

Don Deeds

Tex Pharr

Fred Miller

Ted Miller

Charles Tandy

Tom Gorman

Small  
Bunch  
Patched  
Shirts

**500**  
FLIGHTS  
The Distance  
Ends in Red



*[Handwritten signature]*

Wes Smith

Don Evans

Slip Slatts

Raymond  
Ramsdell

Dick  
Wilson

Don  
Culp

Photo by Don Evans





1958 - B-57 - 1958 - 1958 - Eastern Airline



1958 - B-57 - Eastern Airline, Ala.



1958 - B-57 - Eastern Airline



1958 - B-57 - New York City



1958 - B-57 - Mobile, Alabama



1958 - B-57 - 1958 - 1958

WHERE ARE THE BIRDS NOW?









MURPHY W. GARDNER  
FIRST FLIGHT BOSS  
BRIDGEWATER, NEW JERSEY  
MAY 1966

### U-2 Can Be A TV Star

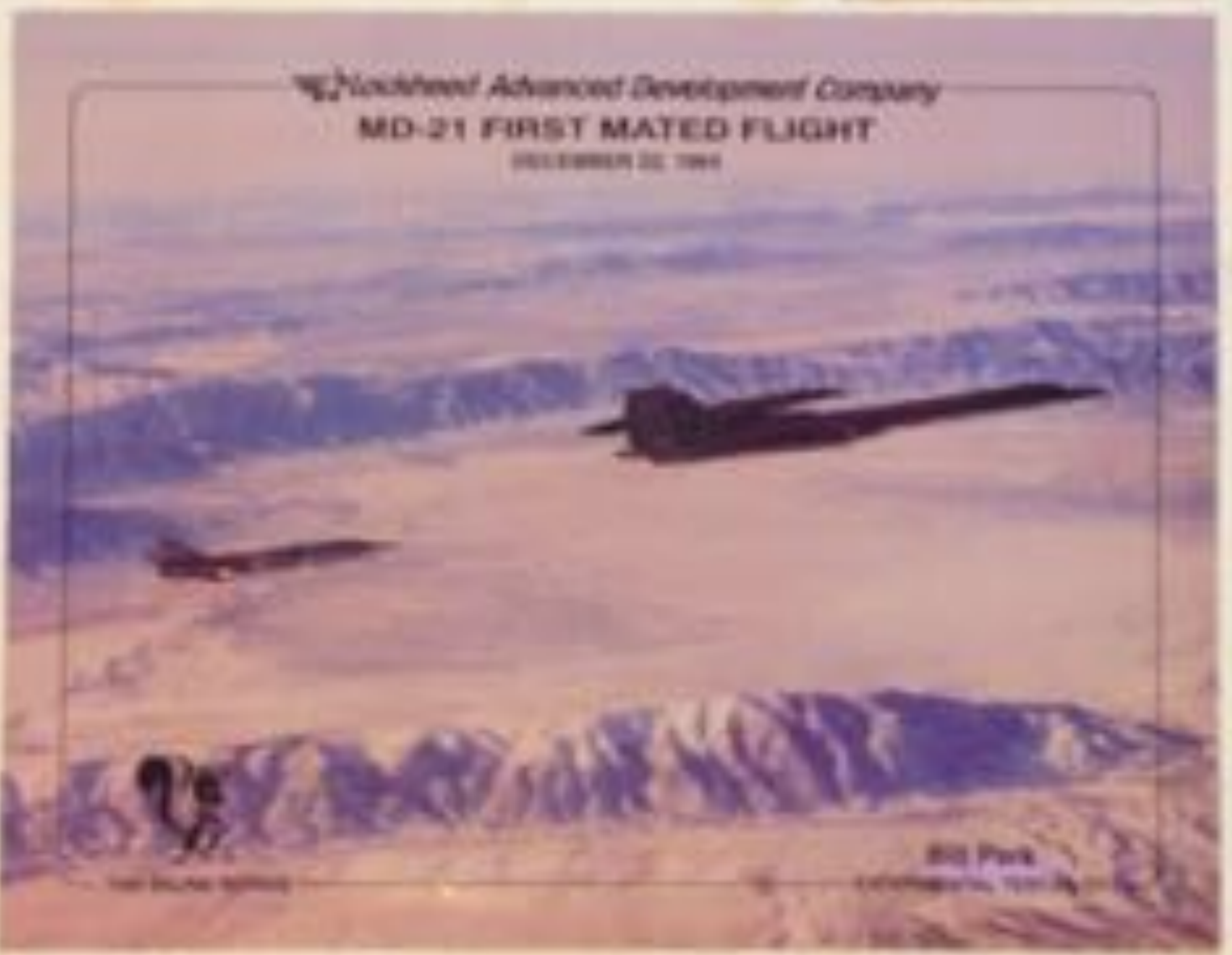


The U-2 spy plane is being promoted as a TV star. The aircraft is being shown in a variety of settings, including a television commercial. The plane is being shown in a variety of settings, including a television commercial. The plane is being shown in a variety of settings, including a television commercial.

The U-2 spy plane is being promoted as a TV star. The aircraft is being shown in a variety of settings, including a television commercial. The plane is being shown in a variety of settings, including a television commercial. The plane is being shown in a variety of settings, including a television commercial.



Secret Test Flight Fatal to Engineer



*Al Collins*













## UNIT SHIELD MISSIONS

Date	Area	A-1J Article	Pilot
5-31-67	-N. Vietnam-	131-	Vojvodich
6-10-67	-N. Vietnam-	131-	Weeks
6-20-67	-N. Vietnam-	129-	Layton
6-30-67	-N. Vietnam-	129-	Weeks
7-13-67	-N. Vietnam-	127-	Collins
7-19-67	-N. Vietnam-	131-	Sullivan
7-20-67	-N. Vietnam-	129-	Collins
8-21-67	-N. Vietnam-	131-	Vojvodich
8-31-67	-N. Vietnam-	127-	Layton
9-16-67	-N. Vietnam-	129-	Weeks
9-17-67	-N. Vietnam-	131-	Collins
10-4-67	-N. Vietnam-	127-	Collins
10-6-67	-N. Vietnam-	131-	Murray
10-15-67	-N. Vietnam-	131-	Collins
10-18-67	-N. Vietnam-	129-	Murray
10-28-67	-N. Vietnam-	131-	Sullivan
10-29-67	-N. Vietnam-	127-	Murray
10-30-67	-N. Vietnam-	129-	Sullivan
12-8-67	-Cambodia/Laos-	131-	Vojvodich
12-10-67	-Cambodia/Laos-	131-	Layton
12-15-67	-N. Vietnam-	127-	Vojvodich
12-16-67	-N. Vietnam-	131-	Layton
1-4-68	-N. Vietnam-	127-	Layton
1-5-68	-N. Vietnam-	131-	Weeks
1-26-68	-N. Korea-	131-	Weeks
2-16-68	-N. Vietnam-	127-	Collins
2-19-68	-N. Korea-	127-	Murray
3-8-68	-N. Vietnam-	127-	Vojvodich
5-6-68	-N. Korea-	127-	Layton









**OUR MISSION**

To provide the most comprehensive, accurate and timely through-flight information

**Frontlines** www.jalffrontlines.com

STREET VIEWS FROM AIRPORTS THROUGHOUT THE WORLD



# Bye, bye Blackbird

## Minnesotans battle to keep retired A-12 spy plane out of CIA hands

The CIA is looking to transfer a long-retired A-12 Blackbird spy plane to Washington, D.C. But what's transpiring from here in the Minnesota Air National Guard's custody is that the Air Force has decided to give the A-12 to the CIA. The decision has been disappointing for years of Minnesotans. The plane is a relic of the Vietnam War, and it's been in the hands of the Minnesota Air National Guard since 1975.

It's a plane that's been in the hands of the CIA since 1975, and it's been in the hands of the CIA since 1975. The plane is a relic of the Vietnam War, and it's been in the hands of the Minnesota Air National Guard since 1975.

...in conjunction with its 50th anniversary. But not.

But the Air Force and the CIA are not the only ones who care about the plane. The CIA is not the only one who cares about the plane. The CIA is not the only one who cares about the plane.





















935 AT THE AREA











Group photo of  
the 1st  
and 2nd  
1971







## Roadrunners - Silent heroes of the Cold War gather

Small, illegible text column on the left side of the top article.



Small, illegible text column in the middle of the top article.

Small, illegible text column on the right side of the top article.



## Silent heroes of the Cold War to be honored

Small, illegible text columns on the left side of the bottom article.







Louis W. Schell  
Pilot

*Handwritten signature and text, likely a dedication or message from the pilot.*

# Blackbird's First Flight

## April 26, 1962

*Small, illegible text block, likely a newspaper clipping or archival note.*

Celebration will mark Blackbird's 40th anniversary



*Small, illegible text block, likely a newspaper clipping or archival note.*







**LOCKHEED A-12 TEST SITE ENGINEERING PERSONNEL**

(sorted by OCCUPATION)

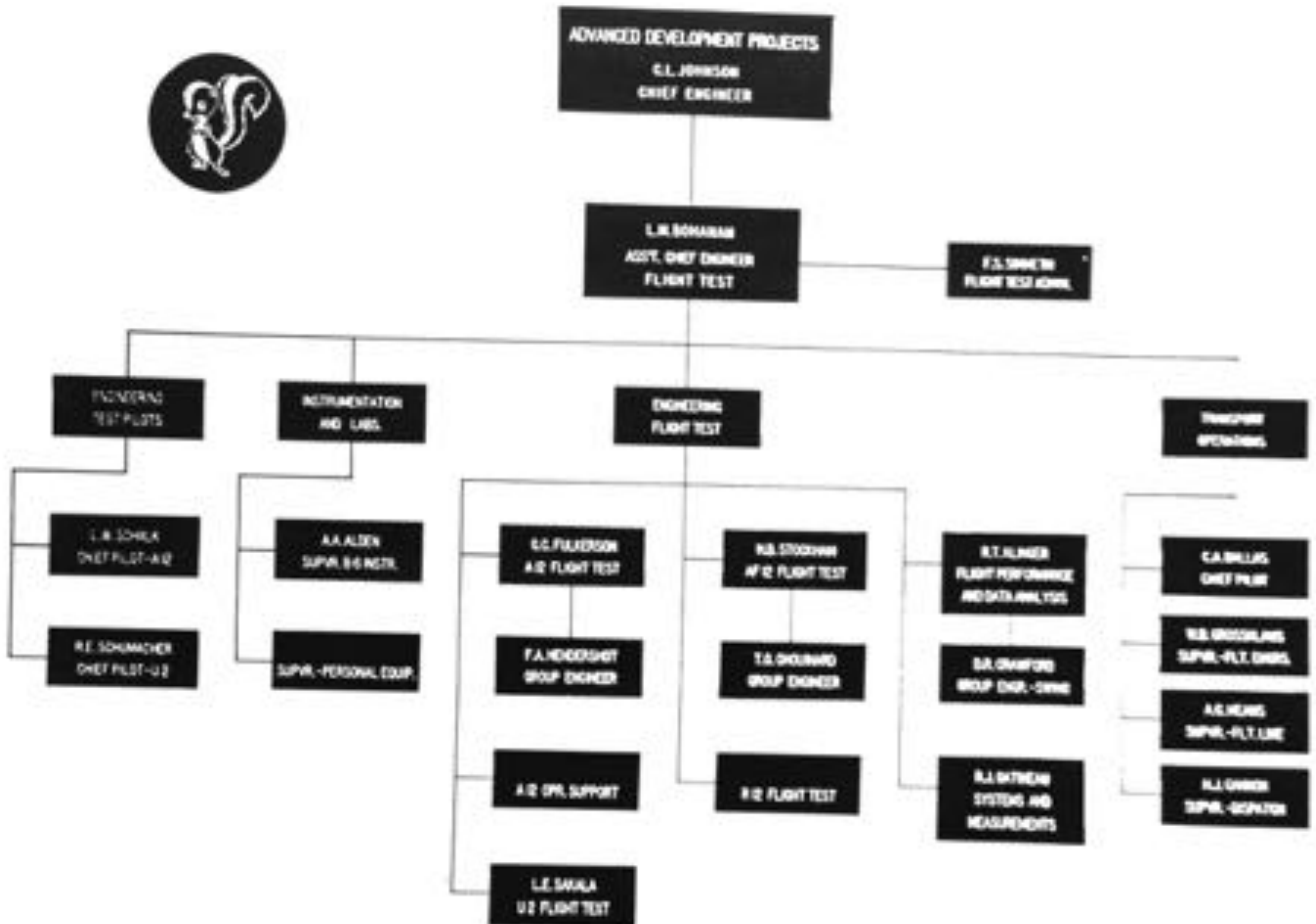
IE = Instrumentation Engineer

NAME	JOB TYPE	A-12 Shifts
Simmeth, Frank	Administration	
Wood, Ken	Administration	
Bells, Joe	Analysis Engr.	
Demas, Pete	Analysis Engr.	
Romeo, Bruno	Analysis Engr.	
Rosenberg, Fred	Analysis Engr.	
Yoshii, Mich	Analysis Engr.	A-12
Bohanan, Larry	Division Manager	
Gravance, Bob	Engineer (Nights)	A-12 Swing Shift
Christensen, Roger	Flight Manuals	
Maxwell, Jack	Flight Manuals	
Oda, Henry	Flight Manuals	
Quaintance, Cliff	Flight Manuals	
White, Fred	Flight Manuals	
Grossklaus, Warren	Flight Engineer	
Rampone, Joe	Flight Engineer	
Baldwin, Jack	Flight Test Engr.	YP-12 1001 & 1002
Bowles, Fred	Flight Test Engr.	
Brey, Rod	Flight Test Engr.	
Estey, Dick	Flight Test Engr.	
Fisher, Glenn	Flight Test Engr.	
Knight, Louie	Flight Test Engr.	121,123,124,129,134,135
Larsen, Torry	Flight Test Engr.	YP-12 1001 & 1002
Nave, Sam	Flight Test Engr.	
Rowe, Frank	Flight Test Engr.	
Sass, Bill	Flight Test Engr.	134,135
Torick, Ray	Flight Test Engr.	134,135
Upton, Jim	Flight Test Engr.	
Wallis, John	Flight Test Engr.	121,134,135 ++
Watson, Dick	Flight Test Engr.	
Whitten, Sam	Flight Test Engr.	YP-12 1003
Winesberg, Dick	Flight Test Engr.	122
Yacubean, Leo	Flight Test Engr.	
Beswick, Keith	Group Engineer	121,123,124,129,134,135
Chaunard, Ted	Group Engineer	YP-12
Corbett, Carroll	IE	
Craft, Bill	IE	
Curtis, Jim	IE	134,135
Gatineau, Bob	IE	
Heard, Don	IE	
Kershnik, Don	IE	12











# Cold War warriors converge on LV

## Spy pilots recall risky missions

By Robert Kelly

The Vietnam conflict brought a new type of war to the United States. It was a war of attrition, a war of nerves, a war of wits. It was a war that tested the limits of human endurance and the limits of technology.

John Kelly, a former spy pilot, recalls the risks of his missions. He says that the missions were often dangerous and that the pilots were often in jeopardy. He says that the missions were often successful, but that they were often very costly.

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### New trial sought in brothel case

A new trial is sought in a case involving a brothel. The case involves a man who was accused of running a brothel. The man is now facing charges of prostitution and running a brothel. The man's lawyer is seeking a new trial because the man claims that he was innocent.

The man's lawyer is seeking a new trial because the man claims that he was innocent. The man's lawyer is seeking a new trial because the man claims that he was innocent. The man's lawyer is seeking a new trial because the man claims that he was innocent.







UNITED STATES DEPARTMENT OF STATE  
WASHINGTON, D. C. 20520  
OFFICE OF THE SECRETARY

24 JAN 68

MEMORANDUM FOR: Mr. Will A. Justice  
Special Assistant to the President  
The White House

Mr. Anthony J. Sullivan  
Secretary of Defense  
The Pentagon

Mr. Alexander M. Haig, Jr.  
Special Assistant to the President  
The White House

Mr. Paul H. Nitze  
Special Assistant to the President  
The White House

James Earl R. Moore  
Special Assistant to the President  
The White House

SUBJECT: SOUTH KOREAN VESSEL AT SEA

1. Reference is made to the report of the White House on 24 Jan 68 at 10:00 AM regarding the capture of the vessel UNDAUNED by the South Korean Navy. The vessel UNDAUNED was captured on 23 Jan 68 in the vicinity of the coordinates 37 15 N 126 15 E.

2. The vessel UNDAUNED was seen at sea on 23 Jan 68 at 10:00 AM. It was a 100-ton motor vessel. The vessel was seen by the South Korean Navy. The vessel was captured on 23 Jan 68 at 10:00 AM. The vessel was captured on 23 Jan 68 at 10:00 AM. The vessel was captured on 23 Jan 68 at 10:00 AM.

3. The vessel UNDAUNED was seen at sea on 23 Jan 68 at 10:00 AM. It was a 100-ton motor vessel. The vessel was seen by the South Korean Navy. The vessel was captured on 23 Jan 68 at 10:00 AM. The vessel was captured on 23 Jan 68 at 10:00 AM. The vessel was captured on 23 Jan 68 at 10:00 AM.

4. In addition, it is noted that the vessel UNDAUNED was seen at sea on 23 Jan 68 at 10:00 AM. It was a 100-ton motor vessel. The vessel was seen by the South Korean Navy. The vessel was captured on 23 Jan 68 at 10:00 AM. The vessel was captured on 23 Jan 68 at 10:00 AM. The vessel was captured on 23 Jan 68 at 10:00 AM.

*Richard M. Moore*  
Special Assistant to the President

THIS MESSAGE IS UNCLASSIFIED AND IS BEING RELEASED IN FULL TO THE PUBLIC ON 12/15/2011 BY THE NATIONAL ARCHIVES AT COLLEGE PARK, MARYLAND.

**USS PUEBLO (AGER-2)**



The USS PUEBLO was a U. S. Navy vessel used as an intelligence mission off the coast of North Korea. On January 23, 1968, the USS PUEBLO was attacked by South Korean patrol vessels and MiG jets. One man was killed and several were wounded. The eighty-two surviving crew members were captured and held prisoner for 11 months.



THE FIRST TRACKING OF THE VESSEL UNDAUNED WAS BY THE SOUTH KOREAN NAVY ON 23 JAN 68 AT 10:00 AM. THE VESSEL WAS CAPTURED ON 23 JAN 68 AT 10:00 AM. THE VESSEL WAS CAPTURED ON 23 JAN 68 AT 10:00 AM.

THE LAST TRACKING OF THE VESSEL UNDAUNED WAS BY THE SOUTH KOREAN NAVY ON 23 JAN 68 AT 10:00 AM. THE VESSEL WAS CAPTURED ON 23 JAN 68 AT 10:00 AM. THE VESSEL WAS CAPTURED ON 23 JAN 68 AT 10:00 AM.





Frank Hill (left) in one of Lockheed's previous stealth fighters. He is an extraordinary test pilot and a pilot. This is a...  
The flight...  
The flight...

## Now It Can Be Said — He Has the Right Stuff

Frank Hill, 57, is one of Lockheed's greatest test pilots. He is an extraordinary test pilot and a pilot. This is a...  
The flight...  
The flight...



The flight...  
The flight...

The flight...  
The flight...

## RETIRE: Stealth Concealing Pilot's Feats Finally Ends

Frank Hill, 57, is one of Lockheed's greatest test pilots. He is an extraordinary test pilot and a pilot. This is a...  
The flight...  
The flight...

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The flight...  
The flight...











**Pilots remember fellow racer who died in crash**

By [unclear]

It was a tragedy that shocked the racing community. The death of a fellow pilot was remembered by those who knew him best. The crash was a devastating event for the entire team and the sport.



Photo - [unclear]



STEMMA MARKING THIS TREE  
 BROKE OFF  
 THAT SCAR BY THE SCAR  
 I THINK IT'S MARKING

**William L. Miller**

Miller was a well-known figure in the racing community. His death was a significant loss to the sport. The article details his career and the circumstances of his passing.

**Friday**

**Veteran Reno pilot dies in plane crash**

Formula One racing craft plummets to desert near Elko

By [unclear]

The crash occurred during a test session. The pilot was ejected from the cockpit and sustained fatal injuries. The incident has raised questions about safety protocols in motorsport.

The pilot had a long and distinguished career in aviation. He was a respected veteran and a dedicated professional. His death is a tragedy for his family and the racing community.



The crash site was located in a remote desert area. The investigation is ongoing. The pilot's family is being supported by the racing community during this difficult time.

PHOTO BY [unclear]







"It was given me with that back to study another satellite and it was given me back with it to the earth"

## Was Officer Youngest to Check Out in U-2?

By [illegible]  
[illegible]

WASHINGTON (AP) — The youngest pilot to fly the U-2 spy plane was a 22-year-old Air Force officer who was the first to fly solo in the aircraft.

**STARS YOUR SLAM**  
[illegible]

Youngest pilot to check out in U-2 was [illegible] who was the first to fly solo in the aircraft.

[illegible]



[illegible text column on the right side of the U-2 article]

## 1,200 come out to salute Blackbirds

[illegible text column on the left side of the 1,200 article]

[illegible text column on the right side of the 1,200 article]



[illegible caption for the Blackbird sculpture]

## BLACKBIRDS: Pilots available to chat, sign autographs

[illegible text column on the left side of the Blackbirds article]

[illegible text column on the right side of the Blackbirds article]

## 21 Blackbird pioneers get laurels from society

[illegible text column on the left side of the 21 Blackbird article]

[illegible text column on the right side of the 21 Blackbird article]



[illegible caption for the 21 Blackbird article]







*Handwritten notes in the bottom left corner, including the name 'L. J. ...' and other illegible scribbles.*

*Ed. ...*

*Photo via Over Camera*

*Ken ...  
...*



# GROON LAKE GRAVEYARD



Scout planes that helped America win the Cold War are buried at Groon Lake

By [Name] [City]

They are the remains of a Cold War era, a time when the United States and the Soviet Union were locked in a struggle for global dominance. In the heart of a remote, wooded area in Groon Lake, Michigan, a small, unassuming grave site holds the remains of several Soviet scout planes that were shot down by American forces during the conflict.

The planes, which were used for reconnaissance and intelligence gathering, were shot down in the late 1940s and early 1950s. The remains were discovered by a local resident and were subsequently buried in a simple, rectangular concrete structure.

The site is a quiet, somber place, a stark contrast to the surrounding natural beauty. The trees are tall and thin, their branches reaching towards a pale sky. The ground is covered in a layer of dry leaves and twigs, and the air is still and cold.

It is a place where the past is preserved, a reminder of the sacrifices made during a time of global conflict. The planes, once symbols of technological advancement and military power, are now silent witnesses to a chapter in history that has long since passed.



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## GRAVEYARD: Scout planes that helped America win the Cold War are buried at Groon Lake



The site is a quiet, somber place, a stark contrast to the surrounding natural beauty. The trees are tall and thin, their branches reaching towards a pale sky. The ground is covered in a layer of dry leaves and twigs, and the air is still and cold.

The remains of a Soviet scout plane shot down by American forces during the Cold War are buried at Groon Lake, Michigan.

They are the remains of a Cold War era, a time when the United States and the Soviet Union were locked in a struggle for global dominance. In the heart of a remote, wooded area in Groon Lake, Michigan, a small, unassuming grave site holds the remains of several Soviet scout planes that were shot down by American forces during the conflict.

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Cited For Aerial Photos Of Cuba

— says July 24, 1953



ALL IN RANGE OF U.S. MISSILE BARRAGE IN CUBA



# DAILY EXPRESS



No. 1828

MONDAY, JULY 20, 1953

Number—Three—Eighteen

Price 1d

## Here they come—the U2s

EVEN MY  
DEAR OLD  
MOTHER WOULD  
THINK I'M  
A M.P.  
SHELLING



## BOMB AND WEATHER WATCH

By ALVIN  
CROWLEY

THREE American  
U-2 "spies" glided  
low over Britain  
yesterday along  
with a team of  
five Russian  
pilots and 10  
instructors.

But one of the pilots  
was a woman.

"How are they all  
going to fly them  
in a war?"

The flight

The flight was made by three U-2s and five MiG-15s. The U-2s were flown by two Americans and one woman, and the MiG-15s by five Russians. The flight was a joint venture between the U.S. and the Soviet Union.

The flight

The flight was a significant event in the Cold War, demonstrating the capabilities of both sides' high-altitude reconnaissance aircraft.



Three American U-2s and five MiG-15s







John C. Gorman - C-470 Concept, 1985



John C. Gorman -











# Nevada

## Military Mum On Spy Jet

*By [unclear]*

A woman who says she is the mother of a man who worked on the development of the SR-71 Blackbird spy plane says she is proud of his work.

The woman, who is a former resident of the Nevada Test and Training Range, says she met her husband while he was working on the plane.

She says she is proud of his work and that she is glad to see the plane in service.

She says she is also proud of the men and women who worked on the plane and that she is glad to see them in service.



## Groomed for secrecy



## Groom Lake toxic burning alleged

*By [unclear]*

A former worker at the Nevada Test and Training Range says he believes that toxic waste was burned at Groom Lake.

The worker, who is a former resident of the range, says he saw the burning of waste at Groom Lake.

He says that the burning was done in a large, open area and that the smoke was very thick.

He says that he is concerned about the health of the people who live in the area and that he is glad to see the waste burned.

9-2-76 903



## Experimental plane crashes on Nellis range

*By [unclear]*

An experimental aircraft crashed on the Nellis Test Range on Tuesday.

The aircraft, which was a prototype for a new design, crashed during a test flight.

The crash occurred at a low altitude and the aircraft was destroyed.

The cause of the crash is still under investigation.



*From the [unclear] 1976*

### U.S. Airt

*[Faded text]*















William ...







Aviation history

NOTE: STRONG WILL  
OF F-2 AIRCRAFT  
TALLER, FASTER

NOTE THE LINE  
STAB OF 1950  
ON 847

FIRST FLIGHT 1951  
12 DECEMBER 1941  
Edwin S. Johnson  
11-11-41

To Fellow MACH 3 PILOT AND  
PRESIDENT, AND AVIATION IATA, IATA,  
FRANK J. MURRAY  
Edwin S. Johnson



Burbank, California  
6-29-62

FIRST FLIGHT 1952  
MURRAY 1952  
Frank J. Murray

Edwin S. Johnson



F-57 engine failed  
"OUCH"



LAST WING TO  
FOUND MACH 3 TYPE  
FRANK J. MURRAY  
WITH RESPECT & ADMIRATION  
Edwin S. Johnson  
Lockheed Test Pilot



NOTE: THIS IS A COPY  
OF AN ORIGINAL FIRST  
FLIGHT OF THE 1951  
MODEL.

Burbank, California  
6-29-62

Edwin S. Johnson  
11-11-41



1958 - F-101 engine  
Exploded while test  
flying chase for  
Murray in 1-31-58



NOTE: THIS IS A COPY OF AN ORIGINAL FIRST FLIGHT OF THE 1951 MODEL. THE ORIGINAL WAS DESTROYED BY THE 1952 MURRAY TEST FLIGHT. THIS COPY WAS MADE BY THE 1952 MURRAY TEST FLIGHT.




OSTLAND

Don Bartholomew (28) Barings

  
LEONA SIMON

  
COL. RAY SCHREIBHOFF

  
SUE POWERS

  
MSGT ED SCHLESINGER  
USAF Ret  
1909 - 1977

MEMORIAL TO THE  
MILITARY SERVICE  
OF THE  
  
ROADRUNNER MARK WEISSBERGER



  
GENERAL WILE VOJVODICH

  
CHARLES BARNETT

  
GENERAL ROBERT BOLSHY

  
DORIS LORR

  
ROADRUNNER DARL McCULLOUGH

  
  
GENERAL DOUG NELSON