



ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP

(Not to be confused with the Stars and Stripes)

1 July 2009 - 33d Edition



Fifty years after Slater locked the door to the infamous House Six things haven't changed all that much. House Six is now in Henderson, NV rather than Groom Lake, where the former 1129th SAS tribal leader, Colonel Slip Slater still has a reserved parking slot. These days he rides a SR (Senior Citizen) Humvee painted in USC colors while the rest of the 1129th SAS retiree vehicles are standard Air Force blue. If CIA and Kelly Johnson not held their ground, Article 124, the A-12 trainer



would have probably been painted USC pink as well. We know now why Air Force jock Roger Andersen turned down the job of Athletic Officer when he saw the color of the (free) footballs in the supply room at Groom.



(This part was obviously written by Barnes who still hasn't forgotten the way Slater gloated when his lucky Trojans beat Barnes' humble Sooners 2 years ago for the

national football championship. Nor has he forgotten the cost of the dinner wild-spending Slater collected on their bet.)

FEATURED ROADRUNNER

JIM FREEDMAN

Ralph James (Jim, Jake,) Freedman, born Cook County, Chicago, IL headed West to California in 1933 and settled in Glendale, where he attended High School. He attended Jr. College after a hitch in the US Marine Corp 1943 - 1945. He then attended electronics school in Hollywood before entering the work force at Lockheed Aircraft. The Freedman family moved to Las Vegas permanently in 1953 where Jim worked for EG&G Inc a contractor for the AEC. While working for this company (a prime supplier of talent for the Atomic Energy Commission), he participated in most of the above



ground atomic testing both at the Nevada Test Site and Marshall Islands testing sites. He spent a total of twenty years with this company, switching from the atomic testing activities of AEC in September 1959 to the highly classified Special Projects of DOD and CIA at Groom Lake, a place that did not exist in those days. Like a few of the other members of the team, Freedman possessed both "Q" (AEC) and Top Secret (DOD) security clearances. Freedman was a leader in the installation of various radar systems, the RCS pylon facilities and 3 hangars to house the A-12s being built at Burbank. One hundred and forty surplus U.S. Navy housing units were transported to the base and made ready for occupancy and the original U-2 hangars became maintenance and machine shops. Facilities in the



main cantonment area included workshops and buildings for storage and administration, a commissary, control tower, fire station, housing, and accessories, all in preparation for the December 1961 arrival of Werner Weiss of the CIA and the Air Force Detachment 1, 1129th Special Activities Squadron commanded by Colonel Holbury. Known only to him and Werner Weiss, the CIA Oxcart honcho at the Ranch, Freedman was courier for the Top Secret dispatches between Weiss and "the Customer" the CIA at Langley. Following the disbandment of Project OXCART, Freedman remained with the

Special Projects Team that included Roadrunners T.D. Barnes, Wayne Pendleton, Jules Kabat, Dave Haen, Denise Haen (the first female to ever visit and work at Groom Lake), and the late John Grace for the Soviet MiG exploitation projects HAVE DOUGHNUT, HAVE DRILL, and HAVE FERRY followed by the stealth project HAVE BLUE which developed the F-117 bomber, and projects still classified. After retiring from the Special Projects Team in 1973 Freedman joined the slot machine industry where he proceeded to work for the Boyd Gaming Group, spending the next twenty-one years at the California Hotel and Casino & Sam's Town as Slot Department Manager. Depicted in the photo above are early pioneers and legends of the Atomic testing program. L-R: Jess Cauble, ?, Herb Grier, ?, Jack Knight, and Jim Friedman. Jim and Margie were married at the Little Church of the West, (located Last Frontier Hotel/Casino) in 1950 and she still wonders why, after 59 years, he still has not learned any Swedish from this girl born in Stockholm, Sweden. All celebrations include their three children Ralph, Gary and Linda and spouses Cathy/R, Richard/Linda and Gary/son Austin. When John "Hank" Meierdierck, CIA Project manager for Project Oxcart mentioned the "ROADRUNNERS" to Jim during a bowling session, he jumped at the chance of becoming a life member. As Freedman had performed some "work" at the ranch for Hank after the disbanding of Project Oxcart, they stayed friends till Hank boarded his final flight in 2007. More about Freedman's exciting and rewarding career can be viewed at:

<http://area51specialprojects.com/freedman.html>



The Central Intelligence Retirees' Association (CIRA), founded in 1975, recently published a revitalized web site designed to build and expand communications among CIRA members. Previously, the only medium of communications was via the hardcopy CIRA Newsletter, published and mailed four times per year.

With the new web site we now have the means for two-way communications via computers and the World Wide Web. CIRA members can get in touch with or remain in touch with other members via the CIRA web site. We have web forums for "What Are You Doing Now?", "Best Place To Retire", "Colleague Finder", and "Government Health Insurance" where members can post items and reply to others. Also there is a forum listing employment opportunities posted by CIRA members.

Other forums have online issues of the CIRA Newsletter, Annuitant News, an archive of Compass Rose newsletters, an "In Memoriam" section, web links to other web sites of interest to CIRA members, and a variety of other forums.

New forums can be set up quickly and easily as our members indicate other topics in which they have interest.

The web site also has News Feeds, refreshed on a 24/7 basis. These News Feeds draw articles from other web sites that have information that CIRA members might find interesting, e.g., news and current events about intelligence matters and politics, money, finance and investment, health and medical articles oriented toward retirees, technology articles, and security clearance and volunteer employment opportunity articles.

Rather than build your own list of bookmarks for these web sites you can just visit the CIRA web site News Feeds and find bookmarks all in one place. New feeds can be added quickly and easily as our members indicate new topics of interest.

If you are already a member of CIRA you can visit www.cira.org and complete a registration form. That form is emailed to the CIRA admin officer who validates your membership. After membership validation you receive an email informing you your registration has been activated and you can then log in on the web site.

If you are not a CIRA member you can download a membership application and mail it in with a dues payment of \$20.00 (1 year). A membership application form can be downloaded under Member Affairs on the Roadrunner website: [Application Form](#). If you have any questions concerning membership, email admin@cira.org. Yo! CIA Retirees: You can access Roadrunner membership information at: [New Members](#)

ARTICLE 121 NEWS

Air Force Flight Test Center Museum
Blackbird Air Park, Palmdale, CA.

<http://roadrunnersinternationale.com/article121.html>

Nothing to report.

ARTICLE 122 NEWS

Intrepid Sea-Air-Space Museum, New York City

<http://roadrunnersinternationale.com/article122.html>

The Roadrunners and CIA are both hoping Eric Boehm at the Intrepid can convince management to recognize and honor A-12 pilot, Colonel Bill Skliar, deceased home town hero as Mobile did Jack Weeks. Associating the Roadrunners with the plane would be win-win for all. Otherwise, to the public Article 122 is just another plane and is most likely being called a NASA SR-71 as is happening to Article 127 at the Alabama Space and Rocket Center in Huntsville.

ARTICLE 124 NEWS

California Science Center, Los Angeles, CA.

<http://roadrunnersinternationale.com/article124.html>

We're hearing rumors that the Cal. Science Center would like to host a Roadrunner day. Our bags are packed, California.

ARTICLE 127 NEWS

Alabama Space and Rocket Center Huntsville, AL

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

Nothing to report. Curator Irene Wilhide informed our Roadrunner Prez. about 3 months ago that the NASA stickers were being removed from the plane and it's ID changed from SR-71 to A-12. That's the last we've heard from Huntsville. The plane at Huntsville had missiles shot at it numerous times as it flew sorties over North Vietnam. Article 127 flew two surveillance sorties over North Korea when the North Korean navy seized the USS Pueblo and its crew in 1968. This noble and historic plane deserves a better fate than what it is suffering in Huntsville, Alabama. The Alabama Space and Rocket Center promotes itself as being a learning center, yet it falsely and shamefully misrepresents the A-12 plane flown solely by the CIA as an Air Force SR-71 flown by NASA. After witnessing the dishonorable and malicious destruction of A-12 Article 128 in Minnesota, believe us, it won't be pretty if we Roadrunners have to rescue A-12 Article 127. The history and present plight of Article 127 is posted on our website at the link above. Updates will continue to be posted at this link. The nature and extent of the updates will be determined by what Huntsville does or does not do towards treating Article 127 in a manner deserving of the plane, the Roadrunners, CIA, Air Force, and the public visitors to the facility.

ARTICLE 128 NEWS

CIA Campus - Langley, VA

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

There are now 90 stars prominently displayed on the memorial wall in the spacious atrium of CIA headquarters, each commemorating an officer who died while serving our country. The 90th star was added recently, but as with most of the victims, the person's name and nature of service will remain unknown to the public so as not to compromise secret operations. At the annual memorial service attended by hundreds of employees, retirees and family members this

past Memorial Day, Director Panetta paid homage to those who made the ultimate sacrifice for their country. "Their patriotism and leadership, courage and decency are models for all of us," said the director, adding, "their work is our work now. And their spirit abides with us." Panetta also announced the beginning of a new tradition. Family members of the fallen officers will receive a replica of the star from the wall. The first star was given to the



brothers of Douglas Mackiernan, the first CIA operations officer killed in the line of duty, shot to death in Tibet after fleeing China in 1950.

Sharlene Weeks, widow of CIA A-12 pilot Jack Weeks attended the event with daughter Tana and granddaughter Jackie. Sharlene reports: "The Memorial Ceremony at the CIA was excellent. The bird on its pylons is beautiful. The wall with the stars has metal plaques behind it telling the Oxcart story. Very impressive and open to the

public with a ticket and reservation. Well worth the visit."



Diane Ray, widow of CIA A-12 pilot Walt Ray also attended with family members. Diane reports, "It was very nice and we truly enjoyed it. We arrived late due to complete temporary disorientation. Ever try to find the CIA on a GPS?? Yeah, right! Like they might have an address. We did arrive in time to hear Walt's name read and enjoyed a trip through the museum and gift shop. My sisters and their husbands accompanied us and they felt it was awesome." (Diane, we had to quote you. Your descriptive comment was refreshing and

worth a knowing chuckle in agreement by those of us who have been there and done that. We might add that we heard from some of our friends at the Agency and they expressed their utmost pleasure in showing all of you around. Wish all of us could have attended. We appreciate so much how the Agency remembers its own.) Barnes reports that Toni, Director of the Museum will be sharing with the Roadrunners some photos taken of the plaques displayed with the Article.

ARTICLE 130 NEWS

San Diego Aerospace Museum San Diego, CA

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

Nothing to report The Roadrunners are hoping the museum will host a Roadrunner day for the public to meet the people associated with Article 130.



ARTICLE 131 NEWS

Southern Museum of Flight Birmingham, AL

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

The Roadrunners are looking forward to museum director, Dr. Jim Griffin joining us during our Roadrunner reunion in October. We appreciate the support, Jim.

ARTICLE 132 NEWS

Battleship Memorial Park - Mobile, Alabama

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

The Roadrunners were very pleased when the museum staff invited us to participate in the museum's second annual remembrance of native-born Jack Weeks.

We were also pleased at the number of Roadrunners who sent messages to the Weeks family in care of the museum. Our messages were presented to the Weeks family during a brief ceremony at the plane. We thank the CIA for it also supporting this tribute to Jack and his widowed family. The CIA flag provided means a lot to us and to the Weeks family. Numerous

Roadrunners local to the area expressed desire to attend had there been scheduled events, something for the museum to consider in the future. Though there was no flyover this year, the staff did manage to organize an intense thundershower that caught the ladies in the parking lot of Ed's Seafood



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Shack. (Last year this occurred in the middle of Dr. Robarge's speech.) The Weeks ladies got pretty damp but typical of Sharlene, they merely laughed it off and enjoyed a good lunch. After lunch the ladies headed to Gulf Shores, Alabama where Sharlene and Jack used to go back in the day. Sharlene reports: "We had a wonderful trip. It was great to see Bill, Owen and Mike. Owen and Mike have done a magnificent job with the display and memorial. They have really gotten into it with some of the other planes too. Everyone at the museum is so committed to keeping history alive. They have built a realistic Hanoi Hilton with a torture table to demonstrate what torture really is and not what

the public seems to think these days. They even have a recording of what the POW's had to listen too. It is too realistic for comfort. One former POW told them it sent chills up and down his spine to look at it. The video was excellent, TD. You did a great job with it." Sharlene
(L-R in the photo above: The Museum Dudes: Director Bill Tunnell, Curator Mike Thompson, Purchasing Owen Miller. The Weeks Ladies: Jackie, Sharlene, Tana.)

ARTICLE 134M NEWS
PACIFIC MUSEUM OF FLIGHT
<http://roadrunnersinternationale.com/article940.html>
Nothing to report

Temperatures in Sacramento for Capital City Mopars annual event of Mopars in the Park hovered around 104 degrees. It was toasty. 1st Place winner was Tony Bevacqua with his 1956 C73 4 Door Sedan.

(We think there is an error in the reporting of the temperature. It was most likely our boy, Tony, who was hovering around 104 degrees. The reason is obvious.) We thank 2nd Place winners- Rich & Jan Hardy with their 1962 Crown Southampton 4 Dr Ht and 3rd Place winners - Ken & Debbie Lang with their 1968 LeBaron 4 Dr Ht for the photos of Tony.



FEEDBACK TO LAST MONTH'S MENTION OF THE 2005 LAKE MEAD CRUISE
T.D.: You are right; things need to be said and now is the time. As for the Lake Mead dinner cruise, we were on that. Of course it was pitch dark and we couldn't see a thing, but at our table were the most fun former CIA guys and after a few drinks we kept laughing. Unfortunately there was a couple at the end of our table who didn't fit into the jovial atmosphere. Yes, it was dark outside, but who noticed and the food was good. Carl & Liz Overstreet

* * *



TD, I will not soon forget that fateful time in the environs of Lake Mead watching the sun set and darkness creep up on us as we barreled along on dusty trails and forgotten blacktop in search of an illusionary paddleboat. The words and tune of "Charley on the MTA" sung years before by the Kingston trio echoed through my mind as I listened to our "guide" tell us for the umpteenth time that we were almost there. After rolling down the last possible road we could follow, I remember seeing the black blob of our paddleboat that soon became our final destination. Because we were hours past our mealtime and in a strange land, we stood like sheep in first one line and then another while they

decided if they were going to feed us or not. That trip rivaled the one another time where we stood on some windswept hill and in the bowels of the earth for hours listening to some dude talking about lava flows and how many billion years it would take for dripping water to eat through the crypt and release the spent nuclear materials into the Las Vegas water supply. Sitting around some lobby or museum halls this next reunion having some guy ask us where we are hiding some damn alien will certainly be anti-climatical compared to the aforementioned experiences. Honestly, I can't wait to arrive in Las Vegas this Fall. Ron Girard [Wow!! Should we tell Homeland Security about this? The threat of a Lake Mead dinner cruise might be much more effective than water boarding.](#)



We are very happy with the response that we're finally getting to our requests for your stories. Several of you, Sam Pizzo, Ray Haupt, Fred White, to name a few, have been pushing the rest to get your stories in for the web site, the UNLV Oral History which is rumored to be resuming, the Library of Congress for which Dr. Mary Palevsky, and Dr. Robert Mathews have been assisting, the newly formed Nevada Aerospace Hall of Fame, and Annie Jacobsen's book. It is paying off. The following is a sampling of what Don Donohue has contributed for all of the above. This is what we want and need guys in order to get the full Oxcart story told.

"I arrived @ the Ranch in Feb 62 as maintenance officer and part of the support fleet consisting of 2 F-101B's modified for Boom Refueling, one T-33, one H-43, C-130, and the Cessna 180 used in the Bay of Pigs. The maintenance techs had no F-101 experience. I was the only one w/F-101 experience (Maint & Flying). Colonel Bob Holbury, Doug Nelson & Ray Haupt went to SC for 25 hrs of F-101 time. They brought Harold Burgeson, their instructor back w/them." [We emphasize that this is just a small portion of what Don has provided us. The rest will be posted on the website and most probably will be part of Mrs. Jacobsen's book.](#)

* * *

Another providing us with photo documentation of our exciting past is Jim Wood of U-2 fame. At the Black Bird reunion this past month Jim donated to us a collection of photos taken of our U-2 brothers at Adana, Turkey in 1956. This photo taken of Ray Haupt is a classic. The gentleman over Ray's right shoulder is Steve Heyser, the U-2 pilot who located the Soviet rockets in Cuba. Sadly, we recently lost Steve.

Included in the photos provided by Jim were photos of Francis Gary Powers taken before his shoot down over Russia, Marty Knutson, and several others of the early U-2 guys. [Barnes, who is the Director of the Nevada Aerospace Hall of Fame, wishes to take advantage of this line of discussion to invite Roadrunners to consider willing and/or donating their collections to NVAHOF for future exhibit at a museum in Nevada. NVAHOF is presently pending IRS approval of its 501\(a\)\(3\) nonprofit status. Once this is approved NVAHOF will officially solicit such donations and publish its plans for future affiliation with a Nevada museum where such items will be exhibited for educational purposes.](#)



TD, Good to hear that attendance is building. Your words of encouragement are very convincing! I have a sense that this may well be a fairly historic week for the Program and RRI although my part was very small, I was still there working my tail off for a few years while we were learning how to go high and hot with #121. Unfortunately the YF's at EAFB didn't lead to an operational capability thanks to some F-111 lovers at the Pentagon but as those of us that were involved in some very convincing intercept test missions over the AMR know, it had the potential to be a very capable asset.

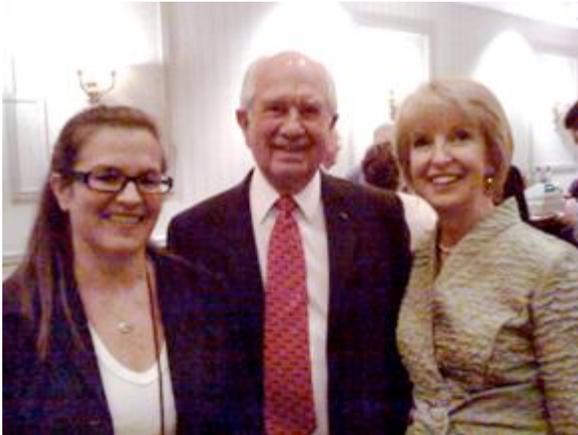
Regarding the reunion, I understand from your words below that the ATM panels are almost full. I'd like to participate if my contributions based on my engineering experiences with 121 starting just after it's first flight and continuing through a pretty well operationally capable article would be interesting to some. I worked occasionally with Ben and Pete Law (ADP aero/thermo), and a lot with FTE's (e.g. John Wallis and Keith Beswick) and the Burbank data processing and analysis types (like Webster, Klinger and Mitch). I often monitored 121 test flights from the telemetry room and occasionally sat in on debriefings primarily from Bill and Lou. Almost all of the flights were very dramatic and involved superhuman skills to bring it back in one piece! For me (a 24 year old aero engineer working on the article's instrumentation) it was pretty exciting and very challenging to keep everything working from flight to flight. I got to know that article like the back of my hand and really enjoyed the daily technical challenges to help cure the "issues" that cropped up on every flight. If my very limited memory of day-to-day experiences of a geekie engineer working on the world's most advanced airplane might be interesting I'll be happy to sit in on one. Bob Rodert [Consider yourself selected, Bob. This go around we're focusing on the support guys who \(as Bud Wheelon, Ray Haupt, Slip Slater, the project pilots, and many others would say\) drove the nails. The doctors, weathermen, crew chiefs, planners, life support guys, engineers, technicians, maintenance crews and leaders, test pilots, instructor pilots, operations, control tower, radar, security, commo, CIA, etc.\) We will be enlisting those normally selected for such panels to guide and assist those members of the OXCART Team who haven't had this honor.](#)

REUNION UPDATE

We have received several volunteer offers for the panels similar to Bob's above, some from members with health issues who can attend the reunion solely because of relatives assisting them with their travels. We admire this determination and will go all the way to accommodate such dedication. Preparation for this coming reunion is a full team effort by almost all of our members. Many are contributing by contacting others to ensure they attend. Harry Martin and his reunion committee confer almost daily. Two information mailings have been made to our members not having e-mail. We encourage everyone to monitor (http://roadrunnersinternationale.com/2009_ri_reunion.html) regularly for updates and for submitting suggestions. Please make your desires known now rather than when you arrive. We also encourage everyone to register now so we can better plan for the event. September 4, 2009 is the cutoff date for

registering with the hotel for the Roadrunner discount on rooms. With the theme of this reunion being around our becoming declassified and going public, we are entertaining requests from professional groups wishing to purchase a table at our banquet. Considering that our Roadrunner attendance is going to be less than usual due to attrition, we feel this to be something that fits appropriately with what we are attempting to do regarding the recording of our legacy. We hope that as you read this you will immediately send in your registration to attend. Also, don't forget to contact Russ Buyse to suggest a new slate of officers.

ON THE SOCIAL SCENE



Earlier this past month our SR-71 Blackbird brothers held their reunion in Reno/Sparks, Nevada. Roadrunners attending report 370 attending a reunion that appears to have succeeded without a hitch. We tried to recruit the reunion organizers, but they're not cooperating. Many of you have already met and been interviewed by author Annie Jacobsen and for those of you who have not we introduce you now. Shown in the upper photos taken at the reunion are Annie, Ken Collins, and TD Barnes – Annie and

Tony Bevacqua in the other with Roadrunner Bill Weaver in the background. Several other Roadrunners were there as well, but we won't try to identify them for fear of missing someone. On second though we will identify Mike Schmitz and Connie Pardew as Barnes reports them "buying" him a free draft beer. In the lower photo are Annie, Ken Collins, and Pat Graham. Note the fancy nametags we're wearing with the skunk on them. Everywhere one looked there was Lockheed Skunkworks memorabilia. Have the Roadrunners ever noticed that not one, we repeat, NOT ONE corporation involved in the CIA's U-2 and A-12 programs has ever donated even a single keychain to our reunions. They would probably have a

cow if we asked for a keg of beer. We have figured out why. WE DIDN'T EXIST. Before us they were using dogs and monkeys for risky flight programs and the photo below shows the secret weapon that replaced us. All one has to do to confirm our nonexistence is look at the cups, mugs, shirts, caps, cheap key chains, pins and pens and what you will see are the Air Force's U-2, the YF-12, SR-71, and F-117, but never a CIA U-2 or A-12. When the Roadrunners were invited to Langley for the dedication of the A-12, the various companies were contacted about submitting a list of names of personnel to attend to represent the company. No lists were submitted, therefore the only ones attending were a



limited number of Roadrunner staff who assisted in the preparation of the event and the project pilots who were CIA. When the Roadrunners and museum staff at the Battleship Memorial Park prepared for the 40th anniversary remembrance of the loss of Jack Weeks, Lockheed was invited to participate. The Fort Worth office of Lockheed Martin declined, their spokesman informing us that we are history and the company is looking to the future. So now you

know why the Roadrunner staff gets all excited and carried away when someone comes up with a photo such as the one of General Haupt posted earlier. Or why we appreciate so much knowing that the Central Intelligence Agency and the United States Air Force still support us the way they do. Several Roadrunners worked for EG&G who is still present in Las Vegas. EG&G doesn't recognize us either. All one has to do is look at one of their pins passed out at their annual picnics and you'll see where EG&G Special Projects didn't start until 1971. It's just a matter of time until our Air Force U-2 and Blackbird brothers and sisters join us as being history as well. Oh well! Nuf said.

MORE SOCIAL EVENTS FOR THE LOCAL GANG



It was with pleasure that Roadrunners Barnes, Martin, and Andersen were invited



to do a presentation for the local chapter of the Association For Intelligence Officers at the Nellis AFB Officer's Club. Colonel Slater and Frank Murray had planned to attend as well, but had to stand down at the last minute. A brief video was shown and the floor opened to questions and answers. The group attending were very professional and intelligent (excuse the pun) in the scope of their questions and interests. The Roadrunners look forward to further contact with our Intel brothers and sisters. Shown in the photos with Barnes,

Martin, and Andersen is Mr. Richard Cohn, President of the AFIO/Las Vegas Chapter. Barnes, being a former Army Intelligence Specialist, is a member of the National chapter of AFIO.

