



ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP

(Not to be confused with the Stars and Stripes)
1 June 2007 – 8th Edition

FINAL FLIGHT

The Month of May was devastating to our Roadrunner family. Boarding their final flight were Thomas Bolich, former CIA Security Officer at Area 51 during Project Oxcart and current RI staff advisor, and Rebecca Andersen, wife of Roger Andersen, long time president and currently secretary of Roadrunners Internationale. A memorial is being planned for Tom in Las Vegas at 1300 hours on July 28th at the Freedom Park, Nellis AFB. A memorial was held in Las Vegas for Becky with several local Roadrunners and Frank Murray from Gardnerville, NV joining Roger and Becky’s many friends to celebrate her life. Pleasant memories of Tom and Becky will forever remain etched in our hearts and minds!!!!

ROADRUNNER REUNION NEWS

Chairman, Harry Martin reminds everyone that the Roadrunner Reunion schedule and events can be viewed on the Member Activities page of the web site. If you haven’t received the latest activities schedule and registration forms, you can expect to receive them shortly. They are also available for download on the web site under Member Activities. The Gold Coast Hotel and Casino reports that the room reservations are starting to pour in. RI member Alan Johnson and wife have confirmed their arrival from the UK. Also from the UK Chris Pocock has already delivered several boxes of books for signing at the Atomic Museum during our reunion. Those of you planning to take the Nevada Test Tour must commit ASAP, as we will have only 2 buses. Reunion Chairman Harry Martin must receive the security form no later than September 1 for submission to DOE. Unfortunately, only US citizens will be allowed, as the tour will visit areas off limits to foreign nationals. Tours are available to non-US citizens, however special arrangements must be made well in advance. If you haven’t received the required forms, they are available for download from the Member Activities section of the web site.

MEMBERSHIP DUES RENEWAL

Upgrading their membership this month to permanent membership were Jude Bk Pao, Frank Nemetz, and Art Morgan. We thank each of 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 volunteers will man the hospitality desk. All member financial matters must be resolved prior to arrival for the reunion. We will continue reminding you.

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Thanks to Buddy Brown who donated an YF-12 Dash One to the Roadrunner exhibit.

MEMBER WEB PAGES

Kudos to Brig. Gen. Jude Bk Pao and Col. Walt Meyler who updated their impressive bio web pages. Though he did not get it finished prior to his death, we are fortunate that last month Tom Bolich posted his web page where his legacy will remain posted for his family and friends. Likewise, Roger Andersen recently posted his bio web page where family and friends can now share his remembrance of Becky. We urge all our members to establish a web page.

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NEW MEMBERS

Roadrunners Internationale welcomes aboard Bruce Round. Round was Operating Officer at CIA Headquarters during Project Oxcart and Operation Blackshield. Round made numerous trips to the Area, the Skunkworks, and various overseas locations in connection with our Roadrunner activities. Welcome aboard, Bruce. See ya at the reunion.

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HI-JACKING OF OUR WEB SITE

For several months those visiting our web site have at times been redirected to another web site advertising online education. The Webmaster has been working with the Internet provider to solve this intrusion. Hopefully we have it fixed. If not, please let us know.

THE SCENE AND HEARD

Jail-bound Paris Hilton and Britney Spears (going Commando again) bucking the line at the Bistro Buffet at the Palms. A happy Carolyn Buyse flashing Russ's American Express in the checkout line at the Neiman Marcus at the Fashion Show Mall on the Las Vegas Strip while hubbie Russ hobnobbed with Roadrunner officers, T.D. Barnes, Harry Martin, and Roger Andersen over lunch at the Bahama Breeze in Las Vegas. Not to worry, Russ. What happened in Las Vegas will stay in Las Vegas, huh Carolyn?

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Forty years ago Cygnus pilots were trying to get a "take" on Red China, North Korea & 'Nam. This month Col. Ken Collins walked into & out of Mainland China with his hide intact. Ken was overheard telling his friend, Larry Johnson, "If my flight over Mukden had turned bad, I would have been a permanent resident in 1953. They missed a very good chance then." It wasn't too long back that BGen Dennis Sullivan was teeing off in China as well. Why didn't you pilots do this 40 years ago and save the taxpayers the costs of the A-12s? CIA-issue golf clubs would have been a lot cheaper.

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MILITARY NEWS

AIR FORCE ANNOUNCES AIR FORCE ISR AGENCY

Effective 7 May 2007, Lackland AFB's Air Intelligence Agency was designated the Air Force Intelligence, Surveillance and Reconnaissance Agency. The AF ISR Agency is now aligned under the Air Force DCS for Intelligence, Surveillance and Reconnaissance as a Forward Operating Agency. AF ISR Agency force structure includes the 70th Intelligence Wing and the Air Force Cryptologic Office at Fort George G. Meade, Md.; the National Air and Space Intelligence Center, Wright-Patterson AFB, Ohio; and the Air Force Technical Applications Center at Patrick AFB, Fla. The Air Force Information Operations Center, Lackland AFB, Texas was reassigned to 8th Air Force on 1 May in a parallel transformation to emphasize cyberspace as an AF operating domain.

DRAGON LADY NEWS

THE HOUSE AND AIR FORCE DISAGREE ON RETIRING THE U-2 DRAGON LADIES

The Air Force intends to retire the last of its U-2 Dragon Lady high-altitude reconnaissance aircraft roughly by FY '13 based on a revised phase-out plan, but says it will make schedule and funding

adjustments as necessary to maintain the continuity of overhead information-gathering capability until the successor RQ-4 Global Hawk fleet is firmly in place. Beale AFB expects the termination of program depot maintenance (PDM) for the U-2 and closure of the flying training unit (FTU). This however may not occur. The Air Force's proposal to retire the venerable U-2 high-altitude intelligence, surveillance and reconnaissance aircraft has been rejected for the second consecutive year by lawmakers. Senior service officials have said that until the Global Hawk sensory payload is on par with that of the U-2, such a change cannot occur. In its FY-08 budget proposal, the service has included retirement requests for 300 aircraft. The move, if approved by lawmakers, includes grounding 85 KC-135R aerial refueling platforms, 20 B-52 bombers and 29 C-130 cargo aircraft. Congressional authorizers last year gave the air service the approval to retire 108 legacy airframes as part of the FY-07 Defense Authorization Act. That batch of airplanes included 18 B-52H bombers, 29 KC-135 aerial tankers, 10 F-117 fighters and 51 C-130E tactical airlifters. However, service officials were required to maintain all of those retired airframes "in a condition [that] would allow recall to future service," according to the FY-07 legislation. Congress did not allow the Air Force to retire the venerable U-2. The U-2's waning "military utility" -- combined with the need to provide funds for a multiyear production strategy for the F-22A Raptor -- prompted the service to propose its termination last year, according to Air Force officials

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OXCART RAMBLINGS

Those of you visiting the web site recently probably noted the new (March 2007) release of documents by the CIA pertaining to the Pueblo incident. These documents provide a sharp reminder of the days of "need to know" and show that many of us really don't know to this day the results of some of the things we did during OXCART and Blackshield. Did you know that before every mission, certain members of the Roadrunners were dispatched to various corners of the world to establish emergency landing sites for the A-12s? Did you know the Roadrunners who ran the commo and birdwatcher posts around the world, the FFA operators who looked the other way as the A-12 streaked across the United States. Most of you did not. Nor did you know of us radar operators who were alerted for the A-12 flights and tracked the flights behind locked doors at various radar sites along the flight path, operators sworn to secrecy even to others at the tracking stations. Most of you didn't even know those of us operating the various tracking and monitoring systems at the Area. Those of us in Special Projects at the Area did not know most of you nor did you know us because of the "need to know" policy of "The Customer." We all did our specific job and asked no questions. The documents provided us by the CIA last month show that even our A-12 pilots are just now learning "some" of the results and details of their individual missions. At the time it was their job to fly the plane along a predetermined flight path and turn on the cameras at a predetermined point. They had no need to know what the cameras photographed. It is probable that most of the flight details will NEVER be released. We will never publish anything on the web site that is the least bit sensitive to national security. We hope you will continue to provide stories and accounts that can be shared with friends, family, and the authors recording our history and legacy. If 50 years from now documents are declassified and released that alters history, as we now know it -- so be it. Welcome to the world of national security secrecy. We all know where the line lies today when it comes to the "need to know." No one is expected to cross that line. Our proud legacy and history can be told without doing so. So let's do it as we know it and not worry about new details being released 50 years from now!!

TD Barnes, President and Webmaster

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SR-71 BLACKBIRD REUNION

The SR-71 Blackbird blue suits are counting down for their reunion in Reno June 21 – 24. Once again they are bracing for the usual onslaught of rowdy Roadrunners attracted by the store-bought wine preferred by our Blackbird brothers. It is so thoughtful of the Blackbird reunion honchos to set up a House

Six Table in the corner for us Roadrunners. At the last reunion you could see the looks of envy as the SR-71 drivers skirted our honored table to find their own "plain" table. Rumor has it that several Roadrunner photos were covertly mixed into the presentation for this year's banquet entertainment. Teach them to let Roadrunners TD Barnes and Leland Haynes prepare the presentation!!! Perhaps Leland and TD should have been sent to China with Dennis and Ken as their caddies.

MEMORIES

REMEMBERING THE GREEK U-2 PILOTS BY: Murph

You early U-2 Roadrunners probably remember the Greek U-2 pilots. None of them were fully trained. I was furnishing the airplanes to train them and the last straw was one of them was shooting touch and go landings on the lake, making 360 turns with the left wing down all the time. After a number of turns, all of the fuel was being burned out of the right wing to the point on the last touchdown with all the fuel weight in the left wing; it started to drag on the ground. He was unable to raise the wing and collapsed the landing gear. The pilot exited the aircraft, as I arrived at the crash scene, I observed the engine was still running. As the firemen was raising a very large crash ax over the equipment bay, I grabbed his arm and asked him what he was doing. He informed me that he had to get in the equipment bay to disconnect the battery so the engine would quit. I informed that had nothing to do with shutting off the engine. I informed him that I was getting into the cockpit to turn on the battery in order to shut off the fuel shutoff valve. He ordered me away from the crash scene as he was in charge. I informed him with the appropriate "GET LOST" comment. The aircraft only had 6 hours on it total. And it was completely repaired within two weeks.

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BETTER STILL, REMEMBERING THE ROADRUNNERS BACK WHEN

BY: Goldie Goldfein

I was reviewing the names of the guys that made the history of the Roadrunners and was particularly interested in Mele Vojvodich's history. Also, I saw that I had served with Am Amundson at RAF Bentwaters when he was the Deputy Commander for either Maintenance or Logistics (the names kept changing in those days), with Dick Leavitt at Ramstein in USAF HQ, checked Carl Overstreet out in the RF-101 at Shaw way back when, flew with Ray Schrecengost as an RF-101 jock when we were at Shaw and chased him across the Atlantic to Nouasseur after rejoining he and two other jocks after my refueling probe fractured and I had to put into Lajes for an overnight, and lastly, with Mele at our RF-86 reunion and declassification action back in 1999 or 2000 or 2001. My earliest recce experiences were in the RF-80 when I went through the 17th TRS RTU at Shaw in late 1953 and early 1954 before joining the 45th TRS at Kimpo (K-14) and then transferred to the 15th TRS at Komaki, all during 1954. Flew the RF-86 from 1954 to early 1956 and then returned to Shaw to fly RF-84Fs till 1958 when we all transitioned into the RF-101 to be come the second supersonic recce jox in history but the first to do so in level flight (the RF-86 could do it going straight down in full power but we were restricted to .9 mach due to the tits under the cockpit on either side of the fuselage would rip off (they told us). VR and Check 6.

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HAS ARTICLE 122 GONE MISSING OFF THE INTREPID?

RI associate member Jeannette Remak reports A-12 Article 122 is missing off the USS Intrepid which is in dry dock for refurbishing and painting. Photos on the Intrepid web site also show the plane missing. Air Force at Wright Patterson has been notified. We hope the A-12 hasn't joined the components stolen from Article 128 while in Minnesota. We'll keep monitoring E-Bay for an A-12 complete with cockpit components being up for sale.

CIA HAPPENINGS

It hasn't been confirmed yet, but the CIA may delay its 60th anniversary celebration until Monday 15 October, which is a day before the Air Force Historical Foundation conference begins in Washington (followed by the NSA's history conference at Fort Meade later that week). We'll keep you posted.

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THE SPEAKER'S CIRCUIT

Representing the Roadrunners on the speaker's circuit this past month was Robert Gilliland, Lockheed Test Pilot of SR-71 fame. On 22 December 1964 Bob flew the first flight of the SR-71. Bob was one of the featured speakers at the 23rd Anjnal International Von Karman Wings Award ceremony honoring Dr. Charles Elachi, Director, NASA Jet Propulsion Laboratory and Vice President of the California Institute of Technology. The event was held at the Athenaeum, California Institute of Technology, Thursday, May 10th. Bob was the presenter of the award to Dr. Elachi. Bob is to be honored at Maxwell AFB in June. From there he travels to Europe where he is to speak to the European test pilots in Sweden and then the Royal Aeronautical Society in London.

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MEMBER AFFILIATION

Each month we've asked our members to check the roster to confirm that we have your project affiliation. We have been unable to obtain this information from your original membership application as these files have yet to be returned by our former secretary. This information is important to us for several reasons with the most pressing one at the moment being preparation of nametags for the reunion. At this time we have 32 members whose affiliation is unknown. For your information, our membership now totals 325 members. Ninety-two of our members are 2-year members with membership expiration of 1 September 2007 unless renewed or upgraded to permanent membership.

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One of our Roadrunners was in his early 50's, retired and started a second career. However, he just couldn't seem to get to work on time. Every day, 5, 10, 15 minutes late. But he was a good worker, real sharp, so the Boss was in a quandary about how to deal with it. Finally, one day he called him into the office for a talk.

"I have to tell you, I like your work ethic, you do a bang-up job, but you're being late so often is quite bothersome."

"Yes, I know Boss, and I am working on it."

"Well good, you are a team player. That's what I like to hear. It's odd though; you're coming in late. I know you're retired from the Air Force. What did they say if you came in late there?"

"They said, "Good morning, General."

WE DESPERATELY NEED SOME STORIES AND GOSSIP FOR THE NEXT NEWSLETTER

