

ROADRUNNERS INTERNATIONALE



1 October 2010 Newsletter 48th Edition

Mike Schmitz, on behalf of all the Roadrunners I commend you for all you have done for us. The recent photo masterpiece presented



to Cheryl Moore and others at CIA in behalf of all the Roadrunners demonstrates your beautiful and heart-felt tribute to the OXCART and Black Shield pilots, the plane, and the all Project OXCART veterans. Your years of supporting the Roadrunner legacy rates far beyond exemplary service to our association and demonstrates an unimpeachable respect for the project, operations and



the pilots who flew our wonderful plane. Just saying “Thank You” alone is totally inadequate; instead, we have to somehow express our absolute appreciation for your unwavering support. With Humble Respect,

T.D. Barnes
President
Roadrunners Internationale

Mail Call

I had the pleasure of meeting Col and Mrs. Anderson this summer at the Gaslight Restaurant and Saloon in Rockerville, SD. I entertained there, and Col Anderson and his wife Joyce came in nearly every Friday night for my show. As an USAF Vet (60-64) I was honored to get to meet them. Such a pleasant couple. Pete Byam www.petebyamshow.com

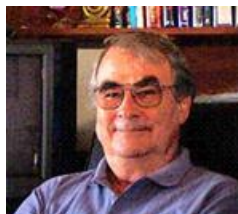


Media

Erik Lacitis, Seattle Times staff reporter interviews former CIA Security officer Jim Noce at Groom Lake during Project OXCART interview in Seattle.

[LINK](#)

http://seattletimes.nwsourc.com/html/localnews/2011461015_area51vets28m.html



It was 1971, and former Project OXCART EG&G electrical engineer Wayne Pendleton had just spent a decade on a series of “black world”—highly classified—projects for the CIA. He was looking forward to a change of pace from the high-stress world of espionage when he bumped into an old boss at a party in Los Angeles, who talked him into taking a “white world” job with a company called Global Marine. Read Annie Jacobson’s account of Jim’s adventures at:

<http://www.latimesmagazine.com/2010/10/what-lies-beneath.html>

Reno Air Races

Several Roadrunners attended the Reno Air Races at Stead AFB again this month. Unfortunately, the event was so large that some of us failed to connect. We understand Pat Halloran was there, but he must have found a cool tent as did some of the rest of the Roadrunners. The Barnes' spent the day in the NAHI VIP chalet as the guest of Ken Perich, Executive Director, The National Aviation Heritage thanks to Roadrunner member



Connie Pardew. While in Reno the Barnes', Charlie and Jane Welsh, and John Clark, husband of FedEx Captain Janis Skliar enjoyed a great dinner and evening catching up on family news. Janis was in Paris and missed all the fun. Depicted in the photos above are Barnes, Connie Pardew with Mike Souders and Roger Bishop with the Indy Transponder daily aviation news, and Barnes and Linda Shiner, editor of Smithsonian Air and Space Magazine.



Connie Pardew. While in Reno the Barnes', Charlie and Jane Welsh, and John Clark, husband of FedEx Captain Janis Skliar enjoyed a great dinner and evening catching up on family news. Janis was in Paris and missed all the fun. Depicted in the photos above are Barnes, Connie Pardew with Mike Souders and Roger Bishop with the Indy Transponder daily aviation news, and Barnes and Linda Shiner, editor of Smithsonian Air and Space Magazine.



In the September edition of the Roadrunner news, we gave Tony Bevacqua plenty of warning when we bragged of the Las Vegas pack of Roadrunners fleecing Russ and Carolyn Buuse of a dinner. Apparently Tony didn't get the message. Yeap!! He got stuck with the check at the Orleans when he came to town for a classics auto show. The local Las Vegas Roadrunners are getting better at snookering visiting Roadrunners than the Somalia pirates are the ship owners in Gulf of Aden and the Indian Ocean. NEXT !!

Yo, Roadrunners, dig the auto tag John Evans is sporting on his truck. Not too shabby, John. A lot of Pratt & Whitney guys and gals are going to be jealous.



LOOKING GOOD IN BIRMINGHAM!!!!



[Thank you Jim and Crew for caring and sharing.](#)

[Blackbird A 12- 06937, Lockheed Article 131](#)

Location: Southern Museum of Flight Birmingham, Alabama

Museum Director: Dr. Jim Griffin, Associate Member, Roadrunners Internationale.

The Southern Museum of Flight is proud to have Article 131 as part of its collection. The aircraft is located three blocks from the museum's main building in the outdoor display area. It is visited by thousands of people who love aircraft, especially the Blackbird. The exterior of the aircraft was restored two years ago. The museum is currently making plans to restore the inside of the cockpit by replacing missing instruments, locating an A-12 seat and

replacing the stick assembly with the original stick which was removed from the aircraft after its last flight.

Article 131 has an especially interesting history. Mele Vojvodich flew it on the first operational Black Shield mission over North Vietnam, on May, 31, 1967. The aircraft was flown on many covert South East Asian missions by Frank Murray, Dennis

Sullivan, Jack Weeks, Ken Collins, and Jack Layton. On October 6, 1967, Frank Murray departed Kadena Air Force Base, in Article 131, on an over flight of North Vietnam. As he completed his first pass over the hostile territory, he heard a loud thump and noticed an oil pressure fluctuation in the right engine. Pressure soon dropped to zero, the engine quit, forcing the pilot to make an unscheduled emergency landing at a base in Thailand, with a super secret aircraft that the tower and ground crews didn't know existed. Fast work by CIA personnel, assigned to U-2 operations at the base, helped to secure the aircraft until repairs could be made.

Frank Murray was assigned to pilot Article 131 over North Korea on 02-19-1968, in response to the North Korean action to seize the USS Pueblo, a US Navy ship. The last flight of any A-12 was also made by Frank Murray in Article 131. Frank was asked to fly 131 from "The Ranch",



Area 51 to Palmdale, CA. on June 21, 1968. The Southern Museum of Flight has several interesting exhibits related to Article 131. The museum has a large indoor exhibit devoted to aircraft reconnaissance which features Article 131, displays the aircraft's control stick, last flight mission details and map, map board aircraft, and includes a DVD of the first and second flights of the A-12. It includes models and photos of the aircraft, a painting, "Untouchable" by Dru Blair, CIA related articles, a U-2 Pressure suit, and other artifacts and materials.

The museum has an extensive collection of aircraft cameras and artifacts used in reconnaissance operations by military aircraft. It also has a unique collection of U-2 artifacts, photographs, models and documents donated by the family of Richard Drake, a U-2 pilot during the cold war era. These and other donated items; along with the A-12 collection will be featured in a unique interactive exhibit which covers the history of aerial reconnaissance from the balloon days of early warfare through the modern day Predator aircraft.



Director Dr. Jim Griffin



Telling the OXCART Story



Final Flight Map of #131 – Frank Murray



Echoing Dr. Griffin's plea for missing cockpit instruments was Toni Hiley last week at CIA. If you Roadrunners will recall, a lowdown thief actually bragged to the media how he ravaged the cockpit of Article 128 to spite the CIA. It is unconscionable that this weasel isn't pounding rocks in some prison for theft of government property. Instead, he continues to have access to our nation's historic planes. If there are any lawyers in the Roadrunners I would welcome a pro bono opinion regarding a private party suing for recovery of the instruments this scalawag snatched when he vandalized Article 128 while in the care of the Minnesota National Guard. This opinion would include seeking recovery from any entity subsequently or currently possessing this stolen government property. T.D. Barnes

We Roadrunners recall the stories of Air Force U-2 IPs Hank Mierdierck, Louis Setter, and Ray Goudey training the CIA pilots telling how each time one of them flew the U-2 they broke the world altitude flight record. Remember how they returned from a flight still

showing their experiencing a moment of sheer terror, their voice shaking while they told their fellow pilots, “don’t try ‘xx’, it will get you killed. Be sure that gets to the guys writing the Dash One for the U-2”. Roadrunner Charles Christian reported from the Dragon Lady Reunion that little or no mention was made of the early CIA Project Aquatone days at Groom Lake. The CIA U-2 program was much more secret than the Air Force, much as the A-12 was in relationship to the Air Force’s SR-71. This is not entirely the fault of the Air Force U-2 community and merely strengthens and validates the need for the following account of the OXCART Legacy Tour.

THE OXCART LEGACY TOUR

Following the last Roadrunner reunion, Roadrunner President and Nevada Aerospace Hall of Fame Director TD Barnes and various associate Roadrunner members at CIA discussed the need for a means of continuing the symposium panels conducted at the reunion.



The panels were video recorded by C-Span and the Atomic Testing Museum to preserve this important bit of history at Groom Lake, Nevada. While this discussion was ongoing, associate member Peter DeForth, veteran of the Washington Intel community, told Barnes he believed there would be a great deal of interest in Washington circles in hearing the start-to-finish story of the OXCART program. He believed that a number of museums and government agencies would be glad to host panels that told the entire story. Peter and T.D. began exploring ways to accomplish that goal.

This hunch proved to be right on the mark. Interest in this approach rapidly accelerated everywhere in D.C., and a solid concept for a legacy tour took shape. Peter solicited the help of Dr. David Robarge, CIA Chief Historian who wrote the definitive book on OXCART, to organize and moderate the OXCART Story at all the presentations. Peter, T.D. and David developed an appropriate

“screenplay” and identified individual Roadrunners who would be particularly helpful in telling the whole story. First, Toni Hiley at the CIA Museum arranged to have the Roadrunners attend CIA’s family day on September 25th to celebrate OXCART History first-hand. Peter, Rich Graham, and Buz Carpenter helped arrange other interesting venues on either side of that event to make it worthwhile for invited Roadrunners to attend.

ROADRUNNER ORGANIZERS



Peter DeForth



Dr. David Robarge



Thornton D. Barnes



Rich Graham



Toni Hiley



Buz Carpenter

Event Coordinators

Opening Meeting

Peter DeForth
Jim Bower, RRI
Sue Covello, RRI

DIA Event

Peter DeForth
Carl Dudley
Dani Franssen

International Spy Museum

Anna Slafer, Director of Exhibits
Mark Stout, Historian

Other Associations

Keith Masback, President USGIF
James B. Longley, ATIA
Norm Balchunas, Dir. of Operation AOC
Nicole Sutter, USGIF

Smithsonian Institution

Jean DeStefano
Dorothy Cochrane

Congressional Events

James B Longley, Jr.,
Executive Director, ATIA

CIA Events

Toni Hiley
Carolyn Reams

Memorabilia

Cheryl Moore, EAA Store
Mark Wiggins

LEGACY TOUR PANELISTS



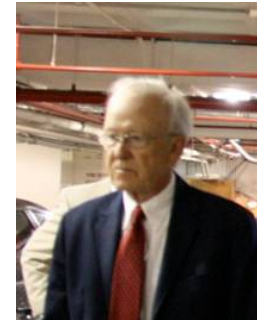
Dr. David Robarge, Moderator



Robert "Bob" Murphy
Lockheed Skunk Works
Industrial Manager



Dr. Robert Abernethy,
P&W J-58 Engineer



Dennis Nordquist
P&W Engineer



Col. Kenneth Collins
CIA A-12 Project Pilot,
Operational Blackshield



Bill Weaver
Lockheed Test Pilot



Col. Rich Graham
SR-71 Cmdr. & Pilot



Col. Buz Carpenter
SR-71 Pilot



Dr. Gene Poteat, LL.D.
Electronics/Physicist/Missile
Guidance Engineer



Thornton D "TD" Barnes
Electronics, SAM ECCM,
Radar, EG&G RCS & Stealth



Roger Andersen
1129th SAS Operations



Arthur Beidler
USAF Photo Interpreter

Finally, after months of Herculean effort by all concerned, The selected team of Roadrunner panelists arrived in Washington on September 22 to carry out the Legacy Tour panel presentations during Sept 23 -30. Throughout this period they made numerous presentations on the OXCART Story and met and interacted with very interested members of each different audience. The invited panelists for each venue were selected to match the interests of that particular audience. CIA Chief Historian Dr. David Robarge moderated all the panels personally, and under his guidance the panel discussions flowed smoothly, covering the entire spectrum of Project OXCART: Its purpose, the evaluations of Soviet radar capability, development and test of the aircraft and the J-58 engines, RCS and stealth modifications, test flying, missions, photo interpretation and diverse other intelligence impacts, and the program's many intelligence and aviation legacies.

Dr. Robarge provided an excellent Power Point presentation that tied it all together. We're sure he will gladly authorize the Roadrunners to use his slides in future presentations. Our panelists were in complete agreement that there were many important aspects of OXCART that they did not know about before this series of presentations, and all felt truly privileged to be a part of this historic series of events. When you eventually are able see the videos of these presentations, I am sure you will agree that all of this was well worth doing.

The exceptional success of this tour has drawn significant new attention to OXCART and its pioneering veterans. It has already opened new doors to future events and interviews, such as those of Noce and Pendleton linked in "Media" above. A brief description of each event on this tour follows, accompanied by photographs.

September 23 was the official start of the OXCART Legacy Tour in our Nation's Capitol region. The CIA museum staff early in the day gave Buz Carpenter, Dr. Bob & Sally Abernethy a special tour and photo ops as they could not attend the regularly scheduled tour. All event organizers and panelists then met in the offices of Riverside Research Institute in Rosslyn, VA to coordinate the events and to assure that a coherent start to-to-finish history of the OXCART program would be told; and that appropriate antidotes and comments by the panelists would be carefully tailored to support that comprehensive story. Afterwards the panelists and organizers enjoyed an excellent lunch and then proceeded to the International Spy Museum in downtown D.C. to conduct the first presentation. Attendance at the Spy Museum was substantial and the organizers were very pleased at the interaction between the panelist and the audience. The presentation was video-recorded and will be available publicly at a future date in a format determined by the Spy Museum staff. Some photos from this event appear below, along with a link to a subsequent story about this presentation.



Ken Collins, Malvina Martin (National Geographic), TD Barnes



Stacey Slater Bernhardt, TD Barnes, Paul Bernhardt



TD Barnes, Dr. David Robarge, ?, Dr. Bob Abernethy, Dr. Gene Poteat

Media link: http://indytransponder.blogspot.com/2010/09/oxcart-legacy-tour-begins.html?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+IndyTransponder+%28Indy+Transponder%29

Friday, September 24, 5:30 PM --. The Director of the Udvar-Hazy Smithsonian Air and Space Museum Gen. John R. "Jack" Daley, a retired U.S. Marine Corps general and pilot, hosted a traditional pre-lecture dinner for the panelists at the Dulles Hyatt Hotel near the Smithsonian's National Air and Space Museum.

Friday, September 24, 7:30 PM – The second panel presentation occurred at the Udvar-Hazy Smithsonian Air and Space Museum in Chantilly, VA in the Airbus Imax Theater. Event Coordinators Jean DeStefano and Dorothy Cochrane of the Smithsonian Institution had done a masterful job of promoting and managing the Lecture panel presentations entitled *Innovations Towards Invisibility - The*

CIA's OXCART Project and A-12 Reconnaissance Aircraft. A video of the presentation will be available on the Smithsonian web-page soon. Current descriptive **Media link:** <http://indytransponder.blogspot.com/2010/09/sold-out-audience-learn-about-12-super.html>



The 470-seat Airbus Imax Theater was filled to standing room only.



Photo courtesy of the Udvar-Hazy Museum

Some of the OXCART Legacy Tour panelists are shown posing in front of the SR-71 Blackbird at the Udvar-Hazy Museum that evening. L-R: Dennis Nordquist (former Pratt & Whitney J-58 Engineer), Thornton D. "TD" Barnes (Hypersonic Flight Support Specialist), Colonel Rich Graham (former SR-71 pilot), Dr. Bob Abernethy (Pratt & Whitney J-58 Engineer), Dr. David Robarge (Chief Historian CIA), Colonel Ken Collins (former CIA A-12 pilot), Bob Murphy (Former Lockheed Manager), Lt. Col. Roger Andersen (Former Air Force Operations Officers Groom Lake).

CIA's FAMILY DAY:

Saturday, September 25, 9:00 AM – The panelists arrived at CIA for the popular A12 plane-side opening ceremony for family day. Event Coordinator was Toni Hiley, Attending Panelists were recognized by the DCI at the 10:00 AM ceremony, and after that OXCART Panelists remained available at that location under a tent to meet and greet individual CIA employees and their guests through mid-afternoon. The new Director of National Intelligence LtGen James Clapper, USAF ret, also met the panelists and had his photo taken with them. Then, CIA Director Leon Panetta met each member of the legacy tour and presented them with his personal coin, shown here. Roadrunner

associate members Mike Schmitz and Connie Pardew were able to accompany the panelists as guests of the EAA and prepared an account of the event for the Roadrunner news. The story was picked up by the Indy Transponder and can be accessed at the link below: **Media link:**

http://indytransponder.blogspot.com/2010/09/day-3-of-oxcart-legacy-tour.html?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+IndyTransponder+%28Indy+Transponder%29



Sunday, September 26, OXCART Legacy Tour: Paying Tribute to those having taken their final flight and now resting in peace at the Arlington Cemetery. Saturday, the Roadrunners paid tribute to fallen A-12 pilots at CIA headquarters-- Today the Roadrunners visited the final resting places of two A-12 program personnel at Arlington National Cemetery-Major General Douglas Nelson and Col. Ray Schrecengost. Respects were also shown to U-2 pilot Francis Gary Powers. This was especially meaningful as Cynthia Miller, daughter of Colonel Schrecengost and Gary Powers, Jr. were participating as guests at some of the events of the OXCART panelists in Washington.



Media link: http://indytransponder.blogspot.com/2010/09/oxcart-legacy-tour-paying-tribute.html?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+IndyTransponder+%28Indy+Transponder%29

Sunday, September 26, 6:00 PM – The panelists and guests attended a no-host dinner at J. Gilbert's Restaurant in McLean, VA where many of the Roadrunners had previously dined during the A-12 dedication event in September 2007.



Too noisy to hear – too many to count. We were all there



Roadrunners Ed & Cynthia Miller (daughter of Col. Ray Schrecengost), TD Barnes, Pat Graham.



Barnes, Robarge, & Al Rubin who drove down from Canada for the dinner w/friends

Monday, September 27, 9:00 AM -- "CIA's A-12 OXCART: A Legacy of Unmatched Innovation" The third panel presentation to the Defense Intelligence Agency workforce was held in DIA's Tighe Auditorium in the Defense Intelligence Analysis Center, Bolling Air Force Base. (9:30-11:30 AM). U.S. Army LTG Ronald L. Burgess Jr., 17th director of the Defense Intelligence Agency and commander of the Joint Functional Component Command for Intelligence, Surveillance and Reconnaissance (JFCC-ISR) for U.S. Strategic Command (USSTRATCOM) welcomed participants and presented each his personal coin which is shown here. The general and Barnes, who was also Army, exchanged a couple HOOAH's to establish their turf amongst the CIA and Air Force panelists. The non-military panelists wisely stayed out of the macho, dirt-pawing, muscle-flexing thingie of their Army contemporaries. The panel presentation was also recorded and will be made available at a future date. The artwork used in the advertising this event was extraordinary, and the panel presentations were well received.



* * * * *

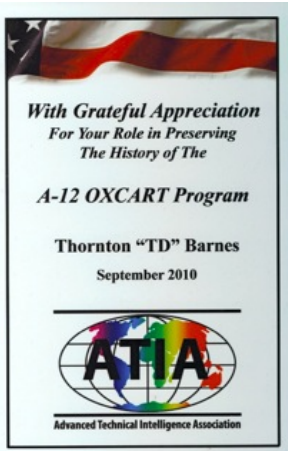
Monday, September 27, 3:30 PM –



The U.S. Geospatial Intelligence Foundation, in cooperation with the Association of Old Crows and the Advanced Technical Intelligence Association, hosted a panel session at the Dulles Hyatt Hotel. NGA and NRO employees were invited to attend. The panel

presentation was very well received and a sumptuous reception followed the panel presentation. The day's events were posted on the Indy Transponder news blog [Media link: http://indytransponder.blogspot.com/2010/09/oxcart-legacy-day-5.html](http://indytransponder.blogspot.com/2010/09/oxcart-legacy-day-5.html) Photos of the event are posted on the USGIF website at: <http://usgif.org/news/143-almost-200-turn-out-for-usgif-workshop-on-cia-s-a-12-oxcart-spy-plane-program>

Tuesday, September 28, 10:30 AM – The A-12 Panelists and guests were invited to the Capitol for a phenomenal VIP tour given by Steve Livengood, Chief Guide and Public Programs Manager of the US Capitol Historical Society. This was a tour that every high school student in the United States should be required to take as they learn the history and ways of our great nation.



The tour was followed by an elegant luncheon at the Capitol Hill Club, which was sponsored by Advanced Technical Intelligence Association. The event coordinator was former congressman and ATIA Executive Director Jim Longley. Mr. Longley and ATIA Secretary/Treasurer Barbara Sanderson



presented messer's. Robarge, Barnes, and DeForth an ATIF appreciation award for their efforts in bringing the OXCART Legacy Tour to Washington. The chocolate cake served with the lunch was to die for.



* * * *

The Nevada Roadrunners seized the opportunity to visit U.S. Senator John Ensign. NVAHOF officers Barnes and Pardew joined Roger Andersen, Linda, Schmitz, and Jacobsen in a visit to Nevada's U.S. Senator John Ensign's office to discuss the OXCART

Legacy Tour and related topics relevant to their home state and that of Project OXCART. Congresswoman Shelley Berkley contacted Barnes concerning the tour, but was unable to meet due to conflicting schedules.



Jacobsen, Pardew, Barnes, Senator Ensign, Andersen, Linda, Staff, Schmitz



Jacobsen, Barnes, Ensign, Pardew, Andersen, Linda

Media link: http://indytransponder.blogspot.com/2010/09/oxcart-legacy-day-6.html?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+IndyTransponder+%28Indy+Transponder%29

Wednesday, September 29 was a day off for the panelists. Most toured the city and visited with old friends in the area. Pardew, Schmitz, and Barnes spent in the drizzling rain touring the various war veterans' memorials.



Panelists and guests joined their CIA friends Toni, Carol, and the CIA EAA store staff for a great dinner at Maggiano's Restaurant in McLean Virginia and a ton of laughs.



Thursday, September 30, 09:00 AM – Roadrunner Roger Andersen and guests Linda Cady and Annie Jacobsen, who were unable to attend the panel later in the day, were provided a personal tour of the CIA Museum and Headquarters building by Dr. Robarge. At 1200 hours, the OXCART Legacy Tour panelists and their guests arrived at CIA Headquarters for a specially-arranged lunch under the A-12 and D-21 drone models hanging in the atrium of the new headquarters building. This was followed by a tour of the museum and a photo session at the CIA Seal (It was raining too hard to do that at the Article 128 site). At 1430 hours, the group



gathered for the final panel presentation to CIA workforce in the Bubble auditorium: as - **"CIA's A-12 OXCART: A Legacy of Unmatched Innovation"**, all the panelists who attended participated together on stage in the fifth and final panel presentation in the CIA's Auditorium ("The Bubble") at CIA's Headquarter s complex off of Dolly Madison Boulevard in McLean, Virginia. Event Coordinator was Toni Hiley, CIA museum staff.

As the Legacy tour concluded, organizers, panelists, guests, and members of the audience agreed that this series of presentations and visits by panelists had educated the public and the Defense and Intelligence communities about the rightful place of the A-12 in aviation and intelligence history. and many contributions to aerospace and defense technologies and missions. The OXCART program was seen as pivotal in our country's Cold War efforts and fostered future innovations which are still In use and critical to our nation’s security today.

The OXCART Legacy Tour ended with a great steak dinner at Ray’s the Steaks Grill in Arlington, Virginia. Old friendships were renewed and new friendships began.

Special thanks are extended to Mike Schmitz and Connie Pardew for Mike’s taking well over 1,000 photos and to Connie for recording each day’s activities. Each night when all the fun ceased and everyone went their separate ways, Mike and Connie



spent another couple hours in Barnes’ quarters uploading the day’s photos into his computer and typing up an account of the day for posting in the Roadrunners News. While they were doing this each night, Peter, T.D. and David were conversing on their cell phones about timing, transportation, and any number of other issues for the following day. The lodging at Bolling AFB for the most part worked out well for the tour; and the economical lodging was certainly worth the price compared with Washington rates for hotels.



We expect there will be an increased interest in interviewing Roadrunners from here forward. If you receive such requests, let us know what you need and we will attempt to support you as we did Noce mentioned earlier. Please ensure the Roadrunner staff receives a copy of any stories published about our members so they can be shared with our entire membership.

As photos arrive from other panelists and the links to the other panes become available they will be posted on the website for all of you to enjoy.

Here are the panelists and guests who participated in the :

- | | | |
|-------------------------------------|-----------------------------|----------------------------------|
| ➤ Peter W. DeForth & Carol Hook | ➤ David S. & Cheryl Robarge | ➤ Robert B. & Sally K. Abernethy |
| ➤ Roger W. Andersen & Linda R. Cady | ➤ Thornton D. Barnes | ➤ “Buz” & Nancy J. Carpenter |
| ➤ Kenneth S. & Sandra S. Collins | ➤ Richard & Patricia Graham | ➤ Robert & MaryJane Murphy |
| ➤ Dennis Nordquist | ➤ S. Eugene Poteat | ➤ William A. Weaver |
| ➤ Annie Jacobsen | ➤ Michael D. Schmitz | ➤ Connie L. Pardew |

HOT NEWS: Former Lockheed Test Pilot Robert Gilliland to be enshrined into the Tennessee Aviation Hall of Fame on Saturday, November 13, 2010. We're proud for you Bob. The honor is well deserved.



I know all you Roadrunners expected the usual Barnes/Andersen/Murray stories after a road trip such as this. Frank Murray was unable to make the trip, but that didn't prevent a few Andersen stories surfacing. It rained much of the trip, but not once did we see Roger wearing the raincoat he usually brings for Frank should he forget his suit again. [Roger, did you forget your raincoat?](#) Unlike the Lockheed dinner, this go around Roger wore dress shoes with his suit rather than his beat up tennis shoes. There was an incident with Roger Andersen waking up to find himself in deep doo-doo. That problem was resolved by moving him to the second floor of the lodging. No one blamed Roger for the mess, which goes to show the extent the Air Forces covers for one of its own. There were 5 "Where did I leave my hat" incidents which Roger's friend Linda quietly handled. But the real corker is one night as we returned to Bolling AFB with me driving the van. I was fumbling for my military ID so Roger handed me his, which without thinking I presented to the gate guard. The guard glanced at the Air Force blue card, saluted me and said "Welcome Colonel". HELLOOO !! First, I am Army, second my military ID card is Olive Green, third, I'm not a Colonel and four, I have more hair than Roger. I didn't sleep well that night realizing it was this Air Force keeping me safe. Next month we will have some Connie Pardew (navigation czar) and Mike Schmitz (weather czar) stories. They are doozies, so stay tuned.

*100 Years
West Coast Webmaster*