

ROADRUNNERS INTERNATIONAL MONTHLY HOUSE SIX NEWS AND GOSSIP

(Not to be confused with the Stars and Stripes)

1 September 2008 - 23d Edition



FINAL FLIGHT

We are pleased to inform you that for the second consecutive month final flights for our members were cancelled.

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NEW MEMBERS

The Roadrunners are happy to add to our ranks former Honeywell engineer Dr. Tom Budzynski Ph.D., Dr. Jim Griffin Ph.D. Director of the Southern Museum of Flight in Birmingham, Ala, and Cynthia Miller, daughter of the late Roadrunner Ray Schrecengost.



Dr. Budzynski earned a BSEE at the University of Detroit and served as an aerospace inertial systems engineer for Honeywell on the Blackbird project. He left the Ranch in 1964 and went back to academia to gain a master's and Ph.D. in psychology. As a grad



student in the mid 60s Dr. Budzynski invented one of the first EMG biofeedback systems. The BIFS, or Bioelectric Information Feedback System. About 1970, Dr. Budzynski developed the Twilight Learner, one of the first neurotherapy systems. He was elected President of the Biofeedback Research Society in 1974. In 1999 he received the Distinguished Scientist Award from the Association of Applied Psychophysiology and Biofeedback at their annual meeting in Vancouver B.C. Canada. At present he is an Affiliate Professor at the University of Washington. He is also a licensed psychologist in the State of Washington and maintains an active private practice of neurotherapy and biofeedback at the Front Street Clinic in Poulsbo, Washington. Tom is a member of the Honeywell spooks.



Dr. Jim Griffin, shown with A-12 pilot Frank Murray, is the executive director of the Southern Museum of Flight with the proud distinction of hosting what was probably our most active operational A-12, Article 131. Jim's career



spans from years of teaching and serving as principal in two Birmingham public schools to finance where he was ranked in the top five in national production for AIG-VALIC, and now to his current position with the Southern Museum of Flight Foundation. Dr. Griffin holds commercial fixed wing, commercial helicopter and commercial gyroplane ratings with over 2,000 hours of flying time. As a member of the Experimental Aircraft Association he has built, restored, and accumulated 1400 hours flying a number of experimental and classic aircraft. He has taught aerobatics and tail wheel technique to many pilots.

Cynthia Miller is the daughter of the late Colonel Ray Schrecengost and her mom, Pat. Her dad was a very distinguished icon of aviation and Cynthia (Cindy) has most certainly followed in his footsteps. As with most of our other Roadrunner members still active in their careers, this is the extent of what we can disclose about Cindy. You know the old saying "if we tell you any more about her career she will have to kill you." - "Or have one of her mean looking escorts do it for her." For those of you who don't know, the tough guy on the left is Col. Ken Collins and the one on the right is Lt. Col. Frank Murray, both being former CIA A-12 OXCART pilots who flew with her dad at Area 51. The occasion for the photo was the 60th anniversary of the CIA in Langley last September. (Darn pilots always get the pretty ones!!!!!!! Probably gave Cindy the old pitch that they were "fighter" pilots.)



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WEB SITE REPORT

Many of you may have been cussing the webmaster as the website was being worked on to validate it for interface with government computers. Part of the process was changing the font of every link and photo address to lower case. Just one letter being in upper case or there being a space in the address caused the link to not work during the change over. (The web site has in excess of 2,400 links) We're back online so if you see a broken link or missing photo please let the webmaster know. It will take some getting used to but now almost all the major links can be accessed by selecting the page of interest from the dropdown menu and clicking the "go" button. While you're at it type your name in the search box and see what you get. If by chance you come up empty please let the webmaster know so he can look into it. You'll note that about 115 of our members now have their own individual webpage. All the rest of you have to do is send us the material to work with and it's a done deal. Hint, hint!!



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NOTICE

Reservations are now being accepted for the banquet preceding the induction of Bill Fox into the Iowa Aviation Hall of Game on September 27th at Greenfield, Iowa. Contact information for the Aviation Hall is: 641 343-7184 or e-mail: aviation@iowatelecom.net. Those who haven't done so should contact TD Barnes, Roger Andersen, Russ Buyse, or Jerry Heavener to coordinate lodging, transportation, etc. The



party will pick up where it left off in Mobile last June so don't be late.

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Speaking of parties, those who haven't done so should visit our photo archive web page to view yourself and/or your fellow Roadrunners strutting their stuff at Langley last September, our reunion last October, the Dining with Vining weekend, and last June in Mobile, Alabama for the Jack Week's tribute and welcome home Roadrunners bash.

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Last month we did a show and tell on MG Mele Vojvodich when he was a PFC



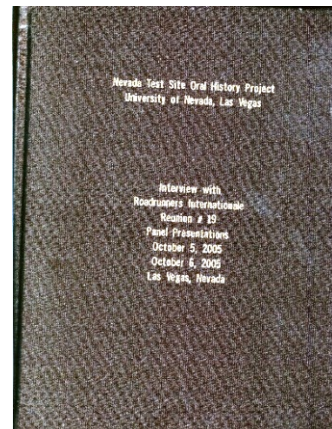
in the Army. We thank Bill Schrader for the photos which it turned out that Carol and the rest of the Vojvodich family had never seen before. This month we are featuring Col. Ken Culp when he was a cute little lieutenant playing with his sail boat. Many of you will remember Ken from his days at Area 51 where he was one of our maintenance officers. After leaving the Ranch he served as commander of the 23rd TASS in Vietnam.

Col. Culp was on the short list for Brigadier General when his military career was cut short because of health issues. Thank you, Liz Culp for sharing this photo of a great friend and member of the Roadrunner family.

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OUR ROADRUNNER LEGACY

Our esteemed Roadrunner Secretary, former president and the father of our web site and Roadrunner legacy program Roger Andersen has asked that we remind you that additional stories submitted by your fellow members are being posted to the Cold War Stories section of the web site almost weekly. We encourage everyone to visit the site and contribute your stories to be shared with not only your fellow members, but the universities, historians and authors as well. While you're at it pull up the UNLV Oral History link and type in the name Roadrunner or of various known Roadrunner participants which will take you to transcripts, video, and audio recordings of the Roadrunners. These are still being posted by the university but you can view and listen to what Roadrunners Slip Slater, Pat Halloran, Hank Meierdierck, Wayne Pendleton, Roger Andersen, TD Barnes, and others have contributed to the Oral History Project thus far.



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THIS IS MY STORY AND I'M STICKING WITH IT By: Ed Osman

Of course we all know of the Air Force's ultra-high-security, super-secret base in Nevada, known simply as "Area 51." Well, late one afternoon, the Air Force folks out at Area 51 were surprised to see a Cessna landing at their "secret" base. They immediately impounded the aircraft and hauled the pilot into an interrogation room. The pilot's story was that he took off from Vegas, got lost, and spotted the Base just as he was about to run out of fuel. The Air Force started a full FBI background check on the pilot and held him overnight during the investigation. By the next day, they were finally convinced that the pilot really was lost and wasn't a spy. They gassed up his airplane, gave him a terrifying "you-did-not-see-a-base" briefing, complete with threats of spending the rest of his life in prison, told him Vegas was that-a-way on such-and-such a heading, and sent him on his way. The next day, to the total disbelief of the Air Force, the same Cessna showed up again. Once again, the MP's surrounded the plane... only this time there were two people in the plane. The same pilot jumped out and said, "Do anything you want to me, but my wife is in the plane and you have to tell her where I was last night!" (One has to wonder if this pilot might have been Ed and this being how he came to be a Roadrunner)



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SLIPPERY

The CIA, ranging from DI to SAD, couldn't crack the mystery, the FBI, ATF and FEMA tried and all gave up, but Roadrunner presidents Andersen and Barnes with the aid of Doris and Barbara using the old Jim Beam method finally cracked the mystery of where our OXCART commander Slip Slater picked up his pseudo name "Slip." He refused to pick up the tab at the Bootlegger last week so we're telling now before it is exposed in the Inquirer. Hugh Slater was an AT-6 instructor at Perrin AFB when he got transferred to Willie AFB with over 200 hours in the P-80. When he arrived at Willie they put him in a class to get current. This didn't set well with Hughie Boy so it was no surprise when the Wing CO Russ Spicer, came down to the line and told Col. Nickerson that Slater didn't need any checkout and to give him a P-80 and send him to Perrin to talk to the cadets about coming to jets. So when Spicer left Nick says, "you are a slippery one" and our Colonel has been hung with the name Slip ever since. He also answers to "Hal" and has a fondness for old wooden hangars and Asian cuisine, but we won't go there at this time. Man, that should be worth a T-bone steak at least, huh, Roger? If not we may have a bit more to talk about in next month's newsletter. You can see we select our news the modern way.



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FEEDBACK ON JACK WEEKS TRIBUTE



Aubrey Jones wrote: "I was a member of 1129th SAS on Okinawa when Jack was lost. We were all deeply saddened when he did not return from that flight. He was a pilot who was always friendly to the ground crew, enlisted and civilians."

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MORE FEEDBACK

The August newsletter asked for names of other FTEs that launched D-21s. It mentioned Keith Beswick but not John Wallis. As I recall, John was the original FTE on 121 back in about '62 starting with Lou's first non flight and for all the time I was out there (before transferring to EAFB with the YF-12As). I learned from him many years later that he flew missions in the BUFF launch aircraft and launched some number of D-21s. John's also a RR member. Hope this helps. Great newsletter! Keep 'em coming please. Bob Rodert (Yo, John. If we had your bio we would have known.)

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CLARIFICATION

In our newsletter last month we expressed our appreciation to the staff at the Alabama Battleship Memorial Museum for the excellent hosting of the Jack Weeks tribute and welcome home from the Cold War ceremony extended to the Roadrunners. We identified Director Bill Tunnell, Owen Miller,



and Pete, but overlooked Mike Thompson who is responsible for the excellent condition of the A-12 at Mobile. We understand this created some confusion at the museum with many thinking Mike was actually the Pete to whom we referred and that he was using Mike as a pseudo name like the original Roadrunners had in the olden days. We extend our apology to Pete, Mike and the staff for our oversight that led to the confusion. For clarification Tunnell, Miller and Thompson are members of Roadrunners International. Pete is not, however he was very entertaining to the rest of us attending the event. Mike, we're inserting these photos to clear your name with your contemporaries and assure them that you are who we say you are. Also, Mike, we would appreciate your checking on Pete. There is a



rumor circulating that the EAA Store crew had him served up as barbeque at the farewell party they threw for the Roadrunners on the final night of the event. We recall Dick Wilson saying, Hell!! Boys, this meat tastes like alligator." The rest of us wouldn't know except perhaps Dr. Robarge of "throw it in" fame and our Coonass Roadrunners attending,



Sam Pizzo and Ron Girouard.

On a serious note, we wish to commend the museum staff at Mobile for sacrificing their Labor Day weekend to prepare the museum for a possible onslaught from Hurricane Gustav. Sam Pizzo has reported the Gators in the Bayous having formed their Flotillas heading North with Pelicans flying top cover. Sam and Mary have bugged out to escape Gustav. The Roadrunners are receiveing regular updates from the museum staff as they move the A-12 exhibits to higher ground and stow the museum's aircraft to prevent a repeat of the destruction suffered during Hurricane Katrina. Owen Miller and his wife scrubbed a planned visit to CIA headquarters over the Labor Day weekend as he was needed to prepare the museum for the storm. Anyone who hasn't seen the damage caused the A-12 and other aircraft inside the hangar during Hurricane Katrina and the excellent job the museum staff did repairing the damage should visit our website at: <http://roadrunnersinternationale.com/article132.html>



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1129th SAS OUTSTANDING UNIT CITATION

Dutch 20, Roadrunner Historian Frank Murray reminds the officers and enlisted men of the 1129th SAS that he will provide a copy to any of you not having the Special Order awarding the AFOUA to the 1129th personnel back in May 1968.



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REUNIONS AND SYMPOSIUMS by: Jim Shelton

As previously announced, the U-2 DLA reunion in September 2008 has been cancelled, causing concern for those planning reunions next year. Scheduling for the SR-71 Symposium at March Field is being considered for March 28 & 29 2009. The Blackbird Reunion will be held in Sparks, Nevada on June 11 - 14, 2009. Our priority for 2009 is the Blackbird Reunion, but if there are some individuals that would make both the Blackbird Reunion and support Patricia at March Field Museum on March 28 & 29, 2009 I would like to hear from them at Jim Shelton jjshel@earthlink.net. (Note: The Roadrunner Reunion will be held 5-9 October 2009. Schedule is posted on the website under Member Activities.)

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DFC AWARDS DURING CUBAN MISSILE CRISIS

Last month we published a list of Lockheed test pilots to ensure we hadn't missed anyone participating in Roadrunner activities. As mentioned above, the inquiry resulted in our identifying one that we didn't have on our list. This month we are doing the same for the U-2 pilots, several being members of RI. If we miss anyone please let us know. Remember that our web site is the source of information for several universities, agencies, authors, etc. so we strive to get it right. We depend upon each of you to ensure this happens.

Cuban Missile Crisis Distinguished Flying Cross Awardees

4028TH Strategic Reconnaissance Weather Squadron, 4080th Strategic Wing
Presented by General Thomas S. Power (CINCSAC)
Major Rudolf Anderson, Jr. (KIA)
Major Buddy L. Brown
Major Edwin G. Emerling

Major Richard S. Heyser
 Major James A. Qualls
 Captain George M. Bull
 Captain Roger H. Herman
 Captain Charles W. Kern
 Captain Gerald E. McIlmoyle
 Captain Robert L. Primrose
 Captain Daniel W. Schmarr
 29TH Tactical Reconnaissance Squadron, 363rd Tactical
 Reconnaissance Wing

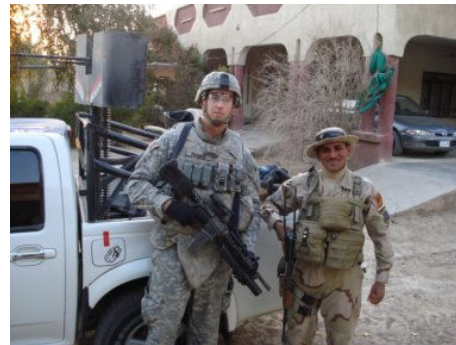
Presented by: Admiral Robert L. Dennison (CINCLANT)
 Lt. Colonel Clyde B. East
 Lt. Colonel Joe M. O'Grady
 Captain Arthur W. Beckstrom
 Captain George W. Bernert
 Captain Jack C. Bowland
 Captain Thomas B. Estes
 Captain Thomas L. Hennagan
 Captain Hallett P. Marston, Jr.
 Captain Bobby J. Martin
 Captain Byron L. Marvin
 Captain Simon W.C. Moses
 Captain Carl K. Overstreet
 Captain James B. Payson
 Captain Gordon Palenius
 Captain Albert G. Rogers



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To many of the Roadrunners part of our legacy is the outstanding descendants of Roadrunners who have chosen to continue in our footsteps. Last month we followed the start of a Navy career by Connie Pardew's son, Michael. This month we are featuring Army Specialist Joe Dramise, son of Suzi Amundson-Rogers and grandson of Colonel Amundson, Oxcart Detachment Deputy Commander and the founder of Roadrunners Internationale.

As reported recently on CNN, Specialist Dramise recently participated in a search and investigation that located



the remains of two soldiers who had been missing in Iraq for over a year. The investigation involved Army Intel, British SAS personnel, and the PSD (Personal Security Detachment) with whom Specialist Dramise was involved in questioning a detainee in a Baghdad prison that led them to another who finally took them to a location in the desert where the bodies of the two

soldiers had been dumped. Once Army CID forensics had concluded their

duties Specialist Dramise was honored to be selected to escort the remains to Baghdad with the CID for transport back to the States. HOOAH!!, Joe. The Roadrunners are proud of you. We regret that we're not part of the action.

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If we post something in error, we would like to know. We depend on you to help us get it right.

TIRED OF THE SAME FACES EACH EDITION? - SEND US YOUR STORIES AND GOSSIP.

