



ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP

(Not to be confused with the Stars and Stripes)
1 April 2009 - 30th Edition

Those who think they know everything are very annoying to those of us that do."

Roger Andersen 2009



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REUNION UPDATE

The Roadrunner staff met this month to discuss the upcoming reunion. Murray and Barnes failed to tell Martin and Prucnal that they were bringing wives and guests to the luncheon meeting. Boy! Are old "leave them home and barefoot" Harry and Jim ever in hot water with their wives Mary and Judy over this snafu!!!!



L-R are Rogaine candidates Frank Murray, TD Barnes, Roger Andersen, Doris Barnes, Stella Anderson. 2d photo: Dot Roussell (out of photo) Author Annie Jacobsen, Harry Martin, and Jim Prucnal. You can see that the Roadrunners made a run on seafood gumbo again as they did in Mobile with the CIA and Battleship Museum gang. Back to business; if you haven't done so we need you members to let us know if you do or don't plan to attend the reunion in October.

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Supporting SR-71 Blackbird day at March AFB with Colonel Jim Shelton heading the event this month were several Roadrunners. Lockheed Test Pilot and first to fly the SR-71 Bob Gilliland was the keynote speaker at the 2-day event that included a black tie dinner, symposium panels, signings, and meet and greet with the public. Some of the Roadrunners attending were L-R below: Bob Gilliland, Maj. Gen. Pat Halloran, Col. Donn Byrnes, Col. Buz Carpenter, Col. Ken Collins, and Col. Rich Graham.



Featured Roadrunner
MSGT PAUL H. ZOBRIST

Herbert Hoover was President and the nation was ensconced in a nation-wide depression when Paul was born on 15 February 1930 in a small apartment located above a shoe store on 2d Avenue in North Tonawanda, New York. At age 18 Paul enlisted in the U.S. Air Force, earning a hefty \$63.00 per month, his very first steady pay check. First it was Wichita Falls, Texas for basic training followed by duty at Davis Monathan at Tucson, Arizona as a teletype operator with TDY at Newfoundland and Hawaii. He met Ardell in 1951 and married in March 1952. Ardy remained in Tucson training as a nurse while Paul spent 6 months in Japan and then Stead AFB in Reno, Nevada. After 2 years of marriage they were able to set up housekeeping. Their first baby



arrived on July 3rd, 1954. The following September Paul was assigned to Okinawa. It was 14 months before his family could join him.

In 1957 Paul and Ardy were transferred to Tampa, Florida where they bought their first home. Shortly thereafter Paul was transferred to Biloxi, Mississippi for Air Traffic Control School, and after graduation transferred for training to Indianapolis Air Route Traffic Control Center where daughter Paula was born. Shortly afterward Paul and family traveled to a 3-year tour of duty at Ipswich, England. Next came an assignment to Salina, Kansas followed by assignment to Area 51 at Las Vegas, Nevada. They arrived in Las Vegas in July 1964 and on August 1 1965 Carla was born and their family growth completed. Paul served at Area 51 for 5 years, culminating 21 years of military service. On 30 November 1969 Paul retired as a Master Sergeant, taking a job as Control Tower operator at the Howard Hughes Airport in North Las Vegas. Eight months later Paul was recruited by the FAA Academy where he received ATC training for 9 months for employment with the FAA in the Las Vegas Tower as a GS-6 at \$5,500 per year. Eleven years passed until 1981 when Paul was fired for participating in an illegal strike with the Professional Air Traffic Control Organization (PATCO)



The Roadrunners remember MSGT Paul Zobrist, a.k.a. Z-Man, for his highly professional support of the CIA Project OXCART at Area 51. CIA A-12 pilot Frank Murray remembers the Z-Man as one of a handful of professionals that includes Clyde Fancher and John Nelson who operated the Control Tower and the GCA at Area 51. These people were the cream of the crop, selected to be the controllers of the Nations latest effort in the hypersonic world of the A-12

Cygnus. Former Roadrunner presidents Frank Murray and Roger Andersen credit the Z-man for getting things done for the Roadrunners and making their jobs much easier. This was particularly so with Murray who was living in Flagstaff, Arizona while serving as president for two terms. According to both former presidents, Z Man was contact, confidant and partner in getting things done for the Roadrunner organization in the Las Vegas area. Both credit Paul with being their lead guy in Las Vegas. He supported several other Association Presidents in the same ways. Murray, ex Officio, Roadrunners Internationale. says, "He was a Super supporter of the Roadrunners and Ardy, his wife, still carries on in support of the Roadrunners. God Bless Paul and Ardy".

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Last month the LA Times published her article about the Lockheed A-12. The April edition will publish her article about the Roadrunners who built and



flew the plane. The beautiful young lady is renowned author Annie Jacobsen who will attend our reunion and other events interviewing Roadrunners for a book she is writing about us. L-R in the photos: Slip Slater, Annie, Barnes, Martin, Collins, and Murray. All you snowbirds note the short sleeves and outside dining weather in Las Vegas.

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IN CASE YOU DON'T KNOW <http://newsok.com/article/3344150>

INTRODUCTION TO THE VETERANS' AID AND ATTENDANCE SPECIAL PENSION

The Veterans' Administration offers a Special Pension with Aid and Attendance (A&A) benefit that is largely unknown. This Special Pension (part of the VA Improved Pension program) allows for Veterans and surviving spouses who require the regular attendance of another person to assist in eating, bathing, dressing, undressing or taking care of the needs of nature to receive additional monetary benefits. It also includes individuals who are blind or a patient in a nursing home because of mental or physical incapacity. Assisted care in an assisted living facility also qualifies.

This most important benefit is overlooked by many families with Veterans or surviving spouses who need additional monies to help care for ailing parents or loved ones. This is a "pension benefit" and is not dependent upon service-related injuries for compensation. Most Veterans who are in need of assistance qualify for this pension. Aid and Attendance can help pay for care in the home, nursing home or assisted living facility. A Veteran is eligible for up to \$1,632 per month, while a surviving spouse is eligible for up to \$1,055 per month. A couple is eligible for up to \$1,949 per month.

The Aid and Attendance Benefit is considered to be the third tier of a VA program called Improved Pension.

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We want to commend three of our membership who responded to our plea last month for Roadrunner memorabilia. Kudos and our appreciation are extended to Eric Boehm on the USS Intrepid and former engineers Bob Rodert and Lee Kitten. Lee, will be glad to know Murray and Slater visited Barnes' lair and were ecstatic seeing the 1968 road map of Okinawa. Frank confessed that he used it

often on takeoff from Okie when the INS was acting up in the bird. Slater didn't say, but we think he recalled the map being handy when he got lost on the island. Both of them chuckled at the various receipts Lee included dating back to Operation Black Shield. Both snickered when Slater looked at the invoice (right) and exclaimed, "Lee is young, he is in the Orient, all alone, and he spends his money on slide rules!" Though Barnes thought buying ten of them might be a bit too many, he said he didn't see what was so funny about Lee hitting the electronics stores. We might add that Barnes was really impressed with the 1968 Sony electronics catalog that Lee included. Obviously nerdy engineers think differently and have different interests than the Rambo boys in blue.



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ARTICLE 121 NEWS

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

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

Nothing to report.

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ARTICLE 122 NEWS

Intrepid Sea-Air-Space Museum, New York City

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

Thanks to Eric who sent the Roadrunners some memorabilia found in a box on the Intrepid.

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ARTICLE 124 NEWS

California Science Center, Los Angeles, CA.

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



This month we heard from Museum Director, Dr. Kenneth Phillips letting us know that the museum will welcome Roadrunner participation at any activities regarding the A-12 trainer. We also heard from Roadrunner Torrey Larsen, left, who provided us with the photos above. Torrey provided us with glowing reports on how Dr. Phillips and staff are taking care of the A-12 trainer, fondly known as the Titanium Goose, including their having the paint redone on the nose of the aircraft and rudders. The museum staff allowed Torrey to take photos from normally restricted position to allow photos looking down on the plane. Thanks Torrey and Museum staff. The

plane is looking good.

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ARTICLE 127 NEWS

Alabama Space and Rocket Center Huntsville, AL

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

Nothing to report. Does anyone have a contact address for the Director where we can complain about the abuse of A-12 #127? The Roadrunner Monitor Team has not been able to find any contacts other than those for donations. We're obviously not in the mood for that.

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ARTICLE 128 NEWS

CIA Compound Langley, VA

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

Last month we proudly published a photo of Article 128 contently retired on the CIA campus at Langley. Museum Director Toni H. has informed us that 12 informative plaques have been installed to put the finishing touches on Article 128 sitting in its operation flight attitude at 80,000 feet, nose up 8 degrees and in a 9 degree roll. This past year docents led tours of the CIA museum for a total of 6,658 guests and VIPs. On Family day 11,000 peopled walked through the museum in 7 hours. And to think there were critics against the CIA having one of its planes on display on campus, claiming that no one would see it with it being inside the compound. Article 128 is where it belongs.

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ARTICLE 130 NEWS

San Diego Aerospace Museum San Diego, CA

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

Through a mutual friend in Australia, Museum Director John Meyer has taken note of the Roadrunners emerging from beneath their 50-year cloak of secrecy and expressed interest in our goals and activities. We're here to support you, John. Thanks for the pride you've demonstrated in the A-12 at your museum.

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ARTICLE 131 NEWS

Southern Museum of Flight Birmingham, AL

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

Dr. Jim Griffin, Director is planning to attend the Roadrunner reunion in October. Some of us have have the honor and pleasure of knowing Jim and are glad that the rest of the Roadrunners will have this opportunity in October.



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ARTICLE 132 NEWS

Battleship Memorial Park - Mobile, Alabama

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

Remember the news in our previous newsletter about Mike Thompson shoveling snow, yes they had snow in Mobile, in his shorts. Director Bill Tunnell (right) and Mike Owen (below) attributed this to Mike being a former jarhead. Nonetheless, the Roadrunners dispatched its monitor team to investigate and discovered that Captain Coon is not only back on the Battleship, but has commandeered Mike's trousers as well. For those who didn't see the previous newsletters about the Battleship Memorial Park, last fall Captain Coon for a while had control of the ship while holed up in one of the guns. There was a rumor that Captain Coon ended up as stew in Owen's Crock pot, but obviously the rumor was false. It's going to be interesting how Director Tunnell handles this matter considering Captain Coon is reportedly being supported by the Society for Cruelty to Animals, the National Vegetarian league, Jessie Jackson, ACLU, NCAA, and FEMA. Adding to this, having the Captain on the





ship, the museum is probably in violation of numerous county and city permits regulating the housing of a wild animal previously reported as not being house broken. Good luck, Bill on solving this one. We suggest you consult with Dr. Robarge who impressed us last year with his vast knowledge of the preparation of alligator stew and Cajon diplomacy.

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ARTICLE 134M NEWS

PACIFIC MUSEUM OF FLIGHT

<http://roadrunnersinternationale.com/article940.html>

Thought unrelated to the M-21 at the Pacific Museum of Flight, Barnes reports communication with others in the Blackbird community that included Director Dave Pinsky, Colonel, USAF Ret, regarding another Blackbird pilot wantabe incident. We don't need to worry about the care Article 940 is receiving at the museum. It is above reproach and commendable.



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UFO's Revealed by Maj. Gen. Pat Halloran

Great Newsletter TD. Enjoyed reading it and was especially happy to see the story on Bill Pryor. He developed a large and devoted following when he was with us up at Beale. I still stay in touch with the family. The story on the Retired Rated Recall Program reminded me of a national organization that I just joined. It is called the "United Flying Octogenarians", or UFO. To become a member you must be at least 80 years old, still have a current FAA medical and still be active flying. I joined last summer when the magic number came up. My older brother is also a member. Went to my first "meeting" with the Colorado members last week at the Centennial Airport in Denver. Heard some great stories and met some fascinating gents. Cheers. Pat



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RF-86 in Korea by Tony Bevacqua in response to our request for photos:

Here is photo of RF-86 guys in Korea. Just to the immediate left of Rudy Anderson is Lawrence Garrison (Wing Commander at LAFB, retired MGEN) and John Shinn (Agency U-2 pilot?). James Black (U-2) pilot was not in photo but name is included at lower right. Tony

For those who don't know, Anderson died when his U-2 was shot down over Cuba during the Cuban crisis. Thanks for the photo, Tony. We owe you one.



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HALL OF FAME AWARDS

Much like Steven Spielberg's movie

"Encounters of the Third Kind," we drifted into Groom Lake, strangers drawn from all walks of life, military, civilians, CIA, doctors, pilots, navigators, engineers, technicians, all with the common denominator of being a survivor of the rigid screening of the CIA in a worldwide search for the cream of the crop in their individual occupations or specialties.

Surviving the comprehensive vetting of the Central Intelligence Agency were men willing to sacrifice their family lives, willing to become weekend husbands and fathers to serve their country by volunteering for a secret assignment without knowing where or what they would be doing. Surviving the vetting of the CIA were also the wives who were willing to man the home front

for years on end not knowing where the husband was or what he was doing Monday through Friday. These were the men and families who would become a life-long band of brothers known as the Roadrunners.

Hidden beneath the shroud of secrecy the contributions to national security and Cold War accomplishments of the Roadrunners remained untold almost half a century until September 2007 when the CIA declassified the identities of the participants of Projects OXCART and Operation BLACK SHIELD.

For almost a half century this band of brothers has remained bonded through closed-reunions and correspondence, all the while maintaining vigilant and protective of the national secrets entrusted in them. Venturing out of this cloak of secrecy to enjoy long overdue recognition has been a journey difficult for some members to articulate. Could they finally tell their wives and family what they had done all those years? Were there still Soviet spies assigned to uncover their identities and activities? Was it really safe to stand down and reveal the secrets they had planned to take to their graves?

Some of the engineers of OXCART have received awards and recognition for their lifetime career contributions, but none specifically for what they did for the top secret CIA Roadrunner projects. The 1129th was awarded a distinguished unit citation as it was being disbanded and the commanders received medals in recognition for their service to their country. The six Black Shield pilots received the CIA's Intelligence Star for Valor award, however the awards were classified and the possession of the awarded medals withheld for years until a partial declassification of Operation BLACK SHIELD occurred.

Now that the Roadrunners are finally free to discuss their service at the Ranch and Kadena, and with our advanced ages being a factor, we desperately need to take advantage of this short window of opportunity to record our history. A couple years ago Roadrunner Jerr Havener initiated a nomination of Honeywell engineer Bill Fox into the Iowa Aviation Hall of Fame. At his urging the Roadrunners likewise submitted a nomination of Bill to the IAHF. Last fall we were honored to see Bill Fox inducted to join Lockheed test pilot Lou Schalk who was inducted into the Iowa Aviation Hall of Fame a couple years previously.

Using the documentation accumulated by the Roadrunners for posting to their individual web pages on the website, the Roadrunners were able to nominate each of the BLACK SHIELD pilots, Ken Collins, Jack Layton, Frank Murray, Dennis Sullivan, Mele Vojvodich, and Jack Weeks to the National Aviation Hall of Fame at the same time the nomination of Bill Fox was submitted to IAHF. We are extremely pleased to announce that all six of the Agency A-12 pilots have been accepted for consideration for enshrinement in the National Aviation Hall of Fame. We can only hope that the honors will be timely awarded.

These nominations should be only the start of our obtaining recognition of the individual contributions of our fellow Roadrunners. This can be initiated only by those of you having knowledge and being willing to share details of such accomplishments worthy of award in the various state and national halls of fame. A good start in this regard would be our members submitting noteworthy information about accomplishments of their fellow Roadrunner associates for posting and distribution in the monthly newsletter. The Roadrunner staff attempts to honor a featured Roadrunner member each month, but this can be done only if we have the story to post. With your help the Roadrunner staff and membership will most certainly support any efforts to recognize a fellow member. The past week two of our members requested we nominate Francis Gary Powers and Bill Park to the National Aviation Hall of Fame. We have already begun the paperwork required for their nominations.

NEVADA AEROSPACE HALL OF FAME

Recognizing the vast aerospace accomplishments of the Roadrunners and other such individuals in the state of Nevada for which no recognition has ever been given, Roadrunner President T.D. Barnes and Roadrunner member and NNSA (National Nuclear Security Agency) scientific advisor Robert Friedrichs have formed the Nevada Aerospace Hall of Fame, a nonprofit entity designed to educate the public and to honor aerospace accomplishments. These will include those made at secret venues by individuals restricted by national security concerns from revealing details of their worthy deeds. Realizing the amount of history that is being lost with the passing of the Roadrunners, it will be the intent of NVAHOF to stop such future losses by obtaining and archiving for future release the deeds and accomplishments of Nevada's aerospace pioneers having similar accomplishments to those of the Roadrunners that contributed to Nevada's aerospace history. Once the forming of NVAHOF is completed and a selection committee is in place, nomination of various Roadrunners to the Nevada Aerospace Hall of Fame would certainly be expected.



Obviously, it would be a conflict of interest for either Barnes or Friedrichs to make or influence any such nominations; therefore it is important that our Roadrunner members be involved. We hope that every Roadrunner will recognize our being a band of brothers sharing the honor, pride, and obligation of ensuring our project and individual legacies are recorded for history and for the individual and family with whom you served and supported at Groom Lake and Kadena.

Time is short for most of the Roadrunners so if you have a story, photos, or someone you want honored in the newsletter or nominated to a hall of fame please do it now.

The Nevada Aerospace Hall of Fame website is still under construction, however you can view the work in process at <http://nvahof.org/>. We encourage your edit and comments to help us get it right.

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MEMORIES OF OMAN 1982-84 by Charles Christian

A great article written by Charles telling his U-2 and A-12 related experiences in Oman during a State department assignment. You can access it on the web site at:

http://roadrunnersinternationale.com/coldwarstories/memories_of_oman.html

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NELLIS AFB NEWS

On behalf of the Secretary of the Air Force and Chief of Staff of the Air Force the 2009 Air Power Demonstration at Nellis Air Force Base is canceled. The decision to cancel the event was based upon limited member interest at this point and a negative cost-benefit analysis. We feel that with our current state of fiscal challenges amidst future budgetary uncertainties, executing an event this costly is not a prudent use of precious AF resources. The United States Air Force conducts these demonstrations biannually in odd years. We will reevaluate the efficacy of an Air Power Demonstration again in 2011. Thank you for all you do to support your United States Air Force.

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Remembering CIA's Heroes: Agency Pilots in the U-2 and A-12 Programs

Forty-five pilots and support personnel lost their lives during the first 20 years of the U-2 program. Currently, there are 87 stars carved into the marble of the CIA Memorial Wall. The wall stands as a silent, simple memorial to those employees "who gave their lives in the service of their country." The



CIA has released the names of 54 employees; the names of the remaining 33 officers must remain secret, even in death.

CIA A-12 PILOT JACK WEEKS (Dutch 29)



This past week Barnes reports receiving a message from an retired AF Officer who was the 13th Air Force Project officer on June 04, 1968 when Jack took off from Kadena for his ill-fated functional check flight after an engine change. As we all know, Jack was last heard from 520 miles East of Manila, Philippines. Investigation revealed no clue as to the disappearance of the A-12 and pilot Jack Weeks. It remains a mystery to this day. According to this officer, he flew on the search mission for Jack Weeks aircraft and took photos of an oil slick in the Ocean at Jack's last known location.

The photo to the right is still the only photo we have of CIA A-12 PILOT WALT RAY who was killed after ejection from an A-12 only minutes away from landing at Groom Lake. Walt became jammed in his seat after jettison from the plane and rode the seat to impact on the desert floor.



FEEDBACK FROM DOUG KING, son of Walt King killed in F-101 crash at Kadena during Operation Black Shield

Hey, loved the latest newsletter. I'll make a renewed effort to get a bio on my dad, Walt, and send it back to you. My mom recently had a knee replaced and has been recuperating nicely, but now's my chance to get her to sit still long enough for me to gather some (more) information about my dad's stats. I look forward to hearing about the upcoming reunion. If there're no conflicts, perhaps I can attend?.**Doug works for Boeing's AEW&C program, the next generation of AWACS. Thanks for the feedback, Doug.**



Needing only 2 votes for approval, the bill to study development of a Cold War memorial on Mt. Charleston was defeated in the U.S. House of Representatives. Added as part of a Wilderness bill, approval of the bill would have added the memorial to the government's inventory of historically significant landmarks. The project organized by Steve Ririe of Las Vegas was intended to honor the 14 Area 51 workers killed when their C-54 plane crashed on Mt. Charleston.

Included in the memorial are A-12 Roadrunners Jack Weeks, Walt Ray, Jim Simon, Walt King, all killed during CIA Project Oxcart and Operation Black Shield, and U-2 Roadrunners Wilbur S. Rose, Frank G. Grace, Jr., Howard Carey, and Buster Edens who lost their lives during CIA Project Aquatone. Roadrunner president TD Barnes is a member of the Heroes of the Cold War Committee, replacing the late Hank Meierdierck who first located the downed C-54 in 1955. Barnes reports this funding set back to be temporary and its failure being because of it being attached to a funding bill setting aside 2 million acres of wilderness that would have blocked access to oil and gas drilling. Once approved, the memorial will have a view of the C-54 crash site and a view of Groom Lake in the distance.

The plane's challenging flight characteristics and fragility resulted in the deaths of four Roadrunner Agency U-2 pilots for whom we and the CIA are seeking photos: Wilburn S. Rose, Frank G. Grace, Howard Carey, and Eugene "Buster" Edens.

Thanks to Buddy Brown who sent us the photo below taken circa 1955 of the 515th squadron while Buddy was stationed with Frank Grace (515th SFS, 407th SFW, Malmstrom AFB, Great Falls Montana) flying F-84Gs and later F-84Fs. Frank Grace and Buddy (right) were in the same squadron, he was a Flight Commander (Capt) and Buddy a 2nd Lt but in a different flight Buddy recalls Frank Grace, Jim Barnes and Berry Baker picked for the CIA program while



he was on a "High Flight" flying a new F-84F to Europe. When he returned, they had all left. A couple of months later, he was chosen for the program, but as a blue suiter. Frank is the 4th person in the second row, left to right. Jim Barnes is the last one left to right in the same row, Barry Baker is just below Jim Barnes and Lou Setter is 8th person, bottom row, left to right.



Wilburn S. Rose

The first of four fatal U-2 crashes occurred on May 15, 1956, when pilot Wilburn S. Rose had trouble dropping the aircraft's "pogos," the outrigger wheels that kept the wings parallel to the ground during takeoff. The crash occurred during a training flight. Once airborne, Rose made a low-level pass over the airstrip and succeeded in shaking loose the left-hand pogo. When he tried another maneuver to shake loose the remaining pogo, the U-2 stalled and plunged to earth. The aircraft disintegrated over a wide

area, killing Rose instantly.

Frank G. Grace

Approximately three months later, a second crash occurred during a night-time training exercise. On Aug. 31, 1956, during a nighttime training flight, Frank G. Grace stalled his U-2 at an altitude of 50 feet when he tried to climb too steeply during take off. The aircraft fell to earth, cartwheeled on its left wing, and struck a power pole near the runway. Grace died in the crash. He was 30 years old, married, and the father of four children.

Howard Carey

Before 1956 came to a close, two more U-2s piloted by Agency test pilots on contract crashed during test flights. One of these crashes was fatal. On Sept. 17, 1956, pilot Howard Carey took off from Lindsey Air Force Base in Wiesbaden, Germany. His U-2 mysteriously disintegrated in mid-air, perhaps caused by the jet wash from four fighter aircraft nearby. Carey was less than three weeks shy of his 34th birthday when he died.



Eugene "Buster" Edens

Nearly a decade later, Eugene "Buster" Edens one of the original U-2 pilots, was killed when his U-2 spiraled to the ground near Edwards Air Force Base in California. Edens had dodged death in an earlier incident when he crash-landed a U-2 at Edwards in 1961. In this first incident,

the plane - while on final approach - stalled 50 feet short of the runway and slammed into the ground. The plane caught fire. Another pilot - who happened to be nearby - pulled the semiconscious Edens out of the aircraft moments before it exploded. In April 1965, however, Edens did not have the same fortune. As he made his approach to the runway, he had a problem with a wing. He applied power and climbed. The aircraft began a spiraling descent at 3,000 feet from which it could not recover. Edens ejected at 400 feet, not high enough to permit his chute to fully deploy, and was killed when he hit the ground. The CIA honored Rose, Grace, Carey, and Edens with stars on the CIA Memorial Wall in 1974. All four men served in the CIA's Directorate of Plans*. They are remembered for their bravery and dedication. Their names are included in the CIA Book of Honor.

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AIR FORCE NEWS Release No. 03-04-09

March 12, 2009 - Air Force mourns loss of first CMSAF

Former Chief Master Sergeant of the Air Force Paul Wesley Airey died

March 11 in Panama City, Fla. He was 85. Chief Airey's Biography

<http://lyris.dmasa.dma.mil/t/2126635/4677545/3092/0/>

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RECREATION NEWS

From Patti Pryor Stephenson, daughter of Roadrunner Billy Pryor

Hello, I want to advise you my commission rate for 2009 has gone up with all the cruise lines, tour operators, etc. I wanted to pass along some of this savings to "Roadrunners". Effective this date I can offer "Roadrunners Internationale" a 20% discount on all their travel. This can be a significant savings, and my services will continue to be free. Now is the time to travel if someone can afford - the cruise rates alone are some of the lowest I have seen in 20 years!

I hope to attend the reunion in October.....Patti Pryor Stephenson

NOTE: Contact information for Patti is posted under Member Activities on the website. Thank you Patti for what you do for the Roadrunners. Your dad, CMSGT Billy Pryor would be proud.

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One final note: We really appreciate the responses to last's week's Reunion survey. The affiliation notations were exactly what we needed. We hope all of you will do this for our records and use in telling who you are and what you did for the programs. Clyde Fancher is even digging up material for his personal bio on the website. Are the rest of you going to let Clyde beat you to the punch? Shame on you if you do.

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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.



ALL OTHERS WE MONITOR