

ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP

(Not to be confused with the Stars and Stripes)
1 December 2008 - 26th Edition

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NOVEMBER WAS A MONTH IN WHICH THE ROADRUNNERS JOINED OUR NATION IN HONORING OUR VETERANS OF PAST WARS AND OUR ARMED FORCES CURRENTLY AT WAR. WE THANK OUR FELLOW ROADRUNNERS AND OUR MANY FRIENDS WHO JOINED US IN THIS ENDEAVOR FROM ABROAD. YOUR UNCONDITIONAL PRAYERS AND SUPPORT ARE APPRECIATED MORE THAN YOU WILL EVER KNOW. WE ROADRUNNERS THANK YOU.

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NEW MEMBERS

Let's give a big welcome to Don Richmond of Skunk Works fame. Some of you really, really early arrivals at the Area will recall it was Don who operated the crane to remove the box from around the first A-12 when it arrived from Burbank. He also serviced the A-12s with TEB and the YF-12A with TEB and ammonia. Merv Wren and Frank Beretelli made Don the supervisor of the Modification Shop installing mod kits on the articles and performing engineering changes at the South Complex at Groom. Welcome aboard, Don.

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Featured Roadrunner

Roadrunners Internationale joins Yuba-Sutter in recognizing Lt. Col. Tony Bevacqua for his continued service to the Roadrunners as well as his local military and civilian community.



On November 2, 2008 retired Air Force Lt. Col. Tony Bevacqua was asked to talk about the Beale Military Liaison Committee and the air base in Yuba County at the recent Yuba-Sutter Veterans

Town Hall 2008 in Marysville. When a DVD presenting his life story appeared on two screens at the event, he realized he had been invited for more. The longtime Yuba-Sutter resident was named as the Yuba-Sutter Outstanding Veteran of the Year

2008, selected for his service in the military and continued work in the community. Born in Cleveland, Ohio, Bevacqua had wanted to be a pilot when he enlisted in 1952, but hadn't thought about a career in the Air Force. He became a pilot in the U-2 and SR-71 programs, flying reconnaissance planes over a span of 21 years - from 1952 to 1973. Tony was one of the first Air Force pilots to be checked out in the U-2 at Area 51. After retiring from the Air Force he worked in real estate for many years and has been a member of the Beale Military Liaison Committee for more than 35 years. "Tony had so many written,



verbal and e-mail" nominations, said Stephanie Ruscigno, past commander of the Disabled American Veterans Chapter 9. Nominations came from many people, she said, including those who had served in the SR-71 program, members of the Order of Daedalians, a fraternal organization of U.S. military pilots, and other military retirees. Tony was the first Air Force SR-71 pilot shot at by Russian SA 2 missiles over Hanoi in 1968. He later learned that the shot blew up about a mile away. His service awards include two Distinguished Flying Crosses and 14 Air Medals. Typical of the Roadrunners, Tony never told his wife, Marilyn, about his missions. Living in Yuba City since 1973, they have five children and nine grandchildren. Some of his stories are part of two books - "SR-71 Blackbird - Stories, Tales and Legends" by Richard H. Graham, and "Remembering the Dragon Lady - Memories of the Men Who Shaped History in Support of the U-2 Spy Plane" by Brig. Gen. (Ret.) Gerald E. McIlmoyle and Linda Rios Bromley. His biography is also part of our Roadrunner Web site devoted to preserving the history of aviation pioneers and programs during the Cold War. In addition to working with the Beale Military Liaison Committee, he is involved with the base's Operation Warm Heart, helping military families, and is a member the Military Officers Association of America and the Order of Daedalians. His community involvement includes the Kiwanis Club, Marysville Knights of Columbus, the Amici Italiani Club and several auto clubs. Tony's community involvement in organizations include: Military Officers Association of America, Beale Military Liaison Committee, Order of Daedalians, Kiwanis Club of Marysville, Marysville Knights of Columbus, Charter member of Amici Italiani Club, Sons In Retirement, Lector at St. Isidore Catholic Church, MidValley Historical Auto Club, Butte Valley Corvettes, Chrysler 300 Club Inc., Chrysler 300 Club International Inc., Northern California Imperial Club, Walter P. Chrysler Club, past member of Twin Cities Lions Club, past chairman of Yuba-Sutter United Way

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MEMORIES OF MELE'S CRASH OF ARTICLE 126



We were upgrading Article #122 parked in the north hanger when I went out front of the hanger under the old tower to have a smoke. Suddenly here comes Article 126 right toward me. Mele Vojvodich was flying and Bill Skliar flying chase. I COULDN'T BELIEVE what I was seeing. Mele's plane ascended about 100 feet and then dove right back down almost to the runway. This happened about three times with his chase yelling for him to eject. I was glad he waited because as soon as he cleared the cockpit that monster turned left and hit the ground in a clear spot at the end of the runway. It was one big fire ball and if he had ejected a second or two sooner I would of been cooked and the north hanger would of been gone. It turned out that the gyro yaw pitch and roll cables had been reversed. DANIEL BEAULIEU



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New Law Authorizes Veterans' Salutes during National Anthem

WASHINGTON -- Veterans and active-duty military not in uniform can now render the military-style hand salute during the playing of the national anthem, thanks to changes in federal law that took effect this month. The new provision improves upon a little known change in federal law last year that authorized veterans to render the military-style hand salute during the raising, lowering or passing of the flag, but it did not address salutes during the national anthem. Last year's provision also applied to members of the armed forces while not in uniform. Traditionally, members of the nation's veterans service organizations have rendered the hand-salute during the national anthem and at events involving the national flag while wearing their organization's official head-gear. The most recent change, authorizing hand-salutes during the national anthem by veterans and out-of-uniform military personnel, was sponsored by Sen. Jim Inhofe of Oklahoma, an Army veteran.

It was included in the Defense Authorization Act of 2009, which President Bush signed on Oct. 14. The earlier provision authorizing hand-salutes for veterans and out-of-uniform military personnel during the raising, lowering or passing of the flag was contained in the National Defense Authorization Act of 2008, which took effect Jan. 28, 2008.

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It took us a while to receive the photo on the right, but as you can see, Roadrunners Bob Gilliland and Andy Meyer are enjoying the camaraderie of their fellow Daedalians at the Austin Flight 38-Order of Daedalians last Feb 14th. Bob spoke to the group and we hear there was some fine dining. Thanks for sharing this with us, Andy. We never turn down news from our members.



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As Captain Cook did to Hawaii and Christopher Columbus did wherever he traveled; the Roadrunners visiting Article 132 in Mobile during the Jack Weeks memorial obviously influenced and changed the customs of some of the locals. Note the shirt on Roadrunner member Owen Miller's grandson Dylan attending his first air show. Are we seeing perhaps another generation of Roadrunners? Thanks for sharing this moment with us Owen. Shows that sending Roadrunners on missions works for us.

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Roadrunner Bob Evans, former MSGT of Area 51 OXCART POL fame has reported in after his and Karenann's 4 month, 8,000+ mile odyssey that included visiting Article 128 at CIA, and the three A-12 articles in Alabama. He was very pleased with Article 132 at Mobile, especially with the fitting tribute to former Alabamian Jack Weeks and to the other pilots as well. He found the storyline about the Roadrunners and the projects to be impressive. Bob reports Article 131 at Birmingham as being well cared for as well, especially considering it is parked outdoors. The condition of Article 127 at Huntsville was very disappointing. Bob reported it as being weather beaten and neglected. Decals are plastered on the plane, including NASA identification, all of them loose and peeling off. The photos posted below were provided by Bob and speak for themselves. Thanks for the report Bob.

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From Dan Beaulieu: I arrived at the area in July of 1963 where one of my first jobs was installing the drag chute. One day we were waiting to receive a flight at the North end. I believe Ken Collins was flying it. Anyhow, he went by us at full speed with no drag chute. There was a lot of finger pointing but come to find out the toggle switch had broken. Fortunately, Collins got it slowed down and brought it in even though all six tires had blown.



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Barnes reports having a large group of photo negatives of the 22d RS dated 1944 taken at Deridder, LA. If any one knows someone who can use them just let us know.

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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>



After a two-year, \$120-million restoration project for the ship and pier, the museum reopened Saturday. The newly refurbished Intrepid Sea,



Air & Space Museum held its grand reopening week activities on Veterans Day highlighted by

an appearance by President George W. Bush. Also on hand were former astronauts Buzz Aldrin, Scott Carpenter, Gov. David A. Paterson and 2,500 invited veterans. The museum reopened to the public at 2 p.m. Prior to last minute changes made to afford our President opportunity to recognize our nation's veterans, it had been planned that Col. Ken Collins would represent the Roadrunners at the grand opening. Under the circumstances we understand last minute changes in the events scheduled and anticipate the Roadrunners will be invited later on to participate in showing off Article 128 to the public and press. We applaud and support museum president Bill White's taking the opportunity to support our Commander-in-Chief in honoring our veterans on Veterans Day, especially during this period our nation is at war.

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ARTICLE 127 NEWS

Alabama Space and Rocket Center Huntsville, AL

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

From July 1967 to March 1968 A-12 Article 127 bravely flew 10 operational missions



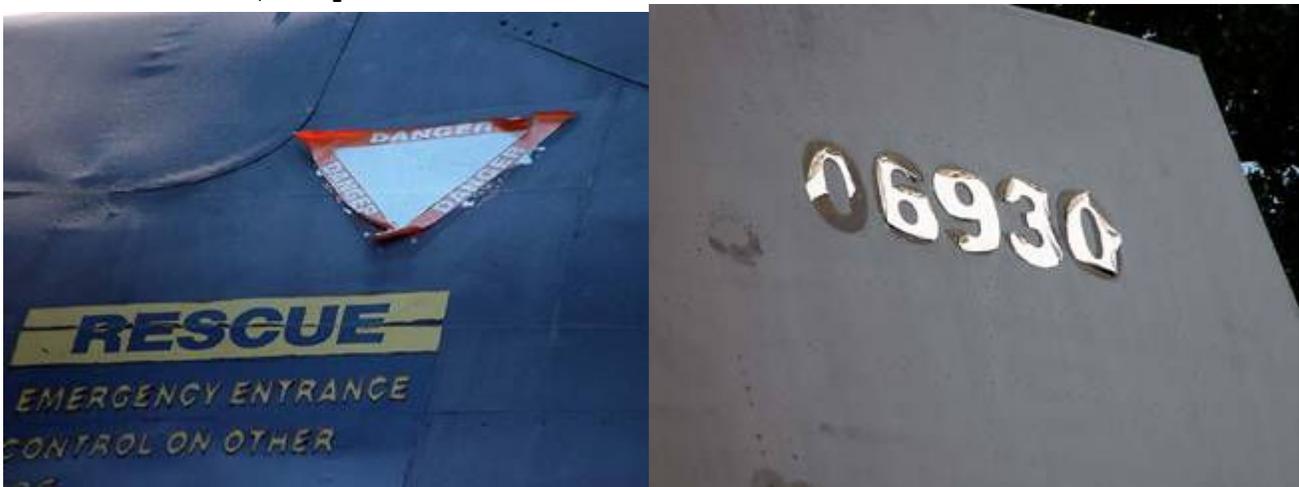
during Operation Black Shield - 8 over Vietnam with SAMs doing their damnest to shoot it down and 2 sorties over North Vietnam to see what the North Koreans were up to when then seized

the USS Pueblo and its crew. All of the project pilots flew 127 except Jack Weeks who was killed in the Pacific. It's sad to see that this gallant plane survived all those combat sorties over denied territory only to be placed in harm's way in Huntsville, Alabama. Huntsville advertises and promotes their museum as the U.S. Space & Rocket Center, home to Space Camp, Aviation Challenge and X-Camp and as being committed to educating the public and students who attend SPACE CAMP about the work being done at MSFC. Yet they hold one of the most noble planes ever built hostage to abuse, neglect, and shame. Where do they educate their visitors as to the outstanding legacy of this plane and the men and women who pioneered its

existence? Look at the example you are setting for those you claim to educate. NASA never flew the A-12, so why did Huntsville pick A-12 Article 127 instead of an SR-71 that NASA did fly. We're certain that NASA would not tolerate this disgracing of one of their planes any more than will the Roadrunners.



Huntsville, don't be surprised if the SR-71 boys and NASA join the Roadrunners in pitching a fit about this shamefully junked out and obviously neglected plane being identified as an SR-71 with NASA markings. No one wants to be associated with a plane in this sad, despicable condition.



Judging by the way the Alabama Space and Rocket Museum cares for their planes, one would shutter to think what shape the restrooms are in their joint. The decal above should read "RESCUE ME." In Florida the decals on Article 127 would be called hanging chads. Shame on you Huntsville!! When you insult the A-12 you insult the Roadrunners who built and flew this noble plane. A word to the wise. "SHAPE UP"

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ARTICLE 128 NEWS

CIA Compound Langley, VA

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

Visiting CIA at Langley, Bob and Karenann Evans were given the Roadrunner treatment by Mark Wiggins, a.k.a. "MW" whom they described as being a true gentleman's gentleman. (Some of us are reserving our opinion of MW until our investigation of the Pete the alligator incident in Mobile is concluded. We suspect the EAA folks, led by Mark, conspired with the Battleship Memorial staff in barbequing Pete and serving him up to the Roadrunners attending the Jack Weeks tribute last June. The food was great but the thought that we might have eaten a newly found friend left a bitter taste with some of us.) Bob was very impressed with the appearance of Article 128, describing it as being mounted on three shiny pedestals in a slightly nose up attitude in a slight left bank, a climbing turn to the left. A four foot high wall curves underneath the plane. Embedded in the wall directly beneath the A-12 are two large black stars, one honoring Walt Ray and one honoring Jack Weeks. **You make us proud, Langley.**



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ARTICLE 130 NEWS

San Diego Aerospace Museum San Diego, CA

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

Nothing to report

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ARTICLE 134M NEWS

Museum of Flight Seattle, WA

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

Nothing to report.

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ARTICLE 131 NEWS

Southern Museum of Flight Birmingham, AL

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

Dr. Griffin and staff are in constant contact with the Roadrunner staff and last month sent our historian Frank Murray some new photos for the scrapbook. Nothing new to report other than Bob Evan's report of his visit mentioned above. **Yo, Huntsville - note the sign. Birmingham knows an A-12 is not an SR-71 and that NASA never flew the A-12. There's no hanging chads in Birmingham. The plane looks great and happy. Thanks, Birmingham.**



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ARTICLE 132 NEWS

Battleship Memorial Park - Mobile, Alabama

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

Bill Tunnell, Mike (a.k.a. Pete) Thompson, Owen Miller, and the rest of the Battleship Memorial staff are obviously setting the standard for other museums with A-12s to follow. Note the photos of the pilots and the synopsis of what Project OXCART and Operation Black Shield were about. Credit also goes to Cherie Daniels, Director of Visitor Services who handles everything in the Gift Shop/Galley/Ticket Office and is the principal contact for the CIA., James

Kimbell, Galley Manager with 30 years National Guard service, Karen Conner, Director of Sales & Marketing (we recall Karen playing with the PA system during the Weeks ceremony), Lynne Price and Ashley Lassere, money raisers who "man" the Development Office, Pam Sisson, Melba Brooks, and Diane Johnson, three beautiful ladies who set up ceremonies and care for the 175 acres of the Park - best looking Operations crew in the country!! **Great job, Guys. You too make us proud. Thanks for the photos Bob Evans.** On the coon front, Owen Miller reports the coon may be back on the ship and they believe it is a pretty big one. According to Miller "There was some Danish rolls left out in a pantry area next to the wardroom. Something ate them and a pile of paper plates and was pretty neat about it. So we figure a coon. I bet that was one sugared up fat rascal." **Wake up Owen! It was probably that Danish waiter at the Blue Gill that suckered Robarge, whom Girouard, Murray, Barnes, Pardew, and Schmitz blindly followed, with over \$200 of throw in's with their \$60 lunch. Last we heard Dr. D.R. was still belly aching about spending a week of per deim on one lunch.**



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Roadrunner Charles Christian (second from right in front row) of former CIA fame certainly goes the extra mile to honor the veterans on Veteran's Day. Charles is past Commander of Camp #23 of the Sons of Union Veterans of the Civil War and is now their Chaplain as well as for the local Sons of the American Rev, (past chapter president) and the North Bay Civil War Round Table. Many of the members belong to organized regiments in various Civil War reenactment units and have ancestors that fought for the Union. The ladies in the photos are part of the Camp's Aux. **(Some of us Confederate Roadrunners were hesitant to post this until we learned there are only 6,000 SUVs nationally and about 30,000 in the SCV organization of Sons of Confederate Veterans. Charles says they have a SUV brother in his camp who is a member of both. They call him a SOB, son of both.)** Charles and his group honor and preserve the memory of the boys in blue who saved the nation, **(hmmmmmm saved the nation???)** making sure they have grave markers honoring their service. Charles has been the civil war specialist at the Santa Rosa Rural Cemetery for the past ten years and until lately also gave tours. He also does work in behalf of the SCV and has three awards from them including the highest award the United Daughters of the Confederacy give to a non member. Charles gives talks on civil war subjects to various organizations. **The Roadrunners commend you Charles for all you do. We know now who will be our chaplain at the next reunion. Have you considered becoming a SOB, or better still, a SCV?**



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2008 NELLIS AFB AIR SHOW



Unlike our past air shows at Nellis, we didn't have a gaggle of Roadrunners with whom to share a lot of laughs and memories in the VIP Chalet. It wasn't the same without the late Becky Andersen and Tom Bolich who were regulars at this annual gathering. Jim and Joann Barfield (left) joined up with TD and Doris Barnes, Harry and Mary Martin, and some relatives of the Martins who had their own VIP passes. As you can see from the

photos the atmosphere, drinks, and food were great.



L-R left photo: TD Barnes, Doris Barnes, Mary Martin, Harry Martin, and Mary's visiting cousins Ron Adams and son Chris. Other son, Ken was there but was in the chow line when the photo was taken.

Note Barnes' sunburn in middle photo. He confesses that as soon as the photo of showing off the plush accommodations ended it was back to the shade inside the Chalet for him and Doris. What a way to watch an air show!!!!

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My name is Senior Airman Normandy and I am stationed at Beale Air Force Base with the 9th OSS. I have been given the task of updating our aircrew lounge as it is in a pathetic state right now, and being that we support the mission of the U-2 everyday I have focused on the theme of the U-2. I came across your site and it is a wealth of knowledge. It has answered questions that I had about the U-2 that guys flying them didn't even have the answers for. I was interested in using a good deal of the photos and information contained on your site for the purpose of bringing this aircrew lounge to where it needs to be (right now there are pictures of sailboats in it, I'm not sure how or when they got there but it is not going to fly). I was interested in getting some better copies of some of the photos and things you have on it so that when blown up they would still look good. Please let me know if this is acceptable as soon as possible. [We agreed to let Beale have the photos provided they included photos of Barnes' Army surface to air missiles and a couple Shermans.](#)



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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.

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