

## **ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP**

(Not to be confused with the Stars and Stripes)  
1 February 2009 - 28th Edition

### Featured Roadrunner **GERALD "JERR" HAVENER**

Jerr was born in Wardell, Missouri, May 12, 1933 where he attended a one-room country school in Sikeston, Missouri through 6th grade and Morley High school until graduation in 1951. He joined the Air Force in July 1951 and attended basic training at Lackland AFB. After basic training he was assigned SAC Hq, Offutt AFB, Nebraska for training in computer maintenance.



Discovering that he was color blind he was assigned to Oklahoma A&M, Stillwater, Oklahoma until July 1953, when he was assigned to 30th Comm Sq, Offutt AFB, Nebraska in the personnel department. In September 1953 he met Patricia in Omaha and married her on 31 Dec 1953. In August 1955 their daughter was born. The day Pat checked out of hospital, passport pictures were taken and they departed for Upper Heyford, England where he was assigned to the director of operations with a duty assignment to the command post at RAF Bruntingthorpe Leicester, England being readied to receive B-47s. During this assignment with the British Air Ministry, their son, Jerry W. Havener, was born in October 1957. A year later Havener was reassigned back to

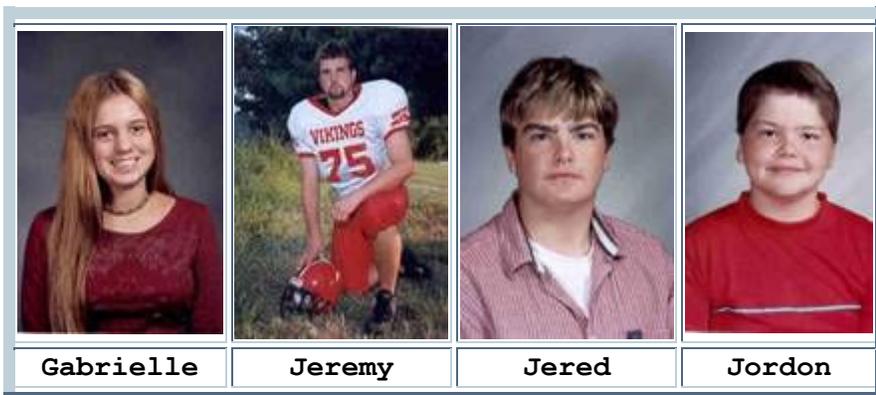
Offutt AFB where he participated in the U-2 project IDEALIST, providing administrative support for the reconnaissance branch who provided mission planning for U-2, RB-47 and RC-135 aircraft. He served in this position with Colonel Holbury, branch Chief of the U-2 section, LTC Joe Jackson, who was later awarded the Medal of Honor, LTC Leighty in the RB-47 & RC-135 section and LTC Keel in charge of Recon Command Post. All were part of SAC Command Post but because of security operated separate from the war room. Col Holbury and Havener were both assigned

duty in the war room - Holbury on battle staff and Havener with the computer section. Col Holbury departed in 1962 to command Project Oxcart at Groom followed by Havener's arrival in September 1963. Havener was assigned to the Director of Operations and Testing under CMSGT Pryor. He and Sgt Pryor provided administrative support for Colonel Nelson, LTC Perkins, Major Haupt and LTC Barrett. In 1964 he transferred to Headquarters where he worked for Colonel Holbury, Werner Weiss with the CIA, and Major Archer providing administrative support for headquarters staff, the First Sergeant, Norm Nelson with the CIA, and 2 SAC officers on the D-21 project. Colonel Holbury appointed Havener the accident recorder for Bill Park accident under the supervision of Major Sam Pizzo. Havener first worked under Colonel Slater when Slater became acting commander and director of operations while Colonel Holbury was away at Harvard for 6 months. LTC Kelly who retired a Lieutenant General was the Maintenance and Materiel Director. Havener left the Ranch in September 1966 for assignment to the Director of Operations, Base Level, Elmendorf Alaska as Administrative supervisor for the Director of Operations and supervisor for special projects. In 1968 he conducted a tour of duty as first sergeant at an early warning radar site after which he returned to Elmendorf supporting MAC Medical air evac and logistical supplies. In 1970 he was assigned SAC Hq, Command post, Computer Branch followed in 1971 by assignment to B-1 SPO Wright Patterson, Ohio under the same Nelson from his days at the Ranch. Nelson was now a Major General and director of the B-1 Program. In Nov 1972 Havener failed his re-enlistment physical (Heart) and was forced to retire in Jan 1973, ending a honorable service to his country for which he was awarded 3 Air Force Commendation Medals (AFCM) w/2 OLC, Four Outstanding Unit Awards (AFOUA) w/4 OLC, Air Force Good Conduct Medal w/2OLC, AFLSA w/4OLC, 2 outstanding NCO of the year awards: Bruntingthorpe England (1957) and SAC Hqs 1961.



After retirement from the Air Force Gerald and Pat formed and ran their own business until 2002 when they sold out and retired to enjoy time with their two

children. Michelle R (Tuck) Havener, husband Doug Tuck, and one granddaughter, Gabrielle Tuck live in Essex Iowa. Their son Jerry W. Havener, his wife Angela Esias), and their three grandsons, Jeremy, Jared, and Jordon live in Clarinda Iowa.



Gabrielle

Jeremy

Jered

Jordon

Grandson Jeremy attended Dana College, Blair Nebraska. Ancestors on Gerald's father's side came to this country in 1752. His grandmother was

a Clark, a descendent of Daniel Clark of the famous Lewis and Clark expedition.



Havener's grandmother and her family Daniel Clark, decedents of the explorers of North America



Pat celebrating their 50th wedding anniversary



Gerald and his cousins at the 2003 Roadrunner Reunion



Gerald with fellow Roadrunners L-R: Russ Buyse, Roger Andersen, Carolyn Buyse, Gerald, TD Barnes, Bill Fox, Rick Fox at the induction of Bill Fox in the Iowa Aviation Hall of Fame in 2008.

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Yo! Roadrunners: Note the plaque being displayed at the Atomic Museum in Las Vegas. It is nicely engraved to identify the pilots and the A-12 article.

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### Flying the Firecracker by MGen Pat Halloran



In 1938, a young Tony LeVier, who was destined to later become one of Lockheed's most famous test pilots, was invited by an aircraft owner to participate in the national air races flying a tiny little Golden Age of Air

Racing plane called the Schoenfeldt Firecracker. Tony was very successful in the 1938/39 race season bringing fame and recognition to both himself and the Firecracker.



Pat Halloran flying the Firecracker

Most of those race planes disappeared during the war years and only a few were revived as replicas or restoration projects for museum purposes. Such was the case for the Firecracker when Tom Wathen, owner of Flabob Airport in California and builder of Golden Age replicas, decided to add this beautiful little plane to his stable. It was started at Flabob but the bulk of the project was finished in Colorado Springs, CO. I was the project guy to get it built in CO and was

the primary pilot who flew off the required 40 hours for FAA. *Pat graciously provided us with this most interesting account of his rebuilding this plane and his 3,000 mile odyssey that included a flight to Oshkosh for the 2007 show. Pat's "must read" story about "a plane that basically flew as predicted. . .unstable, bouncy, noisy, cold, high oil consumption, and very demanding of attention" has been posted in the Cold War Stories section of the RI website. Read the rest of the story at: <http://roadrunnersinternationale.com/firecracker.html>*

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Update on the Mt. Charleston memorial to honor the plane crash victims of Groom Lake. According to news out of Washington Nevada's Democrats in Congress have successfully rejuvenated plans to recognize Cold War veterans and sites worthy of historical significance in Nevada. A bill introduced by Senate Majority Leader Harry Reid and a companion bill in the House by Rep. Shelley Berkley call for the Interior Department to establish a Cold War advisory committee that would oversee the inventory of Cold War sites and resources to be included in the National Park System as national historic landmarks and points of interest. The bills, if passed and signed by the president, would provide \$500,000 to mark historic landmarks including the site atop Mount Charleston where the C-54 transport plane crashed in 1955, killing 14 men and crew



members being shuttled to "Watertown," aka Groom Lake for U-2 Project Aquatone. This news was welcomed by Steve Ririe, chairman of a local, nonprofit fund-raising group, Silent Heroes of the Cold War Corp., who blazed the trail for the efforts in Congress and who has been a longtime advocate of preserving the nation's Cold War heritage. Roadrunner president, Barnes, who replaced the late Hank Meierdierck on the Silent Heroes of the Cold War committee, was equally thrilled at the news as this memorial will include honoring the 2 U-2 pilots, the 2 A-12 pilots, and the 2 chase plane pilots lost in accidents while operating out of Groom Lake during Roadrunner Projects Aquatone and OXCART. The memorial will be situated where both the crash site on Mt. Charleston and the Groom dry lake will be visible to those visiting the memorial. Ririe and Barnes both envision their possibly breaking ground this summer on a Cold War memorial at the desert overlook on Mount Charleston along the highway between Kyle and Lee canyons, however, being realistic, Barnes expects the committee will receive only a token contribution from the funds after they are spread to other historic Cold War projects throughout the state to include the Nevada Test Site, Fallon's Naval Air Station, Nellis Air force Base and Hawthorne Army Depot who also contributed to the Cold War. Nonetheless, any amount will help and the notoriety will enhance the acquisition of the additional private funds needed to complete the memorial. Once all the bureaucracy and permitting are concluded Barnes and Ririe hope to include the Central Intelligence Agency in participating in the honoring of the agency personnel lost in both the C-52 and at Groom Lake. The loss of CIA personnel in the C-54 is believed by Barnes to be the largest number of CIA personnel lost in a single accident during the entire Cold War.

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Dear Sir: My uncle, Lt. Col Henry "Hank" Walker was stationed at Turner in the early 50's, 51'- 54' I believe, I have a photo of his aircraft and two that he took from his cockpit while they were refueling, Hank's brother Philip Walker was there also and tells me it was the Fox Able One mission. Did you by chance know my uncle or where I might find additional info. I actually found a plastic model kit of an F84 with my uncle's paint design on it that was stationed at Turner. Thanks, Rusty Kehl **How about it, all you Turner pilots. If any of you recall Col. Walker let Rusty know. [RBKEHL1776@aol.com](mailto:RBKEHL1776@aol.com)**

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We've all heard the stories of how the mere presence of any of the pilots identified by a Dutch number invariably signaled the start of a



all-nighter poker game at House Six in the olden days kept alive today by hushed memories of raunchy jokes unbecoming of an officer and a gentleman. Though there was no poker game there were a few mild jokes and a lot of light humor when Dutch 20 aka Frank Murray and Stella visited Las Vegas for a week this past month. The gathering pictured below started out as a meeting of the Roadrunner officers but as word spread of Frank's arrival and the venue of the meeting leaked out it evolved into an impromptu gathering of a gaggle of Las Vegas Roadrunners at the Main Street Station Brewery headed by Dutch 11, Colonel Slater, the Oxcart honcho himself. We regret that a few of the local Roadrunners didn't get the word on such short notice and missed out on a great prologue of what is to come at our 21<sup>st</sup> RI reunion in October.

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#### STOLEN A-12 COMPONENTS - A MAJOR HEALTH HAZARD??

The resurfacing of the spineless worm who bragged to the media how he stripped the cockpit of Article 128 because he owned the cockpit instruments has revived the concern of the Roadrunners and the museums that the A-12s arrived stripped and vandalized. The Roadrunners find it intolerable that their proud and historic planes have to be displayed closed casket while an admitted thief brags about his collection of A-12 components. The Roadrunners have no objection to the few who possess a memento of their participation in the projects, but for an outsider maggot to have gained access to the planes while in storage and stripping out entire cockpits for his personal gain is another story. Consequent to the arrogant thief's latest threat of litigation against the Roadrunners, the Roadrunners requested each of the museums inventory the cockpit of their A-12 and let us know what is missing so we can provide an inventory to the FBI should they decide to raid this bum's stash. The authorities know where this bottom feeder has stashed his cache of stolen components so the Roadrunners and museums are asking why the authorities haven't done something to recover them for the museums and the public? Last month we published a report of A-12 components starting to show up on E-Bay. This brings to light a concern about something that we should perhaps be addressing to the EPA and other agencies instead of the FBI and U.S. Attorney's office. That  concern is the radium in the instruments to make them glow. The A-12 had a lot of radium in its cockpit and now those responsible should be concerned that the thief might be spreading this radiation to the public while enriching himself through sales on E-bay. How many children has he allowed to play with this radiation in his hidden stash? AND THEN THERE IS THE ASBESTOS IN SOME OF THE COMPONENTS. Is asbestos also being sold on E-bay to unsuspecting buyers? If any of you Roadrunners have a listing of all the hazardous materials contained in the components stripped from the cockpits we would like to have this information to pass on to any media, agencies or authorities having an interest in looking into the matter.

#### 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>

Roadrunner member Eric Boehm with the Intrepid reports having a former Oxcart guy (CIA), Tom Cox, visiting the A-12 a couple weeks ago. If any of you former CIA members are in touch with Mr. Cox let's get him recruited into the Roadrunner association. Eric also reports Article 128 sporting a new paint job. He says it sparkles but unfortunately has experienced a failure in isolated spots. It appears to be a bad batch of paint was mixed in. The weather did contribute to the failure and the contractor has promised to make good on the project. Regarding the stripped cockpit, Eric says their long range plans include restoring the cockpit. He will be looking for instruments and a seat, so if any of you museums and Roadrunners can help him out please let him or the RI staff know. **Eric, a visitor last week sent Frank Murray a photo of your plane. Very clever of you to order a snow storm to camouflage the bad paint job!!!! Kidding!! Thanks for the update.**

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ARTICLE 128 NEWS  
CIA Compound Langley, VA

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

Nothing to report.

For our viewers not familiar with the vandalism of our A-12 rescued and now pylon-mounted at CIA Headquarter we encourage you to visit the web page link above. The following is a preview of what you will find.

**Let us not forget nor forgive!!!!**

<p>1992 Complete</p>	<p>2/27/07 Vandalism</p>	<p>2/27/07 Vanda</p>	<p>2/27/07 Vandalism</p>
<p>As received</p>	<p>Present condition</p>	<p>Present condition</p>	<p>Present condition</p>

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ARTICLE 127 NEWS

Alabama Space and Rocket Center Huntsville, AL  
<http://roadrunnersinternationale.com/article127.html>

Nothing to report.

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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 131 NEWS

Southern Museum of Flight Birmingham, AL  
<http://roadrunnersinternationale.com/article131.html>

Nothing to report

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ARTICLE 132 NEWS

Battleship Memorial Park - Mobile, Alabama  
<http://roadrunnersinternationale.com/article132.html>

The Battleship museum gang sent the Roadrunners some new photos taken while inventorying the cockpit. Mobile has been very resourceful in restoring Article 132 with instruments from other planes to fill the holes where the plane was stripped and vandalized. One can imagine an air speed indicator from a glider replacing that of the Mach 3+ A-12. Mobile has asked us to be on the look out for a front landing gear for their plane. Torrey Larsen is on it so they can lay odds that it shall be done. **It must be boring in Mobile with the coons in hibernation. We did receive a report of Mike "Pete" Thompson shoveling snow off the walks wearing a hood over his head and wearing shorts. Man, those ex-marines are tough. HOOAH!!!!!!**



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ARTICLE 134M NEWS

Museum of Flight Seattle, WA  
<http://roadrunnersinternationale.com/article940.html>

Nothing to report.

The photo speaks for itself. You're looking good, Seattle.

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NELLIS AFB WARFARE CENTER CHANGE OF COMMAND

It was announced this past week that Brig. Gen. Steve and Cindy Hoog are leaving...Steve is going to Qatar (the Desert) to be the Deputy Combined Forces Air Component Commander for CENTCOM. The new Warfare Center Commander will be Maj Gen Ted "K-Mart" Kresge, wife Lorrie. "K-Mart" is currently the Director, Air, Space and Information Operations" at SPACECOM in Colorado Springs, CO. You can go to the military bio site, <http://www.af.mil/bios>, and click on "K" and Scroll down to his name and tap on it, and you can see his entire bio. In other news about Nellis AFB, Barnes reports attending a social event this week where Col. Dave Belote, commander of the 99<sup>th</sup> Air Base Wing introduced the selection

team on base to inspect Nellis AFB, Creech AFB, and the Nellis Gunnery Range for the Installation Excellence Award. Nellis and Hurlburt Field in Florida are competing for the \$1 million prize for being the best Air Force base in the world.

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UPDATE ON MARTY KNUTSON By T.D. Barnes

For those who don't know, a few weeks ago Marty Knutson suffered a



Dryden Flight Research Center EC90-006-2 Photographed 11/98  
Former Center Director Marty Knutson

stroke and spent a night with the bears and wolves on the frozen tundra in Alaska. Miraculously he escaped the often dreadful paralysis and loss of speech commonly associated with a stroke. Marty is doing fine so this update can be expressed with a bit of humor, which those who know Marty can appreciate. For those who don't know Marty, he was one of the original CIA U-2 pilots, retired from the Air Force a Colonel. Afterwards he served as Director of Flight Operations NASA's Ames Research Center Moffett Field, California and as Site Manager Ames-Dryden Flight Research Facility -

Edwards, California. His awards include the Meritorious Service Medal and the Distinguished Flying Cross, both from the Air Force. He has also received the Intelligence Star twice, NASA's Outstanding Leadership Award and the Presidential Rank of Meritorious Executive. He is an



Associate Fellow of the Society of Experimental Test Pilots and a charter member of the federal government's Senior Executive Service. In retirement he has been a superman: scuba diver, avid golfer, and skiing. He has lived his life to the fullest, which explains why he was in Alaska with a ton of monster salmon when he had his stroke. As he recovers from this medical setback, as in the past, he has tested the

edges of the envelope everyway and every chance he gets. Marty lost Jeanine, his wife and partner in life's adventure, a couple years ago so his children have been caring for him since his having the stroke. So those who know Marty can imagine the challenges facing the kids as he recovers and insists on going to his cabin to ski or to the golf course for a round of golf. I say this with admiration for the strong will of both Marty and the children when I describe the role of the daughters ranging from precious daughter to personal assistant, chauffeur, to prison warden depending on what Marty feels he is ready to challenge in life and the extent they and Marty's doctors oppose whatever it is he insists on doing. Last week Marty went to Alameda, CA, to give a speech. His son-in-law took him to the event as his computer guru, and Personal Assistant for the evening. The speech was to be at 2030 hours. At 2215



hours he had given a great speech and was still having a ball at the party being held afterwards. The following morning he started planning a skiing trip against his doctor's orders. Odds are Marty will be skiing within two weeks. The family wants to thank all of you who have taken the time to call Marty. They said that just

conversing is therapeutic for him. Marty, we're proud of you and the kids. The Knutson family symbolizes the family strength and determination of a Roadrunner family. Once again it's being demonstrated that there are no sissies or girlie men in our Roadrunner family. Thanks for the update, Kristin. You and Robin hang in there and take notes for when it's your turn to give fate the finger.

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#### RUMORED CHANGES TO TRICARE AND TRICARE FOR LIFE

Sam Pizzo and several of you have asked us to check out rumors of a possible Congressional action to reduce Tricare-for-Life benefits. Fortunately Barnes regularly exchanges e-mail with AFA and here is what was said to the AFA leaders:

"Recently, the Congressional Budget Office (CBO) released the first of a two-volume report intended to help Congress address the rising costs associated with healthcare by compiling numerous budget options. According to its website, the mandate of CBO is "to provide the Congress with the objective, timely, nonpartisan analyses needed for economic and budget decisions and with the information and estimates required for the Congressional budget process." Though this report is consistent with that mandate and a long-running set of similar CBO reports exist, AFA has been contacted by many of its members with specific concerns about the options that were offered regarding TRICARE for Life (TFL.) It is worth noting that only four of the total 115 options (options 95-98) specifically address military retirees and veterans. Of those four, only option 96 is specific to TFL. CBO analysts suggest the government can recoup about \$2 billion annually by requiring that beneficiaries pay the first \$525 in costs out-of-pocket and half of the following \$4,725 in Medicare cost sharing. It would also impose user fees for TFL beneficiaries who use their Military Treatment Facility. AFA has followed this issue closely in recent days and can find no evidence that President Bush, President-Elect Obama, nor any Member of Congress has publicly supported any of the options in this CBO report. The report does not suggest or provide any option for the dismantling of TFL, and AFA sees no reason to believe that military retirees are in danger of suddenly losing their TFL benefit. Finally, the CBO report unequivocally states that such a cost-shift to the recipient "could discourage some patients (particularly low-income patients) from seeking preventive medical care or from managing their chronic conditions under close medical supervision, which might negatively affect their health." In recent years Congress has consistently opposed initiatives that would discourage veterans and military retirees from seeking the care that they have earned and we see no evidence that this bipartisan viewpoint

has changed. AFA has been an ardent supporter of TRICARE for Life, dating back to the demonstration program. TFL is a benefit earned through service to our country that should not be diminished; our membership can rest assured that AFA will continue to support a robust and affordable health care option for our military retirees. Interested persons should go to the source and read what the report says. It can be found at <http://www.cbo.gov/ftpdocs/99xx/doc9925/12-18-HealthOptions.pdf>"

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MORE STORIES ADDED TO OUR COLD WAR STORIES WEB PAGE THIS MONTH

As the relationship between the Roadrunners and the various museums hosting the A-12 strengthens and bonds more and more requests have been made of the Roadrunners to provide information about the history and care of the A-12s. Consequently the RI staff recognized the need for a condensed reference source to address specific concerns. Fortunately we have two members of the Roadrunner association qualified and willing to provide us with what we have jokingly referred to as our "Museum Dash One for Care of the A-12", or better yet, our "A-12 Dummies for Museums." Jeannette Remak is a former aircraft historian at the Intrepid Museum and owner of Phoenix Aviation Research. Joe Ventolo is former curator of the Air Force Museum and co-owner of Phoenix Aviation Research. Joe answered our request with an article titled "Aviation Museums and Care of Blackbirds & Other Warbird Museum Responsibilities" with a subsection titled: "Roadrunners' Responsibilities in Preserving Heritage".



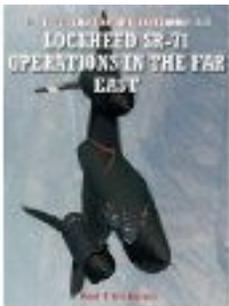
[http://roadrunnersinternationale.com/dash\\_one.html](http://roadrunnersinternationale.com/dash_one.html)

Jeannette answered with a technical directive titled: "The Care and Feeding of a Historical Treasure." Jeannette's publication addresses the history of the A-12 Blackbird, and how to care for an A-12. Her publication, which the Roadrunner staff refers to as a Dummies for Museums, is posted on the RI website at: [http://roadrunnersinternationale.com/museum\\_care\\_a12.html](http://roadrunnersinternationale.com/museum_care_a12.html)

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PAUL CRICKMORE

Kudos this month go to Paul Crickmore for his excellent coverage of our Roadrunner activities in his Osprey Combat Aircraft book, "Lockheed SR-71 Operations in the Far East." Thank you, Paul for all you do to record the legacy of the Roadrunners.



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REMEMBERING "DAD" MCMURRAY

Bill "DAD" McMurray and Charley "The Coon: Joseph in front of the Manston Officers Mess just before dining out in 1951. Needless to say, they did not look the same later in the day. Just ask Sandy, Bease, Hank

C., Ray Haupt, "Dusty" or Dolf Overton. "January 5th was the 10th anniversary of the passing of a true friend and a great fighter pilot and CIA U-2 pilot. Mac was a true warrior-I spent many happy hours visiting with him in Las Vegas in the '80s & '90s. So here's one for "Mac"-I know he is enjoying blue skies and tailwinds." Andy Meyer

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LUCK OF THE ICEMAN By: Ken Collins (Dutch 21)



I always wondered what happened to my RF-80 in 1954 that was spit out of a thunderstorm at 33000 feet at night. The RF-80 flight was a return from the Marine Corps field at Cherry Point, NC back to Shaw AFB, SC.

I couldn't understand why I had no flight controls and was heading straight down. I had pulled 10 1/2 G's and because of the compressibility, I lost my left elevator and I saw after I had landed that the entire tail section from the engine aft was corrugated and bent. When I finally gained control and I pulled up, leveled off, and then climbed up to 1500 feet. But the engine had flamed out. I finally got it restarted after the second attempt at 800 feet. I was in a heavy South Carolina rain storm. I called Shaw AFB control tower for immediate landing. They denied my request saying that the field was closed ..below minimums, because of the heavy rain and low visibility. I told them that I was declaring an emergency and was landing. I had the runway lights in sight. They said that the field "was now open and I cleared to land". As soon as I had landed, they closed the field. After parking I closed the canopy and drove home without even filling out the forms. I had two good Scotchs. The next morning the squadron commander called and asked me to come to the flight line to see "his" aircraft that I had Class 26'ed. (totaled). That's when I saw that the tail section was missing. Believe me, that gave me something to think about! Luck of the Iceman (that's the name that the A-12 crew chiefs and the pressure suit people gave me at Groom Lake). ....Ken

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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.

<i>TD Barnes</i> <i>President</i>	<i>Exec VP</i> <i>Harry Martin</i>	<i>Secretary</i> <i>Roger Andersen</i>	<i>Treasurer</i> <i>Jim Prucnal</i>	<i>Historian</i> <i>Frank Murray</i>
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