



**ROADRUNNERS INTERNATIONALE MONTHLY HOUSE SIX NEWS AND GOSSIP**  
 (Not to be confused with the Stars and Stripes)  
 1 October 2009 – 36th Edition

**FINAL FLIGHT**  
**9-4-2009**



**Fellow Roadrunners, Daedalian's scheduled August 26, 2009 from 10:00 PM to 11:00 PM, TAC Recce, and friends of John Shinn join in sorrow to mourn the final flight of Roadrunner John Shinn. His passing is a tough blow to all in our aviator family. John was sent to Korea after graduation where he spent six months flying covert missions in China and Siberia in an RF-86 reconnaissance plane. During the Vietnam War he flew 69 combat missions in an F-4 Phantom. The U-2 Roadrunners remember John as training and deploying with CIA U-2 Detachment C at Groom Lake, a.k.a. Watertown in 1956, and being backup pilot for Francis Gary Powers when**

**Gary was shot down over Russia on May Day 1960. He was one of six original U2 pilots to fly over Russia taking pictures of activities. John was a member of Daedalians Mile High Flight 18. John Shinn took his final flight in Lubbock, TX on Sunday, 16 August. A memorial service for John, organized by his fellow U-2 pilots, took place in Lubbock on 21 August. He was inurned at Ft Logan National Cemetery in Denver on Friday, 11 September.**



**With condolences from Australia. I GOOGLE EARTH visited Fort Logan Park National Cemetery to say prayer for John, his family and friends. A sign read, "So many veterans and so little time" Apart from visiting WDC, San Diego and Gettysburg, never have I**

**seen such an awesome holy place. John is respectfully placed in good company and his story can be told. It's doubtful Russia honours its men this way. Sincerely, Prof Brian Costello PhD**

**17 September Health Update -- Carl Overstreet - Yesterday I took Carl to the Veterans Hospital in Salem, Virginia. They are supposed to have the "best rehab facility in the Roanoke**

**Valley". The Dr. was encouraging that Carl will walk unassisted in a month. This appears to be the next important step in his recovery. If you want to send a card you may do so by**

addressing it to: Carl K. Overstreet. VA  
Medical Center, Building 2, Ward 3,  
1970 Roanoke Blvd. Salem, VA

24153. Your continued prayers are  
appreciated! Liz [lizcarl@verizon.net](mailto:lizcarl@verizon.net)

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#### **NEW MEMBER**

Welcome is extended to Tom Weigel of  
Pratt & Whitney fame. Tom is remembered  
for his development work that produced  
the special JP-7 fuel and PWA 524 lubricant

and additives for the A-12. Tom was also  
part of the Project Engineering Engine Test  
group designing the A-12 bearings, seals,  
hydraulics, external plumbing, fuel  
systems, etc.

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### **FEATURED ROADRUNNER**

#### **LOCKHEED TEST PILOT KEITH L. BESWICK**

In Jun-55 Keith received Bachelor Of Aeronautical Engineering degree from RPI at Troy, NY where he swam with the varsity swim team from 1951- 1955. After receiving his degree he accepted an offer from Lockheed Aircraft Co. for a position of Associate Engineer - Flight Test at Burbank, California where he worked in the propulsion and fuel system lab. In November 1956 he joined the USAF Aviation Cadet program at Lackland AFB, San Antonio, TX where he completed basic training. Following basic training he began primary flight training at Malden Air Base, Malden, MO. on the T-34/T-28 aircraft.

In September 1957 Keith completed primary flight training and returned to Lockheed where he was assigned to Kelly Johnson's Skunk Works facility at Edwards AFB where he worked on the U-2 test program.

In April 1959 he married Betty Ann Fulkerson. A year later Son, David Wynn, was born. In September 1960 he returned to Burbank to begin test/development planning for the A-12 (Mach 3+) aircraft (forerunner of the SR-71). In January 1962 daughter, Julie Lynn, was born.

In February 1962 Keith transferred to the Groom Lake remote test site to begin A-12 flight test program where he flew in back seat on many flights. In October 1964 he received promotion to first level supervision.

Two years later he returned to Burbank to Flight Test's Advanced Programs Dept.

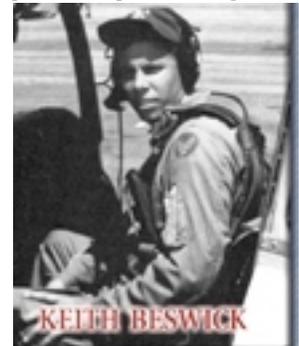
In July 1967 he began test planning for the Navy's VSX aircraft which later became the S-3A.

In January 1969 Keith was selected for a one year, inner branch management, rotational training program. The program ran concurrently with a Pepperdine

University MBA program. In February 1970 he began flight test planning operations for Lockheed's L-1011 commercial airline program. ( Palmdale CA.), In December 1970 he received an MBA degree from Pepperdine.

In January 1971 he received promotion to Flight Test Dept. Manager. In April 1973 Upon completion of the L-1011 test program, Keith was selected for a training assignment as the Assistant Director of Quality Assurance on the L-1011 program.

In March 1974 Keith was promoted to Director of Quality Assurance on the L-1011 program. In April 1975 he was assigned as manager of Flight Test & Rye Canyon Development Lab. administration in Valencia, CA. In May 1976 he was promoted to Director of Engineering at Lockheed's Aircraft Service Co. in Ontario, CA.



In September 1976 he returned to Lockheed's Skunk Works organization in Burbank to begin test planning for the Have Blue stealth demonstrator program (forerunner of the F-117A).

In March 1978 he was promoted to Director of Flight Test. (Responsible for the U-2, SR-71, F-117A, ES-3A, F-22 and several other still classified test programs).

In August 1981 he married Dorothy Candace (Candi) Murrin. In December 1990 Keith was issued commercial, multi-engine, instrument pilot's license. In March 1991 he retired from Lockheed after 36 years. In June 1999 Candi retired from Lockheed after 29+ years. Hobbies include Grand-children (8), golf, walking, boating/water skiing, computers and travel.

Gossip was not tolerated at the Ranch, but is flourishing today about Flo Deluna, known to the Roadrunners and just about everyone else important as one of the best pilots to every churn the air currents between Las Vegas and the Ranch. (The mustangs, burros, and coyotes he buzzed on occasion might disagree) Perhaps "flourishing" might be a bit strong so we'll

just say that Director Chuck Costa was praising his name the other day at the Atomic Testing Museum. Seems the DOE people feel as we do about you Flo. We just want you to know we all appreciate your contributions to the Oxcart Team. So give us your bio so others will know what you did in your other life without having to read our gossip.

[Oxcart Cameras](#) A-12 project pilot Frank Murray, a.k.a. Dutch 20 has published yet another great article about a very important element of the Oxcart program, the cameras of the A-12. There is no way to measure the contributions Frank made as Historian for the Roadrunner association. The Roadrunner staff aren't the only ones who know that Frank can probably walk of water. Some of Franks fan club have sent the following comments: "Frank was my cadet classmate at Columbus AFB, MS. Frank is one of the most unique people I have ever known. He has been a flight engineer on a B-36 and I believe he could have drawn a complete diagram on all the systems, fuel, electrical, weapons, etc. from memory. He could probably do it today. Frank taught a lot of EE's things about practical applications

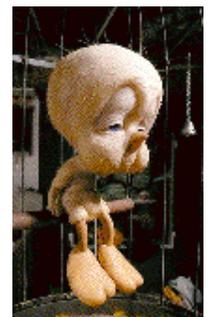
and designed and built some of the neatest remote control models I have ever seen. He could also restore motorcycles to better than show room conditions. These however were not his main assets. His knowledge and physical capabilities were phenomenal, but his integrity and faithfulness are unmatched. I consider it a privilege and honor to have served with him and most of all to call him one of my closest friends." Clancy



"Frank was one of the best commanders I ever served under. Straight-spoken, thinking, with a bundle of integrity and the guts to follow through." Ghorm

That's the Frank we Roadrunners are privileged to have worked with and served under.

If you notice your otherwise normal mate experiencing a rapid change in appearance such as balding, paunchy middle, grunting a lot, or rapid change in eating habits we suggest you contact your local veterinarian. He or she may have swine flu, especially if he



or she seems to enjoy spending more time mucking for their golf ball in the mud than on the green. Yes, Roadrunners can catch swine flu just as swine can suffer bird flu. Reviewing last year's reunion photos we noticed a lot of balding and paunchy bellies, causing us to suspect that many of our members might be in the early stages of swine flu. For those coming to Las

Vegas next week for our reunion we will try to arrange priority status at the local VA clinics for our veteran members. We hope the rest of you are enrolled in an universal health plan. Unfortunately the only free medical coverage remaining in Las Vegas is reserved for those with the mud stains of the Rio Grande still on their tennis shoes.

My grandfather, Roy Keene, worked at Area 51 and I am seeking information about his duties there. I think he was there in sometime in the late 50's or early 60's. It is my understanding that he used to tell my grandmother that he was a "flight instructor", although to the best of my family's knowledge he never flew a plane

in his life. Also, I'm not certain he worked in the Area that is 51, only that he worked at the Groom Lake facility. He has since passed away and would never say anything about his work there. Can you point me in the right direction? Regards, Ryann McGee <mailto:ryann.mcgee@q.com>

Hi my name is Sharon Farrare I'm looking for information and for anyone who served with General James H. Berge so if you know him or anything

about him could you please let me know thank you.  
<mailto:snowden3@wildblue.net>



The Pacific Coast Air Museum was blessed with the STRAIGHT SCOOP from Roadrunner Charles Christian this past month at the 2009 "Wings Over Wine Country" Air Show when he appeared as guest speaker to share his experiences and video clips about a world that was once known to only a very select few who were charged to defend our county from altitudes and speeds that to this day boggle the mind over forty years latter. Charles, a Pacific Coast Air Museum member, like many of his fellow Roadrunners, can lay claim to a varied career that includes the US Air Force, United Airlines, the CIA and the State Department. He spent a number of his years with the CIA working on programs including the U-2 and A-12 (forerunner to the USAF SR-71) at Area 51. In addition to the air museum, Charles has been active the

Sons of The American Revolution and the Sons of Union Veterans Civil War. He and his lovely wife, Mary Lo



Pictured above are C.L. "Bud" Anderson-WWII Triple Ace, with PCAM Executive Director Dave Pinsky at the 2009 "Wings Over Wine Country" Air Show.

u (Cocanougher), celebrated 50 years of marriage this year. They have three children and four grand children. Charles was in good company for the event, sharing the stage with C.L. "Bud" Anderson-WWII Triple Ace, and PCAM Executive Director Dave Pinsky of SR-71 fame.

Missing from our reunion this year will be Hank Meierdierck, former RI president and one of the movers and grovers of the association for many years. Hank was on our mind when we ran across this photo of him dismounting from his F-86 after his first MiG kill in



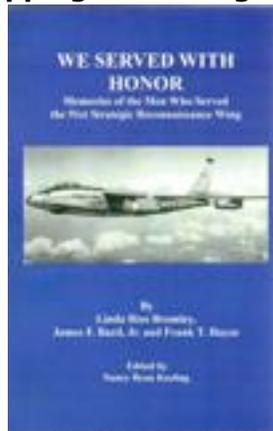
Vietnam. One of the highlights of the 2005 reunion was Hank and Lou Setter being awarded the CIA seal being awarded the CIA Seal Medallion during our reunion. Both were instructor pilots who trained the 3 CIA U-2 detachments at Groom Lake in 1956. Their



duties for the Agency included their experimentally testing the U-2 plane, determining its operational flight parameters, devising a way to navigate over denied territory, operating its cameras to make the new spy plane operational. Hank retired from the Air Force and returned to Groom Lake during Project Oxcart as the CIA's project officer. Hank took his final flight a short time afterwards. We are happy to report that Millie is doing well, REALLY WELL, having moved from Las Vegas to California where she resides in an assisted living home and spends her time happily teaching the ladies how to play poker. We love you, Millie. Take them to the cleaners. You would have really cleaned up playing against the boys at House Six at the Ranch.



Before the SR-71 Blackbird and the U-2 Dragon Lady graced the skies, SAC's 91st Strategic Reconnaissance Wing was responsible for much of the Air Force's aerial photography. Flying the RB-17, RB-29, RB-50, RB-45 and RB-47, the 91st SRW flew critical Top Secret aerial photography missions for target and global mapping. The wing recorded a number of events that made aviation history. The first jet bomber to be air refueled in late 1950, the first trans-Pacific deployment of F-84G fighters air refueled in 1952, and the first bomber air refueled in combat are just a few examples of the distinction the unit enjoyed. Detachments of aircraft and crews deployed to England, Japan, North



Africa, Newfoundland and Greenland to support SAC missions. In the post-WWII security environment, the men, some as young as seventeen, performed their assigned duties with the highest levels of secrecy. One pilot describes his Top Secret over flight of Russia's Kola Peninsula including an attack by MiG fighters. The partnership between the Royal Air Force and the 91st SRW was a unique collaboration and is described by the RAF officer who was at the center of the events. WE SERVED WITH HONOR tells the history of the 91st SRW from the perspective of the men who lived it. The book has also been endorsed by Francis Gary Powers, Jr., Director of the Cold War Museum in Washington, DC.

Authors Linda Rios Bromley, James F. Bard, Jr, and Frank T. Hayes, are proud to announce the book is now available at [www.peopletoriesunlimited.com](http://www.peopletoriesunlimited.com) and can be purchased using a credit card through Pay Pal. If that is not convenient, you may call Linda at 281-955-9483 or contact her

by snail mail at 12410 Keepers Trail, Cypress, TX 77429.



Ron Girouard has latched onto a patch that we can't identify. The nose of the Article is definitely YF-12, yet it is being identified as an SR-71 of Habu fame. If any of you know anything about the origin, if any, of this patch, please let us know. \*\*\*\*\*

# The Atomic Testing Museum

UPCOMING MUSEUM EVENTS YOU DON'T WANT TO MISS

## SPY PLANE PROGRAMS OF GROOM LAKE

Come and meet the men and women who participated in some of our nation's most mysterious and controversial top secret programs located at Groom Lake, Nevada (aka AREA 51). \$10 for the public. FREE for NTSHF Members. There will be informal talks and signings by former AREA 51 workers from 10am to 5pm on both dates.

### Panel Discussions

OCTOBER 7 • 6 to 8 pm George Knapp, Moderator

OCTOBER 8 • 1 to 3 pm, Annie Jacobson, Moderator

It's been back-to-back meetings and media interviews but we feel we've gotten the word out to the public for next weeks Roadrunner reunion. We have definitely got the word out to our members who are moving heaven and earth to attend. The submission of bios and new photos has been unprecedented. The banding of the various groups, P&W, mission planning, etc. has likewise been unprecedented. It is almost as though they are competing with each other to capture the attention of the media and public attending the two-day events at the Atomic Testing Museum. We're certain that neither the members nor the public will be disappointed. For those not interested in participating in the oral history and media interviews and the symposium, the city of Las Vegas welcomes you.



As it stands now we have slightly over 200 members and guests attending the reunion. Members and guests alike will be riveted to the exciting account of guest speaker Bill Weaver telling of his miraculous survival of a Mach 3 breakup of his plane.

You'll note the newsletter if a bit shorter this month. It would be easy to blame this on the amount of time being devoted to the reunion, but it's actually because we're experimenting with going to a blog medium of exchanging news. Take a look at the one we set up for this month and try your hand at sending us a bit of news or a comment. This means will enable all of our members and guests to contribute to the exchange of news and gossip on a day-to-day basis. Check it out at by following the comment links: [http://roadrunnersinternationale.com/roadrunner\\_blog/](http://roadrunnersinternationale.com/roadrunner_blog/)

