

Blackbird Association

View From the Top

The Sixteenth Blackbird Association Reunion was held June 9-12 2005 in Reno, at the Nugget Hotel. Around 345 Association members and guests attended the gala event. Over the course of four days, war stories were retold and stretched the truth even further than the last reunion...a good time was had by all.

Registration began at noon on Thursday and the Hospitality Suite kicked off in full swing with bartenders and free beer flowing. All the vendors were in place, ready to sell hats, shirts and every other conceivable Blackbird trinket you could possibly think of.

The majority of the Association members arrived on Friday and attended the evening Reception, where everyone got together around food and drink. On Saturday morning the Golf Tournament began at 0800 for the early risers, all enjoying themselves to a round of golf on a beautiful course. At 1300, Brig. Gen. Duane Deal gave an outstanding presentation on the space shuttle Columbia's accident to a standing room only audience. Duane was one of 13 members on Columbia's accident investigation board. Well done and thank you Duane! During the reunion maintenance personnel autographed the John Shaw SR-71 print, "Outrun the Thunder."

Seating for the Banquet started promptly at 1930 with a slide show of SR-71 and U-2 aircraft on two huge screens. The MC for this year's reunion was Joe Kinego, doing an outstanding job at the podium and putting the evening all together. After a few introductions and invocation, dinner was served. Pat Halloran had heart surgery and had to miss giving the invocation...thanks Tony for filling in.

A slide show of people in the Blackbird programs was put together by Leland Haynes and T.D. Barnes for everyone's enjoyment during the dinner. A special thanks for their volunteer work in putting it together...not an easy task! A special tribute to Doug Nelson was read by John Storrie. The guest speaker, Mr. Richard Smith, Executive Vice President for NETJETS, provided an insight to the corporate bizjet world of aviation.

The Kelly Johnson Award, a lifetime achievement award, was presented to Rich Graham for his contributions to the Blackbird pro-

gram. All the volunteers who devoted many hours helping to put the reunion together were recognized by the audience with a round of applause. At the conclusion of the banquet, the "Letter to Kelly Johnson" video was shown. On Sunday morning the Hospitality Suite opened for coffee, juice and pastries before everyone departed.

Now for the important part...the next Blackbird Association reunion will be held on 21-24 June 2007 in Reno, NV...so put the dates on your calendar now and we'll see you there!

Fred Carmody

u2sr@calis.com

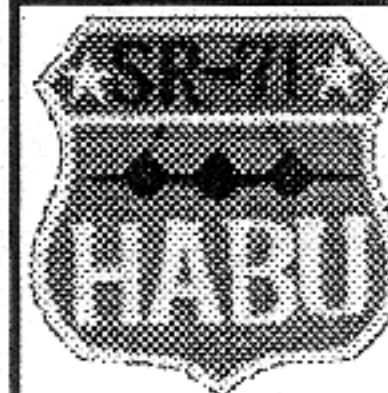
Rich Graham

habu5@verizon.net





Reunion Info



This year, we had ten items in the raffle. As always, you all came through with great ticket sales and we raised enough money to pay for our goodies for next reunion. Below are the generous donators, the raffle items, and the winners:

Robbie Butterfield

Wooden England Clock – won by Wyman Wong

Wooden Skunk clock – won by Tommie Thompson

LERC

Yellow SR-71 Jacket – won by Buzz Carpenter

Black Skunk Jacket – won by Weldon Gard

Joe Satterwhite

Liberty Lady Art Work – won by Jim Shelton

SR-71 Art Work – won by Uhl Segrave

Larry DeCew and Friends of the Blackbird

JP-7 Vial on Wooden Stand – won by Denise Garcia

Larry Chambers

WWII Fighter Print – won by Caren Holder

Blackbird Reunion Association

Framed U-2 Cockpit Photo – won by Ted Ross

Framed SR-71 Photo – won by Joe Park

***Photos donated by Fred Carmody**

We want to pass on to you a special “thank you.” for these donations. Without your donations, our raffle would not be the huge success that it has become.

Reunion Slide Program

Leland Haynes and T.D. Barnes put together a slide presentation for the Blackbird reunion banquet. Leland has now reproduced the 35 minute PowerPoint presentation and can be purchased for \$25.00 (includes \$5.00 shipping and handling). The presentation includes a 25 year history of the SR-71 and U-2 Blackbird achievements, earth photos taken from a U-2 at 70,000 feet, photos of prominent people that have contributed to the success of the Blackbird programs and a 14 minute movie presentation of the SR-71 takeoff, touch and go's, landing; refueling with a KC-135Q tanker and a close-up aerial SR-71 in flight and including afterburners lighting. This CD-ROM also contains Microsoft™ PowerPoint Reader that can be installed on your computer if you do not have PowerPoint. All funds support the “SR-71 Blackbirds” web site. You can order the CD-ROM (item number SR2005) by visiting this site: [http://www.wvi.com/%7Esr71webmaster/PayPal Order.htm](http://www.wvi.com/%7Esr71webmaster/PayPal%20Order.htm)

Finance

At the reunion banquet we told our members that we would present our financial picture in this newsletter. The numbers below are as of 30 October 2005. As you can see we're in a much better financial condition that we reported in the last newsletter. Each reunion requires considerable “seed” money for deposits, printings, and mailing, prior to cash coming in from reunion attendees.

Total receipts after the 2005 reunion.	\$68,654.99
Total reunion expenses.....	\$43,796.01
Total Balance to Date.....	\$24,858.98

Memorabilia

This past reunion we had a great group of vendors, Nicki Larson and Sky's the Limit Aviation Specialties, Stella Gutierrez with Lockheed Employee's Recreation Club (LERC), Larry Johnson and the Friends of the Blackbird, and Gary Schroeder's Personal Touch Creative Images. The range of items available for our membership was extensive. This is always the goal of the committee, we want you to have the best time and find the best memorabilia.

Silent Auction

Special thanks to Karen Stenson for her amazingly beautiful stained glass donations for our Silent Auction. Tony Bevacqua was the high bidder at \$190.00 on the stunning American Eagle. Nevin Cunningham was the high bidder at \$285.00 on the wonderful and always sought after Mach 3+ Patch replicated in stained glass. Congratulations to our two winners and our most sincere thanks to Karen Stenson for her donations.

Photos and Graphics

Have any Reunion 2005 photos (with names of subjects) or SR-71 Graphics to share? Please send them to: emckim@san.rr.com or Blackbirdmail@aol.com. Photos will be posted on E.D. McKim's website (HABUS.com)

The Beale Scene



The first Air Force U-2 surveillance and reconnaissance aircraft flew in support of Hurricane Rita relief operations with 35,000 to 40,000 miles of Gulf coast imagery. The Federal Emergency Management Agency requested the 9th Reconnaissance Wing's unique high-altitude mission to assess the infrastructure of road and measure damages inflicted by Hurricane Rita. Lt. Col. Jeff Olesen, 9th OSS/CC, flew the 11-hour mission covering land from Houston to New Orleans. "It gives me a great sense of accomplishment to be a part of this Beale team that is directly supporting emergency operations and those who have been affected by Hurricane Rita," said Colonel Olesen. "Everyone wants to help, and I'm hopeful that these photos can get to emergency officials as soon as possible."

The Optical Bar Camera used for this mission is ideal due to its ability to capture high-resolution photographs of large areas, coupled with the ability to magnify those images. Images from today's U-2 mission will be compared with photos taken from a U-2 flown before the hurricane struck land. Comparing before and after Hurricane Rita photos allows emergency officials to accurately measure the damage and plan emergency relief and evacuation efforts. This mission follows the three high-altitude U-2 missions flown in support of Hurricane Katrina. Approximately 130,000 square miles of territory were surveyed and more than 4,470 frames of imagery were provided to FEMA to support emergency relief and evacuation efforts. If requested, the 9th Reconnaissance Wing is standing by to fly additional aerial imagery missions in support of Hurricane Rita relief operations.

The U-2 fleet is currently going through an impressive \$1.5 billion dollar modernization project in ongoing airframe, sensor, and human factor improvements that ensures 21st century war-fighter utility. The new glass cockpit improves safety of flight and provides an upgraded Angle of Attack indicator.

SR-71 tail number 963 continues to rest safely on display beside Beale Base Operations on its cement MACH III go fast patch. It is kept company by a D-21 drone, as if flying formation off the left wing. Ted Ross (Beale Global Hawk UAV Site Manager for Northrop Grumman), is the last remaining SR-71 crewmember (RSO 82-87) still working at the base (as Norb Budzinski recently retired from Lockheed).

Beale survived the 2005 Base Realignment and Closure (BRAC) initiatives and should remain open for at least several more years. Key elements in the base surviving the 2005 BRAC closure threat included: 23,000+ acres "still to grow into" with no city encroachments, the unique 7th Space Wing Pave Paws Early Warning site, the Distributive Common Ground Site (DCGS-2) - the Air Force's largest Intel imagery exploitation and dissemination facility, Beale is the Main Operating Base (MOB) for the new Global Hawk UAV with its already "in progress" bed-down initiatives and of course, the still critical and on-going U-2 pilot operations of the 1st RS.

Beale's newest aircraft is the Northrop Grumman Global Hawk UAV. The first seven Beale Global Hawks are "A" models with a 116-foot wingspan, which makes them larger than the U-2 or even a Boeing 737. The remaining Beale Global Hawks (of the Air Force's fifty one total) will be "B" models with a 131-foot wingspan. "A" model Global Hawks lift a 2,000 pound sensor payload to 65,000 feet and the B models will lift 3,000 lbs. Both "A and B" model Global Hawks have a maximum 36 hour endurance capability which equates to literally being able to fly halfway around the world on each sortie. The Global Hawk UAVs are flown via computer keyboard inputs by pilots of the 12th Reconnaissance Squadron at Beale using a "Reachback architecture" datalink to control the UAV which can literally be anywhere in the world.

The Global Hawk is a fully autonomous UAV, which means it can complete a 36-hour mission without any pilot intervention at all, although not typically employed in that manner due to ever changing world events. Beale's first Global Hawk (tail # 02-2010) "flew itself" into Beale on 28 October 2004 landing fully autonomously, with a touchdown six inches left of centerline and ten seconds ahead of schedule (i.e. eager to get to its new northern California home). Beale is expected to begin local flying of their Global Hawk UAVs in the spring or early summer of 2006 following completion of the first formal class of GH aircrew training.

Global Hawk will supplement (not replace) the worldwide U-2 capability for **many** years to come.

Beale's new Heritage Park

Beale AFB will soon have a place where all residents and visitor can enjoy and celebrate the great history of the base. The park will be located just to the west of the golf course, at the intersection of A Street and Warren Shingle. The 9th Civil engineering Squadron is currently working on the project.

The ground will be landscaped with plants, bushes and lawn for future display of historical aircraft. Static displays of the SR-71, KC-135, B-52 and the Global Hawk UAV are initially planned, with a U-2 and T-38 planned at a later date. The main feature may include an amphitheatre to house various concerts and base-wide events.

Stretching over 58 acres, a pedestrian trail will lead through natural areas of interest. A picnic area for informal gatherings will also be included along with restrooms, informational kiosk and a children's play area. Lights will also be installed to enable safe pedestrian access at night.

Last SR-71 Crew Member on Active Duty Retires

Brig. Gen. Duane Deal had the distinction of being the last SR-71 crew member on active duty. He flew the SR-71 from 1983 to 1986 and commanded the 9th Avionics Maintenance Squadron at Beale for over a year and a half. With his retirement on 1 Sept 2005, there are no former SR-71 crew members on active duty. He retired as the Commander of the Cheyenne Mountain Operations Center and is now working as the Director of National Security Space Programs for the John Hopkins University Applied Physics Laboratory.

Induction of Pat Halloran into the Hall of Fame

On 13 May, 2006, Pat Halloran will be inducted into the Minnesota Hall of Fame at the 17th Annual Induction Banquet in Bloomington, Minnesota. The event is co-sponsored by the Minnesota Aviation Hall of Fame and the Charles A. and Anne Morrow Lindbergh Foundation. The induction banquet will be at the Ramada Inn/Thunderbird Hotel, 2201 East 78th St, in Bloomington, MN. If you would like to attend the induction ceremony, go to the following web site for more information: <http://www.mnaviationhalloffame.org>

Pima

The eighth biennial SR-71 Blackbird Symposium, "Keeping the Spirit Alive," will be held on February 10-11, 2006. The event will be held at the Pima Air and Space Museum in Tucson, Arizona.

Oshkosh

The world's largest air show is held each year at the end of July at Oshkosh, Wisconsin, the home of the Experimental Aircraft Association (EAA). Approximately 12,000 planes show up each year and over 700,000 aviation enthusiasts come from all over the world during the week of activities. SRs and U-2s have participated in past years in flybys and static displays.

Rich Graham was asked to put together an SR-71 seminar at Oshkosh, to be held in the auditorium of their magnificent museum. Unfortunately, Rich couldn't attend at the last minute. The participants were Pat Halloran, Blair Bozek, Bill Orcutt and Bernie Smith. The event was a smashing success, with a huge crowd attending and showing great interest. This seminar type presentation will probably be an annual event as the EAA staff members were delighted with the response. We are getting good exposure to, and response from, the public at Oshkosh. It's a great affair if you've never attended.

Outrun the Thunder

The Blackbird Association still has some of John Shaw's, "Outrun the Thunder," prints available, many with over 30 crew member signatures on them. They are now selling for \$200 for Blackbird Association members and \$225 for non-members, which includes FedEx postage. At the 2005 reunion maintenance personnel autographed the same print and amassed over 100 signatures on each print. We are selling those to our members for \$100 and non-members for \$115, which includes FedEx postage. Contact Fred Carmody or Rich Graham for details.

Kalamazoo Air Museum

Pat Halloran has been in contact with the Kalamazoo Air Museum in Michigan. Their museum received the SR-71B-model (956) about a year ago and would like to have an SR-71 Seminar on October 6th and 7th, 2006. For crew members willing to participate, the museum may be able to cover some of the travel expenses, although nothing is firmed up yet. If you are interested in being part of the SR-71 seminar at the Kalamazoo Air Museum contact Pat Halloran directly for details and to get on the list of attendees at his email address: **PatHABU@aol.com**.

Reunion Committee

About a year before the 2005 reunion began, the Blackbird Reunion Committee members began making plans. The committee is comprised of volunteers who donate many hours of their time to put on a successful reunion. We would like to thank the following committee members and Jack Madison for his newsletters.

Fred Carmody, Rich Graham, Tony Bevacqua, Dave Ebersole, Les Matthews, Steve Avery, Carol Gideon, Clyde Nickinson, Jack Madison, Ben Raines, Pat Halloran, Caren Holder and Denis Davis.

Missing Members & Updates

Our "lost" Members are listed on the next page—please help us try to find them!

Your address updates and assistance are essential to the Blackbird Association keeping you informed and so that we can curb costs for mailings of both newsletters and Reunion packets. Keep those updates coming in! Your database information **IS NOT** for public release. We guard your privacy at all times.

Send changes to your info, Association Membership ?'s, or Missing Member Information to:

**Blackbird Association, c/o Jack Madison,
18083 Foxtail Drive, Penn Valley, CA 95946
blackbirdmail@aol.com**

Association Retirements

Norb Budzinski—Lockheed to CINC Honey-Do
Duane Deal—Dir Nat'l Security System
Programs, Johns Hopkins

Gone but not Forgotten

John Deegan Red McNeer Clyde Adkins
Clyde Shoemaker Joe Casalaspro Lyle Dahl
Don Scott Joe Rogers Ed Thorner

Internet Web Sites

E. D. McKim—www.habus.com
Leland Haynes www.wvi.com/~lelandh/sr-71~1.htm
John Stone—www.blackbirds.net
DragonLady Assoc—www.u2dla.org
David Allison—www.habu.org
Paul Kucher—www.sr-71.org
Clyde Atkins—www.blackworld.freesevers.com
Sky's the Limit—www.airplanegifts.com
Road Runners—roadrunnersinternationale.com

Cards & DVDs

Replacement membership cards? Cost is \$3.
Duane Deal's DVD information for his Reunion briefing on the Challenger Shuttle accident \$10
Orders to Blackbird Association, 18083 Foxtail Dr, Penn Valley, CA 95946
"Blackbird, The Movie" \$15
Orders to Blackbird Association, Box 338, Penn Valley CA 95946
ALL NLT 1 April 2006

Missing Members

DEAN ADAMS JOHN ALBERTSEN DAVID ALDOUS DON ARNOTE LANDON
 ALLEN DUDLEY ALTON TOM ARMSTRONG BLAINE BACHUS HARRY BALLIET
 GREG 'SPANKY' BARBER STEVEN BARRAZA CORY BARTHOLOMEW BRIAN BEALS PAUL W. BECKER CHRIS BEN-
 NETT RICHARD BERNSTEIN ROLAND BERRY GERRY BIASI RICHARD BOSZE LARRY BROOKS ROSS BYRNE
 JOYCE CADY MICHELLE CALLISON ART CANTIN JOHN CARNOCHAN CAROL (MILLER) CAUGHEY JIM CHEELEY
 ARTHUR CLEVELAND AL COBB JIM COLAS ROBERT CONNELL PAUL COOK TIM COX ROB "CRASH" CREEDON
 JIM CROSSLEY BRUCE CUCUEL LISA CUMMINGS BILL CURRY NILA DECKER WILLIAM DERDOCK RICHARD
 DESTEFANIS ALBERT DOBYNS MATTHEW DONOVAN DONALD DOTSON GREGG DOTTER HARRY EBERFLUS
 MATTHEW EDWARDS JACK ESSER BOB FAIRLESS JOHN FEDA MIKE FINAN PETE FISCHER MICHAEL FISHER
 CURTIS FLUKE BOB FORD JESSE FRANCE JERRY FRAZIER DOTTIE FROMME FITZ FULTON JOHN FUQUA CARL
 GAMBLE DENNIS GEARHART DAVE GIST TERESA GLASSMYER ELLIS GRACE KENNY GRANNUM HAL GREENWALD
 LARRY GROSS MARIA GRYBKO BYRON HALL THOMAS HALL GARY HAMILTON ELMER HANSON MARK HARGRAVE
 DON 'MUFF' HECKERT DAVE HENSLEY STEVE HERMAN CHUCK HESS EDDIE HICKMAN SCOTT HOFFMAN MICHAEL
 HOLMES JOHN HOROSZEWSKI PETE HOYNES CHARLES HULEN 'SCOOP' JACKSON LARRY JOHNSON EDWIN WEL-
 DON JONES HOWARD JOSS FRANK KELLY JAMES KELLY CHARLIE KERN PETER KESSLER KEVAN KEY DAVE
 KING JIM KIPPERT WILLIAM KITE CHRISTIE KLEVEN PETE LEWIS STEVEN LEWIS WAYNE 'LIB' LIBBY LEONARD
 LIST BRIAN LONG DON LYKINS TIM (JUG) LYLE JOHN LYNCH PEGGY MALCOMB MARC E. MANIS GEORGE Mc-
 DONALD VERN McDORMAN GEOFFREY McKINLAY AL MILLER CHRIS MOYER BILL NAGEL ROGER NAGEL ROBERT
 NAKA MANNY NINO STANLEY NOVAK DANIEL PATTERSON BRUCE PERCIFIELD PAT PETERSON ADRIENNE
 PICHETTE DAN PREWITT BILLY PRYOR BOB RADTKE DAVID RANDALL LEE RANSOM GEORGE RISSE ROBBIE
 ROBERTSON FRED ROBINSON EDWIN RODRIGUEZ STEPHEN ROSS ROBERT ROTHSTEIN RON SAVAGE RUPERT
 SCAMMELL VINCE SERGI DONALD SEURER BILL SKINNER MARCY SMITH MARK SMITH MARK SPENCER JOY
 STEVENS LYNN TATRO WARREN THORNTON DENNIS TOWNSEND EVAN TREVINO JOHN TURNER STELLA TYSON
 KENNETH VAN ZANDT WOODY VONDRACEK ED WALBY MARC WEISS STEVE & SUE WEST BILL WHITTLE TIM
 WILLIAMS STEVE WILSON TOM WILSON CLAYTON WONG JOE YAROSS TOMMY YATES LARRY ZIMARIK

Blackbird Association
 c/o Jack Madison
 18083 Foxtail Drive
 Penn Valley, CA

