



# STRAIGHT SCOOP

Volume XIII Number 11 November 2007

To promote the acquisition, restoration, safe operation, and display of historical aircraft and provide an educational venue for the community



## Veteran's Day Luncheon - Tribute to Our Veterans

On Thursday, November 8, 2007, the Santa Rosa Rotary and Kiwanis Clubs are putting on "A Special Luncheon Honoring America's Veterans." It is at 11:30-1:30 at the Santa Rosa Veterans Memorial Auditorium. Last year, twenty-five Pacific Coast Air Museum (PCAM) members attended as a group, wore Pacific Coast Air Museum polo shirts, and sat at the same table. We would like to do it again this year, with an even larger PCAM contingent. If you want to go, the cost is \$15.00 each. Tickets are available in the museum Admin Office from Dave Pinsky and Duane Coppock.

### Francis Gary Powers, Jr to Speak!!

The son of Francis Gary Powers, the U-2 pilot shot down over Russia in 1960, will speak to us about his father's famous flight, shoot down, trial, imprisonment, etc, at our January 16th member meeting, which will be held in the Merlo Theater at the Wells Fargo Center. Powers will be introduced by former Secretary of the Air Force and Pacific Coast Air Museum member Thomas C. Reed. Tickets are only \$5 for museum members, \$10 for everyone else. They go on sale Nov 7 in the museum Admin Office and Gift Shop. Mark the date down on your calendar now, so you don't miss this one-of-a-kind presentation. We will also be hosting Powers' exhibit of his father's shoot-down from mid-January to mid-April at the museum. This is a close-up look at an event that changed U.S. history and directly led to the development of the SR-71.



**U-2 with fictitious NASA markings to support CIA cover story for Pilot Gary Powers.**

### Attention Members:

**THE NOVEMBER MEMBERSHIP MEETING  
IS SCHEDULED FOR NOVEMBER 14, 2007**

(to avoid Thanksgiving week)

[www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org)

(707) 575-7900

## The Pacific Coast Air Museum

**Location:** At the Charles M. Schulz-Sonoma County Airport, North of Santa Rosa, West of Highway 101, at 2230 Becker Blvd, off North Laughlin Road.

**Hours:** Tuesday, Thursday, Saturday and Sunday. 10:00am—4:00pm.

**“Climb Aboard”:** A selected aircraft is available to “Climb Aboard” the third weekend of each month (weather permitting). Please visit our web site at [www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org) or call 707-575-7900 for details or further Information.

**Member Meetings:** Normally held on the third Wednesday of each month, 7:00pm, at the Sonoma County Office of Education, near the airport at the intersection of Airport and Skylane Boulevards. Interesting speakers are featured at each meeting.

**“Straight Scoop”:** The museum newsletter, “Straight Scoop” is published monthly and is available on line on the museum’s web site. Members are highly encouraged to submit articles for possible publication. The deadline is the 20th of the month prior to publication. All articles in the newsletter are covered by copyright. If you wish to submit articles or use any of the content, please contact:

Chris Tart, Editor  
1064 Maple Drive  
Windsor, Ca 95492  
707-836-9226  
[sctartusaf@yahoo.com](mailto:sctartusaf@yahoo.com)

**Membership Renewals:** \$30 per year individual; \$45 per year for families. Send renewals to the museum at the address below.

**Address Corrections:** Please send to:  
Pacific Coast Air Museum  
2230 Becker Boulevard  
Santa Rosa, Ca 95403

## Board of Directors

<i>President</i>	<i>Guy Smith</i>	<i>707 829-1370</i>
<i>Vice-President/</i>	<i>Bob Archibald</i>	<i>707 575-8750</i>
<i>Secretary</i>	<i>Mike Voorhees</i>	<i>707 544-2181</i>
<i>Garry Beverlin</i>		<i>707 576-0350</i>
<i>Don Doherty</i>		<i>707 576-8199</i>
<i>Larry Rengstorf</i>		<i>707 575-0331</i>
<i>Norma Nation</i>		<i>707 525-9845</i>
<i>Paul Heck</i>		<i>707 538-2200</i>
<i>Jim Long</i>		<i>707 575-1653</i>

## Valuable Assets

<i>Executive Director</i>		
<i>Dave Pinsky</i>		<i>707 575-7900</i>
<i>Membership Chair</i>		
<i>Kathy Kumpula</i>		<i>707 544-4311</i>
<i>Membership Records</i>		
<i>Mike George</i>		<i>707 575-7900</i>
<i>Phyllis Morton</i>		<i>707 538-5303</i>
<i>Treasurer &amp; Chief Financial Officer:</i>		
<i>Judy Knaute</i>		<i>707 545-7447</i>
<i>Fundraising Coordinator:</i>		
<i>Roger Olson</i>		<i>707 396-3425</i>
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<i>Doug Clay</i>		<i>925 736-7962</i>
<i>Guest Speaker Coordinator:</i>		
<i>Chuck Root</i>		<i>707 576-1313</i>
<i>Tour Coordinator:</i>		
<i>Allan Morgan</i>		<i>707 431-2856</i>
<i>Air Show Coordinator:</i>		
<i>Steve Hoxie</i>		<i>707 824-1122</i>
<i>Master Crew Chief</i>		
<i>Jim Cook</i>		<i>707 575-6944</i>
<i>Volunteer Coordinator :</i>		
<i>Norma Nation</i>		<i>707 525-9845</i>
<i>Gift Shop:</i>		
<i>Bob Conz</i>		<i>707 575-7900</i>

**November Guest Speaker**

On November 14th, our guest speaker will be [Will Whiteside](#), Local “YAK” 3 owner and pilot, Reno Air Racer, and newly selected pilot of “VooDoo”, the highly modified P-51 Unlimited Class Reno Air Racer. Will’s talk will be about what it is like to race in the Unlimited Class at Reno, the preparation of his aircraft, the support, training and what it takes to be a successful Reno Air Races Unlimited Class pilot and racer.

**Your Vote: An informed decision**

This article is intended to remind you of the importance of voting for board members. We are fortunate to have choices. At the time of this writing there will probably be at least six candidates to consider, which is the main point I want to share with you.

Careful consideration supports an informed decision. The placement of true leaders as board members is in your hands. An election of this nature should no longer be a popularity contest. I’m sure there are familiar names, unfamiliar names, people you haven’t heard of, wonder where they come from or why some have come forward now. Sometimes name recognition alone seems to instill a small degree of familiarity resulting in the notion to cast a vote in favor of that name. Have confidence in your choice but scrutinize your decision with personal evaluation.

If names are not familiar consider the candidate statements carefully to help make an informed decision for your vote. Reflect on their personal accomplishments and stated intentions. Ask others who may be familiar with the candidates for their opinion. You are making an important decision affecting not only our business strategy but also the future of the museum.

Wouldn’t it be nice if all the board members were personal friends? The truth is, we shouldn’t have a board made up of friends. The best we, as the general membership of a very hopeful Air Museum, can hope to attract are the best business minds and leaders in our community. The museum keeps its doors open because it is a business, supported by the best army of volunteers the community can offer. We are growing every day and our desire is to succeed in the goal of having a permanent museum building with museum grounds, located with our own taxiway as a shared artery with our own home airport. This reality is closer than ever. Think of the opportunity; give way for those of elevated business aptitude to carry the museum to its new home.

So please, give careful consideration to your vote. It’s your vote – make it an informed decision. The best choice belongs to you, so make it count.

Jimmy Long - Director

### Hot Dog Thursday's A Huge Success

Thanks to [Paul Heck](#) and his intrepid crew of volunteers, the Oct 4th Hot Dog Thursday was another smashing success. Over 100 people came to the the last Hot Dog Thursday of the season, introducing lots of newcomers to our museum, and bringing in revenues to support our mission. The highlight of this Hot Dog Thursday was the WWII vehicles. Thanks to Paul and his friends, we had quite a collection of older military vehicles spread out around the patio and our aircraft. It was a pretty amazing sight. With winter weather on the horizon, Hot Dog Thursdays are going to take a rest for a few months, and resume again in April. Many thanks to [Paul Heck](#), [Ed Nelson](#), [Bill Greene](#), [Barney Hagen](#), [Al Cathcart](#), [Jon Henry](#) and the many others who worked so hard to make these monthly events such a success.

### The Pacific Coast Air Museum Welcomes these new members.

James Bautovich—Santa Rosa

Edward & Qian Lieberman—Cazadero

Travis Evans-Britt—Middletown

Forrest Galt—Windsor

Robert Gallagher—Santa Rosa

Marie Artesse—Sebastopol

### **Big News**

After much work, we have secured the Francis Gary Powers - U-2 Shoot-Down exhibit for our museum, from January 17-April 15. Powers son, Francis Gary Powers, Jr, will speak about his father's flight, shoot down, trial, imprisonment, etc, on Wednesday, Jan 16th (in place of our January Member Meeting), at Wells Fargo Center (who is partnering with us and donating the Merlo Auditorium for the evening).

Tickets will go on sale on November 7th, \$10 per person, \$5 for museum members. If you are an aviation or a history buff, you won't want to miss this!

## Executive Director's Update

After my three page thesis on the SR-71 parts saga (later in this newsletter), the editor has threatened to take away my laptop if I write a long column. So I won't, as I love my laptop (as Jim Cook knows).

So a bullet summary of some important things:

- Many thanks to the SR-71 recovery team - - [Jim Cook](#), [Larry Rengstorf](#), [Ron Stout](#), [Bill Greene](#), [Dave Pinsky](#) and [Carol Monsour](#). They did yeoman work. And thanks to [Duane Coppock](#), [Glyn Rowley](#) and [Mike George](#), for their assistance to the recovery team in unloading and setting up the SR-71 parts.
- Check out the SR-71 components we have on the home page of our web site (thanks [Cynthia and Dennis](#)).
- Our visitor count, including the Air Show, is up 3,485 visitors over last year at this time -- congratulations!
- Our November member meeting, with our own Will Whiteside as our guest speaker, has been moved to November 14th!!
- Clean Up Weekend, Oct 13-14 was a huge success - - thanks to all who showed up and pitched in! The place looks great!
- We've hired a carpenter in to make the badly needed repairs to the Gift Shop building.
- The container which will be our new shop is here. Once the grading is done, the container will be moved, the electrical work will be done by Lunardi Electric, and the new shop will begin to take shape under the leadership of [Ron Stout](#) and [Bill Greene](#).
- The space the shop vacates is being re-designed by a small committee to provide more Gift Shop and display space.
- The Pacific Coast Air Museum is presenting a seminar of combat pilots at Santa Rosa Junior College, on Monday, November 5th, 12:00 noon, at Newman Auditorium at the JC, in honor of Veteran's Day. The public is invited.
- A "Tribute to Our Veteran's" lunch is being put on by the Rotary and Kiwanis Clubs of Santa Rosa, Thursday, November, 8th, at the Vet's Building. Tickets are \$15 - - see Duane or me for tickets.
- After much work, we have secured the Francis Gary Powers - U-2 Shoot-Down exhibit for our museum, from January 17 to April 15. Powers son, Francis Gary Powers, Jr, will speak about his father's flight, shoot down, trial, imprisonment, etc, on Wednesday, Jan 16th (in place of our January Member Meeting), at Wells Fargo Center (who is partnering with us and donating the Merlo Auditorium for the evening). Tickets will go on sale in November, \$10 per person, \$5 for museum members. If you are an aviation or history buff, you won't want to miss this!
- Elections are coming up, at our December member meeting. The nominating committee of [Jim Long](#), [Mike Voorhees](#) and [Norma Nation](#) is doing a terrific job of attracting qualified candidates. Come to the November member meeting to hear each candidate tell you directly why he or she wants to represent you on the Board. Read their Candidate Statement in the December newsletter and vote for the person who will best represent you and the membership on the Board. With the new museum location and fund raising campaign lurking in the near future, this year's election of Board members by the membership and election of officers by the new Board is the most important in recent history. Do your part - - listen, read, and vote!
- Come out and see our new SR-71 exhibit and just how great your Pacific Coast Air Museum is looking.

Smooth Landings

Dave

### 2007 Board Election Announcement

Each year 3 directors are elected to serve 3-year terms. This year the terms of directors Beverlin, Long and Smith will expire. Elections for these directorships will be completed by the December general meeting.

At its October 3rd meeting, the board of directors voted to amend the bylaws to remove the minimum membership duration of one year prior to election as a pre-requisite, and to require the Nomination Committee to determine whether candidates are qualified to serve. The committee considers a number of skills and qualities in its deliberations.

To be elected, all candidates, including incumbents, must be nominated. You may nominate yourself, you may nominate another or the Nomination Committee may nominate one or more candidates. The Nomination Committee has determined that, because of the large field of expected candidates, it will not make its own nominations. Therefore, all candidates for this year's election must be nominated either by themselves or other members.

Nominations may be in the form of a written nomination, on a form provided by the Museum, or verbally at the November 14<sup>th</sup> general meeting. If you intend to run for election or intend to nominate someone else, you must do so no later than the end of the time provided at the November meeting. If you intend to nominate someone else please discuss it with them first as they must be willing to explicitly accept the nomination, either in writing or verbally at the November meeting. All candidates will be given an opportunity to make a brief verbal campaign statement during the November meeting.

After nominations have been closed, Nomination Committee will complete its evaluation of all candidates who have accepted nomination. Those candidates determined to be qualified will be so notified and included on the ballot.

Each candidate qualified to appear on the ballot will be given the opportunity to submit a written statement limited to 100 words which will be included with the ballots. The statement must be sent ***by email*** to the secretary at [flyingv@sonic.net](mailto:flyingv@sonic.net) no later than 5:00 P.M., November 19, 2007. The statement will be published exactly as it is received, without correction or modification, except that only the first 100 words will be printed. If you are considering being a candidate please prepare this statement now as it will be of help in making your verbal statement at the November meeting.

Ballots will be mailed to all general members. Completed ballots must be returned by the date shown thereon. The ballots will be counted during the December general meeting.

### The Saga of the Pacific Coast Air Museum's SR-71 "Blackbird"

As many of you know, the SR-71 was developed for the U.S. Air Force as a reconnaissance aircraft more than 30 years ago. SR-71s were the world's fastest and highest-flying production aircraft. The aircraft could fly at speeds of more than 2,200 miles per hour (Mach 3+, or more than three times the speed of sound) and at altitudes of over 85,000 feet. The SR-71 still holds most of the world's speed and altitude records. And as many of you know, the Pacific Coast Air Museum now has three major components from an SR-71 "Blackbird" on display, right now, at the museum - - a nose, a rudder and an engine spike. We also have an Astro Navigational System (ANS) Guidance Group, two nose tires mounted on wheels (one tire is brand new and never used) and two main gear tires (the ones with the silver colored sides that were filled with nitrogen) mounted on wheels. And we are currently engaged in conversations that I hope will result in our getting an SR-71 J-58 engine. Several people have asked how we managed to get this stuff, when it was secret for so long, and when we tried and were told "no" so many times. When I related the long saga, several suggested that I write it down for posterity - - so here goes - -

The saga started about two years ago, just after I became Executive Director. Most everyone knows that in a previous life I was Wing Commander of the 9th Wing at Beale Air Force Base. One of my responsibilities was the worldwide SR-71 program, and because of that, I got to fly the SR-71. Almost two years ago I heard from a friend that SR-71 engines (J-58) were becoming available for Air Museums. So I thought how cool it would be to get one for our Pacific Coast Air Museum. I was sure I could do that. Little did I know the journey that thought would take me on! I heard that the Castle Museum had just received a J-58 engine so I called down there and talked to the Executive Director. He told me they got theirs on loan from the Air Force Museum. He also told me that there were warehouses full of SR-71 parts at Barstow, CA, under the control of NASA. A little checking revealed that was true, and that the fellow in charge of storing and disposing of all this stuff was none other than retired [USAF SMSgt Mike Relja](#). Mike was in charge of the maintenance NCOs for me when I was at Beale, I knew him pretty well, and see Mike at the Blackbird Reunions we have every other year at the Nugget in Sparks, near Reno. So I gave Mike a call and sure enough, the SR-71 parts were at Barstow and he was in charge of disposing of them. I asked him what he had that might be of interest to put on display at our museum. He said he thought an SR-71 nose on its dolly, an engine and an engine spike might make a great display. When I asked if he had a rudder, he said "sure". He said he was putting my name on an engine, a nose, a rudder and an engine spike. I told him we could mount a recovery team on fairly short notice and come get them. He said "good deal", all you need to do now is get the loan documents from the National Museum of the United States Air Force (which I will call AF Museum from here on out!). I said "whoa, how do I do that?" and he told me to contact the #2 guy at the AF Museum in Dayton, [Tom Brewer](#), and gave me Brewer's phone number. I'm thinking this is going to be "no sweat." So I call Brewer, nice enough guy, who is all enthused that I flew the SR-71 and that our museum wants to have some major SR-71 components to put on display. Then he says "I don't see your museum's name on the list of certified and approved museums". I told him we were on the Naval Museum's certified list, but he said that wasn't good enough. So I asked Brewer to authorize us the parts and we would get on their approved list. He said "no", that we had to get certified first. "Hhm, maybe this isn't going to be as easy as I thought." So he put me in touch with the certification person and she sent me this huge package - - as daunting stack of paperwork to be filled out and policies to be followed as I've seen since I worked in the Pentagon! And I learned that the Pacific Coast Air Museum had taken a look at AF Museum certification before and decided not to pursue it because the requirements were so outrageous. This was a discouraging time. As luck would have it, about a year ago the Forward Air Controller's Reunion was held at the AF Museum because we were dedicating a monument to our fallen Forward Air Controller comrades.

So I made an appointment with [Tom Brewer](#) during the time when I would be there. I figured "what the heck, it can't hurt." And it didn't, as my meeting with Tom went quite well, and he took me and introduced me to [Major General Charlie Metcalf](#), the Executive Director of the AF Museum (whom I promptly gave a Pacific Coast Air Museum challenge coin to!). We talked and he encouraged me to pursue certification, and introduced me to Sarah Sessions, the woman in charge of the certification program. She was not very encouraging, and handed me the same huge stack of paperwork to start working on. At this point things were getting more discouraging for me about getting the SR-71 parts that were already sitting in Barstow with my name on them. But I filled out the paperwork for the first step in the certification process called "Administrative Certification", and sent it in along with our By Laws, proof of our non-profit status, budget, financial documents, etc. Six months went by and we heard absolutely nothing. Then, earlier this year, [Guy Smith](#) and I had the good fortune to attend the National Air and Space Museum Conference in San Diego and ran into [Major General Charlie Metcalf](#), the Executive Director of the Air Force Museum. We spent a lot of time with General Metcalf and he asked me how our certification was coming along. I told him it had been six months and we had not heard a peep from his staff. I just happened to have a copy of our brand new Pacific Coast Air Museum DVD in my pocket and gave it to Gen Metcalf, suggesting he show it to his staff when he got back, as it was but one indication of how professional we are. I then asked him about helping us get the SR-71 parts and he said he couldn't help until we were certified. "Good grief, Charlie Brown." (My words were actually much stronger than that, not fit to print in this family publication). The next day I spoke to retired [Navy Captain Bob Rasmussen](#), the Executive Director of the Naval Museum System in Pensacola. We are certified by the Navy Museum and have several aircraft on loan from them.

Captain Rasmussen said to contact him when I got home and he'd see what he could do to help us get the SR-71 parts. As this point I was getting a tad bit encouraged - - the Navy has been great and easy to work with over the years. When I returned from the museum conference in March of this year, I began asking the Navy Museum for help, and the Air Force Museum for the status of our "Administrative Certification" request. The Air Force Museum finally wrote back and said we were disapproved because we had not proved we had a professional paid Executive Director or Curator. That kind of blew me away! So I contacted [Judy Knaute](#), she put together payroll records and I sent them off to the Air Force Museum. I also began querying the Navy Museum regularly about their acquiring the parts from the Air Force Museum and loaning them to us. Amazing to me, the head of the Naval Museum and Helen Watson, the woman we have worked with there for years told me in late August that they were running into problems and issues they had never run into before, and things did not look encouraging. It was at this point that I came closest to giving up. But most of you who know me know that I am persistent.

Then, in the second week of September, I received a big brown manila envelope from the Air Force Museum. They said the payroll records I provided were the last thing they needed and we were "Administratively Certified to receive the loan of Air Force historic artifacts." But we still had to pay for them to come out, visit and inspect us to gain "Operational Certification", the biggest and last step in getting really certified by the Air Force Museum. Hmm, I thought, this is a major coup for us and I wonder if we might just be able to use this to our advantage. So on October 1st I called Mike Relja, my old SR-71 maintenance NCO, at Barstow, and asked if the SR-71 parts were still available. Much to my surprise he told me that all his J-58 engines had been shipped to Tucson and were being cut up and sold for scrap.



This was a bit worrisome (to say the least). So that same morning, October 1st, I called [Tom Brewer](#) at the Air Force Museum, told him we were Administratively Certified, that the SR-71 parts were going to be shredded, and what a shame it would be if the museum that [Joe Rogers](#) and [Dave Pinsky](#), two SR-71 guys, were involved with couldn't get the parts to preserve a key part of aviation history. Tom asked if I could get him the serial numbers, Federal Stock Numbers and official nomenclature of all the parts and engine we wanted. Back to [Mike Relja](#) who responded in minutes after receiving my request, with all the info I needed. He also said we had to hurry or the parts would be shredded and gone forever.

So on the night of October 1st, I sent all the information that he had requested to [Tom Brewer](#). Well you can imagine my surprise when, on Tuesday morning, October 2nd, while reading the newspaper and drinking my coffee at home, I opened the museum e-mail and saw two messages from [Tom Brewer](#) - - one to Barstow telling them to issue an SR-71 nose, rudder and engine spike to me for the Pacific Coast Air Museum and that we would pick them up. The second message was to the Air Force Museum storage area telling them to identify and find an SR-71 J-58 engine and dolly for us and to prepare an estimate for shipping to us. After all that time and all that work and so many disappointments along the way, I almost couldn't believe what I was reading. And I couldn't wait till 8:00am to call [Jim Cook](#) to tell him the good news, and to ask him to start putting together a recovery team. Later that morning I called [Mike Relja](#) at Barstow and he said "get your butts down here ASAP, we'll have the parts crated and we will have everything you need to load them. Bring a 40 foot flatbed truck and trailer. And hurry!."

The rest of the week was spent trying to get trucks, trailers, whatever we needed to go down the very next week and get our long-awaited SR-71 parts. By Friday we had a truck belonging to Ron Stout's wife and a trailer belonging to a friend of Jim and Ron. The rest of the trailer possibilities kept falling through, as did a wonderful offer by a museum friend to bring everything up for us. Then, on Saturday, we learned that [Larry Rengstorf](#) had arranged to borrow a truck and a trailer. After much discussion, measuring, and brainstorming, Jim and I decided to rent a large Penske truck to make sure we had the room to bring everything back. After all this time and effort, we weren't willing to take a chance on getting there and having to leave something behind. So on Monday, October 8th, exactly six days after receiving the message that we could go and get the parts, a recovery team headed south to lovely Barstow. [Jim Cook](#) and [Dave Pinsky](#) rode in the bumpiest empty Penske rental truck in the universe, [Ron Stout](#) and [Bill Greene](#) took a pickup truck and towed a trailer, and [Larry Rengstorf](#) and friend [Carol Monsour](#) drove a second pickup towing a trailer. After a very late arrival in Barstow Monday night and just a few hours sleep, we headed to the Marine Corps Storage Facility in Barstow on Tuesday morning. [Mike Relja](#) and his team met us and had everything ready. We even talked them out of an SR-71 Astro Navigation System and two each mounted nose gear tires and main gear tires.

We would have been loaded and on our way in 30 minutes except for a small problem - - the SR-71 nose was too big for the truck, and the dolly it was on was too big for our biggest trailer. Then Larry and Ron went to work -- the rest of us just stood back and watched in amazement as they did their magic. After an hour and a half they had jerry rigged supports for the dolly wheels, the nose and dolly were loaded and cinched down, and our little convoy was headed home by noon. We made a stop at famous Mojave Airport for lunch and turned some heads when folks saw the big SR-71 nose sitting up on the trailer. And we really turned some heads as we drove it up I-5.

A couple of stops to check and tighten the loads, fuel and fast food, and we arrived in Santa Rosa with our precious cargo late Tuesday night, October 9th, exactly one week to the day we got approval to get the parts, and three weeks before they would have been gone forever. The next day, Wednesday, October 10th, the entire recovery team met at the museum, we were joined by [Duane Coppock](#), [Glyn Rowley](#) and [Mike George](#), Larry borrowed [Daryl Bonds'](#) forklift, and we unloaded and uncrated our precious cargo. I'm still working on getting us an SR-71 J-58 engine, so when that hopefully happens, we'll let you know.

And I just found out that some D-21 Drones (Mach 4 by the way) might just be available. And hopefully these will be an easier path and not such a "saga".

So there you have it, the Saga of the Pacific Coast Air Museum's SR-71 "Blackbird."

Many thanks to our terrific recovery team - - Jim, Larry, Ron, Bill and Carol, and to Mike, Duane and Glyn for their help unloading and setting up the temporary displays. Ed Nelson, Bill Greene and Barney Hagen have been extremely helpful in getting the permanent displays done. The nose, rudder, spike and ANS are on display right now for you to see - - some amazing pieces of aviation history, technology way ahead of its time. Touch the nose - - it has flown faster than Mach 3 and over 80,000 feet, many times. I think [Joe Rogers](#) is pleased, proud and smiling on our hard work and good fortune - - I know I am.

Dave



Happy SR-71 recovery crew at Barstow



The SR-71 journey begins at Barstow



How do we load this?



SR-71 Nose loading at Barstow



Success at last



No Dave, I'm driving this load



There's really a rudder in there



Two happy guys



Arriving home



SR-71 tires & nose cover



Larry unloads the SR-71 nose



Someone just can't wait



The rudder gets uncrated



Dave and Larry "strategizing"



Still happy together!!



Unpacking the goods!



Now, this is a Rudder !!



The smiling SR-71 Co-Crew Chiefs



**Visit PCAM**  
**November 17th & 18th**  
**Climb Aboard Weekend**  
**Featuring the**  
**DC-6 Nose & Cockpit**

**REMEMBER THESE DATES**

**November 7th @ 8:30 AM—Board of Director's Meeting at the Air Museum.**

**November 14th @ 7:00 PM—Monthly Membership Meeting at SCOE**

**November 17th @ 11:00 AM — New member Orientation: Learn the ins and outs of Museum operations**

**November 20th @ 12:00 noon — Executive Director's Staff Meeting in the Museum Conference Room**

**PACIFIC COAST AIR MUSEUM**

**2230 Becker Blvd.**

**Santa Rosa, Ca 95403**