



The Stratojet Newsletter

Vol.11

December 2001

Reunion Seattle, Sept. 19-22, 2002

Plans for the Seattle reunion are well underway. This is a reunion you won't want to miss. On your arrival at the Seattle/Tacoma airport the Doubletree Suites at Southcenter will provide free transportation to the hotel. Linda Irvine, our hostess, will be at the hotel to greet and register you. The only scheduled activity for Thursday is the buffet dinner in the hotel that evening. The hospitality room will be open throughout the day. Please don't forget to bring your B-47 memorabilia to put on display in the hospitality room to share with other attendees.

Tours to the Boeing 747 assembly plant in Everett will depart from the hotel at 0930 and 1030 on Friday. That afternoon, from 1:00 to 4:00, there will be a symposium at the hotel. Panel members will include engineers from Boeing, who were involved in the construction and testing of the B-47, and Air Force pilots, who were involved in its testing and early operational deployment. Among those who have indicated that they will attend the reunion as the guests of the Association are: Bill Cook, Bob Werner, Bob Withington, Dick Taylor, and Bob Robbins of Boeing, and Guy Townsend and Don Hillman from the Air Force. There are still a number of former Air Force flyers that remain to be invited. The symposium will be videotaped. The hospitality room will be open and dinner will be on your own unless you decide to partake of the optional salmon dinner on the Indian Island on Tillicum Island. The bus will depart from the hotel for Tillicum Island at 5:00 PM.

On Saturday, two separate buses will provide continuous shuttle service to the Museum of Flight and the Seattle waterfront. If you are interested in aviation, you must visit the Museum of Flight, one of the premier aviation museums in the country. The Museum of Flight recently acquired the fighter plane collection of the Champlin Air Museum in Phoenix. There is an entrance fee for the museum. The Seattle waterfront bus will drop you off at the Pike Place Market that is home to a variety of restaurants that offer cuisine from all over the world, fish/food markets, flower shops and boutiques.

The evening activities will begin at 5:00 PM. Pictures for the souvenir booklet will be taken from 5-6, cocktails at 6 and dinner at 7. There will be a slide program and a guest speaker, as yet to be determined. Following the program, there will be a business meeting, including the election of a new president of the Association.

On Sunday morning there will be a farewell breakfast provided by the hotel.

The next newsletter will provide complete reunion details including the registration form, obtaining group airfare, reservations, and other related items.

Summary:

Where: Southcenter Doubletree Hotel, Tel. 206-575-8220, Cost \$115 per night +12.4% local tax for a total of \$129.26. The hotel will provide transportation from the airport to the hotel.

When: Sept. 19-22, 2002

Amenities: Hospitality room stocked with snacks and alco

holic and non-alcoholic beverages; buffet dinner on Thursday; a tour of the 747 assembly facility; transportation to the waterfront and the Museum of Flight; the banquet dinner; and breakfast. Every morning.

Registration Fee: \$135

Optional Activity: Salmon dinner on Indian Tillicum Island, \$67 per person.

Reunion booklet: a reunion booklet in color will be published, the cost including S/H will be \$20.

A perspective on events following the bombing of September 11

Following the attack on September 11, after considerable planning by Presi-



dent Bush and his staff they developed a strategy to defeat the Taliban and Al-Qa'eda forces in Afghanistan. Air Power was to be the hammer to destroy them. When the air campaign began on October 8 none of the so-called military experts thought there was any possibility that the air campaign could defeat the Taliban. By the end of October many in the press and Congress including Senator Kerry of Massachusetts and Senator McCain of Arizona were calling for a change of strategy that called for the insertion of up to 200,000 ground troops. The press dismissed the Northern Alliance as totally incompetent and as being as bad as the Taliban. The President's critics thought this was their opportunity to get him. However, the President ignored his critics, did not waiver, and pressed on with the air campaign.

The competency of the Bush team was clearly evidenced in the manner in which the Secretary of Defense, Don Rumsfeld, conducted his press briefings. He proved to be more than a match for the press, and at times made them look silly and fatuous. Contrast his performance to that of Clinton's former Sec. Defs, Aspen and Cohen.

With the aid of American airpower Mazur-e-Sharif and Kabul fell to the Northern Alliance. The whole rotten house was collapsing and Bush critics in the press and Congress became silent.

It is not over but it can be called the beginning of the end. A lot of fighting still remains and following the conclusion of fighting, the rebuilding of Afghanistan will be a formidable task.

Even before the fighting has ended in Afghanistan the efficacy of air power was again under attack. The outstanding results achieved in Desert Storm Cont. pg.3

Editorial Corrections

The dates for the Seattle reunion were incorrect in the last newsletter. However, the days of the reunion were correct, Thursday through Sunday. The correct dates are Sept. 19-22.

Typo error in Tom Gates article on the 9th BW, the three squadrons were the: 1st, 5th, and 99th and not the 1st, 5th, and 9th.

Bulletin Board

Honorary Membership in the Association: The Board of Governors has agreed to make all widows of deceased Association members honorary members of the Association. As honorary members they will not be required to pay dues and will receive the Association newsletter gratis. Widows desiring honorary membership should inform the Secretary, Mark Natola.

55th SRW Memorial The 55th SRW has begun a campaign to raise funds to erect a black granite memorial at the Air Force Museum to honor those who flew reconnaissance missions during the Cold War. It will be similar to the 55th memorial located at the SAC Museum. It will be dedicated in September 2003 in conjunction with the opening ceremonies for the new Cold War annex to the museum. Those desiring to contribute should mail their contributions to the: The 55th SRW Assn, C/O Errol Hoberman, 6441 Avenida De Galvez, Navarre, FL 32566 8911.

The Association Newsletter via e-mail My server was unable to transmit the newsletter via e-mail. This may become a possibility in the future. However, the newsletter can be found on the Association web site at:

<http://www.b-47.com>

USAFE Band tape, "The Triumph of Spirit" The demand for the tape as a result of the notice in the Stratojet newsletter overwhelmed the Public Affairs NCOIC of the band. Simply put, no more requests can be honored.

B-47 Stationary and Jackets Wen Painter is working on these projects and as yet he has not completed his research.

B-47 Stratojet 55th Anniversary of First Flight Commemorative Medal. The Seattle Boeing Employees Coin Club, B.E.C.C., has issued three medals of silver, pewter, and bronze to commemorate the first flight of the B-47. For more information visit the website at:

<http://www.people.org.web.boeing.com/recreation/coi/index.html> or call Eric at 425-234-1524.

The price of the medals is; \$13.00/silver, \$5.00/bronze and \$7.00/pewter. Three medal sets in a plastic medal holder are \$35.

Shipping and handling for one to two medals is \$2.00, three to eight medals \$4.00. Shipping and handling for one or two sets in holders is \$4.00, three to sets in holders \$8.00

Checks should be made out to B.E.C.C. and sent to B.E.C.C. c/o Jim Payne, P.O. Box 46374, Seattle, WA 98146

I have just received the bronze and pewter medals and they are gorgeous. Other medals are available including the B-52 and other Boeing aircraft.



Refueling VCR. I am trying to locate a VCR of a training film on the techniques involved in refueling a B-47. Please notify me if you know the name of the VCR and how it may be obtained.

As The Crows Flies has a new publisher BookSurge.com. The author is R. Adam Solo, nom de plume of Bruce Bailey. I incorrectly identified the author in the August newsletter as R. Adam Sollis. The book may also be obtained at Amazon and Borders.

Unsung Heroes a story of B-29 crews was shown on the History channel on December 4th. Mark Natola was the co-producer of this program. If you missed it, it will be replayed again in the near future.

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Copies of these rare patches of the 96th A&E squadron of the 96th BW, Altus AFB, OK, and the 320th A&E squadron of the 320th BW, March AFB, CA were provided by Jim O'Conner of Grosse Pointe, MI.

The True Story of Broken Arrow was shown on the History Channel on November 12. The theme of the program was the inherent dangers related to nuclear weapons and what a miracle it was that we survived the Cold War. Among those interviewed were Howard Richardson, the AC of the B-47, and the pilot of the F-86 that collided with Howard over the mouth of the Savannah River. Howard's article on the collision appeared in the April newsletter. What credibility the program had in my view was lost in the interview with Robert McNamara. McNamara had no concept of what nuclear deterrence was about and was the creator of concept of limited nuclear war and Mutual Assured Destruction, MAD. The dummy never realized that if the first nuke was dropped it was all over. The overwhelming superiority that the United States possessed insured that the Soviets would never think about starting a war. Of course Le May comes out as the bad guy again; but it was his strategy that won the Cold War.

Cont. from pg.1

are shrugged off by critics stating that it took the ground battle to end the war. The American ground forces have never operated in an environment in which their foe had air superiority over the battlefield. Instead of downplaying its effectiveness, the Army generals might read what Erwin Rommel had to say about the role of air power. In Bosnia, the Bosnian Serbs only gave up after the F-16s destroyed their artillery positions Sarajevo.

Though not one soldier was sent to Kosovo, the ex-NATO commander, General Wesley Clark, said it was the threat of the Apaches and the use of ground troops that forced Milosovic to give up. He totally ignored the pounding that Serbia received from Allied airpower. Maybe our air strikes did not destroy the artillery pieces and tanks in Kosovo they may have been claimed initially but I can assure you that as a result of our attacks there was a lot of soiled underwear in the Serbian army. The Serbs were only too happy to leave Kosovo and be free of the incessant bombing they had been subjected to. It took the Apaches two months to deploy to Albania from Germany and they never flew a single combat mission over Kosovo when the conflict ended. How long would it have taken the Army to deploy the ground troops in Germany to the borders of Kosovo?

What has impressed me about the Air Force since Vietnam has been the ability of the Air Force to deliver ordinance with uncanny accuracy. This was first clearly demonstrated during Desert Storm where the Navy at the time had a very limited capability to deliver precision weapons. In Afghanistan, the Navy has clearly demonstrated that it now possesses this capability. It took time for the carriers to come on station but once they were there the air war could begin. To hit targets in Afghanistan, the Navy strike aircraft required as many as four refuelings. As in Desert Storm it was the Air Force that provided the vast majority of tanker support.

The B-2 again demonstrated its capability to hit dozens of targets within deadly accuracy within hours after the start of the air war. B-52s and B-1s from Diego Garcia engaged in carpet bombing but now were capable of providing close air support to troops on the ground through the use of GPS bombs and laser targeting supplied by Special Forces. The Predator reconnaissance drone equipped with Hellfire missiles were used to not only find targets but to attack them as well. The veteran C-130 "Specter" gunship again showed its prowess over Afghanistan so much so that the Commandant of the Marine Corps impressed by its performance directed a study be made regarding the possibility of the C-130 gunship being acquired by the Marine Corps.

All the services appear to have cooperated very well in Afghanistan and it is hoped that the problem of communications and transmission of data that have plagued them in the past has been resolved.

Based on my observations, I believe that the Air Force needs a new bomber; not a supersonic, stealthy, high tech bomber but one that could replace the B-52 capable of delivering a vast amounts of ordinance accurately over long distances equipped with a electronic warfare capability to meet any challenge. Methuselah may have lived to 969 years but the B-52 is not Methuselah. One of these days the B-52 is going to die of cardiac arrest.

However, primary focus should be directed to acquiring a new electronic warfare aircraft to replace the Navy EA-6B. Our next opponent is unknown and may possess sophisticated electronic warfare systems. North Vietnam was a third nation but it became a formidable opponent with the acquisition of Soviet SAMs.

Airborne GCA

by Don Tynan

It still remains etched in my mind to this day, the night in 1960 when I led three EB-47Es of the 301st BW of a Reflex flight from Lockbourne to Greenham Common. It was the first time I had been selected to lead a Reflex flight and as it turned out it was the only time I ever led a Reflex flight. I was really motivated and I wanted to prove to myself and the wing that I could hack it. As I prepared to start engines, Colonel Baker, the Deputy for Operations, climbed up the ladder to wish me well. After the send off by the DO I was really pumped up.

I led our flight toward the refueling track off the coast of Labrador where we met our tankers. I moved my aircraft into position behind the tanker to take on my offload. Right after I connected JP-4 started to stream out of the sleeve where the telescoping boom drops down from the boom proper. My windshield was covered with JP-4 and all I could see were the refueling lights on the tanker. If I hit the windshield wiper button I would disconnect so I continued to take on fuel despite the lack of visibility. I could abort the refueling and head for Goose Bay

but that wasn't an option. I had promised myself and the DO that I would get the job done. The boomer recognized my plight and provided me directions, "Up one (foot), forward two, right one." He had become my refueling GCA operator. When the red light appeared I disconnected, ran my windshield wipers and ploughed back in.

It was a grueling operation as I drove in and out taking on three or four thousand pounds at a time to take on my scheduled offload. At the same time I was struggling to take on fuel I could hear my cell mates on VHF routinely offloading their fuel, how I envied them. No matter what obstacles I faced I was determined to succeed. Despite my problems, I took off my scheduled offload within the planned refueling time. At the end of the refueling I breathed a sigh of relief and relaxed as the adrenalin that had kept me going left my veins. Thankfully the rest of the flight was without incident and we landed at Greenham Common as planned.

Editor's Note: Following his assignment at Lockbourne, Don was assigned to Nouasseur and Moron as a command post controller. He left the Air Force in 1964 to go to work for American Airlines retiring as a 727 Captain in 1984. He and his wife presently reside in Boscawen, New Hampshire.

How the Crow Flew in the RB-47H

The following is an excerpt from an upcoming book by Bruce Bailey

His hands and feet felt like they were freezing and his legs were so stiff he could barely move them. The seat bottom slanted forward just enough to cause him to slip forward and be perched upon his tailbone after less than five minutes, which was quite painful. The flight helmet and oxygen mask chafed and got very heavy after several hours and the blast of cold air caused a crick in his neck. The ceiling of the tiny compartment was so low his head would hit it if he sat up straight. Fortunately, most of the flight was spent bent over the little pullout writing table, peering into an array of scopes on the several receivers and analyzers mounted in front of him, while tuning and adjusting sets with both hands and feet. To his left were several more panels of switches and controls for a variety of electronic reconnaissance equipment, mixer panels and a couple of tape recorders. The interphone and radio controls were also on that side, as well as the controls for his oxygen system and the compartment pressurization and temperature controls. The temperature was normally in the full hot position, but still unable to overcome the extreme cold at high altitude. The noise was painful. The compartment sat between and slightly behind the six jet engines and its sides were the skin of the aircraft (thin, uninsulated aluminum panels - eagerly inviting all the noise and cold into the compartment). Behind him were several more pieces of equipment and the cabin pressurization turbine, adding its piercing scream to the overwhelming noise. On his right was a huge, pressurized video recorder utilizing large reels of two-inch wide tape. Aft of that were two digital recorders and another large analog recorder - all of which required constant monitoring and frequent tape changes. The honey bucket (toilet) and storage bins for tape and film were also along that wall, but were difficult to get at because of all the additional equipment and spares stacked onto the extremely limited floor space. He sat in the small, dark, freezing, noisy compartment while being bounced all over the sky by turbulence and evasive maneuvers, trying to read his displays, make log entries, annotate his voice tapes and keep the crew informed on the actions of the Russian fighters chasing them as they probed and provoked enemy defenses.

Final Flight

Bob Dennison passed away in a hospice in August. Bob along with Charlie Brown were the original founders of the B-47 Assn and we all owe him a debt of gratitude for his efforts in making the Association a reality.

SMSGT Donald E. Ackney died on April 26 in Mesa, Washington after a long illness. He was a WWII and Korean War vet. Don had served as a flight chief and alert line chief with the 358th BS and later with the Organizational Maintenance Squadron of the 303rd BW at Davis Monthan AFB, AZ.

Paul R. Roberts died in Nov. 1999, no other details are available.

Vernon Wolfe passed away on February 21, 2001. Vern joined the Army in 1941 and received his pilot's wings in 1943. He served with the 310th BW at Schilling and retired at Mountain Home AFB in 1965. After retiring to Denver, CO, he returned to college earned an accounting degree and worked for the Army Audit and Small Business Administration until 1983. He is survived by his wife, Kathy; by his children, William and Kathy; and grandchildren, Erika, Peter, and Amanda.

A tale of two aircraft. Aircraft 6244 was the last aircraft that came off the production line at Boeing/ Wichita. The aircraft belonged to the 307th BW in Lincoln and was put in tip top condition and polished until it glistened in preparation to being sent to the Air Force Museum on January 22, 1965 where it was put on display at the old Air Force Museum at Patterson Field. It remained on display until the present museum was built at Wright Field in 1971. Rather than disassemble 6244, the museum staff elected to put JB-47E 2280, a flight test aircraft at Patterson Field on display at the new museum since it could be flown into the new museum site. 6244 was given to the Fire Department to be used for fire training and was eventually destroyed. As a result there is no fully equipped B-47E in existence, 2280 is a fraud as it was never assigned to SAC. So much for the Air Force Museum preserving Air Force heritage. The details regarding 6244 were provided to me by M/Sgt David Menard, USAF (Ret.) who worked at the museum research division until he retired last years. Tony Minnick has republished the story regarding the demise of 6244 in the November 2001 newsletter of the 307th BW..



COL. ARTHUR W. HOLDERNESSE JR. (right) 307th Bombardment Wing commander, photo "W" members of the crew of aircraft 6244 before their departure for Wright-Patterson AFB, Ohio, where the plane was exhibited in the Air Force museum. Crew members were left to right: Capt. Geo. Hickman, aircraft commander; Capt. Al Ottaviano, navigator; and Capt. Pete Todd, copilot. The aircraft, the last B-47 built, was accepted by the United States Air Force in 1953 and retired on 31-12-1963.



MEETING THE CREW that flew Aircraft 6244 from Lincoln AFB to Wright-Patterson AFB, Ohio, to be placed in the Air Force Museum, is Col. William F. Curry, Museum Director. Seen from left to right are: Col. William F. Curry; Capt. Harold W. Todd, copilot; Capt. Alfred F. Ottaviano, navigator; A1C James R. Sine, crew chief; Capt. Eugene T. Hickman, pilot; and Museum Deputy Director, Capt. B. E. Townsend. This B-47 aircraft was the last of its kind to come off the production line at Boeing Aircraft plant under Air Force contract.



1. Departing Lincoln. 2. Arriving at The AF Museum. 3. On display at the Museum, 1967.
4. The ignominious end.

In 1996, I went to Salina, KS to photograph RB-47H 034299, I was appalled by what I saw, it had been disintegrating in the open since it had been given to the city of Salina. I wrote the Air Force Museum and Davis-Monthan regarding the need to save this aircraft but neither party was interested in saving it. Fortunately in 1998 the AF Museum decided to create an Annex on the Cold War where the RB-47H would be one of the major exhibits on display. It was disassembled and sent to the museum in 1998 where it is presently undergoing restoration. Parts have been obtained from the butchered EB-47E at the South Dakota Air & Space Museum at Ellsworth AFB, SD and the tornado damaged WB-47E in the New England Air and Space Museum at Bradley Field, CT that is to be scrapped.



5. 1996 photo of 4299. Surrounded by a cyclone fence the aircraft sat near the flight line of what was Shilling AFB. It had been vandalized, served as a roost for pigeons, and was ravaged by the harsh summers and winters of Kansas.

6. The aircraft partially disassembled in preparation for shipment to the AF Museum in 1998

7. 4299 as it presently appears undergoing restoration at the museum. Photo: Jack Kovacs

Graduation Day

Right: George Brierley sent in this picture of B-47 electrician class, 26015A, that graduated on 7 June 1955 at Chanute AFB. Following graduation George Brierley was assigned to Davis Monthan AFB. After leaving the Air Force George returned to Vermont and became a state trooper. George is now retired and serves as our BX officer. Note the XB-47 00066 in the background, it is presently on display at the Octave Chanute Air and Space Museum. The museum was established after Chanute was closed.

Below: Andy Labosky provided the picture of his B-47 combat crew training class that completed training in 1960. He was assigned to Lockbourne AFB and after leaving the Air Force he went to work for Boeing/Wichita. He now resides in Derby, KS and is very involved in preserving the Aviation heritage of the Wichita area. He was and is deeply involved in the restoration of the B-47 at McConnell AFB and the B-29 undergoing restoration at Boeing/Wichita. Andy is the fourth person from the right in the second row. Andy is a member of the Board of the Governors.



Back row L. to R:
Scott (instr.), Brown, Cuventry, Kline, Cronk, Brierley, Clark, Roach, Owen,
Becker, Kuhnly, Boyce, Mathews, Cox, Berthelot, McDonald, Burton, Inst.
Front row:
Inst., Shaw, Duplantis, DiMiceli, Roode, Crawford, Johnson, Lopez, Morre (Inst.)



Above Left : B-47 mechanics graduating class of June 1954 at Amarillo AFB, TX. Back Row: (Left-Right) Airman Schuam, Airman Leland Cook, Airman Alvin Boachman, unk, Airman Alice. Front Row: No names available. The airman in the back row were assigned to the 25th BS at Smoky Hill AFB, Salina, KS. Leland Cook graduated first in his class, became a B-47 crew chief and a flight chief with the 25th BS. Photo: Leland Cook.

Right: Class 58-6, B-47 Combat Crew Training. Don Cassiday is the lieutenant in the upper left corner and was assigned to the 40th BW at Schilling AFB as a copilot and went on to serve in the Pentagon where he was promoted to full colonel. Retiring from the Air Force, Don became a banker and is now an instructor at North Park College, IL. He and his wife presently resides in Aurora, IL. Don is presently the Treasurer of the Association. Photo: Don Cassiday



Application to join the B- 47 Stratojet Association

Dues are \$15 a year payable each January. Dues payments should be mailed to Mark Natola, Secretary of the B-47 Assn, 23 Oak Ridge Rd, W. Lebanon, NH 03784. Tel.603-643-3833. e-mail: mark.natola@hitchcock.org

Name : _____

Spouses Name _____

Address : _____

City : _____ State : _____ Zip Code : _____

Telephone : _____ Fax : _____ e-mail : _____

B-47 Wings you served with and dates of service : _____

Crew or ground position : _____ Civilian position: _____

Status : Active Duty _____ ; Retired, when _____ ; Separated, when _____ Veteran _____

If a civilian, your relationship to the B-47 : _____

Current Occupation : _____

Comments: _____

Association Memorabilia

1. Association Pin \$10.
2. Association Patch \$ 5
3. Association T-shirts, currently unavailable.
4. Pewter airplane tie pin \$ 5.
5. 1,000 hour pin \$ 25.
6. B-47 Place mat /mouse pad \$ 3.
7. B-47 Golf Cap \$12
8. Mugs \$ 10
9. Reunion Golf Visor \$7.
10. Engraved reunion wine glass \$5
11. 3,500 hour pin \$25

Checks should be made payable to the **B- 47 Stratojet Association**. Postage and handling are included in all costs. Mail your orders to George Brierley, 53 Mountain Ave, St. Johnsbury, VT 05189

On behalf of the B-47 Association I would like to thank George Brierley for his dedicated work as the Association BX officer.

From a former Global Weather Central Commander and weather guesser. From a former B-47 pilot. "Always did count on wx recce from SAC guys," Bob Aye

.... I remember long ago, just after the first satellite was put up and everything was still "experimental." I was taking a B-47 out of Guam on a maintenance test flight. The Wx guy told us he thought there was a big Typhoon he thought about 400 or so miles to the north, would we go take a look and bring back some obs for him. It was there all right, a really big hairy legged monster about 250 miles across and from above looked like a white funnel. So, without penetrating clouds, we sneaked over the rim at about 38,000 and holding altitude (autopilot on alt. hold.) we took pressure differential altitude readings using the bombing radar which could measure absolute altitude down to less than 10 feet. Using that, we made a plot of the intensity of the beast, bisecting it about five times. Then we hauled arse back to Guam and gave the data to him with an accurate fix of the clearly defined center at a given time. As a result Okinawa was given about three days warning the beast was coming. It just happened the "experimental" sat took a picture of the beast within a minute of the time we made a fix on the center by using the geographic coordinates of a small volcanic (uninhabited) bit of rock called: Ascention (Not the one in between Brazil and Africa) Island. Our fix and that of the sat were so close to each other they used it to confirm the accuracy of the sat. It was quite an experience as we were leaving the area of the beast, on the southeast quadrant, we made a very rapid let down to within 200 feet of the surface to make observations of the surface. The waves were in the estimated range of 75 to 100 feet. We did the estimate using the radio altimeter which measured absolute altitude above the surface up to a thousand feet and recording it's readings. We flew over a very large white surface vessel ... a freighter, beating his way north as the storm was slowly pulling away to the northwest. He was stern into the waves and was literally switching ends, up and down what a ride!!! We were smooth and still, no turbulence outside the perimeter wall. It was a true once in a life time classic storm with a solid wall with enormous vertical development. I will probably in my life never see anything like it again. Because of our speed, (we could easily do .95 Mach with safety) we could bisect the storm fairly quickly taking measurements. It was a sort of impromptu weather recce ride making up procedures as we went along. 6/18/01 ~ Editors note; Bob Bradshaw a retired former SAC officer sent me this on the Internet.

B-47 Bibliography

by Mark Stefan

B-47 Stratojet Jan Tegler, McGraw-Hill, NY 2000. 168 pages, 158 photos, including 18 in color. Covers the first flights, pilot anecdotes, variants, mods, and conversions. Very complete. The most inexpensive source is Edward R. Hamilton Books, Falls Church, CT 06031-5000. \$24.95 + 43.50 for S/H

Vulcan, Boeing B-47 & B-52 by Stewart Wilson, Aerospace Publications, Australia 1997 (distributed by Motorbooks USA) 160 pages with 36 pages devoted to the B-47 that include 58 photos. The colored illustrations of various types are excellent. Available from www.yellowairplane.com for \$26.95

Boeing B-47 Stratojet by Lindsay Peacock, Osprey Pub. Ltd. (distributed by motor books USA) The first book of significance on the B-47, it is still a great book. Out of print difficult to find. I found a copy on Ebay for \$47 and I have seen them sell from \$16.50 to \$31.00 on Ebay.

B-47 Stratojet by Alwyn T. Lloyd, In Detail & Scale Series Volume 18, TAB Books, Inc. PA, 1986, 72 pages with 172 photos (30 in color), drawings, and diagrams. Probably the best book for detailed descriptions of various aircraft parts and components with sharp drawings of systems, armament, and all crew stations (not much on Electronic Warfare, though). A great reference for the modeler or the person that wants to crawl all over the plane. Recently, copies have sold at \$16.50 and \$31.00 on ebay.

B-47 Stratojet in action, by Lou Drendel and Tom Y'Blood, Squadron/Signal Publications Aircraft #28, TX, 976, 49 pages with 136 photos (2 in color), color illustrations and line drawings. Another excellent visual reference that is short on text though the photo captions are full of descriptions, locations, and plane identifications. Who knows, you may even find your plane! A brief section on flying the B-47 has several anecdotes of accidents and incidents of interest. This one appears on ebay every so often at prices ranging from \$10-\$75, though I found a copy for the original cover price of \$3.95 at a local shop.

The Boeing B-47 by Peter M. Bowers, Profile Publications Number 83, England, 1966, 16 pages with 45 photos (1 in color) and color illustrations. An early publication that covers basic features and variants. I like this one even though it is little more than a pamphlet, it was published at the end of the operational life of the B-47. Internet auction find at \$20 or so.

BOEING B-47 "Stratojet", Air Age Technical Library, Air Age, NY, 1956, 16 pages, 2 pages of color illustrations. Super early pamphlet publication put out at the time when the Stratojet was top-secret. Interesting amount of detail, I'll bet there are a lot of copies in old KGB files. Internet find at \$14.

If you have further questions about these publications, or are aware of any others, please contact me at (513) 231-4838 or mrstefan@fuse.net. Happy hunting.



B-47 crew chiefs at a cave party Toraje Beach, Guam, Nov. 1960
Attendees were from March AFB, Davis-Monthan, and March AFB.
Photo: Bob Witherspoon

The 50th Anniversary reunion Marking the delivery of the first B-47 to SAC to the 367th BS/ 306th BW, MacDill AFB, FL.



There were forty attendees at the reunion that was held Nov. 8-10. Sgt. Pippin, seated in the wheel chair in the first row, left a hospital bed to attend the picnic. He was one the supervising NCOs of the squadron when the attendees were first assigned to the unit after completing training. Everyone had a grand time and the base personnel went out of their way to make the attendees feel welcome, despite the fact that they were committed to supporting the Central Command, that was running the war in Afghanistan.

Sherry Siegfried had these comments about the reunion, "As we ladies watched you shake hands, hug, pat each other on the back, we saw your gray hair, dentures, hearing aids and glasses disappear, and we saw the Boys that you were fifty years ago. As you renewed old friendships, stirred up old memories you nourished our souls. I don't care how many medals and awards you have received, or what strides you made in your life time. Nor do I care about the dumbest things you've done. Bit the smartest thing you ever did was marry these lovely Ladies. I have been in a room with so many Gentlemen and Classy Ladies in my life time."

The Lockbourne AFB Officers Association held a reunion in San Antonio from 10-11 October. Attendees were from the 26th SRW, 91st SRW, 301st BW and 376th

BW. This is the 26th reunion the Association has held. Guest speakers were Hal Austin, Dick McNab, and John Dorger who gave presentations on their overflights of the Soviet Union. The 2002 reunion will be held in Las Vegas. Contact Leo May 5204 South Procyon AV, Las Vegas, NV 89118 for further information.

SAC 2002 Reunion Savannah, GA May 16-18. No other information available,

Books

I Always wanted to Fly, America's Cold War Airmen

by Col. Wolfgang W.E. Samuel
1-88-737-7788, \$30.00

Body of Secrets by James Bamford. Anatomy of the National Security Agency. ISBN 0-385-49907-8

Wedell-Williams Air Ser-
vice by Robert Hirsch & Bar-
bara Schultz. \$19.95 + S/H
\$2.00. 714-828-7369

To the Membership

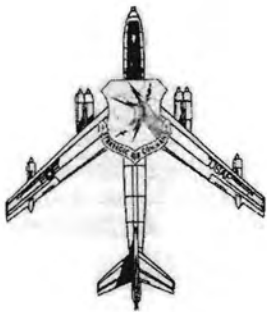
Please send me personal stories and pictures for the newsletter like that of Bob's to the left



Hal Austin addressing the attendees at the Lockbourne reunion.

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Chris Shotton, a manager at Walmart , wanted to give a really big "thank you" to Offutt Air Force Base personnel. This message was created in a field west of the base. Each letter is 125 feet tall and 75 feet wide. The whole thing is wider than three football fields. It took 40 bags of pulverized lime, 3,000 feet of nylon string, a surveying instrument, nine volunteers and a tractor to create the thank you in a soybean field near the base. Omaha World Herald