



The Stratojet Newsletter

April 2003 Volume 16

From The President

We are mailing out B-47 decals with the latest newsletter. I would ask each of you to attach the decal to your car rear window. Ken Tollin was gracious enough to have these printed up for the Association. It is our hope that former B-47 folks will notice these and hopefully ask you about our Association. We are always looking for new members for the B-47 Stratojet Association. In 1999 our membership peaked at a little over 1,200 members and today our numbers are down to 825 members.

Along these same lines if everyone in the Association would just contact two or three of their old B-47 buddies and tell them about our organization and invite them to join. I am sure we could greatly increase our membership this way. Let them know about our reunion at the USAF Museum, 23-25 September 2004. Advise them that anyone that had anything to do with the B-47 is going to be honored when we dedicate the B-47 monument at the reunion.

Ken Tollin is working up a portable display to be placed in a booth at air shows that graphically depicts what the B-47 Stratojet Association is all about. We are hoping this will encourage people to join our organization. This display will be shipped around the country to be viewed by the air show participants at different locations. We will need people to man these booths at their local air shows. Ken is hoping to have this ready for the Commemorative Air Force Air Show this fall in Odessa Texas. So stand by to volunteer to tell the B-47 Stratojet Association story at your upcoming local air shows and/or your local Base open houses.

We have had several requests for lifetime memberships. After carefully considering all the parameters we have come up with the following lifetime membership rates.

<u>Age</u>	<u>Amount</u>
59 & under	\$300
60 -64	\$250
65 -69	\$200
70 -74	\$150
75-79	\$100
80 & up	\$50

Remember to check your mailing label when you receive your newsletter. It has the year printed on it that your dues are paid through, i.e., 04 means you are paid up through 31 December 2004. We don't want anyone dropped from our rolls just because they forgot to pay their dues. Of course you will now have the option, if you like, of only paying your dues one time for the rest of your life with the lifetime membership option.

I hope that everyone is taking a look at our Web page periodically. Jim Diamond is doing a great job at maintaining and upgrading our Web page **B-47.com**. He is always looking for B-47 pictures to use in the opening portion of the page. When you send him pictures be sure and add a little history about the picture and list the name(s) of anyone in the picture(s) too. He is continuing to add interesting and appropriate items all the time. At the last count it had 8,793 hits i.e., people taking a look at our site.

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President...Continued from page 1

And last, but certainly not least, I want to thank Alex Alexander for all of his hard work as our past President. Since our inception, in 1996, he has done a truly outstanding job as our leader. He was also the spearhead for our 1998 and 2002 Association reunions, which were so flawlessly executed. He has also worked so diligently on our trend-setting "Stratojet Newsletter" as its writer, editor and publisher for the last several years and now as a contributing editor. He continues to serve the B-47 Stratojet Association as a Board member and as our President Emeritus. Alex on behalf of every member of the Association I want to formally thank you for a job well done in all that you have done for the Association.

Dick Purdum

Mayday

Wen Painter is attempting to find all B-47 patches and emblems for publication in a book. He has identified over 350 patches and emblems that have been associated with the Stratojet over the years, from squadron emblems to award pins to control column "horn buttons." If you have any of these, he would like to hear from you (address under Board of Governors) and arrange to obtain a photo or digital scan of the object. He can also email you a list of the ones he has identified.

David Schofield is looking for photographs, former crewmembers, and information about the aircraft of his father, Lt. Col. John Neely "Jack" Schofield, Jr. He flew with crew S-92 of the 306th BW during the late 1950s-early 1960s. He can be contacted at SchofieldDH@NAVSEA.NAVY.MIL. He is also wondering if anyone can identify the crew that is shown at the following web location: www.fas.org/nuke/guide/usa/bomber/b-47-prebw.jpg

"WANTED- Pictures and/or articles from Chennault AFB, Louisiana (formerly Lake Charles AFB) during the time it was occupied by the 806th AD, 44th BW & 68th BW. Please send them to: CMSGT P. Ralph Penning (Retired), 358 Daffodil Drive, Fairfield, CA 94533, or you can email them to him at: PDGRalph@aol.com.; home phone number is (707) 422-6878. He is attempting to put some history together for the Chennault International Airport Authority (CIAA). Any help would be appreciated."

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Notam

340th Bomb Group Reunion will be held in Kansas City MO, on September 25-28 2003. Details from Henry Whittle, 210-493-7046 or 888-3340-2662; henrywhittle@juno.com, or TheReunionBRAT@TX3.net.

"Exit Strategy" by Marshall Michel is a feature article on the LABS maneuver, or "toss-bombing," in the April/May issue of **Air & Space Smithsonian**. Although the history includes the F-84, F-100, Navy AD Skyraider, and the B-57, the B-47 and several of our members are featured prominently.

A Crew Chief's Story

I was involved with the B-47 as a mechanic from August 1951 to December 24, 1954. I was assigned as the "3rd wipe" on the second one, 50-046, delivered to the Air Force's 369th Bombardment Squadron, 306th Bombardment Wing at McDill Air Force Base Florida. Then, as assistant Crew Chief on 51-2284, and finally Crew Chief on 52-533 until I was discharged.

As the first unit to receive the B-47s, and the first to become operational and take them overseas to England and the first to lose one in flight, we learned a lot. First, the book *Boeing B-47 Stratojet* by Lindsey Peacock has a few things that need correction. First, on page 120 he states that on landing the first B-47 at McDill Air Force Base, the fire chief halted it on the runway and sprayed foam into the engine. In the landing pattern at reduced thrust, the engine did not leave a trail of smoke as the book states. For the first few weeks the fire trucks did pace the planes to their parking places to familiarize the trucks to the new planes. Col. McCoy landed, taxied to the parking spot accompanied by the trucks and shut down. The truck went back to the firehouse. I was there and saw that.

Second, on page 126 he states Col. McCoy diverted to Brize Norton AB England because of problems and his discomfort with the pressure suits. B-47s didn't use pressure suits – no equipment being installed for their use. My close friend was on the ramp waiting for him, and had to load APUs and go to Brize Norton to get the crew started for the flight to Fairford RAF Station, and stated that the Col. had landed at the wrong field. Walter J Boyne gives a different description in his book *B-47 Stratojet*, pages 55 & 56. Page 115 shows a 305th B-47 staging through Limestone Air Force Base and described as the integral RATO system being "deactivated" and a new piece of skin being applied. The new piece of skin was an alternate cover plate to be installed whenever RATO was not needed, to reduce drag and they came with the plane from the factory. On a deployment to England our plane carried the flight crew, pilot, copilot and navigator, and motor scooters in the compartments behind the "skins".

In the summer of 1952 we were grounded for a month due to leaking fuel tanks, requiring disassembly of the wooden former skeleton and passing out the pieces through the access door one at a time. The aft main was over 1000 gallons, meaning a lot of pieces and bolts and very time consuming. An air conditioning unit blew cool ventilating air into the tank for the mechanics. One day, the mechanics working in the tank on an adjacent airplane came tumbling

out the bottom fast. Seems they were goofing off playing poker when they realized one guy was smoking a cigarette inside a fuel tank.

Goodyear and Goodrich made the tanks and one company didn't have the procedure right. 081 was used to run low altitude high speed fuel and oil consumption tests. Takeoff with the full tanks and back home in less than 4 hours when normal missions were around 7 hours. It took off one morning and came apart over Barton, Florida. Lots of speculation over the cause from overheated aux fuel pump in the bombay tanks to aileron reversal. In retrospect it was probably the first instance of the wing spar failure of the milk bottle pins. The 367th BS lost one shortly after takeoff when the canopy came off and decapitated the pilots and it went straight in at full power. The engines were found 36 feet down in the sand.

In the summer of 1952 some members of Congress were unhappy about all the money being spent on the program and the Senator at the head of the appropriations committee came down for a first hand look see. We defueled our airplane for a light load and took him for a check ride. The pilot took off, tucked wheels up immediately, held the nose on the deck till the end of the runway, pulled the nose up in a gentle arc going like a bat out of hades, and came back over the field at 16,000 feet, in sight all the time. When they came back the good Senator was grinning from ear to ear.

When Eisenhower was inaugurated we were going to put up a 16 airplane formation flight over Washington D. C. All airplanes were briefed on position procedures very carefully. At the command "break" they would each leave formation in a carefully organized pattern to all points. So the good wing commander called break and went right instead of left. Our airplane came back with wrinkles in the skin behind the rear gear that stayed there from violent maneuvering.

Deploying the first wing overseas, there was a strong feeling about getting all planes over on schedule – 15 the first flight, 15 the second day, and 15 the third day. Each group would stage overnight at Loring Air Force Base, Maine and go on the next morning. Our plane was in the 1st bunch and landed at Loring with an oil tank cap missing. Not wanting to wait for a replacement, a piece of 2 X 4 was whittled to shape, hammered down, and sawed off flush. They took off with all engines – shut down # 6 and flew across the Atlantic on 5 engines then started # 6 for landing while we brought a new cap on the KC-97 tanker.

Continued on page 4

In late 1953 there were several incidents of bleed air flapper valves breaking between the inboard and outboard engines, which meant the plane was down for close to two weeks when the whole leading edge was removed to gain access to that little valve, about 6"x 6" x 8". When the valve on our plane failed, as a dumb farmer I couldn't see why it couldn't be taken out of a small access panel next to the outboard engine, so the crew chief said "to go ahead and try". So I unbolted the valve from the air pipes and sure enough it was about 1/2 inch too big to come out. But there was a flange on the end held on by 4 x 28 screws, and by removing the flange it dropped right out. Take the flange of the new one slip it through the hole, put it back on, bolt the valve back on, and we were back in business – total time was 2 hours. Next day the Boeing Tech Rep came out to see if we had changed the valve and if so how. When I told him he didn't say a word – just turned and walked back to his office. No more planes on the ramp with leading edges off after that.

The 368th had a plane on a night mission when the #4 engine inboard turbine wheel came apart. One piece went through the #5 turbine and another piece went up and out the fuel line to #6. They were over North Florida heading back to McDill at the time and radioed an emergency. The Deputy Wing Commander at the time was a colonel fresh out of fighters and decided they needed a chase plane to escort the B-47 in. But by the time he got the T-33 chase plane started, and started to take off, the B-47 was close enough on approach that it had to make a three engine go around, and there was nothing in the manual about that. Fortunately, they made it just fine, no help from the Colonel in the chase plane.

One holiday weekend when everybody, and I mean almost everybody, had left the base, the charge of quarters found myself and one corporal and told us the Air Police wanted somebody from maintenance down at the main flight line gate right away, so we got in my little 36 Ford Coupe and drove over. One of the Air Police guards had reported a canopy cover had come loose and was flapping in the strong wind. The Air Police were forbidden to touch the planes so would we reattach the cover please. At that time the entire parking ramp was being covered with fresh asphalt and the planes were parked on a taxiway close to a mile away around the end of the active runway. All our tugs and support pickups were locked up in the motor pool so we had no way to get out there. It was getting close to dark, and walking out and back in the dark was out. The Air Police couldn't take us out in their jeep – policy. The AP sergeant called his Officer In Charge. A young 2nd Lt. came and looked things

over and handed us a checkered flag and told his sergeant to escort us across the ramp and runway, and escort us back when the cover was secured. So away we went, white side-walls tires, fender skirts and all, checkered flag flying.

When we first received our planes in 1951 we painted the 306th Wing square with a P inside on the tail, but very shortly the order came down to wash it off as the doctrine was no identifying marks were to be on any aircraft as the other side could tell where they came from. I think the 306th was the only wing to carry tail identification.

In late 1952 our plane commander was a very fine Lt. Col. He was at our plane one day talking when I mentioned how neat the B-47 would look if we painted the nacelles stripes on the engines like the airline radial engines had. He thought a bit and asked just what I had in mind so we walked to the outboard engine and I described a little more detail. He said to get some blue paint and do it. 2284 was the only B-47 with nacelle stripes on all 6 engines although 2294 did put a thin spear on the outside of the outboard engines when they saw what we did.

We had several incidents on our TDY to England. An English Canberra buzzed the runway, about 20 feet up the full length of the runway full speed, pulled up around and landed. A few days later one of our B-47s returned the deal at the Canberra's base and the English raised all kind of fuss. Our flight crew lost their licenses and were returned to the States immediately. The English claimed the B-47 blew a man off his bicycle on its pass.

The runway at Fairford had a 5 foot drop off at one end that was square, not rounded at all, and a short overrun on the other end. On one night landing a pilot landed long and ran off the drop-off, locked the brakes, ground off the tires and some of his wheels. He slid to a stop in time, but the runway was blocked and the other returning planes had to divert to other bases. The problem was the plane could not be towed with the wheels ground down, and the jacks would no longer fit under the jack points to raise the plane. The English brought in some big airbags that were placed under the wings and they raised it up enough to put on new wheels and towed it away.

2272 took off on a mission and used the entire runway and some of the overrun before finally getting airborne. The aft fuel tank gauge failed and the tank had only a small amount of fuel in it making the plane very nose heavy. After that all tanks were dipped before every flight. The 368th lost a plane when it landed way short at another base. A Master Sergeant

due to retire in a few days after 30 years of service was along for "one more ride" and was killed along with the crew.

One last tidbit. Col McCoy wanted to set an East-West speed record on return to McDill, and a crew of men spent 2 weeks hand polishing his plane. Another crew picked a slightly different path and altitude and beat him back, and **no**, they were not credited with a record.

Two more incidents at other bases. At Lockbourne AFB, Ohio a B-47 was taxiing out for takeoff. The crew switched on the bombay auxiliary fuel tank and the aft main gear retracted. The pump and the landing gear motor were grounded with the same bolt in the rear wheel well. Each of our planes were issued one bolt and we had to drill a new hole and secure the bare ground wire 4" away to keep the pump from grounding through the gear motor. At Savannah GA, while refueling, the APU cart backfired and caught fuel vapors on fire. After fire fighters thought the fire was put out, the plane exploded and several were killed.

Last Item. Jimmy Stewart and June Allyson starred in **Strategic Air Command**, which was made at McDill in part. Our plane was parked by the main hanger in the background, and I remember seeing them sitting on the grass waiting for another take. One sequence called for losing a canopy and a canopy was removed from one B-47 and our Deputy Wing Commander took it up for aerial shots. He said it flew fine but despite the best effort of the ground crew there was a lot of dirt flying around.

Hope these adventures reveal a little of the B-47 early history from a mechanic's end.

Harley Dahler, 26 N. 1100 E. Rd., Nokomis, IL 62075



Gathering of SAC Eagles 2003

The Gathering of SAC Eagles 2003 will be held in Modesto, CA on October 7-12, 2003. The DoubleTree will be the headquarters hotel. This unique joint-reunion of former SAC crewmembers, ground support personnel, and enthusiasts will focus primarily on the 1946 to 1970 time period which includes the B-47. Tours of the Castle Air Museum and its aircraft, which includes a B-47E (made the last flight), will be offered on Thursday and Friday. A Grand Banquet will be held on Saturday night with over 1,200 guests expected. Further information can be found at:

<http://www.jacobsenb-36hangar.bigstep.com>

Registration packets and vendor information available from Chuck Barber (619-561-5505).

Recon Rendezvous 2003

Join the first gathering of USAF Cold War reconnaissance organizations on September 3-6, 2003, near Dayton, Ohio. Recon Rendezvous 2003 is co-sponsored by the United States Air Force Museum and the 55th Strat Recon Association. All USAF Cold War reconnaissance organization/personnel are invited to join the sponsors in celebrating the completion of a new USAF Museum Cold War annex and the completed restoration of an RB-47H which once belonged to the 55th SRW. A symposium will be held in the AF Museum Theater covering U-2 flights over China, SR-71 operations, RB-47H encounters with MiGs, and early RB-47E flights over Soviet areaa. For a packet of registration and activity materials, contact RR2003, John Kovacs, 564 Sartell Drive, Fairborn, Ohio 45324-5745.



Alex Honored At Banquet

Fifteen members gathered at the Officers Club at Randolph AFB on 11 Dec. 2002 to honor retiring B-47 Stratojet Association President Col. Sigmund Alexander (USAF Ret.) with a luncheon banquet. Arrangements were made by Hal Confer who also presented Alex with a B-47 model in recognition of his dedicated service to the Association. Members attending besides Alex and Hal were: James Barnett, Harold Beery, Thomas Benagh, Richard Cappel, Doug Courtney, Robert Drebelbis, Stan Flentje, James McCarthy, Charles Morrell, Marshall Mundorff, Don Ulring, Henry Whittle, and John Monk.

Hal Confer presents Alex with a model of the B-47E



L to R: Monk, Cappel, Dribelbis, Flentje



L to R: Mundorff, Ulring, Morrell, Confer, Flentje, Benagh, Drebelbis, Cappel, Monk



Seattle Reunion 2002 Tapes

Two VHS video tapes are available from The Videobilia Lab (owned by member Bill Moore).

B-47 Pioneers Symposium \$18

B-47 Stratojet Assn. Reunion \$15

Californians must add 8.25% tax per copy (\$1.49 for Pioneers; \$1.24 for Reunion). Shipping by USPS Priority is \$3.85 per tape or \$2.44 per tape for USPS 1st Class.

Checks should be made available to:

The Videobilia Lab. Visa or Mastercard can be accepted over the phone, by fax or mail. If ordering by credit card by mail, please include card number, expiration date, cardholders name, and shipping address.

The Videobilia Lab
3500-C Clayton Road
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Telephone 925-685-2825 Fax 925-827-9740

B-47s At Bruntingthorpe - One Special Day In 1959

I will not forget the day when three Boeing B-47 Stratojets flew, one after the other, over my home in Rugby. I was seventeen years old. They were turning and heading north, and I realized that they had taken off from somewhere nearby. After cycling out in the general direction, I finally found the source airfield: Bruntingthorpe. That started almost regular weekly visits, every Wednesday afternoon that I had free from work, and I madly cycled ten miles to see the aircraft take-off, initially seeing them airborne only over the green fields. Eventually, I arrived to see the take-offs, and what a thrill it was. I learned in recent years that they were on Reflex Action Alert.

From the north end, the dirty black smoke from water injection in the engines of three aircraft taking off, obliterated some of the view. Most of my time, therefore, was spent at the southern end of the runway where photography was much easier, though I was used to the B-47s being at altitude by then. One day, I decided to photograph directly from the centre line of the runway as the jets went overhead. The police halted the traffic, but ignored me. I estimate that I was 250 metres from the runway end, with no embankment as there is today. I did not realise the significance, or notice, there there was no prevailing head wind for the aircraft on that sunny summer day.

One could hear the roar of the engines and see the black smoke rise over the runway horizon as the take-off run began, the aircraft not yet visible. Then the tail fin, cockpit, and fuselage rose above the runway surface, then the wings, and then the engines, all outlined by a cloud of billowing, black smoke. The B-47 was now on a slight downhill run, still increasing speed. My camera was ready. What a thrill to be immediately in front of this scene!

Then it became different. This aircraft was staying on the runway. I could not believe it. Now I was worried. This large metallic beast, spewing black smoke, was heading right for me and was rapidly getting bigger and bigger. It lifted just before the runway

end. I took a photograph, quickly placed my camera on the nearby fence post, stuck my fingers in my ears, and in fear, shut my eyes. I felt that the undercarriage would just miss me, but still feared dying in a fireball. I heard it roar overhead, and then hot, dissipated jet wash from behind pushed me towards the fence. I saw my camera blown off the fence post and fall to the ground. Warm, smelly black fumes surrounded me. Another B-47 and the third followed in quick succession, and roared overhead, but they had lifted earlier, and were not frightening. The lead pilot must have been as surprised as I was, and perhaps had warned his associates that he had just ran over a kid (sic). It was a very quick, intense experience. I was not hurt, but must have been in shock. Walking my bike, my body shook and shuddered uncontrollably, and I could not walk straight. I remember struggling to control this and hide youthful embarrassment from the vehicle occupants and police audience. It had become a physical, not just a visual, experience. Unforgettable!

Some forty years later, I sometimes wonder if that pilot is still around, for I would like to meet him. The photograph has been lost over the years, though others from a slightly less dangerous position, a little further away from the runway's centreline have survived.

My visits became infrequent, but continued for a while after the 19th Tactical Reconnaissance Squadron's Douglas RB-66 Destroyers occupied the airfield.

Alec Bailey

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Bruntingthorpe - Then and Now

Big hangar - 100th BW had its alert barracks on the far end of the second floor (taken 6 Sept 1997).



Brandon J. White and Bill Saylor, who was a copilot with the 349th BS/100 BW which reflexed into Bruntingthorpe (taken 6 Sept 1997).



The Reunion

Autumn leaves rustling, together to the appointed place, the old warriors come. Pilgrims, drifting across the land they fought to preserve.
 Where they meet is not important anymore. They meet and that's enough for now.
 Greetings echo across a lobby.
 Hands reach out and arms draw buddies close. Embraces, that as young men they were too uncomfortable to give, too shy to accept so lovingly.
 But deep within these Indian Summer days, they have reached a great understanding of life and love.
 The shells holding their souls are weaker now, but hearts and minds grow vigorous, remembering.
 On a table someone spread old photographs, a test of recollection.
 And Friendly laughter echoes at shocks of hair gone gray or white, or merely gone.
 The rugged slender bodies lost forever.
 Yet they no longer need to prove their strength.
 Some are now sustained by one of "medicine's modern miracles," and even in this fact, they manage to find humor.
 The women, all those that waited, all those who loved them, have watched the changes take place.
 Now, they observe and listen, and smile at each other; as glad to be together as the men.
 Talk turns to war and planes and foreign lands. Stories are told and told again, reweaving the threadbare fabricate of the past.
 Mending one more time the banner of their youth. They hear the vibrations, feel the shudder of metal as engines whine and whirl, and planes come to life.
 These birds with fractured wings can be seen beyond the mist of clouds, and they are in the air again, chasing the wind, feeling the exhilaration of flight close to the heavens. Dead comrades, hearing their name spoken, wanting to share in this time, if only in spirit, move silently among them.
 Their presence is felt and smiles appear beneath misty eyes.
 Each, in his own way may wonder who will be absent in another year.
 The room grows quiet for a time.
 Suddenly an ember flames to life. Another memory burns.
 The talk may turn to other wars and other men, and of futility.
 So, this is how it goes, the past is so much present. In their ceremonies, the allegiances, the speeches and the prayers, one cannot help but hear the deep eternal love of country they will forever share.
 Finally, it is time to leave.
 Much too soon to set aside this little piece of yesterday, but the past cannot be held too long, for it is fragile.
 They say "Farewell"... "See you another year, God willing."
 Each keeps a little of the others with him forever.
 Check six!

Rachel Firth

Roll Call of Honor

Col. Elmer Thomas "Mac" McBride, USAF (Ret.), passed away on December 16, 2002, in San Antonio, TX. He was Gen. Douglas MacArthur's personal pilot in occupied Japan after World War II. He flew B-47s in SAC and was vice commander of the 12th Flying Wing at Randolph AFB before retirement.

Clark Clemons passed away on March 25, 2003. Interment was at San Joaquin Valley National Cemetery.

Frank J. Bell passed away on November 21, 2002. His wife Maureen will remain a member.

General Horace M. Wade passed away in 2001.

Notam

Congratulations to member **Roy Kaden** for being inducted into the 55th SRW Hall of Fame. He and His crew were finally awarded the DFC for their overflight of Soviet Franz Josef Land in a B-50 in 1952.

Charlie Powell wonders if anyone remembers the 5:00 PM Retreat at MacDill when the KC-97 hooked up to a B-47 would make a low pass over the flag pole with the music playing over the loudspeaker. It would be great to have a story and photo about this. Charlie saw it when he was TDY there with the 321st BW, 446th BS from McCoy. If you can tell us more, please contact the editor.

Don't forget to pay your dues - check mailing label.

Good Reading

Member Hank Cervantes has written a new book entitled



Piloto: Migrant Worker To Jet Pilot.

It is the story of his journey from Central California migrant fields to the front seat of Strategic Air Command's supersonic B-58 Hustler (he was project officer). Along the way he also spent considerable time in B-17s and B-47s. Hank retired in 1965 as a Lt. Col, spent some with Northrop, and today works with California Special Olympics. The book is available from Hellgate Press (800-228-2275; P. O. Box 3727, Central Point, Oregon 97502; www.hellgatepress.com). Price is \$16.95

Member Mark Natola's book, **Boeing B-47 Stratojet, True Stories of the Cold War in the Air** (published last fall), was featured in a review in the May issue of **Aviation History** magazine. It is available from the author at 223 Oak ridge Rd., W. Lebanon, NH 03784. Cost is \$35.00 plus \$10.00 s/h. Mark also has a 50 minute VHS video tape covering the early days of XB-47 testing with Boeing test pilots, Bob Robbins and Jim Fraser. The tape is \$24.00 plus \$4.00 shipping and handling.



William Trescott has published a historical novel about B-36 reconnaissance overflights of the Soviet Union.



Based on real events, **Pictures from Baikonur** also features the B-47 prominently. He also hopes to do a Strategic Air Command movie that would feature the Fort Worth B-36 which is now under the care of the Aviation Heritage Association. The hardcover book sells for \$29.95 and is available through Amazon.com. Also, the author is rallying support for the preservation of the last B-36 built.

The organization is attempting to raise enough money to put the airplane under cover. Tax deductible contributions can be sent to: B-36 Peacemaker Museum, P. O. Box 150943, Fort Worth, TX 76108.

From The Editor

I have big shoes to fill. Alex published most of this organization's newsletters until this one. Although he is not resting, he has turned to some other projects that have been on the back burner far too long. He will continue to provide us with material, and much of that material has come from the members of this Association.

Please remember that your memories and stories are the features that make this publication worth reading. I need your help now more than ever. At every reunion, we have all heard great stories that are worthy of preserving and sharing. So, take a little time now and write those thoughts down. If you can just give us the basic information, we can take it from there with getting it into printable form. My contact information is in the "masthead" on page 2, but the best way to contact me is by email at: mikeh@brenhamisd.net

Let me hear from you!

Vulcan News

For several years, a group of enthusiasts in England have been preparing an Avro Vulcan strategic bomber to return to the air. The "Vulcan To The Sky Limited" organization had amassed widespread public support, and they had managed to raise significant amounts of money to fund the work. Large sums of currency are required, and the British Heritage Lottery Fund had been asked to match the funds already raised. There had been high hopes that this support would enable the project to reach its goal. Unfortunately, the Lottery Fund declined to provide the funding. Appeals have been made and alternative plans have been explored, but it looks as if the project will never get airborne. With so much invested in the airplane (tail number XH558Z), a decision to shelve the restoration will be difficult. Interested parties may contact Vulcan To The Sky Limited at P. O. Box 3240, Wimborne Dorset BH21 4YP, England. The website is <http://www.tvoc.co.uk>

Websites Of Interest

<http://www.airspacemag.com>

<http://www.silent-warriors.com>

<http://www.-ext.tinker.af.mil/pa/archive/20010511/Stratojet.htm>

Supply Room

Items are available from George Brierley, 5342 6th Place South, Gulfport, FL 33707. Make checks payable to the B-47 Stratojet Association.

Association Pin	\$10
Association Patch	\$5
Association mouse pad	\$3
Association Mug	\$10
Reunion Golf Visor	\$7
Engraved Reunion wine Glass	\$5
Pewter B-47 tie pin	\$5
1,000 hour pin	\$25
3,500 hour pin	\$25



B-47 Commemorative medal	\$10
B-47 Stationery (25 sheet/25 envelopes)	\$13

B-47 Stratojet Association Jacket

The jacket is navy blue, 70% cotton/30% rayon, peached poplin with 100% nylon lining. Full zip, with antique zipper, contrasting sand color collar with storm flap, fabric self-adjustable cotton cuff, set-in front pockets, and elastic waistband. Cost is \$110 for sizes S-M-XL. 2XL is \$115; 3XL is \$118. Monogram on the left front can be added for \$10. First line is name, second line is bomb wing, third line is squadron. Send prepaid order (with size and monogram information) to: Positive Impressions, Inc. 106 South Main, Ottawa, KS 66067 (800-214-8337). Checks should be made payable to Positive Impressions, Inc. Visa and Master Card are accepted. See the Association web page for order form.



Application For Membership - The B-47 Stratojet Association

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ Fax: _____ Email: _____

Military - Your Position In The Air Force: _____

Bomb Wings You Served With:

_____ BW from _____ to _____

_____ BW from _____ to _____

_____ BW from _____ to _____

Civilian - Position/Job _____ Company: _____

From _____ to _____

Comments: _____

Dues are \$15/year payable each January. Payments should be mailed to: Mark Natola, Secretary/B-47 Stratojet Assn., 23 Oak Ridge Rd., W. Lebanon, NH 03784. See new Lifetime Membership rates on page 1.

-This form may be copied to prevent cutting newsletter-

B-47 Stratojet Association
P. O. Box 1144
Brenham, TX
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Remember To Pay Your Dues

Next Reunion - 23-25 September 2004