



The Stratojet Newsletter

November 2003 Volume 17

From The President's Desk



The newly restored RB-47H now resides in the Cold War Hangar at the Air Force Museum in Dayton, OH, site of the next B-47 Stratojet Association Reunion, 23-25 September 2004.

photo by Dick Purdum

I recently attended the 55th Strategic Reconnaissance Wing Rendezvous at Dayton Ohio. I had not been to the USAF Museum in over 30 years and what a superb job they have done since that time. I am even more enthused about our selection to have our next reunion at the USAF Museum. This is a national treasure that has to be seen to really appreciate it. Almost all of the aircraft are contained in three huge hangars. The first hangar contains aircraft from the WWI era; the second hangar from WWII and the third hangar has the Cold War aircraft. The RB-47H that is on display looks like it had just come from the factory. It is in immaculate condition. The museum has done a great job restoring it.

Located on the base (Wright-Patterson AFB) are two more hangars that contain all of the Presidential Aircraft right up through President Bush (41). In other words every presidential aircraft except the Air Force One (747) currently being used by President Bush (43). The other hangar has on display experimental aircraft, which for the most part never made it into production. This is where the only existing B-70 is parked. You do not have to have a military ID or base sticker to get on the base in that they run a shuttle from the main museum, that is off base, to the presidential aircraft and experimental aircraft hangars.

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President...*Continued from page 1*

I also visited the Wright Brothers bicycle shop, which is interesting, and right next to it is a huge double story building containing many other neat items about the Wright brothers.

We have set up the schedule, for the reunion, so you can spend the whole day (24 Sept.) if you wish at the USAF Museum. There will be shuttle buses running all day if you want to go back to the hotel. Then at 1600 we will have a dedication ceremony for our \$25,000 B-47 memorial. This memorial is dedicated to everyone that maintained, supported and/or flew the B-47. After the dedication we will have dinner in the USAF Museum surrounded by historic military aircraft and then have the run of the main museum, all to ourselves, for the rest of the evening.

So once again get those Christmas card and phone lists out to contact your B-47 friends to join the B-47 Stratojet Association and attend this once in lifetime reunion (23-25 September 2004). We have a Holiday Inn reserved that will accommodate 500 people. It has a free shuttle bus to and from the Dayton airport. We are still finalizing details about the reunion. A reunion application will be in the newsletter sometime next year in plenty of time for everyone to sign up for it.

We have had several requests for additional B-47 decals, like we mailed with the last newsletter. We ordered more and they are now available. Just call me at (402) 291-5247, or e-mail me at DickPurdum@aol.com or snail mail, 13310 South 26th Ave. Bellevue, NE 68123. They are \$3.00 each or two for \$5.00.

Fifty-five Association members have opted for the lifetime membership thus far.

Remember to look at your newsletter mailer to ascertain how current you are with your dues for the Association. If you have 03 just above your name, on the newsletter mailer, then you are current up through 31 December 2003.

Dick Purdum



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President Purdum at the Wright Bros. Memorial



"Sabotage or ??"

While competing for the coveted *Fairchild Trophy*, which is the "Top Award" of the Strategic Air Command (SAC) Bombing and Navigation Competition, at March Air Force Base, California during October 13 - 18, 1958, a weird incident occurred on the winning aircraft. This was B-47E 52-103, which flew all four nights of the competition, never having to rely on the backup plane.

But not to get ahead of the story, we should put in a little background information.

First off, the bombing-navigation competition is a yearly event held at a different Air Force Base each year. That particular year, each wing in SAC was represented by our crews duly constituted in accordance with SAC Regulations. These crews were the top crews in each wing and had to be approved by SAC Headquarters.

Each crew was scheduled to fly one mission which included three radar runs and one night celestial navigation leg.

There are no minimum requirements in order to qualify for wing and crew awards.

Take off times and control times for each RBS run was scheduled for all crews. All competing crews had to meet their scheduled take-off within plus five minutes with take-off times considered as start of the take-off roll.

Even though SAC crews trained 24-7 and 365 days a year, the competition crews were selected about three months ahead of the start date. At that time their training really intensified and it became an obsession "To Win".

In August of 1958 the four Crews of the 306th Bomb Wing were selected; They were:

Lt. Colonel Ernest J. Tichnor
Captain Forrest W. Engle
Major Grover D. Malone

Lt. Colonel M. Hearty Fitchko 369th BS
Captain Robert M. Winn " "
Lt. Colonel Anton O. Ungstad 367th/369th BS

Major Paul B. Monroe Jr. 367th BS
1st Lt. Charles M. Borrell
Captain Robert L. Zambenini 367th BS

Captain Jesse W. Spring 369th BS
1st Lt. Walter R. Epperson
Major Burnie P. Hayes Jr. 369th BS

The aircraft weren't selected until the last month prior to the competition. Three of the best aircraft were selected along with their ground crews. Sometimes politics got in the selection process and the original crew chief and/or specialist/technician was replaced with a more favorable person. However, in this case only a few political appointees occurred.

The crew chief, T/Sgt Charles W. Morrell Jr. and assistant crew chief Arthur I. Benway, along with the field maintenance and armament & electronics personnel were kept intact.

All personnel departed MacDill Air Force Base the 10th of October 1958 for March AFB. All went smoothly until after the second night of competition. At this time, we (306th Bomb Wing) were in first place. During the third day while doing our routine maintenance checks, the bomb-nav technician noticed what he thought were small metal filings in the radome. He immediately got a vacuum cleaner, cleaned the radome out, secured it and announced that in light of the metal particles, he thought that someone was trying to keep the radar system from functioning properly and give false returns, so the bombardier could not determine the correct target for bombing. This prompted the bomb-nav Technician to say he was going to sleep in the aircraft and guard it from any further incidents. A hammock was hung in the bomb bay so he could get his rest and guard the airplane at the same time.

This incident required a "test hop" to insure there were no problems with the bomb-nav system. During the "test hop" the aircraft was scheduled for a bomb plot over Los Angeles. Several runs were made with very low scores of 250 feet or less including a shack (direct hit). Several other aircraft were also up on test runs and one of the crew members remarked "That was pretty good". So Major Paul Monroe answered back "This is only our backup airplane." And the airways went dead, nothing but utter silence. However, the word got around quickly at March AFB that we had a good airplane. To others it proved to be the best.

Word got around that we had been sabotaged. Due to this man's skill and devotion to duty which saved our plane's radar from a malfunction, we went on to win not only the *Fairchild Trophy* but additional awards for wing navigation, best crew and best wing in the B-36/B-47 class by demonstrating outstanding capability.

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Sabatoge... Continued from page 3

Another very good reward was a spot promotion for the flight crews, ten Master and ten Technical Sergeant Promotions for maintenance personnel.

Upon returning to MacDill Air Force Base the *Fairchild Trophy* was painted on the nose of the airplane and it was named *The City of Tampa*.

So, did someone attempt to ruin our chances of winning or were we so well trained that a virus was found before it could destroy the radar system? No one knows to this day. I think the training we received had a great part to play in it.

*Charles W. Morrell Jr.
CMSgt USAF Retired*



The winning crew and their trophy

photo courtesy Bob Zambini

Revised Accident Book Available

Former Association President "Alex" Alexander has published a revised edition of his *B-47 Aircraft Losses*. A softbound book of 86 pages, the book details B-47 attrition from 1951 to 1965. This new version is complete with photos, newspaper excerpts, and articles and cartoons from *Combat Crew*. A final section illustrates memorials that have been constructed in honor of lost crews. The book is dedicated "In remembrance of all the Cold War Warriors who gave their all in the defense of freedom." Copies are \$20.00 postpaid and will only be available until the end of February, 2004. Order from Sigmund Alexander, 12110 Los Cerdos Dr., San Antonio, TX 78233.

WB-47E Moved To Hill AFB



Even though every preserved and displayed B-47 is not in the best condition, it is gratifying to note that at least they are not being destroyed. Late last year, A C-5 Galaxy from Westover AFB flew a WB-47E to Hill AFB, UT. The aircraft had formerly been in the collection of the Bradley Air Museum at Windsor Locks, CT. A tornado that heavily damaged the Museum in 1979 also tore into the Stratojet, and it deteriorated rather badly. Museum Director Michael Speciale called the USAF Museum and asked if the jet could be relocated. The Hill Museum agreed to restore the airplane. The airframe was disassembled in the summer of 2001 and the parts were stored at Westover until the 337th Airlift Squadron mission requirements allowed for the trips, one for the fuselage, one for the wings.

B-47E, 51-2360, was delivered to the SAC on 5 March 1954. After an initial modification to make it combat ready, it began service with the 96th BW at Altus AFB on 3 May 1955. In 1957 (26 Nov), the airplane was transferred to the 380th BW at Plattsburg AFB. On 30 Sept 1960, there was another transfer, this time to the 321st BW at McCoy AFB, and finally the Stratojet ended SAC service with the 96th BW at Dyess AFB. In January of 1963, 51-2360 was delivered to Lockheed Marietta to be converted to the WB-47E configuration.

AFM JB-47E To Be Delivered to Edwards

The fly-by-wire testbed that resided in the AF Museum for many years will be transferred to the Flight Test Museum at Edwards AFB. 53-2280, presently stored at Dayton, was displaced by the newly restored RB-

Remains Of Crashed Stratojet Discovered At Atlanta Airport

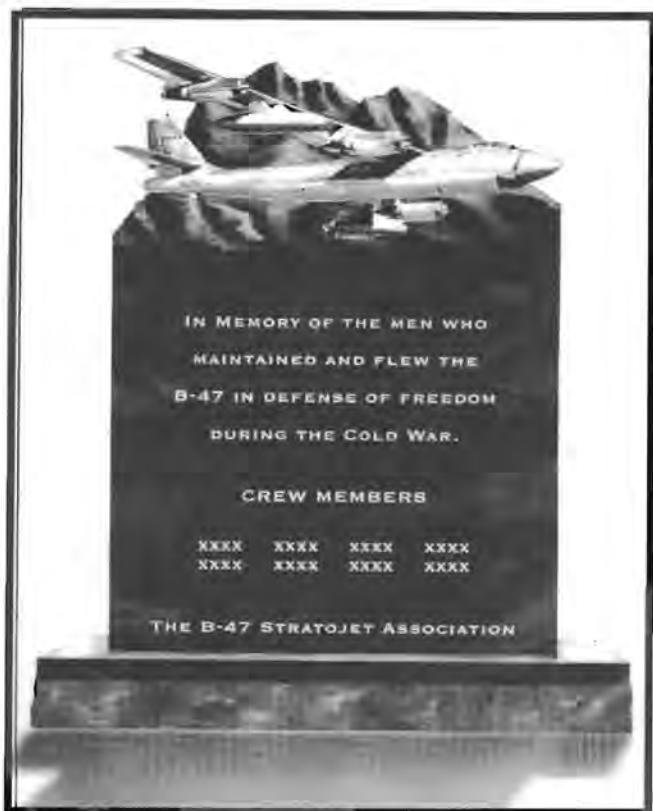
On 14 October 1955, B-47E, 52-0500, of the 305th BW was being ferried from MacDill AFB to Dobbins AFB. The pilot mistook Atlanta NAS for Dobbins. Late in the approach the pilot realized the mistake and applied power. It was too late and the aircraft struck the ground shearing the gear and rupturing the aft fuel cell.

Almost fifty years later, an aircraft hulk is discovered as land is being cleared for an expansion at Hartfield International

International Airport in Atlanta. Deep in the woods, workers found the remains of what is probably the fuselage of 52-0500. No one knows how it got there. In early September of 2003, a bulldozer destroyed the last remnants. Do any of our readers have further information?

Information supplied by Paul Gold, Delta Airlines and Sigmund Alexander. Photos by Bill Orr, Delta Airlines.





LAST CHANCE:

The B-47 Monument to be placed in the Memorial Gardens at the Air Force Museum in Dayton will soon be constructed. The granite is cut and they'll be ready to carve soon. As most will recall, those who have donated \$1000 will have their names displayed on the monument. This is a last call, if you have not already done so but have decided you want to be included, you need to inform Don Cassiday, our treasurer, immediately. He can be contacted at 773 244-6248 or at 1402 West Downer, Aurora IL 60506.

Board Of Governors Meet In Omaha

The Association Board of Governors met in Omaha NE on June, 2003. The treasurer's report reflected a sound financial status. The members discussed and selected the site for the memorial at the USAF Museum. Plans for the 2004 reunion were reviewed, and site selections were proposed for the 2006 reunion as well. A memorial bench for the Strategic Air & Space Museum is to be investigated.

A windshield tour of Offutt AFB culminated in a visit to the SAC Memorial Chapel and some special time spent at the bronze memorial wall that is engraved with all of the SAC members who lost their lives in the service of the Strategic Air Command.



L to R, Tiny Malm, Don Cassiday, Jim Diamond, Andy Labosky, Mike Habermehl, Dick Purdum.

Photo courtesy of an unknown, but very helpful young Airman

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
Concord, CA 94519
Telephone 925-685-2825 Fax 925-827-9740

B-47 Facts And Details

A Review Of Operating Systems, Procedures And Engineering by Andy Labosky

The details of the B-47 Stratojet are often overlooked when we present "war stories" to each other. I had the opportunity to review the many systems and structure of the airplane when we restored the B-47E located at McConnell AFB in Kansas. Many of the items were familiar but many were a surprise. As a result of my research while engaged in helping to restore and refurbish the airplane, I will share with you some of the forgotten facts about the B-47 Stratojet.

Burn-Out Panels

Fire extinguisher doors and burn-out panels were provided for each engine (see illustration below). The fire extinguisher doors are held in place by spring clips and are large enough to allow entry of a fire extinguisher CO2 nozzle. To operate, push in the door and insert the CO2 nozzle. The burn-out panel was to provide safety, in the event of an engine fire, by melting away and thus relieving pressure in the tailcone which would otherwise tend to force fire through fireseals and firewall. If the fire passed the firewall, it would follow the strut and burn into the wing structure. The fire extinguisher doors are in the nacelles forward of the engine combustion chambers and the burn-out panels are in the tailcone fairing just aft of the attachment section. Inboard nacelles have doors and burn-out panels on either side for each

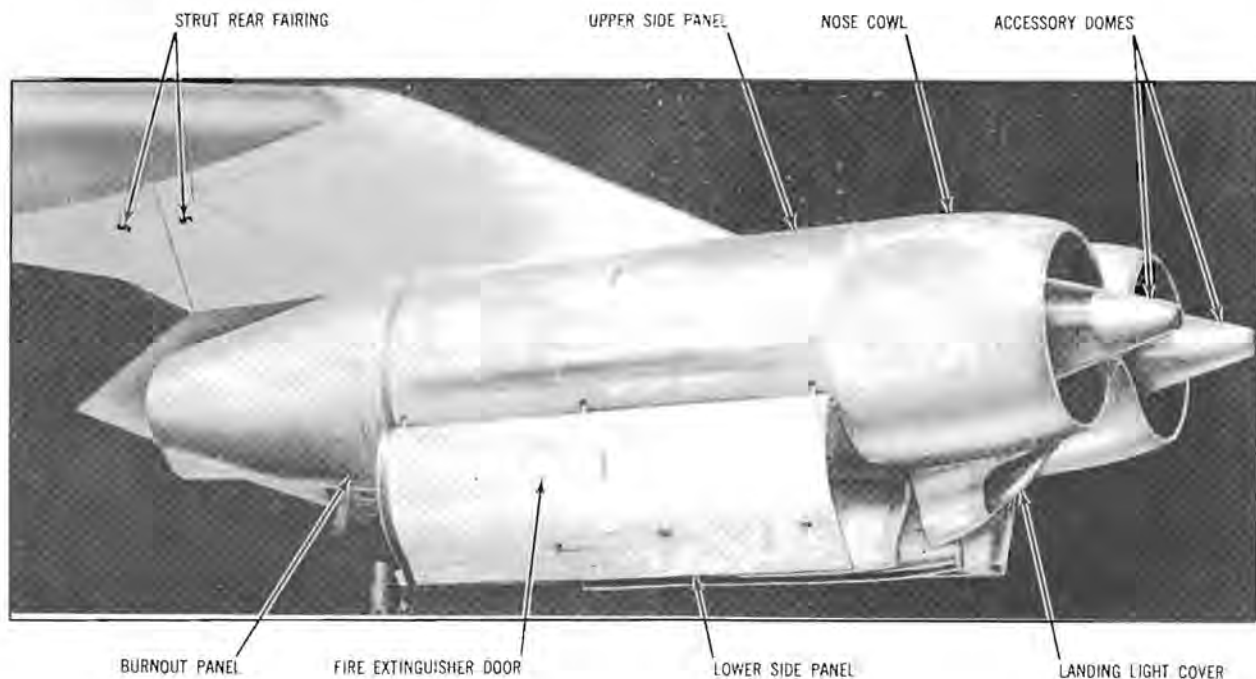
engine. Outboard nacelles are equipped with doors on the outboard side and with burn-out panels on the right side of the tailcone fairing. In the event of an engine fire, the burn-out panel was usually replaced and was fabricated from .025 clad 24S-T3 sheet. On airplanes having the heat-reflecting white paint scheme, the burn-out panels were painted white. However, notice that the outboard engine exhaust cones are located on the right side of both outboards. The left outboard white panel faces the fuselage. The reason for this is the outboard cones were manufactured the same so as to be interchangeable.

We also noticed the outboard cones were constructed using metal similar to titanium and were very light in comparison to the inboard cones. One way to identify the light weight construction is to look at the gradual curve made by the metal around the water-alcohol injection trim tab actuator rod.

Oxygen Warning Lights

The oxygen regulator panel had a plug cap installed in the upper left corner of the panel. This used to be the location of the oxygen warning system switch. The system was supposedly disconnected because it annoyed and distracted the crewmembers during flight. This electrically operated warning system was incorporated within the regulator units to warn the pilot and crewmembers whenever a crew station

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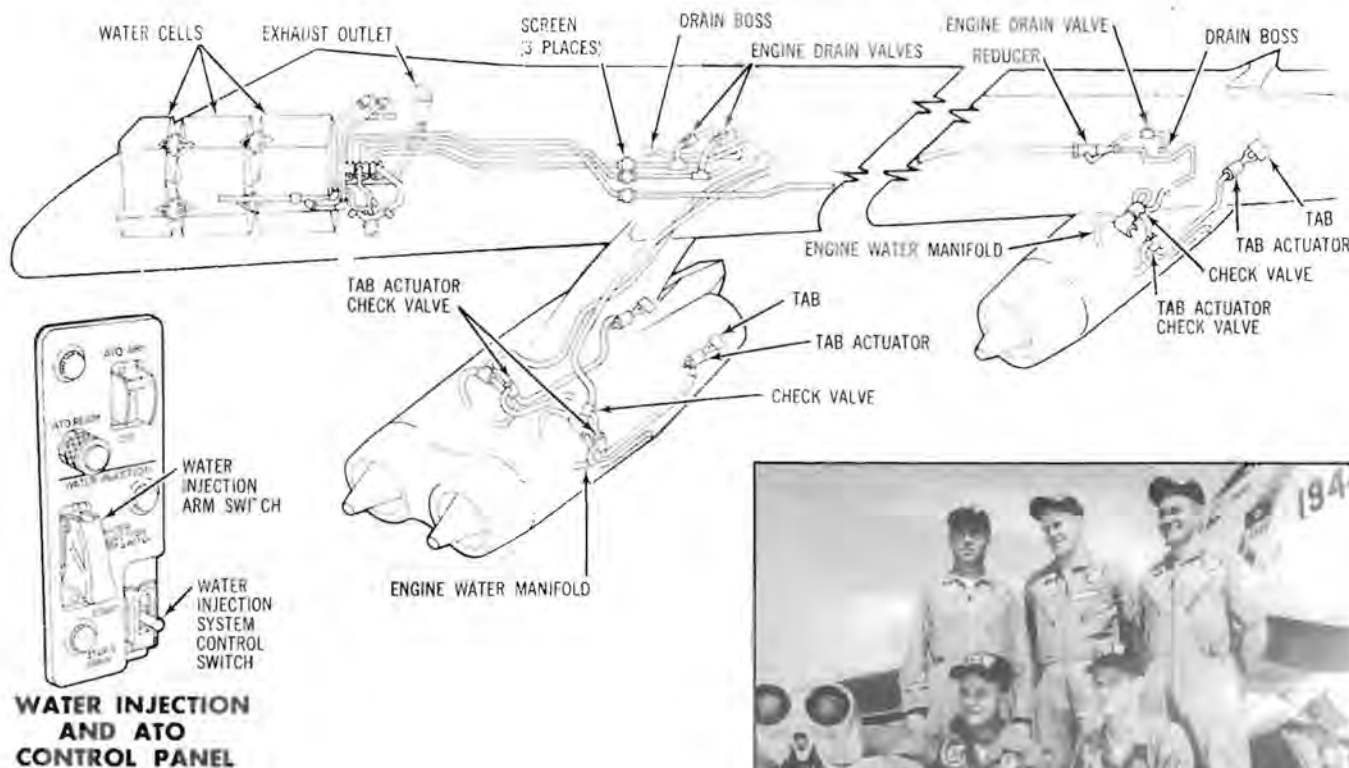


B-47 Facts...continued from page 7

system was not functioning properly. The system was DC operated. The master ON - OFF oxygen switch was on the pilot's instrument panel next to the cabin altitude gage. Individual warning lights were installed at each crew station. The lights were either bright, dim or blinking bright indicating the condition of operation of oxygen at each crew station. The copilot was able to monitor the pilot's use of the oxygen system. The lights would blink brightly at cabin altitudes below 10,000 feet with the mask on and using the regulator. The light would be dim when the crewmember was breathing normally with the mask connected to the regulator. The light would be bright blinking if there was a transition from normal breathing to no oxygen flow. The light would be steady bright or bright blinking if the crew member was not breathing or the mask was off. I would make a guess that the system was removed because of great distraction to the pilot during take off because the observer was holding his breath.

Engine Water Injection System

An engine water injection system was installed to augment the thrust output of the engines during takeoff. Three interconnected water cells were located in the wing root of the left and right wings. The water cells were not interconnected between wings. The three cells or water tanks held 331 gallons for a total of 662 gallons for both tank assemblies. The engine water injection system trim tab actuator and tab was provided to decrease effective nozzle area of the engine tailpipe in order to maintain normal exhaust gas temperature when the water injection system is in operation. The normally extended (horizontal) trim tab is actuated to the vertical position by water pressure. The tab is located on the bottom of the exhaust tailpipe. The water injection solution was a mixture of water, alcohol, oil and a wetting agent. The proportions were about 28% methanol (methyl alcohol or ethyl alcohol), 72% water, about two-third percent of corrosion preventive emulsive oil and about one quart wetting agent. When used for takeoff, the water-alcohol injection augmentation could last up to 100 seconds.



Does anyone recognize these guys?

FLYING WEST

I Hope There's A Place, Way Up In The Sky,
Where Pilot's Can Go, When They Have To Die.
A Place Where A Guy Could Buy A Cold Beer
For A Friend And Comrade Whose Memory Is Dear.
A Place Where No Doctor Or Lawyer Could Tread,
Nor A Management Type Would E're Be Caught Dead!
Just A Quaint Little Place; Kind Of Dark, Full Of Smoke,
Where They Like To Sing Loud, And Love A Good Joke.
The Kind Of Place Where A Lady Could Go
And Feel Safe And Protected By The Men She Would Know.

There *Must* Be A Place Where Old Pilots Go
When Their Wings Get Too Weary, And Their Airspeed Gets Low.
Where The Whiskey Is Old And The Women Are Young,
And Songs About Flying And Dying Are Sung.
Where You'd See All The Fellows Who'd Flown West Before,
And They'd Call Out *Your* Name, As You Came Thru The Door,
Who Would Buy You A Drink, If Your Thirst Should Be Bad
And Relate To The Others, "He Was Quite A Good Lad!"

And Then Thru The Mist You'd Spot An Old Guy
You Had Not Seen In Years, Though He'd Taught *You* To Fly.
He'd Nod His Old Head And Grin Ear To Ear,
And Say "Welcome My Son, I'm Pleased That You're Here!
For This Is The Place Where True Flyers Come
When The Battles Are Over, And The Wars Have Been Won.
They've Come Here At Last To Be Safe And Afar
From The Government Clerk And The Management Czar,
Politicians And Lawyers, The Feds And The Noise,
Where All Hours Are Happy, And These Good Old Boys,
Can Relax With A Cool One, And A Well Deserved Rest!
This Is Heaven, My Son, You've Passed Your Last Test!"

Capt. Michael Larkin, TWA

Roll Call of Honor

Roderick Hegarty passed away on 24 September 2003. His wife Mary will continue as an honorary member.

Guy C. Almes passed away on 18 November 02.



53-4299 shown at Salina, is now in the Air Force Museum.

Mayday

Patricia Huckleberry Bolt asks anyone who knew her father, **Captain Allen C. Huckleberry**, to contact her. He was at Lockbourne with the 91st SRW from about 1952 to 1958 and then transferred to Carswell to fly B-58s. Any information, memories or stories about her father would be appreciated. He passed away in August of 1970 and she is attempting to learn more about him and his life in his younger days. Patricia can be contacted at 1717 W. Alameda Avenue, Burbank, CA 91506, 818-563-4095.

A member is seeking copies of Combat Crew during the B-47 years. If you kept any of these, and would loan, sell, or donate them, please get in touch with the editor at P. O. Box 1144, Brenham, TX 77834-1144 (mikeh@brenhamisd.net).

Bookshelf

In *Thirty Seconds Over Berlin*, Member Tom Gordon describes his life in aviation from Curtiss-Wright assembly lines to Chief Pilot for



Thomas Gordon

General Dynamics and later as an independent aviation safety consultant. He flew photo-recon P-38s (F-5) during World War II, hence the title of the book. After a brief return to civilian life, he returned to service and eventually flew B-47s with the 365th BS of the 305th BW at MacDill AFB from 1957-1958. He has led an interesting life and flown a wide variety of airplanes. The 302 page

softbound book is available from the author at Gordon Publishing Co., P. O. Box 452, Chesterfield, MO 63006. The price is \$19.95 (postage and handling included).

Holding The Hand Of Darkness was written by Arthur Hood and published by Illumina Press. The author flew B-47s with the 307 th BW out of Lincoln AFB. His memories of the Stratojet days are not pleasant and he doesn't have kind words to say about the airplane. His harshest critique is saved for the Vietnam days (in the left seat of a KC-135) and the politicians who led us there. The softbound book is 264 pages in length and is priced at \$19.95. Check www.illumina.com.



Trey Brandt is an aviation archeologist who specializes in locating and documenting airplane crashes from World War II through the Cold War. His 167 page softbound book, *Faded Contrails, Last Flights Over Arizona*, details the last flight and crash site of 20 aircraft including two of particular interest to Association members. B-47E, 52-0320, of the 43rd BW went down on 4 April 1959 near Tucson. On 29 October 1957, a KC-97F crashed claiming the lives of 16 crewmen including lead crews from all three 509th BW



Bookshelf...continued

squadrons. They were to survey low level training routes. The book is available for \$21.95 from the author at P. O. Box 32641, Phoenix, AZ 85064-2641. See www.fadedcontrails.com.

From The Editor

Thanks to those members who answered my plea for help. I've received articles and photos, and encouragement. It seems that your favorite material is based on the personal memories of those of you who were there. That type of material can only come from you. Take a little time now and put those thoughts and memories on paper or in an email, and send them to me. We need a steady stream of material. Photos are needed also. If you email them to me, please put them in jpg format. If you come across a book that is B-47 related, drop a line with the title, author, and publisher.

Finally, Don't forget to pay your dues for the new year. If you have paid for multiple years it will be shown on your mailing label.

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.

Websites Of Interest

www.307bwassoc.org Check out James Villa's B-47 photos by going to "links" and then scrolling down to James' name.

www.users.qwest.net/~k2outside/travels/ynpb47.htm

This is an article about a B-47 crash in Yellowstone National Park.

home.att.net/~sallyann2/reading-room.html a review of books on the B-29.

www.509thbombwing.org/ The "unofficial" 509th site.

www.aircraftarchaeology.com/kc-97g.htm The story of the crash of KC-97G, 52-2711, from Walker AFB.

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 sheets/25 envelopes)	\$13

Application For Membership - The B-47 Stratojet Association

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ Fax: _____ Email: _____

Date of Birth (for life members): _____

Military - Your Position In The Air Force: _____

Bomb Wing(s) You Served With:

_____ BW from _____ to _____
 _____ BW from _____ to _____
 _____ BW from _____ to _____

Civilian - Position/Job _____ Company: _____
 From _____ to _____

Comments: _____

Dues

One Year: \$15.00

Life Memberships

Age	Dues
59 & under	\$300
60-64	\$250
65-69	\$200
70-74	\$150
75-79	\$100
80 & up	\$ 50

Dues are payable each January.

Payments and this form should be mailed to:

Mark Natola, Secretary/B-47 Stratojet Assn.,
 23 Oak Ridge Rd.
 W. Lebanon, NH 03784.

-This form may be copied to avoid cutting newsletter-

B-47 Stratojet Association
P. O. Box 1144
Brenham, TX
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2004 Dues Are Due In January

Next Reunion - 23-25 September 2004