



# The Stratojet Newsletter

April 2004 Volume 18

---



*The IMAX Theatre dominates the entrance to the world's greatest collection of military flying machines. The United States Air Force Museum in Dayton, Ohio will be the focus of many activities for the 4th B-47 Stratojet Reunion September 23-25, 2004. One of the features will be the newly restored RB-47H.*

*Photo: Dick Purdum*

## From The President's Desk

Enclosed you will find an information sheet and registration form for our upcoming reunion. Are you all ready to have dinner in the USAF museum, under the wing of a B-52? That is exactly what we will be doing 24 September 2004 at the reunion, so don't miss out. The Wright-Patterson Air Force Band will be playing patriotic music for us that evening. Register today and make your own hotel reservations for this once in a lifetime opportunity. We will be dedicating our B-47 memorial Friday afternoon at the USAF Museum memorial gardens to everyone that had anything to do with the B-47. After the memorial ceremony we will have the main USAF Museum all to ourselves for the rest of the evening.

I recently received a request for assistance in helping with the expenses and upkeep for a B-47 that is going to be on display at the Akron/Canton Airport in North Canton, Ohio. They are looking for money,

*...continued on page 2*

President...continued from page 1

technical assistance and whatever else you may be able to do to help them in this endeavor. The person to contact is Joe Chevrax. He is the Executive Director of the MAPS Air Museum. They are going to get tail number 0-32280 from the USAF Museum. Their website is [WWW.mapsairmuseum.org](http://WWW.mapsairmuseum.org). They are a non-profit so any contributions are tax deductible.

Also our own B-47 Stratojet Association member, Ken Tollin, has located a nose section of an "A" model B-47 at the Pima Air Museum in Arizona. He is hoping to soon get this nose section to Odessa Texas, refurbish it and mount it on a display panel. He is also looking for any help and assistance that he could receive from Assoc. members to accomplish this most worthwhile project.

We currently have over 100 lifetime members in the B-47 Stratojet Association. Why not sign up for this option now and never have to worry about remembering to renew your membership again.

Just a quick recap concerning the reunion: Thursday 23 September will be a check in day with a buffet at the Holiday Inn North that evening. Our hospitality room will be open all day. Come take a look at the B-47 memorabilia and visit with your friends as well as make new ones. We all have one thing in common and that is our keen interest in the greatest aircraft ever to fly- the B-47. Friday will be devoted entirely to the USAF Museum. You will have a chance to see all of the "Air Force One" aircraft and many experimental aircraft, that never went into production, at the museum hanger on Wright-Patterson AFB. You will not need military ID and there is a free shuttle from the main museum to these hangers on the base. Then the dedication and presentation of our memorial to the museum that afternoon. Next, cocktail time in the museum followed by dinner. Saturday 25 September will be symposiums with speakers recalling interesting experiences in and around the B-47. There will also be a general membership meeting that afternoon. A special scenic tour and lunch is setup for the ladies that do not want to listen to the guy's "war stories" about the venerable B-47. Saturday evening we will have our banquet followed by an Andrew's sister type show, and then we can dance the night away to our own live band.

I still have more decals available. Three dollars a piece or two for five dollars. Contact me at [DickPurdum@cox.net](mailto:DickPurdum@cox.net) or 13310 South 26<sup>th</sup> Ave. Bellevue, NE 68123.

### B-47 Stratojet Association Officers

President – Dick Purdum  
13310 South 26th Av., Bellevue,  
NE 68123  
402-291-5247  
[DickPurdum@cox.net](mailto:DickPurdum@cox.net)

Vice President – Don Malm  
1433 Sylvan Dr.  
Abilene, TX 79605  
915-692-9392  
[tinybt@aol.com](mailto:tinybt@aol.com)

Secretary – Mark Natola  
23 Oak Ridge Road  
W. Lebanon, NH 03784  
603-643-3399  
[mark.natola@hitchcock.org](mailto:mark.natola@hitchcock.org)

Treasurer – Donald Cassiday  
1402 West Downer  
Aurora, IL 60506  
630-859-1922  
[DonCass@worldnet.att.net](mailto:DonCass@worldnet.att.net)

BX Officer – George Brierly  
5342 6th Place South  
Gulfport, FL 33707  
727-321-1606  
[b47assn@together.net](mailto:b47assn@together.net)

Editor – Mike Habermehl  
P. O. Box 1144  
Brenham, TX 77834-1144  
979-836-9427  
[mikeh@brenhamisd.net](mailto:mikeh@brenhamisd.net)

### Board of Governors

James Diamond  
898 NE Coronado St.  
Lee's Summit, MO 64086-5529  
816-524-9562  
[imjackd@swbell.net](mailto:imjackd@swbell.net)

Wen Painter  
P. O. Box 719  
Mojave, CA 93502  
661-824-2907  
[wpainter@amelecom.net](mailto:wpainter@amelecom.net)

Andy Labosky  
707 Briarwood Rd.  
Derby, KS 67037-2114  
316-788-5277  
[labov47@msn.com](mailto:labov47@msn.com)

Sigmund Alexander  
12110 Los Cerdos Dr.  
San Antonio, TX 78233  
210-633-5361  
[Sigmund.Alexander@worldnet.att.net](mailto:Sigmund.Alexander@worldnet.att.net)

### Association Website

<http://www.b47.com>



*JB-47E, 53-2280, shown at the AF Museum, is heading to the MAPS Air Museum, North Canton OH, instead of Edwards AFB as noted in Newsletter #17. Photo: Dick Purdum*



*The Museum Memorial Park will be the site of the Association's dedication of its memorial to those who designed, tested, built, maintained, and flew the B-47. Ceremony will be on Friday afternoon at the reunion. Photo: Dick Purdum*

## Roll Call of Honor

**Arthur Benway**, Sampson AL, died of a heart attach on 21 July 2003.

**Robert G. Morrison**, Choctaw, OK, passed away in March 2003. Navigator, 306th BW, 367th BS, MacDill AFB.

**Edward Pippin**, Tampa FL, passed away on 29 November 2002.

**Jack Weems**, Fridley MN, died of sudden heart failure on 29 November 2002.

**Ralph R. Utech**, Auburn CA passed away (no details).

**Raymond Randt**, Tucson AZ passed away recently, but no details were available.

**Ted Hanna**, San Antonio TX, passed away from cancer last year.

*...continued next column*

*Roll...continued*

**Dick Knarr** passed away on 20 December 2003.

**Richard C. Wilson** passed away on 12 December 2003.

**Frank Bell**, Walnut Creek CA, passed away on 21 November 2003.

**Michael Sverha**, Merced CA, passed on 1 July 2003.

## Mayday

My uncle, **Charles Rose**, was a Colonel in the USAF and flew the B-47. I remember, as a kid, receiving a model of the plane, now long gone. Ironically, as I spoke to guys my age (now 52) about old warbirds, none of them had ever heard of the B-47. I remember visiting him in the ready room at Homestead AFB. I can still see him in his flight suit and remember the stories he'd tell. My son flies Prowlers (in the Navy) and every time I visit him or go to the base with him it reminds me of my visits with my uncle.

*...continued page 4*

## B-47 Stratojet Association

Income Statement  
2003

2002 Year End	
Total Assets	\$ 37,641.24
Receipts:	
Memberships	14,235.00
Merchandise Sales	1,893.00
Donations to Monument	4,950.00
Interest Earned on CDs	395.61
<b>Total Receipts</b>	<b>\$ 21,473.61</b>
Expenses:	
Merchandise	\$ 1,507.45
Dick Purdum (President)	167.20
Sigmund Alexander (Past President)	151.23
Mark Narola (Secretary)	12.82
Internet Fees	358.00
Postage	852.30
Newsletter Expenses	2,334.41
Dodd's Monuments (First Installment)	11,500.00
<b>Total Expenses</b>	<b>\$ 16,883.41</b>
<b>Year End Balance</b>	<b>\$42,231.44</b>
<b>Revenue over expenses - 2003</b>	<b>\$4,590.02</b>

Year End Report  
Balance Sheet  
31 December 2003  
Assets

Current Assets:	
Cash	\$ 13,299.17
Investments:	
CD # 75140 at Old Second Natl Bank (Matures 1/11/04)	5,485.56
CD # 83864 at Old Second Natl Bank (Matures 1/05/04)	5,045.75
CD # 83895 at Old Second Natl Bank (Matures 1/20/04)	18,400.96
<b>Total Current Assets</b>	<b>\$ 42,231.44</b>
Long Term Assets:	0.00
<b>Total Assets</b>	<b>\$ 42,231.44</b>

## Liabilities

Liabilities:	
Current	\$ 0.00
Long-term ( Due on Monument)	14,500.00
(Note: Does not include peripheral expenses of approximately \$3000)	
<b>Net Assets</b>	<b>27,731.44</b>
<b>Total Liabilities &amp; Net Assets</b>	<b>\$ 42,231.44</b>

Mayday...continued from page 3

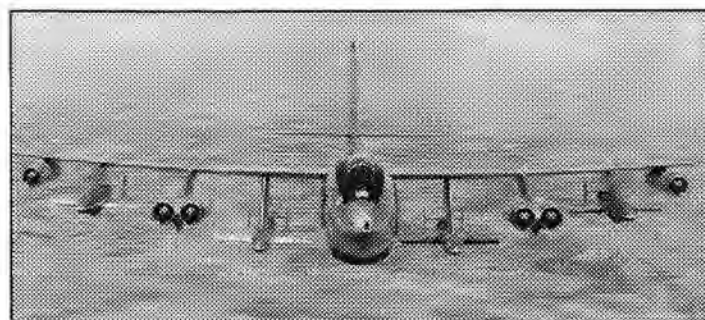
I was searching for vintage aircraft parts, did a search on the B-47, and found your site. My memory of him helped to keep my dream of flying someday alive, and in 1996, I finally started learning. So, does any know Charles Rose? He was originally from West Virginia, grew up in the Swisssdale section of Pittsburgh. I remember that he finished flight school too late for combat in WWII, but trained other pilots. He flew supplies to Thailand during the pre-Vietnam era, and in between, he flew the B-47. *Bill Rose can be reached at warose15101@yahoo.com.*

**Rodney Baechtold** writes: "The 306th BW was based at Fairford RAF Station in England during the months of June thru September, 1953. One of the refueling boom operators from the refueling squadron managed to take photos of night time refueling operations with the lights of the city of Paris in the background. I would hope that someone in the B-47 Stratojet Association can find that guy and get copies of his photos. *Rodney can be reached at rbaech@comcast.net, or contact the editor.*

William G. Harris, Jr., son of **Maj. William G. Harris**, would like to hear from anyone that remembers his father. Maj. Harris flew B-47s at Bunker Hill AFB with the 305th BW from 1963 to 1967 before converting to the B-58. His dad passed away in 1984 and is buried in Arlington National Cemetery. William says he remembers the Sweenys, Stonekings, and Reedys from the Bunker Hill days. *He can be reached at P. O. Box 72, Diamond Springs CA 95619, or williamgharris@earthlink.net, or harrisw3@corp.earthlink.net.*

Richard N. Hudgens is looking for anyone who had known his dad, **Hoyt M. Hudgens**. He was stationed at MacDill AFB in the late '50s and possibly in the 305th BW. *Richard's email is richard.n.hudgens@intel.com.*

Does anyone remember **David Mills** who flew B-47s with the 393BS, 509th BW at Walker AFB? He was killed in the crash of a KC-97 during October, 1957. *Contact the editor at mikeh@brenhamisd.net, or at the address on page 2.*





## The Early Days

I was a staff Sergeant assigned to Project WIBAC in January of 1951 at the Boeing plant in Wichita, Kansas. This was to be a TDY assignment. While there we learned operations and mechanics of the then new B-47 medium bomber. I was an instrument technician. Eventually, Boeing released a plane to us. We had taken over the National Guard hangar at the municipal airport. After three months I was assigned permanently. This duty lasted until my discharge in August of 1952. Eventually, during this time, we had many aircraft assigned to us for training of pilots and crew. Below are a few of my experiences.

1. While landing, a B-47 undershot the runway and flew through some trees. The aircraft made it okay. While doing a post-flight check, we removed quite a pile of tree branches from the engines. Other than that the craft was okay.
2. While standing near the hangar one day I noticed two B-47s flying quite low over the runway. The story was that the top-most plane was not showing a landing gear down-lock light and the other plane was coming up underneath to take a look. After determining that the gear appeared to be okay the lower plane peeled off, became nose-up and clipped the tail of the other one causing it to nose down to earth. We could see a large plume of smoke a few miles from us. The second aircraft did a 360 and plunged to earth very close to the first one. Needless to say all four pilots were lost. These aircraft had yet to be assigned to us so that both had Boeing test pilots onboard. I believe at the time, Tex Johnston was Boeing's chief test pilot. He was not one of them.
3. One of our planes was sent to MacDill AFB for a fly-over at an air show. When the plane returned we noticed that Tex Johnston was standing by for some reason or other. When the crew disembarked Johnston immediately went aboard, fired up the engines and without a moment's pause taxied out to the runway and without waiting, throttled up, and did what I would describe as a fighter takeoff. We learned that the plane had made a high-speed flyover at the air show and experienced a reverse bank. It seems that at high speeds, the ailerons acted like trim tabs and would cause the wings to act as ailerons thereby causing the aircraft to bank in the opposite direction. When the aircraft returned we found the sides of the fuselage had ripples. Apparently, Johnston had given it a real workout.
4. While watching aircraft making touch and go landings, I noticed one which started to yaw in one direction and then yaw really out of control in the other direction. The craft hit very hard on the runway going almost sideways, the rear main gear tore out completely from the plane and went bouncing end-over-end down the runway. The plane spun around and ended up off to the side of the runway with smoke coming out from under the tail. A buddy of mine said, "let's grab down locks, take a pick-up and head out there." We were probably the first to arrive at the scene. We jumped out with the down locks and secured the front main landing gear. We were afraid that if the gear collapsed it could cause a fuel tank to rupture. The smoke from the tail turned out to be from the drag chute compartment. Apparently, sparks had caused the chute to smolder. The plane had a civilian aboard and I don't believe he hit a single rung of the ladder while evacuating the aircraft. I noticed that from then on most landings were made with the drag chute deployed for stability.
5. Shortly after arriving at Boeing we were told that Boeing's chief pilot had been killed in a canopy ejection accident (*Scott Osler, 11 May 1949, ed.*). The forward end of the canopy hit him on the head immediately killing him. The copilot was able to land the aircraft in spite of the debris from the pilot.
6. We had a visitor one day who was there to take pictures of takeoffs and landing. We were informed that it was Margaret Burke White, world famous photographer for *Life Magazine*. One take-off I remember quite vividly, as it was the first

...continued on page 8

## ***B-47 Stratojet Assn. Reunion***

*Sept 23-26, 2004*

***~~ Dayton, Ohio ~~***

*To be held at the Holiday Inn Dayton North in historic Dayton Ohio. Hotel rates are only \$79 per night, plus tax. Registration will be \$165 per person and include the following:*

- ~ Welcoming Package with name button, itinerary,  
list of attendees, & local information*
- ~ Thursday Welcome Reception w/ Dinner Buffet,  
beer, wine and punch*
- ~ Friday Transportation to WPAFB Museum and Dedication*
- ~ Friday Dinner at AF Museum (includes transportation)*
- ~ Saturday Symposium/General Membership Meeting*
  - ~ Saturday Banquet Dinner & Program*
  - ~ Saturday Show/Evening Dance*
- ~ Hospitality Room stocked with snacks & beverages & cocktails*
- ~ All associated taxes and gratuities*

Call the Holiday Inn Dayton at 937-278-4871 no later than August 23, 2004 to make your hotel reservations. The hotel offers free airport transportation and parking.

An optional tour is available on Saturday and includes:

**City Tour/Waynesville-** Includes guided tour of the highlights of Dayton. Afterwards we will drive out to the unique and charming city of Waynesville for some great shopping. Tour includes lunch at the Dear Dutchman, an Amish & Mennonite restaurant and gift shop, known throughout Ohio for their fantastic food. Tour time 9:30-4:30 pm Price per person \$35

***COME JOIN US AS WE SHARE OLD MEMORIES AND MAKE NEW ONES!!!***

### ***For More Information:***

***Contact Dick Purdum***

***Phone: (402) 291-5247***

***Email: DickPurdum@Cox.net***

***Or***

***Contact: The Reunion BRAT***

***Phone: (360) 663-2521***

***Email: Info@TheReunionBRAT.com***



*The entrance to the United States Air Force Museum showing the IMAX theatre to the left, museum to the right.*

## Air Force Museum Presidential and Research & Development/Flight Test Hangars

Approximately 50 aircraft, including the Museum's collection of Presidential aircraft, are exhibited in two hangars on the historic Wright Field flight line, about one mile from the main museum building.

The Presidential and Research & Development/Flight Test hangars, located on the active part of Wright-Patterson Air Force Base (WPAFB), are accessible using the shuttle bus service from the main Museum complex. Reservations (free) are required (phone reservations not accepted) and can be made upon arrival at the Museum at the Pass Desk located near the Berlin Wall display (from the main entrance, walk through the gift shop area and turn left). Early reservation sign-up is recommended due to the popularity of these tours. All participants must register at the Pass Desk and have a valid photo ID (driver's license or passport with photo). Children are allowed with a ratio of one adult per 2 children. Shuttle buses are not handicapped accessible. Individuals requiring special assistance should contact the Museum Operations Division in advance to arrange transportation. Operation Division points of contact are Ken Gentry at (937) 255-8047, ext. 318, Jim Neill, ext. 307.

US Military and DoD Civilians with Government ID may use their private vehicle to visit the Presidential and R&D Hangars.



*This is where it all began i.e., the place where the Wright brothers first decided to build a "flying machine". Exactly to the day (17 Dec) and 44 years after the Wright brothers first flight one of our Assoc members Bob Robbins, then a Boeing test pilot, took off at Boeing Field Washington in the first flight of a B-47. Dayton is also the home of Huffman Prairie (on Wright-Patterson AFB), the 1905 Wright Flyer III (at Carrillon Park), Wright State University, and the Wright Brothers Memorial (on a beautiful hill overlooking Wright-Pat), all easily seen in a day's driving tour.*

## Glasgow AFB Reunion

The 7th annual Glasgow AFB Mont., Reunion will be held the 24-25th of Sept. 2004 at Kentucky Dam Village State Resort Park, Gilbertsville, KY. To Make Your reservations please contact the Lodge at 1-800-325-0146. For more info, please contact Dave Hall at [evad0200@earthlink.net](mailto:evad0200@earthlink.net),

**Check Your Mailing Label  
To See If Your Dues Are Paid!**

Early...continued from page 5

time I had witnessed a JATO takeoff. The plane literally shot off the ground with, I believe, 18 bottles of jet assist firing, leaving a plume of white smoke on the runway. Another thing I remember about this was the obnoxious odor.

7. Our commander at the time was Col. Paul Tibbets of Enola Gay fame, a real nice guy. He had at his disposal a twin-engine plane, which I believe was an A-26, called the *Symposium Express*. I also believe he had a glider that had a small engine driven propeller. The story around was that he flew it, with his German Shepherd aboard, down to Mexico and back without landing. I believe the dog's name was *Beau Geste*. I also remember that a Col. Spice eventually took over.
8. This is a story that made the rounds while I was there. A B-47 had been retrofitted into an RB-47 and was on its way to do fly-overs across Korea. While being refueled on the ground in Alaska, much fuel was spilled under the aircraft. One of the ground crew bent over to pick up something and a Ronson cigarette lighter fell from his pocket, igniting the spilled fuel, completely involving the planes in flames. It was completely destroyed, so the story goes. Perhaps someone out there can supply confirmation (*B-47B*, 49-2645, 8 August 1951, ed.).

My other experiences involving T-33s were interesting, but not to B-47 enthusiasts. I would be glad to hear from anyone else who was there during this time. After more than 50 years, the memory sometimes plays tricks.

Robert B. Ricketson  
3 O'Connor Lane  
So. Dennis, MA 02660



A B-47A of Project WIBAC rolls out at Wichita

## War Stories

The years pass so swiftly,  
How quickly they fly!  
As if pushed by the jet stream  
In yonder blue sky.  
And lately, it seems  
I'm found more and more,  
Retreating to memories  
Of past glory and gore.

Which find me accompanied  
By aviators rare,  
Their eyes wrinkled and browned  
From the sun's naked glare.  
And I listen to stories  
Of War I and War II,  
ICD, Korea, DC-1, DC-2.

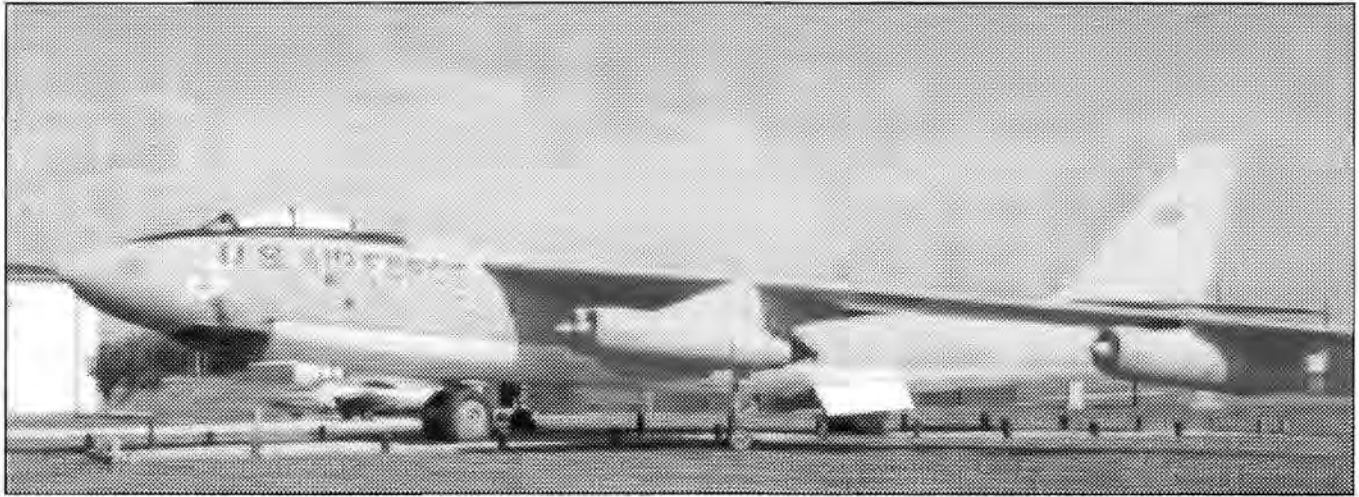
I am constantly speechless,  
Enraptured, in awe  
Of War Stories witnessed  
That I never saw!  
And I wonder, in silence,  
These stories of skies:  
Which are the truth,  
And which are White Lies?

So I developed a system  
To sort wheat from chaff,  
When to cry silent tears,  
And when to just laugh.  
You listen, impassioned,  
To each sacred word  
Of skies full of fire,  
Of wounded, sick birds.

But watch him intently,  
A scotch in his hand;  
His hat cocked so smartly,  
His smile smooth as sand,  
One hand on his hip,  
(Or somebody's thigh):  
Watch his lips; if they move,  
Then you'll know it's a lie!

Michael Larkin

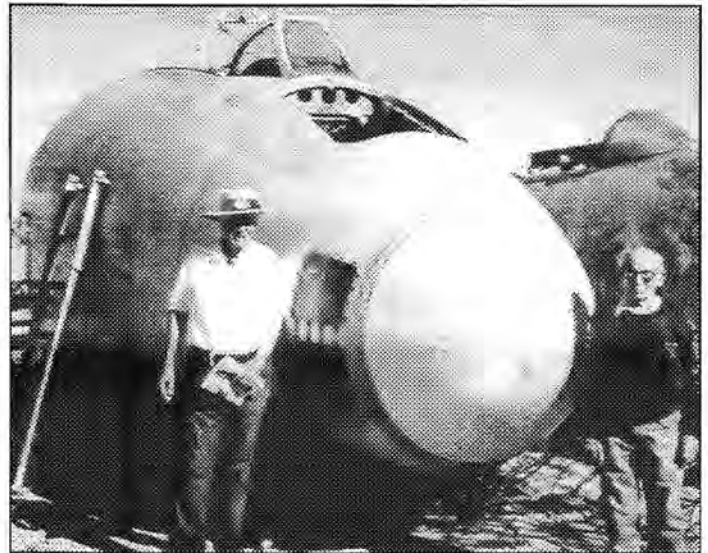




*Hugh Reid shot the B-47B on display at Grissom last summer. It was manufactured in Wichita and delivered to the 305th BW at MacDill in January 1953. In July 1955, the airplane was transferred to the 320th BW but returned to Wichita as a trainer with ATC in November 1957. A year later another assignment sent it to the 379th BW and finally it went back to the 305th BW, but this time at Bunker Hill AFB. On 21 March 1961, the #6 engine exploded and 52-315 was reclaimed for display.*

## B-47A Needs A Good Home

Ken Tollen is seeking a museum and group of volunteers to restore the nose section of a B-47A. The artifact has been in the storage yard at the Pima County Air Museum in Tucson (adjacent to Davis-Monthan) and interestingly, it belongs to the Navy. Every major variant of the Stratojet has been preserved except a B-47A. This will not be an easy project as you might imagine (it is basically a hulk), but we appreciate Ken's foresight in trying to preserve it. A museum that is willing to house the nose, a group of volunteers that will provide the labor, and money are all that stand in the way of making this dream a reality. If you can help, please contact Dick Purdum or the editor.



## 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.

*...continued next column*

Seattle...continued

Contact information:

The Videobilia Lab  
3500-C Clayton Road  
Concord, CA 94519  
Telephone 925-685-2825 Fax 925-827-9740

## SAC Reunion

The SAC Reunion will be held at the Isle of Capri Hotel and Casino in Bossier City LA from 12 to 15 May 2002. Vice-President Cheney is the invited speaker. Hotel number is 877-465-3711 or Si\_Crump@islecorp.com. Info from Col. Steve dePyssler at 866-544-2412 or RAO@barksdale.af.mil.

## Bookshelf

John Irving retired as a Lt. Colonel after thirty years in the USAF. *Is That All There Is?* is his autobiography that recounts a lifetime in the air. From crop dusting to flying the supersonic B-58, he tells the story with a fine sense of humor. Of his B-47 years, he says, "Flying the B-47 was a real joy....The B-47 assignment was very memorable and rewarding to me. Those 7 years were the most enjoyable of my military career." He flew with both the 22nd BW at March AFB and the 310th at Smoky Hill AFB (later Schilling). The book is available from RoseDog Publishing, 701 Smithfield St., Pittsburgh, PA 15222 (800-834-1803; [www.rosedog.com](http://www.rosedog.com)) for \$16.00 plus shipping. Copies may also be available from the author at 1021 Broadview Rd., Fort Washington, MD 20744-3710.



*I Always Wanted To Fly* by Colonel Wolfgang W. E. Samuel has been available for several years. It is a collection of first-



person memories of the Cold War in the air from the Berlin Airlift of 1948 to Vietnam. Members will find Hal Austin's account of his flight in an RB-47E over Soviet territory that almost got him and his crew shot down. There are also chapters on RB-47H operations out of Thule, and the RB-47H that was fired upon by North Korean MiG-17s in 1965. The book was published by University Press of Mississippi, and is available from [amazon.com](http://amazon.com) for \$20.40.

The poem by Michael Larkin (see page 8) and 176 others by pilots, navigators, bombardiers, gunners, mechanics, wives, and others have been published in a new book by Col. Helmut H. Reda. The book, *Because I Fly: A Collection of Aviation Poetry*, is published by McGraw-Hill, and is available from [amazon.com](http://amazon.com) for \$16.95.



## The Rest of The Story

From Chuck Morrell, the author of the "Sabatoge Or???" article in Newsletter #17.

The aircraft B/N Tech was SSgt. Walter M. Cornelius and his NCOIC was TSgt. Glenn H. Sipes. When Walter found the filings he stated that he would sleep with the airplane. However, Glenn said that he (Walter) would need his rest in case any problems developed. So he would stay with the airplane while Walter rested. So now you know the rest of the story.

## From The Editor

The articles and memories continue to come. Thanks for taking the time. If you've been thinking about sending a story in, please do so. We need a continuous supply!

We've had a suggestion for doing a story or so from the wives' perspective. That's a great idea. The only trouble is that we don't have any material available. It would be great if some of you ladies would give us a side of the Cold War about which little is written. Maybe some of you guys can jog your wives memories and then ask them to put it on paper, or in an email.

## 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

<http://www.wpafb.af.mil/museum> - This is the official site of the Air Force Museum. See what's in store for the reunion.

<http://afmuseum.com> - The website for the Air Force Museum Foundation with a virtual tour of the museum.

<http://okwreckchasing.com/521414.html> - Details of the crash of B-47E (52-1414) on 31 March 1960 in Little Rock. Also brief note about the crash of 53-2091 on 24 May 1957 in western Oklahoma.

## 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	<i>sold out</i>
Pewter B-47 tie pin	\$5
1,000 hour pin	\$25
3,500 hour pin	\$25
B-47 Commorative 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  
77834-1144

Non Profit  
U.S. Postage  
PAID  
Brenham, TX  
77833  
Permit No.  
#84



*Don't Forget To Pay Your Dues For 2004*

*Next Reunion - 23-26 September 2004 - Dayton OH*