

The Stratojet Newsletter

November 2005 Volume 23

For Those Who Designed, Built, Flew, Maintained and Loved the B-47



This will be the site of the dedication ceremony at next year's reunion. B-47E, 53-4213, is located on McConnell AFB. It last served with the 98th BW and was donated to the City of Wichita on 7 October 1965.

From The President's Desk

The prime reason the B-47 Stratojet Association exists is to preserve the memory of that great airplane. We are always on the lookout for ways to accomplish this objective.

The Strategic Air and Space Museum (used to be the SAC museum) is in a lovely new facility just off Interstate 80 west of Omaha. As one might expect, they possess a beautiful B-47 which is displayed in the center of the East section of the museum.

Unfortunately, that aircraft has not been restored to the pristine state it was in when it came off the Boeing production line. In view of the importance of the B-47 to SAC and the nation, the museum is interested in this restoration. Unfortunately, money is needed to accomplish the job. Until the project is begun and the internal condition of the airplane determined, no specific cost is known.

At our recent Board Meeting, the directors voted \$5000 in memory of Bob Robbins to get this project started. We also decided on an opportunity for individual members to advance the restoration and establish a permanent memorial to themselves or their loved one.

For \$500, members and friends can "purchase a brick" with their name on it. Bricks allow for three lines with 16 characters in each line. The bricks will be placed in the memorial walk in front of the museum. B-47 Association members will be clustered together making it easy to locate friends and loved ones.

Many of you will appreciate that the museum normally charges less for bricks. However, this project asks members to pay a premium and \$400 of the amount will be applied to the B-47 restoration project.

Anyone wanting to contribute any amount may, of course, do so by sending it to the address below. It will go directly to the restoration fund and the sooner that fund is increased, the sooner the plane gets restored.

Let me end by pointing out that, whereas the National Museum of the Air Force displays an RB-47H and the Museum of Flight in Seattle has a WB-47E, the SAC museum's plane is a bomber. We think it is very important to preserve a real bomber and what better place than the SAC museum?

Will you join us in this project? Please send your check for \$500 to the B-47 Stratojet Association, to Bob Griffiths, Treasurer, 303 Double Eagle Road, Burgan NC 28425-8559. Your gift is 100% tax deductible and will help insure that future generations can view a real B-47 bomber. Include the name you wish to appear on your brick.

Don Cassiday

B-47 Stratojet Association Officers

President - Don Cassiday
1402 West Downer, Aurora, IL 60506
630-859-1922
colcass@sbeglobal.net

Vice-President - Sigmund Alexander
12110 Los Cerdos Dr., San Antonio, TX 78233
210-653-5361
sigmundalexander@sbeglobal.net

Treasurer - Bob Griffiths
303 Double Eagle Road, Burgaw, NC 28425-8559
910-300-3015
bobnsara@cc.rr.com

Membership Chairman - Dick Purdum
13310 South 26th Ave., Bellevue, NE 68123
402-291-5247
DickPurdum@cox.net

BX Officer - George Brierly
5342 6th Place South, Gulfport, FL 33707
727-321-1606
b47assn@together.net

Editor - Mike Habermehl
P. O. Box 1144, Brenham, TX 77834-1144
979-836-9427
mikeh@brenhamisd.net

Board of Governors

James Diamond
898 NE Coronado St., Lee's Summit, MO 64086-5529
816-524-9562
injack@swbell.net

Wen Painter
P. O. Box 719, Mojave, CA 93502
661-824-2907
wpainter@antelecom.net

Andy Labosky
707 Briarwood Rd., Derby, KS 67037-2114
316-788-5277
labov47@msn.com

David Hitchcock
2016 Joann, Wichita, KS 67203
316-942-6607
akaplanenut@cox.net

Association Website

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

Another Tribute To Bob

*The following article arrived after the last newsletter was ready for the printer. Our former Treasurer, Mark Natola, and Bob Robbins were close friends. They collaborated on Mark's book, **Boeing B-47 Stratojet: True Stories of The Cold War in The Air**.*

Soon after the formation of the B-47 Stratojet Association, I received a telephone call from a man who had recently heard of our organization. After exchanging pleasantries, he mentioned that although he had no personal connection with the B-47, he loved the Stratojet and had many friends who had flown the old bird. He went on to tell me of an acquaintance named Bob Robbins. "He flew the first flight in a B-47, you know." I admitted that although I was unaware of exactly who flew the first flight, it might be interesting to speak with him. "Well then, why don't you call him and ask him to join your group." he replied. Intrigued, I asked if he knew how I might go about contacting Mr. Robbins. He laughed and assured me that indeed, he did. He gave me the telephone number from memory, as if he had called it many times before. After chatting for a few more moments, he wished me luck contacting Bob, and said good-bye. Somehow, I never heard from this man again.

Naturally, I attempted to contact Bob right away. But, to my dismay, nobody was home.

The next morning I tried Bob's number again. This time my luck was better. After several rings, a woman, who I would soon recognize as Bob's wife Ann, answered the telephone. I introduced myself and asked if Bob was available to speak with me. Inquisitively she asked me, "Well, what is this about?" I replied, "I am calling to discuss a new organization called the B-47 Stratojet Association, and I understood that Mr. Robbins had made the first flight." Ann replied, "Oh, that. Wait a minute, I'll find Bob."

I heard her yell down the hall, "Bob, someone wants to talk to you about the B-47." She returned to the telephone and instructed me, "Hold on, he's coming."

Several seconds later, Bob picked up an extension and said, "I've got it. Hello."

I answered, "Hello Bob, my name is Mark Natola, and I am calling to discuss a new organization called the B-47 Stratojet Association." Bob replied, "Oh, really? That's great!" You could hear the excitement in his voice.

Over the course of the next hour, Bob and I discussed many topics, ranging from his initial distrust of jet engines, to the pride he felt having been associated with the B-47 throughout it's nearly 20 years

Another...continued on next page

in service. Throughout our conversation, I was struck by his modesty. Somehow, I expected that any man who dared to climb into the cockpit of such a radical (for its time) plane like the XB-47, would be full of bravado. But, to the contrary, I found him to be warm, and almost apologetic for having been chosen to make that historic first flight.

As we concluded our conversation, I thanked Bob for taking the time to chat and I apologized for taking up so much of his time. He laughed, and responded, "Well, I want to thank you for calling. Besides, I think I did most of the talking."

Over the next several years, Bob and I had frequent telephone conversations, most of which began with a pleasant chat with Ann. On several occasions, I visited with Bob and Ann at their home in Ormond Beach, FL. Located on the edge of a golf course, they had a beautiful view of the green from their sun porch.

During one of my visits, I mentioned to Bob that I was considering putting together a book of first person stories about flying the B-47. Bob's eyes lit up. "That's a wonderful idea," he exclaimed. Of course, now that I had his attention, I asked him if he would consider writing a story for the book. Anyone who has heard Bob speak at one of the Association's past reunions will recognize his contribution immediately. His tale of the first flight of the XB-47 was a highlight for many at the reunions, and a fitting start for the book, *Boeing B-47 Stratojet: True Stories of the Cold War in the Air*.

Later, once the book project began gathering momentum, Bob suggested that I may need a technical advisor, and he offered his services. How could I turn down an offer like that? With his intimate knowledge of the B-47, and his red marking pen, Bob was determined to keep things as technically factual as possible. As for the accuracy of the stories, well, that's another matter.

Last fall, my family and I had an opportunity to visit with Bob and Ann once again several days after the last of the hurricanes had ripped through Florida. Tree trunks of various sizes littered the road leading to their home. As we pulled into the driveway, there was debris scattered across the usually well manicured lawn. Bob and Ann came to the side door and ushered us in.

After describing the storm and telling us about the tree which had fallen against the house, Ann inquired about our visit to Disneyworld. Having just arrived in Orlando

the previous afternoon, we had not been to the park yet. Seizing upon this opportunity, Bob told us of his experience riding the "Superman" roller coaster several years earlier. Ann shook her head in amazement as Bob described the rides slow ascension and sudden 200-foot drop. Bob laughed and said, "It was great!"

As was the case during each of my previous visits to their home, Bob invited me back to his office. He gestured to the room, which was filled with mementoes of his career, and he suggested that, "One of these days, I'm going to have to clean this stuff up." Then he winked and said, "Nah."

Later that afternoon, we all gathered in the drive way to say our goodbyes. Hugs were exchanged, and Bob and I agreed to get together again soon. Little did I know, this would be the last time that we would meet.

Like many others who knew Bob and Ann, I was saddened when I heard of their passing. I for one consider myself lucky to have known them both. They will be missed.

Mark Natola

Roll Call of Honor

Jay Morrison passed away on 1 Feb. 2004.

Mayday

Rodney Baechtold was in the 306th BW in June, 1953 when it went to Fairford UK on the first overseas deployment of the B-47. After arriving in England, he received a letter from his mother telling how excited she was to see him on TV as they staged through Limestone AFB. It seems that Arthur Godfrey was there with Gen. LeMay and his film crew had caught all of the activity on film. The Arthur Godfrey show aired on CBS every Monday night from 8:30 to 9:00 PM. Rodney says that the temperatures were in the 30s and it was raining. He spent 72 hours on the flight line with his 369th Bomb Squadron maintenance team with only brief breaks for meals.

He is attempting to find a copy of that film and has contacted CBS. If anyone could assist him with the search he will most happy for the help. He can be reached at 1421 Belmont Street, Mesquite, TX 75149; 972-289-1057; rbaech@comcast.net.

The Stratojet and Me: A Demanding Beauty

by David Wellman



David Wellman stands in front of a B-47 tail-turret gunnery practice firing station at Schilling AFB, Kans.

Photo: David Wellman

As graduation day approached for Pilot Training Class 61-E, I looked over the available assignments for new pilots. I received my second choice, B-47 Stratojets, but that was because there were no assignments for my class to B-52s! So, in early 1961, it was off to co-pilot training and then to Lockbourne (later Rickenbacker) AFB, Ohio, near my home state of Indiana. Training continued at Little Rock AFB, Ark., with a group of "PUPs"—co-pilots going through aircraft-commander qualification in the Pilot Upgrade Program.

I was linked with Capt. Vince Fazio, a personable leader with whom I flew for about two years. I distinctly remember my first flight in the six-engine bomber because shortly after takeoff the number six engine had to be shut down for high oil pressure. Thus, I spent my first hour-and-a-half of "wheel" time in the B-47 (Boeing airplanes have yokes, not sticks) on five engines!

In my two-plus years in the B-47, I made some progress on upgrading to aircraft commander, including a number of front-seat landings and air-refueling time behind the venerable KC-97 Stratotanker. But it was not until the Strategic Air Command started to phase out the 2,000 B-47s in its fleet and I went into B-52s that I would eventually get my own crew.

The B-47 was a demanding aircraft, requiring diligent attention of the pilot. Control forces for flying were generally heavy. Its nose-high attitude on the ground was an indication of its aft center of gravity. Near-maximum nose-down elevator trim was required at the 170-knot "unstick" speed of a heavily loaded B-47. This was not a "moving stabilizer," as is the case today in modern jets, so this amount of trim put the control yoke far forward—nearly touching the instrument panel.

Correct application of rudder trim was aided by a yaw string, which lay just in front of the windscreen—familiar to glider pilots but unusual in a bomber! The bicycle design of the main landing gear made touchdown exacting; it was difficult to prevent porpoising, which was caused by hitting nosewheels-first. A unique feature, at the time, was the use of a braking parachute to slow the aircraft after landing. The co-pilot could also deploy an approach chute, which would then require higher r.p.m. settings to prevent compressor stalls during a critical go-around. Consider the co-pilot of my acquaintance who deployed the brake chute in flight instead of the approach chute, not once but twice in his short career!

The airplane was extremely clean, and although its J-47 engines could power it past its structural limit (Mach .92 above 20,000 feet, 456 knots at low altitudes), the addition of water-alcohol injection was required for high gross-weight takeoffs on hot days. Thirty-two assisted takeoff (ATO) bottles were also loaded on combat-ready alert aircraft.

The B-47 was operationally limited to 425 knots at low altitude. At higher speeds, the swept wings started to twist, and the limited roll rate of five degrees per second diminished to zero at 440 knots, eventually going into aileron reversal. Careful co-ordination between both pilots was essential for operation at high speed.

The co-pilot on the B-47 was the administrator of the three-man crew. Besides providing piloting relief for the aircraft commander when needed, the co-pilot was responsible for checklist adherence, radio communication and monitoring aircraft performance and fuel consumption. The "fuel curve" for the B-47 at high altitude could conveniently be plotted using the instep of a size 10-1/2 GI shoe, and it was nice to have "Lt. Thom MCan" in the squadron for that purpose!

The Stratojet...continued on next page

The co-pilot also assisted the navigator by "shooting" the periscope sextant mounted directly over his seating area. I can still look at celestial constellations and identify some thirty or so navigation stars. The rear seat in the B-47 swiveled so that the co-pilot could operate the twin tail-mounted 20mm cannons. While we were on ground alert in England, the locals used to come out and monitor our operations, and it was always a kick to fire up the tail turret, slew the guns in their direction and watch them scramble away in their little Austins!

My B-47 unit, the 320th Bomb Wing, had EB-47Es, bombers modified to carry a pod in the bomb bay that housed two electronic countermeasures (ECM) crewmen. Their job was to operate sophisticated jamming equipment in support of other B-47s on low-altitude penetration routes to targets inside the Soviet Union. This meant flying at vulnerable high altitudes to deflect defenses away from our bomb-laden buddies. This also meant that, as co-pilot, I would fly that portion of the mission facing aft in my swivel ejection seat, ready to operate the twin 20mm turret in tail quadrant defense.

Although I never fired my B-47's guns in anger, they definitely worked as designed. In 1965, a last-minute extra crewmember was added to my B-52 crew on a ferry flight from Andersen AFB, Guam, to Mather AFB, Calif. He turned out to be a young RB-47 co-pilot assigned to the 55th Reconnaissance Wing who had been given thirty days "off duty" for shooting down a MiG while on an electronics intelligence (ELINT) mission off the North Korean coast. He was a marked man, as his radio voice would have been recognized on subsequent missions.

Life aboard a B-47 was not always serious, however. On the long deployments to England, the hours seemed to drag on interminably. Some were nervous about flying over the frigid North Atlantic, including our navigator, Mel Harris. We startled him on one occasion by putting the B-47 on autopilot and leaving our seats to look over his shoulder as he sat at his station in the nose of the airplane!

My most memorable B-47 experience took place, strangely enough, while I was flying a B-52 out of Eglin AFB, Fla. We were in a racetrack pattern together with a B-47 doing low-altitude test drops of BLU-3/B cluster "bomblets" from Hayes Dispensers. At the completion of the drops, we both made low passes over the test range, and I watched as the B-47 pulled up ahead of us into a beautifully executed barrel roll!

David Wellman served eight years in the Air Force, including two tours of duty flying B-52's in Vietnam, where he upgraded to aircraft commander. He then worked for The Boeing Company as an electrical engineer for twenty-seven years before retiring to a variety of hobbies and volunteer commitments, including serving as a docent at The Museum of Flight in Seattle.



Introducing the underwing podded engine configuration that would become standard on virtually all large military and civilian jets that followed it, the six-engine B-47 looked sleek as a fighter. But as David Wellman relates, it didn't quite fly like one.

Photo: Boeing

This article is reprinted with permission from the March/April 2005 issue of Aloft: The Museum of Flight Magazine. For more information, visit www.museumofflight.org.

Important Reminders

- Pay your dues for 2006. Check mailing label date ('05, '06, etc.)
- Send dues to Bob Griffiths, Treasurer.
- Send address, email, & telephone corrections to Bob Griffiths.
- Send newsletter articles, photos, news about members, etc. to Mike Habermehl, Editor.
- Invite a friend to join.
- Mark your calendar for **21-23 September 2006** - Next Reunion in Wichita, KS.

Board Meeting Report

The association's board of directors met on the 24th and 25th of June in Wichita at the Marriott Hotel.

The primary order of business was to plan the 2006 reunion which will also be in Wichita, 21-23 September 2006 at the Marriott where the board met. Andy Labosky has put together a terrific committee of local folks who have planned and continue to work on the reunion. The board was extremely pleased and endorsed their plans with enthusiasm. We all believe that the get-together will be a great one since Wichita has so many close associations with the B-47. Most of the airplanes were built there and a very large percentage of us learned to fly the bird there at McConnell AFB.

After a strong treasurer's report – we have a balance of \$52,889.19 – we also learned that the 2004 reunion had netted over \$5000. As has been our custom, we discussed what should be done with those profits.

It was unanimously agreed that we would donate \$5000 to the Strategic Air and Space Museum in Omaha to be placed toward the B-47 restoration fund. See "From The President's Desk" (page 1) for more information on this.

The passing of pioneer B-47 pilot Bob Robbins was discussed and several memorial opportunities are being explored. A brick on the pavement at the B-47 monument at the Air Force Museum will be purchased and installed. We are also hoping to install a small monument to Bob at the Museum of Flight in Seattle, near where Bob launched on the airplane's first flight. Finally, if approved by the McConnell AFB folks, as a part of the reunion we will hold a short memorial service for Bob and all those who've fallen and we will dedicate another small monument at the base of the beautifully restored B-47 there at McConnell.

The venue for the 2008 reunion was also discussed. We received a proposal from Bob Bowman in the Atlanta area and the board was impressed with the

opportunities the area offers. We will present that location to the entire association at the 2006 reunion for their approval.

A number of other administrative items were covered and anyone wishing a copy of the whole set of minutes for the meeting is welcome to contact President Don Cassiday and he will send them to you.

Finally, the board discussed the need for more board members and David Hitchcock of Wichita was nominated, elected and has agreed to serve on the board. We welcome Dave as our newest board member.



Dick Purdum presents a \$5,000 check from the Association to the Strategic Air & Space Museum in memory of Bob Robbins, XB-47 test pilot. The donation will be used in the restoration of the Museum's B-47E, 52-1412 (delivered from the 301st BW on 4 March 1964). Accepting for the museum is Executive Director Scott Hazelrigg (left) and Linda Hogrefe, Director of Corporate & Foundation Giving. As noted in President Cassiday's remarks on page one, the purchase of memorial bricks and other donations will increase the fund so restoration can begin.

B-47 Stratojet Association

Balance Sheet

31 May 2005

Assets

Current Assets:

Cash	\$ 7,889.19
Short Term Investments:	
Bank of America CD @1.91% (matures 25 July 2005)	\$ 30,000.00
Bank of America CD @2.00% (matures 22 Nov.2005)	\$ 15,000.00

Total Current Assets \$ 52,889.19

Long-Term Assets \$ 0.00

Total Assets \$ 52,889.19

Liabilities

Current Liabilities:

Total current liabilities \$ 0.00

Long-term Liabilities: \$ 0.00

Total Liabilities \$ 0.00

NET LIABILITIES & ASSETS \$ 52,889.19

Note: Above figures include \$17,590 in 166 prepaid Lifetime Membership dues.

Income Statement

As of 31 May 2005

2004 Year End
Total Assets \$ 45,477.61

Receipts:

Memberships	\$ 6,465.00
Merchandise Sales	546.00
Donations to Monument	1040.00
Total Receipts	\$ 8,051.00*

*Interest from CDs not included in this total.

Expenses:

Postage	\$ 420.37
Software	169.80
Website Maintenance	23.50
Bank Misc.	25.75

Total Expenses \$ 639.42 *

* Expenses for April 2005 Newsletter not received at this time.

31 May Balance \$ 52,889.19

Revenue over Expenses to date in 2005= \$7411.58

Joe's Jacket

Joe Ochota sent in these photos of his leather jacket which has custom art paying tribute to the B-47 and the 22nd BW. He says that he wore it to the Bangor submarine base gym to show the sailors the B-47. He has since donated the jacket to the Museum of Flight in Seattle after he met Tom Cathcart who was in charge of the Museum's WB-47E restoration.

Photo: Joe Ochota



Missile Crisis - 1962

In the November issue of Smithsonian's fine magazine Air & Space Smithsonian, an article was published detailing the Strategic Air Command's response to the Cuban Missile Crisis. Member Gus Letto contributed to the article, but some inaccuracies crept in. The following letter was sent by Association President Don Cassiday to correct the record.

Letters, Air & Space/Smithsonian
MRC 951, PO Box 37012
Washington DC 20013-7012

11 October 05

Dear Editor,

I've just finished reading "A Full Retaliatory Response" in the November issue.

First, let me compliment you for an excellent description of what it was like during the Cuban Missile Crisis for us in SAC. The article brought back a number of sobering memories and reminded me of a time when we stood firm against a serious foe.

I was with the 40th Bomb Wing at Forbes AFB, Topeka, Kansas and our B-47 crew was deployed to Andrews AFB just outside of Washington DC. We were puzzled as to why we should be deployed to such a prime target area but quickly discovered the reason. While the rest of the command was treated to no practice alerts, we had one every so often and were witnessed by Chief of Staff, General LeMay, who was usually accompanied by a couple of Congressmen in his black staff car.

I would like to point out one error I noted in the article. Mr. Jones portrays the B-47 bomb delivery tactic as zooming in to the target at low level, then tossing the bomb before executing a 180 degree Immelmann. He is referring to the infamous "LABS" maneuver which was experimented with but never made operational. The delivery tactic we trained for and would have used was the "pop-up." This was approaching the target at low level, popping up over the target, releasing the weapon, then diving for the deck straight ahead to get away as quickly as possible.

Also, while I am not certain that some SAC aircraft weren't deployed to northern bases to get out of range of the Cuban missiles, I am pretty sure that the deployment of SAC forces was essentially an issue of complicating the enemy's targeting problem. By introducing many more bases (some unknown to them) their targeting problem became considerably more complicated thereby increasing the likelihood of our survival and ability to strike back.

Notwithstanding the above corrections, I enjoyed the article and appreciated your publishing it as we approach the 43rd anniversary of that perilous time.

Sincerely,

Don Cassiday, Col USAF (Ret)
President, B-47 Stratojet Association
Phone # 630-859-1922

Colonel Birdsong

Chick Lange wrote the following after we reported that Col. George Birdsong had passed away and that he had been CO of the 367th Bomb Squadron. He wanted to set the record straight.

When I reported to the 369th Bomb Squadron at MacDill in September of 1953 from the 44th BS at Lake Charles, LA, the Squadron Commander was George Birdsong. I have never forgotten, as two days after my arrival the "Fitin Bitin Squadron" had a party. My wife and I knew no one. The 306th had recently returned from England, and much camaraderie had been developed among the members of the 369th. Suffering a boring evening, when singing began, my wife and I thought that we would "slip out" of the Squadron Party at the "O" Club. Singing stopped, and I was asked, "where in the hell was I going?" Col. Birdsong informed me in very specific terms, "when I sing, everyone in the Squadron sings!" This was most embarrassing for my wife and me, being newly assigned and ostracized in front of the whole Squadron. Apparently he couldn't have been too upset, as I shortly received a Spot Captaincy on a Select Crew. At one time, the 369th had 12 Select Crews and 3 Non-Ready. A few years later when I was Chief of 7th AD Standardization, and Col. Birdsong was Base Commander of RAF Fairford, I enjoyed signing his 51-4 and Annual Instrument Checks!

Stake Your Claim



Pat Smothermon sent this clipping with the following comments. "This news article was in the Blytheville AK Courier News circa 1958. It was also in the Air Force Times "Stake Your Claim" about the same time frame. I never saw any challenge to the claim? I was 23 yrs. 3 mos. when I got my crew R-28 in the 446th BS, 321st BW at Pinecastle/McCoy AFB in May 1958." He went on to B-58s in 1961 and eventually retired as a Major General.

Association Officer Change

Mark Natola has resigned as Secretary of the B-47 Association. Please direct all of your dues payments and update information to Bob Griffiths, 303 Double Eagle Road, Burgaw NC 28425-8559, phone: 910-300-3015.

The Aviator

I am not a Charles Yeager,
And I'm sure not Richard Bong;
In fact most things that I attempt
In airplanes turn out wrong!

But I love the smell of ADI,
And engines that are round,
And I love to hear the big-bore bird,
With it's deep, un-bridled sound.

And I love to go to Reno
And I love to watch them fly,
Tho it breaks my heart to see
A fellow aviator die.

But I know they'll go on flying,
And I know that so will I,
For nothing short of death will ever
Keep us from the sky.

And I'll never know what makes us so,
Were we just born to fly?
Or did we get hooked the first time we saw
An airplane in the sky?

Now some men feel a three piece suit
Is proof they've passed the test,
Or driving a Mercedes Benz,
Or a Rolex on their wrist.

I shall be forever grateful,
That He chose me from the rest,
to spend life in uniform,
And brother to the best.

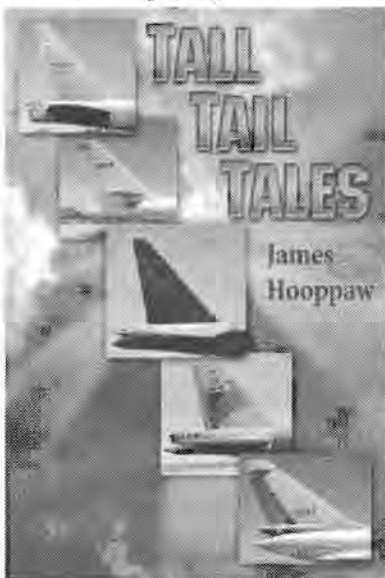
And when my life is over,
And it's time that I should die;
I hope He'll let me join the crowd
In His hangar in the sky.

And there, we'll raise another glass
And re-tell all those lies,
About our mis-adventures
Way up yonder, in the skies.

Michael J. Larkins

Bookshelf

Member Jim Hooppaw, author of *Where the Buf Fellows Roamed* has put together a collection of stories from his experi-



ences in the USAF that were not included in that earlier publication. The book provides a personal look at the Air Force, primarily SAC, from many viewpoints that range from a maintenance man to a civilian dependent, to a four star general. Some stories make you laugh, some will cause you to recall similar experiences, and if you can read "Reflections in Black Granite" and "Charlie Poole" without a misty eye, you are truly a SAC-trained steely-eyed warrior. *Tall Tail Tales* is

only available from AV8R, w13518 Meadowview Lane, Nine Mile Falls, WA 99026. It is a 200 page paperback and the cost is \$15.00 plus \$2.50 shipping and handling. Each book will be signed unless requested otherwise. Jim flew with the 384th BW at Little Rock (1959-64) and the 100 BW at Pease (1964-66).



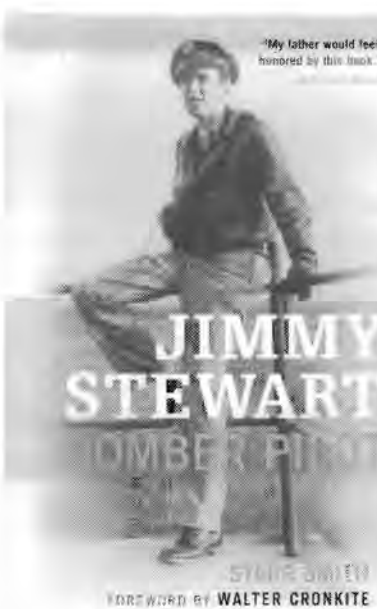
Al Lloyd's long-awaited B-47 history has finally been released. Published by Specialty Press, it is hardbound, 276 pages, and filled with over 400 photos. Mr. Lloyd, a longtime Boeing employee made good use of his access to Boeing archives and the result is a book of unprecedented detail. You will find some surprises

here among the graphics and text. Price is \$39.95.

Sigmund (Alex) Alexander has produced two new publications that take a look at two Reflex bases often visited by B-47s. *Pictorial History of Greenham Common* is 42 pages and sells for \$10.00. *Pictorial History of Brize Norton* has 54 pages and sells for \$15.00. Prices include shipping and handling. Books can be ordered from Alex at 12110 Los Cerdos Dr., San Antonio, TX 78233.



Into the Wild Blue Yonder is the latest book in Texas A&M's Centennial of Flight Series. Authored by Allan T. Stein, the hardbound biography features a smoky B-47 takeoff on its dustjacket. Stein flew B-24s in the Pacific during WWII and then elected to stay in the service after the war. His description of life in the Air Force during those years before Korea is especially fascinating. He broke into SAC on the B-29 and B-50 but soon transitioned into the B-47. He delivered the first one to the 308th BW at Hunter AFB. He later moved on to B-52s and then flew EC-47s in Vietnam as Operations Officer for the 360th Tactical Electronic Warfare Squadron. The book sells for \$29.95 and may be available in paperback in the future. Publisher is Texas A&M University Press.



Most of our readers remember the movie *Strategic Air Command* that made it to the theaters in the mid-1950s. The star of that movie is also the subject of a new book from Starr Smith entitled *Jimmy Stewart, Bomber Pilot*. Although the bulk of the text is about Stewart's WWII service, our members will find it an enjoyable survey of the wartime career of a very special pilot and officer. The accounts of his difficult entry into the service and even more difficult entry into combat are especially

compelling. There is one photo that shows Stewart with a crew preparing for a mission in a B-47, but there is very little detail on his post-WWII adventures as a USAF reserve officer. The book is published by Zenith Press and sells for \$21.95.

Check out the website at Global Security:

<http://www.globalsecurity.org/wmd/systems/b-47-mods.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 T-Shirt	\$15
Association Pin	\$10
Association Patch	\$5
Association Mouse Pad	\$3
Association Mug (new design)	\$10

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

Dues are \$15 per year payable every January, or see lifetime membership rates at the bottom of this form. Dues payments should be made out to the B-47 Stratojet Association and mailed to Bob Griffiths (address below).

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: _____

Life Membership

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:

**Bob Griffiths, Treasurer/B-47 Stratojet Assn.,
303 Double Eagle Road
Burgaw, NC 28425-8559**

~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



Santa used a B-47 to make his deliveries for at least one year in the past. He is shown here on B-47E, 53-2385, which is on display at Plattsburgh AFB. This Stratojet had served with the 308th BW from 1956-59 and then the 380th BW from 1959-65 when it was retired on 27 December 1965.

Lenoch

Photo: Vlado

~2006 Dues Are Due In January~
~2006 Reunion • Wichita KS • 21-23 September~