



The Stratojet Newsletter

Number 4

Summer 1998

Secretaries Report:

The first official meeting of the B-47 Stratojet Association took place in Omaha, Nebraska during the weekend of May 21-24, 1998. More than 200 attendees gathered at the Embassy Suites Hotel, located in the heart of Omaha's historic "Old Town" district, to discuss their favorite subject, the B-47 Stratojet. I am sure that I speak for everyone when I say that the hotel was fantastic! The suites were spacious and clean, and the hotel staff went out of their way to make our meeting a success. Association **President, Sigmund "Alex" Alexander's** hard work during the past year ensured that our first gathering was an enjoyable experience for all.

Meeting Highlights

Registration began on Thursday morning in the hotel lobby, and a steady stream of attendees arrived throughout the day.

After checking in, most visitors headed for the Hospitality Suite, which featured refreshments and a display of B-47 memorabilia. Alex brought a truckload of scrapbooks and B-47 artifacts which visitors to the suite reviewed throughout the weekend. The hospitality suite also served as a gathering place where old friendships were renewed and new friendships were made.



Clark Clemons examines scrapbook

On Friday morning, everyone boarded buses and headed for the new Strategic Air Command (SAC) Museum. The museum, which officially opened in April of this year, is a magnificent building with ample room to display the many aircraft deployed by SAC over the years. After spending several hours



Arriving at the SAC Museum

roaming the museum, most of the group boarded the buses and headed back to the hotel. Unfortunately, several members were left behind. I am pleased to report that these individuals (you know who you are) were rounded up and did return to the hotel in time for the buffet dinner that evening.



B-47E on display at the SAC Museum

At 08:00 on Saturday morning, the first of three buses left the hotel and headed for the underground Command Center at Offut, AFB. Upon our arrival, we attended a short briefing. We were then lead single file to the Command Center,

which is located deep in the bowels of the building. Several of those in attendance noted that other than a fresh coat of paint and some carpet on the floor, the building has not changed much during the past 30 years. While in the Command Center, we were shown an interesting multi-media presentation which was followed by a talk describing the role of the Command Center today.

Back at the hotel, **Mr. Robert M. Robbins**, Boeing test pilot and aircraft commander on the maiden flight of the XB-47, and **Lt. Colonel Dale Wolfe**, copilot of a B-47 flown to Castle AFB, CA in 1986 spoke to an overflow crowd in the conference room. Bob focused on the development of the prototype XB-47, and the preparation for his own historic flight on December 17, 1947. His intimate knowledge of the B-47 and his extensive collection of slides were a great start to a fun afternoon.



Dale Wolfe and Bob Robbins

After a brief intermission, Dale told the crowd of his involvement in the flight of a B-47 rescued from the Naval Weapons Center at China Lake, CA to Castle AFB, CA in 1986. As many of you are aware, this was to be the last flight of any B-47! Fortunately, Dale brought a videotape of this flight with him to the meeting. A loud cheer arose from the crowd, and many in the audience could

be seen wiping their eyes as the B-47, which had survived nearly 20 years in the desert, taxied slowly down the runway and lifted off for Castle. The common theme for both Bob and Dale's flights seems to have been, *"Get it up, and get it down undamaged."*

Saturday evening's banquet dinner was the highlight of the meeting. In addition to our featured speaker, **Colonel Hal Austin**, several awards and door prizes were handed out.

As a token of appreciation to all of the maintenance men in attendance, Alex presented **Jack Moretti** with a SAC *"Maintenance Man of the Month"* pin. This original pin, featuring a B-47, was recently donated to the Association.



Association President Alex Alexander presents Jack Moretti with SAC pin

Door prizes provided by the Smithsonian Air and Space Magazine were raffled off, as was a copy of the lithograph print *"Silverking at the Pump."* **Don Shea** was the lucky winner of the print, and in a wonderful gesture, requested that it be given to another of the maintenance men at the meeting. **Bob Lamb** was the happy recipient.

A short business meeting was then held, and **Treasurer Don Cassiday** provided details of the financial status of the organization. The issue of raising dues to \$20 annually was discussed at this time. The majority felt that if everyone pays their \$10 dues, we will continue to have enough money in the bank to finance newsletters and other items of interest to our members (more on that later).

The final item on the agenda was where to host the next meeting. **Don "Tiny" Malm** and **Dick Purdham** have volunteered to host our next reunion in Midland, Texas at the Radisson Hotel in October 2000. The reunion will coincide with the annual Confederate Air Force air show. For you trivia buffs, Don and Dick flew the last operational USAF WB-47 to the boneyard in 1969!



Dick Purdham and Don "Tiny" Malm

Before concluding the business meeting, Don presented Alex with a framed copy of the *"Silverking"* print as a token of our appreciation for all of his hard work during the last year and a half.



Alex Alexander receives print from Association Treasurer Don Cassiday

Finally, it was my pleasure to introduce Colonel Hal Austin to the crowd. Hal was the aircraft commander of a RB-47E, who conducted a daytime photoreconnaissance overflight of the Soviet Union in May of 1954. Although Hal was unable to discuss his mission for more than 40 years, recent changes in the relationship between the United States and our former Cold War adversary have made it possible for him to provide the details of his daring flight. Hal's talk was a fitting climax to a most interesting and enjoyable three days.



Hal Austin addressing the audience

Jetblast

(A few more words about the Reunion from Alex)

Although I have attended several reunions in the past, the B-47 Stratojet Association meeting in Omaha this past May was the best I have ever been to. Being located next to the Old Market provided a readily available shopping diversion along with some truly outstanding restaurants. Mark Natola even got to try snails at *Vivache* and found them surprisingly quite good. Old Market was just a great place to walk around.

What really made this meeting outstanding was the friendly attitude of the attendees. It reminded me of the friendliness one finds on a cruise, and was the principle reason for the meeting's success.

Don Cassiday and **Wendy Natola** raised over \$500 raffling off the "Air & Space" magazine memberships and the donated print of "*Silverking at the Pump*." **Bob Dennison**, who already subscribed to "Air and Space", won a subscription, which he gave to me. Thanks to Wendy, Bob, and Don.

After paying all our bills, including those associated with publicizing the meeting, our reunion checking account had a surplus balance of a little over \$1,000. These funds will be used as seed money for the next reunion.

Many thanks to **Lloyd Keller** for all his help and for being such a gracious host during our stay in Omaha; **Tippy Gilmore** for her help in the hospitality room and **Rod Hegarty** for taking me to

the Society of SAC luncheon. Above all, I want to thank all of you for the beautiful print "Silverking at the Pump" that was presented to me at the end of the Saturday banquet.

The Twelfth Stage

Many of you wrote to say how much you enjoyed Al Hart's story, "A Comedy of Errors" in the last newsletter. Here are a few more stories I think you'll appreciate. If you have a story you'd like to pass along, you can e-mail it to me, or send it to my new address listed on the back page. Mark

"Keystone Kops"

By Bruce M. Bailey

When deployed to overseas bases on our four-month temporary duty tours, security was always a prime concern. At our home base we were issued Restricted Area Passes (known as 'line badges') to control access to our buildings and aircraft. It was common to use those same passes at some of the overseas areas, but they had to be modified. We could not tell who we were, where we came from, what we did, what we flew, etc. So all references to our base, unit, name and such were covered with black tape on the line badges.



ERB-47H at work

We were at an overseas base when a nifty new piece of spy equipment became available for our aircraft. We were ordered to return to our home base for a couple of days to have the new units installed. We would only be there for two days, so couldn't see the sense in removing the tape from the passes.



Bruce Bailey (4th from left) and crew

The day after our arrival, three of us walked up to the guard at one of the flight line gates near our squadron and unconsciously flashed the blacked-out line badges. The keen, alert guard spotted the altered badges and drew his .45. He held us at bay while making a radio call. A few minutes later, a truckload of SAC's finest screeched up to the gate with guns pointed in every conceivable direction. We were thrown into a truck and covered by madmen pointing cannons at us while racing to Security Police Headquarters. There we were booked, incarcerated and interrogated.

We explained our involvement in a highly classified project, hence the black tape. But those astutely intelligent Sky Cops were not to be bilked by our clever deception. They were convinced it was another penetration exercise and would not be hoodwinked again. (A few weeks earlier, three penetrators got onto the

flight line with line badges bearing pictures of Harry Truman, Marilyn Monroe and an ape).

We finally convinced the head gorilla to call the squadron to clear us. He spoke to the Squadron Security Officer, Captain Schultz, who agreed to come extricate the blackguards. Well, Schultz just happened to be the Raven Three on our crew. Yes, he waltzed in with another of the blacked-out badges, also got thrown into the pokey and destroyed what little credibility we had managed to establish.

The Keystone Kops set about drawing straws to see who got to shoot us, when George (our crew commander) realized his crew was missing. He learned Schultz had gone to our rescue and failed to return, so set out in search of his crew (something he had done quite often). When he walked in with the same strange badge the fuzz went bananas and even started suspecting each other. They threw George in with us, and all sat with their backs to the walls and a hand on their guns at all times.

The Security Police decided more action was in order when our navigator started to eat his badge, the copilot started frothing at the mouth, George threatened to arm wrestle anybody in the place and Schultz and I shorted out the building electricity. So they called the Squadron Commander. He reluctantly admitted that the crew was one of his and said he would dispatch the Administrative Officer to claim them.

Frank, who was both the Squadron Administrative Officer and the Raven One on our crew, entered with yet

another blacked-out line badge. That shoved the Kops over the edge. They released us, babbling unintelligibly and set about sticking black tape on their line badges, one another and passers-by.

We departed anew for the overseas base with the new equipment (which didn't work), blacked-out line badges and the knowledge that our home base was secure.

Note: Bruce is the Historian for the 55th SRW, and author of the wonderful book "We See All.", a pictorial History of the 55th Strategic Reconnaissance Wing.

"And There I Was . . ."

By Alex Alexander

"And There I Was" was an amusing cartoon strip by Bob Stevens in the "Air Force" magazine relating to various personal flying experiences. It was a fitting title for some of the incidents which I have uncovered involving the B-47.

The B-47, unlike any bomber prior to it was quite maneuverable and could be rolled easily. In 1957, a pilot after dropping his bombs on the Avon Park, Florida bombing range decided to roll the aircraft as he crossed the range at low level. Unfortunately, he got into trouble during the maneuver, overstressed the aircraft causing the wing to come off. This was the first of a series of crashes, which led to the Milk Bottle Mod program.

In the early development days of the B-47, Russ Schlee took off from Seattle with a ten-ton concrete block in the bomb bay heading for Edwards Air

Force Base. Enroute, he rolled the aircraft causing the concrete block to break loose and fall to earth taking the bomb bay doors with it. Russ landed at Edwards where the concrete block and bomb bay doors were replaced. Needless to say, Russ did not roll his aircraft on the trip back to Seattle. A news wire service report at the time stated that a mountain resident in Oregon was almost killed when a ten-ton block of concrete from nowhere demolished his outhouse.

In the 1970s, Chuck Anderson inadvertently rolled his B-47 over on its back while simulating high angles of attack as part of the TF-34 test program. These tests were accomplished by flying 30 knots above the best approach speed with the flaps down and 21 degrees of sideslip. Chuck's copilot at the time an ex-Navy pilot became concerned when he suddenly found himself in inverted flight. Chuck put him at ease by gently rolling the B-47 over again to normal flight.

Rolling the B-47 even occurred in the bomb wings. An unnamed standboard I.P. in the 100th BW rolled the aircraft on several flights. His copilot at the time informed me of the maneuver; but despite the passage of time neither one is willing admit to it in writing.

Flying under bridges has been a temptation for flyers from the beginning of aviation. Among the most famous was Major Richard Bong, the WW II ace, who flew his P-38 under the Golden Gate Bridge. Bong got his butt chewed out and then was sent to the Pacific where he became the leading ace. Two incidents are said to have occurred involving B-47s flying under bridges.

Don Ballard was a newly assigned airman at MacDill when the Sunshine Bridge was first opened, and has reported a B-47 having been flown under the newly opened bridge. A similar incident occurred under a bridge in Michigan. The above incidents may or may not be true but they make interesting conversation.

Takeoffs and landings have always been challenging in a B-47. On November 4, 1958, Mark Youngblood was #3 in a fifteen-ship MITO/ATO as part of an ORI. Mark was making a normal takeoff when the ATO button was hit. At that moment, an ATO bottle ruptured sending flames searing both forward and aft setting the fuselage on fire. Mark managed to get the aircraft to an altitude above 800 feet, which would allow for safe crew egress. Unfortunately, the aircraft was carrying a crew chief that refused to jump when he saw the flames outside the hatch. The copilot, Jack Gerding, tried unsuccessfully to kick the crew chief out but to no avail. The three primary crewmembers survived while the sole fatality was the crew chief. On crashing the conventional component of the nuclear weapon, which they were carrying, exploded.

Living the Life of an Air Force Wife

By Olga E. Hollis

I have been asked the question many times, "WHAT WAS IT LIKE?" to be living the life, as a military wife in Wartime as well as Peacetime? Anyone have a dictionary handy? Begin to go through the pages for the words that describe, that way of life---good and bad---dull and exciting---all the adjectives imaginable! It is fair to say

that most people can have the same adjectives, about their way of life, when they embark on the career of their choosing, and like what they are doing. That was the answer. Ray liked the Air Force, and the flying, and though it was not his initial career choice, the War, and Uncle Sam, made the choice for him!

It was also not my favorite choice, but Ray was My Favorite Choice of Suitors, so we were married in 1942, and through thick and through thin, our marriage lasted 48 years, until his death in 1988. We had 3 children; all born in different States, and in spite of their unusual upbringing, all are fine adults, well educated, and all happily married.

I had already completed my RN nursing training, so, it was easy for me to do my nursing anywhere---and with the not so fantastic salary of a Military Officer in those days, my extra dollars helped. With the erratic schedules of Ray's, where ever we were, I was able to continue my education, and in many areas, I was called upon to volunteer my services in areas I could serve best.

Ray received his "Wings" before the end of WWII. This was before the days of a one location pilot training school, so his training was at civilian (3) airports, and this took a lot of stamina on the part of the two of us. The people in the different towns were very helpful, and opened their homes to the incoming students.

With that experience behind us, I was less apprehensive about the Military way of life. It was a dedicated group of men and women (wives) that were congenial, friendly and helpful. There was a bond between us---and it never changed;

though the military did change in lots of ways---more emphasis on families, with housing, commissaries, etc. That was before the onset of the Korean War.

It was 1950 when Ray received the "CALL" to return to active duty. Five years of Reserve time caught up with him, and he was on his way back, back into the Service. This did not sit well with me, since we had FINALLY reached the point where things were shaping up for us. We had been able to purchase a small home, with the GI Bill. We moved into our little house in September, and by December, he was back into the Service! By February 1951, Ray had arrived in Virginia, where we settled, and like a flash, we were on the road again to Texas! Ray had been chosen to fly the new B-47 Stratojet, but he needed to add another rating to the three he had, Navigator. This was the start of the description of these men---"The 4-Headed Monsters." So we spent many months in Houston, Texas at Ellington Field while he became a Navigator.

All in all, we did enjoy Houston. It was hot and humid, and without the now very important air conditioner. Believe it or not, we did not miss it then as we would now. The apartment we rented became the "hang-out" for the men, 4, and sometimes more, to study. The wives and children tagged along, and the days went by quickly. These friends became close ones, for many years, even though we were scattered when the base assignments came along. They were all to become B-47 pilots, and also flew the plane for the Strategic Air Command (SAC).

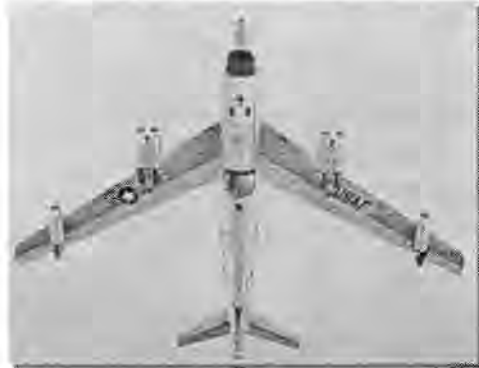
There were two more "moves" for us, before Ray was finally assigned to March AFB in Riverside, CA. This was in 1953, just as the B-47s were beginning their Missions, which would ultimately bestow the name on these "crews", as the "Cold War Warriors".

Now, the real world of these men and their families began. It was definitely not a normal life, for any of them, due to hectic schedules, of Flights, TDY's, many of them, and for long periods of time. The flying hours were horrendous, and the take-off times were at odd hours. With just one car, I had to drive Ray to the base so I could do what I had to. We then had three young children, one a baby! No babysitters in those days! Scheduling family time was difficult, and I for one was taking on another job by becoming both a mom and a dad. Plus all the other responsibilities of running a household. Then the added expectations of the activities of the Wives Club, and the Squadron activities. I must admit that all these extra "fun" things did make time go faster, and our associations with the other wives made me know that I was NOT alone, and someone was there to help if needed, and especially to "Yak" with. We were all in the same boat.

We soon began to loose some planes, with the husbands, we all knew. That was not a comfortable feeling knowing it could happen to me. Ray and I mapped out our own plan to keep me informed that he was AOKAY---and if possible send a "Love Note"! Eventually a phone line was available for him to call me, from some far away places, usually in the middle of my night, not his. He called me as soon as he landed, and before debriefing, because one time, a B-

47 crashed upon landing, and he was in the same returning group. It took a long time for the planes behind to land, so I, among others, was beside myself waiting for word of "who" had been killed.

As I look back on those early days of flying the B-47, as difficult as they were, it was our own faith and trust in God, (and extra prayers) that kept him and his crew safe. I knew his take-off times, and the house we lived in was on the flight path. When his plane began to climb, it flew directly over our house, and I was out-doors, to wait and watch and wave, Bon Voyage. He knew I was there, and from a distance, coming towards our area, he could see me---And he took off into the "Wild Blue Yonder" with my kisses and prayers, blowing in the wind!



I will close, as I began, by saying that living the life of an Air Force wife can only be described, with dozens of adjectives, pro's and con's. I like to recall being told that WE were a special breed of woman---could tackle and handle anything that arose. It was true of me, and my friends. We could, and WE DID!

Note: Olga Hollis is the wife of deceased Lt. Colonel Raymond Hollis. Olga is currently involved in an effort to have a neglected stone monument, which was dedicated to the memories of the crew of

a RB-47H shot down by the Soviets over the Berent's Sea in 1960, restored by the city of Topeka, Kansas. So far, Olga has had little luck with local officials.

Anyone in the Topeka area wishing to help should contact Olga for more details. She can be reached at (785) 267-2179. Her home address is 2328 SW 34th St. Topeka, KS 66611

Stratojets on the Move

Several months ago, each of you received a letter from **Eric Larson**, the curator of the Octave Chanute Aerospace Museum Foundation, which is located on the site of the former Chanute AFB in Rantoul, Illinois. Mr. Larson was seeking donations to help offset the cost of moving the museum's XB-47 (s/n 46-066), which is located on private property, to a permanent display area in the museum's air park. Oliver A. Pettit, a member of our organization, contacted Treasurer Don Cassiday and suggested that the B-47 Stratojet Association make a group contribution



XB-47 #2 with "E" model nose

to the Chanute Museum. Don, Alex and I agree that the Association should be involved in some way, considering the

nature of Mr. Larson's request. Therefore, if you are interested in making a donation to the folks at Chanute, please send your check, made payable to the B-47 Stratojet Association, to Don Cassiday at the following address: *Don Cassiday, Treasurer, B-47 Stratojet Association, 1402 West Downer, Aurora, IL 60506.* FYI, I spoke with Eric several weeks ago, and he reported that the Museum had received nearly \$1000 from our members. What a group!!

On a related note, I received an e-mail message from a member who was concerned that the B-47B located at the now defunct Florence, SC Air and Missile Museum may be headed for the scrap heap. Apparently several magazines have mistakenly reported that all of the aircraft located at the museum were to be destroyed. I contacted the former director of the museum, **Dr. John Daltry** who set the record straight. John said that the B-47 was on loan from the USAF, and that it has been reassigned to another museum.

Although John is not sure how the rumor got started, he said that several people, including a guy who showed up with a tractor trailer truck, have come to take a warbird home. Several days after my discussion with Dr. Daltry, I received e-mail from **Jeffrey Bilderback**, the Collections Manager at the Mighty Eighth Air Force Heritage Museum. Mr. Bilderback was writing to inform me that his museum was in the process of receiving the Florence Stratojet. The museum plans to remove the cockpit and an engine, and place them on display indoors, while the aircraft will be moved to the new airpark. \



**B-47B awaiting final move to the
Mighty Eighth Air Force Museum**

Finally, the dilapidated RB-47H (s/n 53-04299) "City of Salina," which is on display at the former Schilling AFB, Kansas is reportedly headed for the Air Force Museum in Dayton, Ohio. Word has it that 04299, the only complete "H" model Stratojet in existence, will be rebuilt and placed in a Cold War diorama inside the museum. Let's hope so!



RB-47H "City of Salina"

While on a business trip last month, I had an opportunity to stop at the New England Air Museum, which is located at the Bradley International Airport in Windsor Locks, Connecticut. The museum is home to many warbirds, including a WB-47 (s/n 51-2360) which was received upon its retirement from service back in 1966. Unfortunately, the WB-47 sustained modest damage to its

right inboard nacelle from a tornado that ripped through Connecticut back in 1979. Replacement parts have been obtained, and the museum hopes to repair the damage one day soon. Board Member **David Isner** and I toured the facility on a beautiful Sunday afternoon. The museum hangar houses both military and civilian aircraft, many of which are one of a kind. In a wonderful gesture, David opened up the crew entrance hatch on the B-47 and allowed me to look around inside. Since it was not demilitarized upon its arrival; the cockpit was remarkably intact. Apparently, the ejection seats remained armed until a local ANG member noticed several years ago!

Mr. Isner has offered to make the facility available to our organization if we are interested. I proposed to David that we try to meet there some Saturday in October. The New England foliage should be in full bloom, and it would be a great way to spend a fall weekend. Anyone interested in making the trip should contact me for more information. I for one would like an excuse to go back. The museum is located just off Interstate 91, and is very easy to find.



WB-47 at New England Air Museum

The Last Word

Bob Dennison's resignation

Bob Dennison tendered his resignation as Publicity Chairman of the Association at the May meeting. His resignation was accepted with regrets and with thanks for all he has done for the Association. Following founder Charlie Brown's death in December 1996, the Association might not have come to fruition without Bob. Again thanks from all of us in the association to you for what you have done.

Dues

As I mentioned earlier in this newsletter, it was decided at the Omaha meeting not to increase annual dues at the present. As long as everyone sends in \$10, we should remain financially sound. All those who are paid up for the year will find "98" on the bottom left corner of the mailing labels. If you do not see "98" in the corner, you should send your check, made payable to **The B-47 Stratojet Association**, to Mark Natola at 23 Oak Ridge Road, West Lebanon, NH 03784.

306th BW/B-47 Stratojet Association Reunion in 2001???

The 306th BW from MacDill had the greatest number of attendees from a single base. "**Smoky**" **Burgess** called Alex following the reunion regarding a joint B-47 Association/306th BW reunion to commemorate the delivery of the first B-47s to a combat wing in the Air Force. Alex and I agree that it is a great idea and would like to hear from the membership regarding a possible reunion. Tampa/MacDill seems like a

logical choice. Are there any volunteers in the Tampa area willing to do some initial research on the MacDill area as a reunion site? Contact Smoky, Mark, or Alex.

The B-52 Stratofortress Association will hold a reunion from 7 to 10 October 1999 at Wright-Patterson AFB, Ohio. Additional information will be forthcoming in future newsletters.

Speaking of future newsletters, I am looking for individuals interested in helping with the newsletter. Any one willing to lend a hand should contact me for details.



B-47 Stratojet Association Pins

I am pleased to announce that **George Brierley** has agreed to become our new BX officer. George will be the contact person for all B-47 items in the future. We are now in the process of obtaining B-47 T-shirts, patches and pins, which will be available for our members. There are 35 B-47 pins left over from the Omaha meeting. Pins may be obtained by sending a check for \$10, made payable to the B-47 Stratojet Association, to George. George's address is 4 Mountain Avenue, Saint Johnsbury, VT 05819. If there is sufficient demand, we are prepared to have another 200 pins made. Alex is currently working on the design for the T-shirts. He hopes to have them ready

by the time you read this newsletter. You should contact George for details. All profits from the sale of these items will go into the Association treasury.

Errol Hoberman of the 55th SRW is in the process of having a limited number of B-47 1000-hour flight pins produced. Errol must place a minimum order for 75 pins. Cost of the pins will be \$25 each. If you are interested in placing an order, send your check, payable to the B-47 Stratojet Association to George.

Many of you have been asking about obtaining videotapes that were made during the meeting in Omaha. Copies of Bob Robbins, Dale Wolfe's and Hal Austin's talks should be available by September. A notice will go out as soon as they are ready.

Dan Ford, a writer for the Smithsonian Air and Space Magazine is working on two articles that involve the B-47. The first is the LABS maneuver, and the second is Exercise Skyshield. He would like to speak to anyone involved in either program. He can be reached at 433 Bay Road, Durham, NH 03824. E-mail danford@concentric.net and phone (603) 868-5850.

Robert Kelly is looking for anyone with information on John Moberly, 338th SRS at Forbes AFB from 56 to 58. Robert can be reached at (603) 465-2226.

There was some confusion about the correct address of the Web page in the last newsletter. The address is: nerd.dartmouth.edu/~man. There is no WWW at the beginning as many have thought. FYI, there have been over 3000 hits logged since the page went up in April of 1997.

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The B-47 Stratojet Association is a non-profit Organization. All contributions are gratefully received