



The Stratojet Newsletter

Number 7

December, 1999

Stratojet 2000 Update

Preparations are well under way for the second meeting of the B-47 Stratojet Association which will be held in Midland, Texas from October 4-8, 2000. The co-hosts for this gathering will be Don "Tiny" Malm and Dick Purdum. Don has reserved 160 rooms for members of the B-47 Stratojet Association at the Radisson Hotel in nearby Odessa, Texas. The room rate for our group will be \$65.00 per night, plus tax. Dick has requested anyone planning to attend the meeting to contact him in order to get an estimate on the number of attendees. Dick can be reached by telephone at: (402) 291-5247, or by mail at 13310 South 26th Avenue, Bellevue, NE, 68123, or e-mail at: DickPurdum@aol.com. Don't forget, the meeting will coincide with the spectacular two day Confederate Air Force (CAF) airshow, and the B-47 Stratojet Association will have a tent with refreshments on the sideline. A complete list of events and a registration form for the meeting will be mailed to everyone after the first of the year.

President Attends Little Rock Dedication

President Sigmund "Alex" Alexander, representing the B-47 Stratojet Association, attended the recent Veteran's Day dedication

ceremony at Little Rock AFB, Arkansas which was held to commemorate former B-47 aircrews based at Little Rock. Alex was on hand to observe the placement of a plaque containing the names of many who flew the B-47 out of Little Rock. Lt. Cara Shuttleworth, the project officer responsible for the ceremony, would like to hear from any of our members who flew B-47s at Little Rock. Please contact her in order to have you name added to a second plaque that they hope to have in place some time next year. Lt. Shuttleworth can be reached by telephone at (501) 987-8637 or by e-mail at: ShuttleworthCaraLt314AW/MEO@littlerock.af.mil.

One of the highlights of the ceremony was the unveiling of the recently refurbished static display B-47 (s/n 52-00595). Complete with a new paint job and Air Force markings, Little Rock's Stratojet has joined the ranks of many B-47s undergoing restoration during the last several years.

In an effort to offset some of the costs of the ceremony, the B-47 Stratojet Association donated \$250 towards the purchase of refreshments for those in attendance.

Alex spent much of his time after the ceremony talking with the attendees, and later, he presented his impressive B-47 slide collection to an enthusiastic crowd.

McConnell AFB B-47 Restoration Update

By Andy Labosky

This is a brief history of the restoration of the Boeing B-47E Stratojet, serial number 53-04213 currently displayed at McConnell Air Force Base, Kansas. The aircraft was manufactured by Boeing Aircraft, Wichita, Kansas, and delivered to the USAF on 26 March 1956. It was the 1007th of 2042 B-47 Stratojets produced.

After being dropped from the inventory in 1965, 53-04213 was presented to the city of Wichita as an "Air Memorial" and it was delivered to the Wichita Airport in December 7, 1965 where it was officially received by the then Mayor William Tarrant.

On December 18, 1969, the aircraft was lifted by cranes and positioned on a pedestal facing west. The aircraft was displayed on a "V" pylon to give the impression of flight. In February 1988, after eighteen years at the Air Capital Memorial Park site, the aircraft was lifted off the pedestal and moved to McConnell AFB. It was interesting from a historical point of view that the aircraft was towed through the Boeing complex, through the Boeing flight ramp and across the runway where it had departed in 1956.



SSGT. Frank McGrath discussing restoration

After undergoing many hours of restoration, cranes were brought in to again lift the B-47E onto a pedestal supporting the main gear and the outrigger landing gear on 18 July 1988. Plaques and monuments were positioned at the front of

the aircraft, including a monument to those who lost their lives while serving in the 3520th Combat Crew Training Wing, responsible for all B-47 training at McConnell AFB. for SAC. A dedication ceremony was held on 8 October 1993.



Project Officers (L to R) Lt. Bradley and Lt. Betts

The aircraft was ready in 1999 for another restoration and a move to a new site located south of the first production model of the KC-135 on display south of the main gate. On 19 July 1999, the monuments were moved aside, and on 20 July 1999 cables were attached to the wing root area. On 21 July, the aircraft was lifted off of the pedestals by two massive cranes and gently positioned on the ground for the tow to hangar 1166. The computers in the crane registered the gross weight of the aircraft at approximately 61,000 pounds. Before being stripped of equipment and engines, the aircraft dry weight was over 83,700 pounds.

The aircraft was reconditioned and painted by the 22nd Maintenance Squadron (MXS) to the original specifications of its first assignment. It was then towed to the new site in McConnell's Memorial Park at the east gate on 11 October, and lifted by the Belger Cartage Company cranes to rest on the pedestals on 12 October 1999.

Wiring was added to the aircraft for illumination of the navigation lights and other areas of the

aircraft. The navigation lights included the red light on the left leading edge of the wing near the left wing tip, and the green light on the right wing. Lights on the vertical stabilizer and the anti-collision lights on the top and bottom of the fuselage are illuminated. Extra area lights are installed in the canopy and landing lights located in the inboard engine pods. The entire aircraft is illuminated by floodlights.



Sr. Airman Barnes takes a well-deserved break

Over eighty panels and structures were replaced. The sheet metal shop was successful in restoring the panels and structures without the aid of blueprints. More than 700 feet of wire was installed to enable the aircraft lights to operate from a 28-volt AC power supply while the aircraft is on display. Over 100 stencils were prepared, and fifty-five gallons of latex paint was applied to the aircraft.

During the sanding process, the specialists were required to wear environmental suits to protect themselves from the paint dust. During the high temperatures experienced in July and August, they could only work about 30 minutes without a break from the heat. The new chemical warfare suit cooling vests were added to the suits, which allowed them to work at least an hour before a break. The restoration was also used to train new corrosion control and sheet metal specialists without an impact to the main mission of the unit. During restoration, the USAF hosted many tours of the work in progress and welcomed members of the B-47 Stratojet Association,

USAF active duty and retirees. Many Boeing retirees who actually built this aircraft in 1953 were also welcomed.

Many of the USAF retirees visiting the aircraft were stationed at McConnell AFB when the B-47 was operational. McConnell AFB was the home of the B-47 Combat Crew Training Wing. The 3520th Flying Training Wing (ATC) later changed to the 3520th Combat Crew Training Wing (ATC) and then the 4347th Combat Crew Training Wing (SAC) conducted operations. The last operational flight of a B-47 from McConnell AFB was in June 1963.

B-47 Restoration in Savannah, Georgia

By Thomas Kaye

From the Editor: You may recall from the last newsletter that there is yet another B-47 currently undergoing restoration. Tom Kaye has made several trips to the Mighty Eighth Air Museum near Savannah, GA and here is his report.

Just a few lines to let everyone know that the Museum is restoring the B-47B (s/n 52-0062). Wow, are they spending money! They have had a company disassemble the plane in South Carolina, truck it down to Georgia and reassemble it half way. A few locals are doing the corrosion control and painting, but they need help. Anyone living in the area that is able to lend a hand should stop by and say hello.

A young lad named Richard Sanders is ram-rodding the project and a magnificent job is being done. All nacelles, bomb doors, gear doors, and everything else that will unbolt have been brought inside the facility and have received a good coat of zinc chromate primer. One engine has been disassembled, and it will be cleaned and put on display inside the museum. Some bad fairings are being rebuilt, and the fuselage and wings have been painted.

I am excited with their progress since my first visit in May. Many of the people working on the restoration are from Gulfstream, and most were born after I launched my last B-47 to Davis Monthan.

I hope this report has raised your spirits as much as it did mine!



B-47 performing the LABS (Low Altitude Bombing System) maneuver

Reunion News

40th BW Reunion

By Don Cassidy

Approximately 300 members of the 40th Bomb Wing (Schilling AFB and Forbes AFB) assembled in Omaha for their third reunion the first week in October. Reunion chairman Col. Ken Connelly and his committee arranged events that included a visit to the SAC Museum with a banquet in the museum, a tour of Offutt AFB including the underground command post, and various visits to attractions in Omaha.

As is usual for such events, the highlight of the affair was the opportunity for old friends to renew their acquaintances and reminisce about the meaningful days when we were flying and maintaining the most beautiful bird in the skies, the B-47. At the banquet concluding the reunion, Col Hal Austin who spoke to the first B-47 Stratojet Association Convention last year, delivered the keynote address. Hal happily reminded us that "the Cold War was the one we won." On that note of pride, the cold war warriors of the 40th went their separate ways planning to reassemble in Fort Worth in 2002.

306th A/E Squadron Reunion

By George "Zob" Zobrist

Well we had one "heck" of a get together in Branson, MO. A good time was had by all. Lot of reminiscing and some tall tales. Good shows and an excellent time at the Dockers and Coachlight for dinners. Some also saw more of the Branson environs than they wanted to, but I warned you about Fredi's built-in compass.

Those of you who didn't see Ward getting into his suit of "armor" for his ride back missed one heck of a show.

Brian Sipes (Glenn's son) has started a Web Page for us. It can be found at:
http://members.xoom.com/A_and_E/a&e_page1.html

Remember, if you have any leads on members of the Squadron, send them to me at the address below and I'll try to track them down.
George Zobrist, 12030 Country Club Drive,
Rolla, Missouri 65401.

The 307th BW

Lincoln 2000 set for 14 to 18 June

By Tony Minnick

Plans for the 307th BW's second Lincoln reunion are well underway. The reunion will be held at the new Embassy Suites hotel that is currently under construction on the north side of "O" street. There is a capability to sleep four persons (maximum) per suite.

Wing Historian Robert Loffredo will have many items on display at the reunion. He and his wife Betty have worked diligently to collect memorabilia. They are currently seeking items relating to the wing to add to their display. Pictures, news articles and items of gear and equipment are being sought. Please contact Robert at: 6004 SW 2nd Street, Des Moines, IA 50315-5705.

Anyone seeking information about the upcoming meeting should contact Tony Minnick for further details. Tony can be reached at: 5920 Robin Court, Lincoln, NE 68516-2364. Tel: (402) 423-6848; e-mail: tonym@inetnebr.com

Crash on the Mountain

Back in September, I received two e-mail messages from a couple of hikers who happened to stumble across a plaque while climbing the northeast slope of Wright Mountain in Upstate New York. The plaque was dedicated to the crew of a Plattsburgh based B-47 that crashed into the mountain on 16 January 1962. The crew had just completed a routine low-level training mission and was returning to base when the bomber disappeared in the snow covered Adirondacks. Five days passed before debris from the crash was spotted strewn across the 4,580-foot summit of the mountain. Lost in the accident were Aircraft Commander Lt. Rodney Bloomgren, Co-pilot Lt. Melvin Spencer, Navigator Lt. Albert Kendetski and Maintenance Observer A1C Kenneth Jensen.

One of the hikers, Rob Curran, sent me a photo of the plaque, which can be seen on the next page. If anyone is aware of additional B-47 memorial sites, would you please drop me a line so that I can write them up in a future newsletter? *Mark*



Bronze marker erected by 380th BW in 1965

The Twelfth Stage

"B-47 Memories"

By Glen Trimble

I came to Boeing Wichita to work on the Bombing-Navagation System in February 1951. I entered an extensive schooling program and was assigned to a flight line crew working on airplane #4.

My assignment at that time was installing the system, doing all of the alignment checks, flight preparation and working all the flight "squawks" when the airplane returned from a flight. The "K" system was a highly classified piece of equipment. My most vivid memory was the necessity of calling for a security guard even when transporting an amplifier unit from the computer amplifier unit (CAU) or stabilizer amplifier unit (SAU) between the lab area and the flight line. The alignment consisted of leveling the aircraft, leveling the stabilizer unit until the gyro output was zero, leveling the radar antenna and then bore sighting the optical unit to align with the radar crosshair on a distant reflector located on the air base flight line area. We used constantly updated readouts of magnetic variation to set into the variation cam in the Longitude-Latitude unit of the Nav system.

The system first acquired a reputation of being unreliable, however it was very reliable except for the wiring. The problems were largely fixed by improving the wiring, junction boxes; interconnect boxes and pins in the Canon plugs. The pins connection to the wires was improved and the plug connections were also improved

thus solving many problems. The main problem was the cold soaking of the connections and the eventual breakdown of the electrical circuits due to moisture.

Stopping all other work on the aircraft during these alignment procedures was a constant source of friction with a flight schedule, especially if serious trouble occurred and a unit had to be removed back too the lab area. All of the previous alignments now had to start back on page one! I was made a crew group leader after about 18 months and during this time I persuaded a senior supervisor to let me change a gyro from the stabilizer unit on the aircraft instead of pulling the entire unit to the lab, thus saving all alignment procedures already accomplished. A step-by-step program was mapped out and an opposite shift work group leader (WGL) was assigned to follow-up on the work started. We ran into many problems, but were making progress when a factory system rep thought he would help during the 3rd shift. Everything became a problem now, and our time ran out with orders to pull the unit into the lab. What we learned, however, was the knowledge that this work could be accomplished on the a/c, and before long it became standard practice.

My other highlight on the B-47 program was being sent to Seattle on a 4-month school on a program to hang the first missile on the aircraft. It was a closed circuit TV system, with a range (this is about 45 years ago and even notes could not be removed from the class room; my memory may not be exact) of about 7 miles. The bombardier had one control, and that was a limited pitch signal that could initiate a dive of limited degrees while he was viewing the target. We installed wiring and tested a limited number of airplanes back in Wichita, but the emergence of the B-52 as a successor to the B-47 soon halted this program.

I remember the jet- assisted takeoff trials, Boeing test pilot **Richard Taylor** and the Immelmann maneuver. I trust these journeys back in time may refresh the memories of anyone that scans these pages. It is a shame so few people will remember the role of that swept wing jet that not only was a great deterrent during the cold war years, but also initiated the start of the jet aircraft commercial age.

Special thanks to Andy Labosky for transcribing Glen's story.

"Try Twice, Then Quit"

A few words from Bruce Bailey...

During the 1960's, the Red Army faction in Japan was growing and getting bolder. They were supporting the Soviet Union's protest over spy flights, and Yokota was their target. Finally, after several attempts, they succeeded in storming the gates and getting on the base. When that happened, the RB-47H's and U-2's were ordered to evacuate to Okinawa immediately.

An unusual special project required that we have two RB-47H's there at that time. My crew was flying, so we were diverted to Kadena for landing (leaving all our personal possessions to the mercy of the Red Army at Yokota). The other crew was partying hard at the Officer's Club when notified. Although some of them were totally gassed, they rushed out to the airplane. The non-drinker on the crew did the driving, but still went to the wrong hangar first.

The excited crew jumped out of the station wagon and ran to the RB-47. The Aircraft Commander was the most inebriated of the bunch and could barely walk, but was confident he could fly the airplane. He grabbed the ladder and scurried up it – on the wrong side. He hit his head hard on the underside of the airplane and fell to the ground, out cold. His crew rushed to his aid. In a minute or so he came around and remembered what he was trying to do. He shoved all of them aside and again went up the ladder as fast as possible – again on the wrong side. He hit the ramp like a raw egg and lay there for several minutes, while his crew notified the Detachment Commander.

When he came to, he stood up, brushed himself off and wandered off across the ramp, speaking to no one. The Detachment Commander had to fly the airplane and the Aircraft Commander arrived three days later on a transport, wearing a neck brace and bandage on his head.



Lost and Found (?)

I received the following message soon after the last newsletter hit the street. I thought that I would share it with the group to demonstrate that your postings here do get results. Mark

Dear B-47 Stratojet Association,

I just wanted to write and thank you for listing my dad's name in one of your latest newsletters. Dad flew B-47s as a Nav in the 50s and early 60s, but died in 79. After seeing your web page, I listed his name and put my name and address with it in the hope that maybe some of his former crewmembers might recognize the name and get in touch.

Well, last Friday night, I got one of the calls I was hoping for from dad's old AC when he was stationed at Homestead, George Meilenz. Col. Meilenz remembers when I was born and remembers seeing me in 1968 at the age of 8. Dad spoke of Col. Meilenz and his family often and he was one of the few names I remember from a long time ago. Speaking with Col. Meilenz brought back a flood of memories, times and people I hadn't thought of in decades.

I just wanted to thank you all so much for facilitating such a meaningful event to me. I would love to be a member of the B-47 Association on my Dad's behalf. I have over 2,000 flying hours in the E-3 AWACS and am a member of the Airborne Early Warning Association. Please keep me on your mailing list. I would love to continue to receive the Association Newsletter

Again, Thanks for your help. I hope to get more calls from other friends of Dad

Sincerely,

Joseph R. McNeil
Capt. USAF (1981-1988)
9108 Nawassa Dr.
Midwest City, OK 73130
405-869-9108

Crew-Member I just learned that an old friend, **Lannon Stafford**, had flown B-47's. I was an Aircraft Commander in the 98th BW at Lincoln, but never knew until recently that Lannon was also a pilot in the B-47. I would appreciate hearing from anyone who may have known him.

Thanks. **Archie M. Anz, Jr.** I can be reached by e-mail at: aanzjr@earthlink.net.

34th MMS I was in the 34th MMS at Lincoln for my tour of duty where I spent many hours taking care of the weapons systems on the B-47s. I have searched for fellow friends that served with me. I am very proud to have served in SAC and I would enjoy hearing from others from the 34th. **Tom Owen**, 801 Jackson Street, Eaton Rapids, MI 48827. E-mail: TOWen62514@aol.com.

Info needed I would like to contact anyone who has information about a B-47 accident that occurred May 16, 1956 off Land's End, England. The aircraft number was 51-2442 and was from the 342nd BS, 97th BW from Biggs AFB, Texas. My father **Major Leland "Herb" Agard** was the AC and **Captain James Stratton** was the Co-pilot. Both were killed in the accident and I would appreciate talking to anyone that may know the cause of the accident. My contact info is: **Leland "Skip" Agard**, 62 Potters Lane, Savannah, TN 38372-8633, Tel. 901-926-2261, e-mail: traderskip@centurytel.net.

MIA Info I am writing in hopes that you can help me find out information about my uncle. My cousin is in poor health, and she would like to know what happened to her dad, **Captain Gordon Madison Insley**. He was stationed at MacDill AFB and was a navigator on a classified mission when he disappeared over French Morocco on March 10th or 11th 1956. The Aircraft Commander was **Robert Hodgins** and the Co-pilot was **Ronald Kurtz**.

My uncle disappeared on his birthday and left behind a wife, a daughter and a newborn son. My aunt died never knowing what happened. Any information or leads you can offer would be a huge help. Please contact my cousin Sue Insley through me at: **Liz Smith**, 407 Charlotte Street, Union City, MI 49094. E-mail: troyboy@net-link.net.

John Rapp I am seeking contact with anyone who may have known my father **Captain Walter John Rapp**. Please contact me at: Elizabeth Rapp Nevil (Liz), 1256-C S. Lawrence St., Montgomery, Alabama 36104, Tel. 334-264-2378 and e-mail at: iz@mindspring.com.

52nd BS Ted Travis is looking for members of the 52nd Bomb Squadron of the 68th Bomb Wing stationed at Lake Charles AFB, La.

From 1953 through 1957. Ted can be contacted at: 4101 N. Horseshoe Drive, Guthrie, OK 73044, or by e-mail at: tedtrav@aol.com.

8th ADS Don Persinger is looking for members of the 8th ADS, stationed at Lakenheath, England from October 1954 through February 1957. Please contact Don via email at: airforce_two@hotmail.com, or at his home 1725 2nd Ave, South Sioux City, NE 68776 Tel (402) 494 1017.

28th BS I am currently compiling a comprehensive history (for a book) of the 28th BS ("Mohawks") of the 19th BW. The Mohawks flew the B-47 from Pinecastle AFB, FL from 1954 to 1956 and from Homestead AFB, FL from 1956 to 1961. I need photos and stories. All original materials will be copied and returned and properly credited where used. Please reply to: **Bob Liebman**, 8800 E. Harry Street #911, Wichita, KS 67207, or e-mail mlcrow@msn.com. Thanx!

Found! In the last newsletter, I asked folks that had been stationed at McConnell AFB, Kansas at the same time I had, to contact me. I received 3 e-mails and 1 phone call. Jim Fisher

John Elias, Port Saint Lucie, FL
reneyo@aol.com

Don Thornton, Eureka, KS
dthornton@fox.net

Ron and Diane Lenz, Sioux City, Iowa

Romeo Monette, Niagara Falls, NY

Please note, any member wishing to place a note in the Lost and Found section should contact Jim Fisher at the address below. Jim will be sure to pass your request along for inclusion in the next newsletter.

Jim Fisher, 2412 25th Street NW, Rochester, MN 55901 telephone: 507 288 3582, e-mail: jimfcap@juno.com.



Dues Notice

We have received a number of letters over the last few months regarding our policy on dues payments. Many of you are unsure as to when you should pay your dues, and if your dues are paid in full.

Those of you who were in attendance at the Omaha meeting last spring may recall the decision to keep our annual dues at the current level of \$10. In an attempt to make the book keeping simple, we are requesting that everyone pay his dues by the first of the year, i.e., January 1.

If you are unsure as to when you made your last dues payment, please note that this information can be found printed at the top left corner of the mailing label on your newsletter. For instance, if your last payment was made in 1998, you will see "98" printed in the upper left corner of the label. If you feel that this information is incorrect, please drop me a line and I will be happy to check into it for you.

Don't forget, your dues payments make it possible for us to print and mail the newsletter and rosters. In addition, it enables our association to donate money to B-47 related causes such as the restoration of the XB-47 at the Chanute Air Museum, and the recent dedication ceremonies at both McConnell and Little Rock Air Force Bases.

Dues should be sent to Mark Natola at: 23 Oak Ridge Road, W. Lebanon, NH 03784

President's Podium

By Alex Alexander

To the Membership: After four years, I have finished writing my book on the B-47. I have forwarded it to a number of publishers and I am hopeful that one will decide to publish it. It is amazing to think of the number of B-47s that were built and their length of service, yet there is a plethora of written information on the aircraft. The history of the B-47 still lies largely untold with the various people who built, flew or maintained it. A number of individuals have been most helpful to me in providing me with personal accounts, and for that I am grateful.

Writing the book has been an extremely edifying and rewarding experience for me. I have become quite knowledgeable about the B-47 and have become acquainted with many whom I never otherwise would have met. I would like to express my sincere thanks to all those individuals who have helped me.

In October, I attended a Navigator Observer reunion at the Air Force Museum where I met **Wayne Pittman**, the President of the B-52 Association. Wayne has always been most helpful to the B-47 Association and I thanked him personally for all his assistance. While there, I managed to recruit a few new members for the Association.

In November I attended the previously mentioned (page 1) Veterans Day / B-47 Dedication ceremony at Little Rock Air Force Base. At the ceremony, I met several ex-B-47 crewmembers including **Lt. Colonel Kaden** of the 55th who was an OL Detachment Commander at Thule and **Lt. Colonel Robert Lacina**, an ex-B-47 AC, who was the honored speaker. I recruited several new members and sold a bunch of T-shirts. I was surprised by the number of B-47 widows at the dedication ceremony. They took great pride in their husbands in having flown the B-47 and having served SAC. One widow took an application from me, and we, as an organization should actively recruit these ladies.

The Association continues to grow, and I am pleased to learn that we now have more than 1,200 members. At this time, I encourage all members to remember to pay their dues.

Our reunion at Midland is fast approaching and I am looking forward to being there and meeting you. October 2000 will be here before you know it, so be sure to register as early as possible.

I have been thinking ahead to the next reunion for the year 2001 or 2002. I believe that Seattle, WA would be a great place to hold it. Seattle would allow us to have an all day symposium with guest speakers who were involved with building and flying the B-47, who have retired in the Seattle area. A tour through the Boeing plant might also be arranged. Your opinions and comments on this subject are welcomed. Wishing you and yours a joyous holiday season.

Alex.

Association Memorabilia

After receiving numerous requests for additional B-47 related items, we are pleased to announce that several new items have been added to our list of B-47 Association memorabilia.



- | | |
|------------------------------------|---------|
| 1) B-47 Association pin | \$10.00 |
| 2) B-47 Association patch | \$5.00 |
| 3) B-47 Association T-shirts | \$15.00 |
| 4) B-47 (airplane) pewter tie pins | \$6.00 |
| 5) B-47 1,000 hour pins | \$25.00 |
| 6) B-47 Association Mouse Pads | \$10.00 |
| 7) B-47 Association Golf Caps | \$12.00 |
| 8) B-47 Association Mugs | \$10.00 |

Please make your checks payable to **The B-47 Stratojet Association**. Mail your orders to George Brierley, 53 Mountain Ave, St. Johnsbury, VT 05819. Please note that postage and handling is included with all items.

NOTE: George has informed me that we only have a few 1,000-hour pins left, so anyone interested in purchasing one should act now before it's too late.



The B-47 Stratojet Association

Membership Information Form

Name; _____
(Last Name) (First Name) (Middle Initial) (Rank) (Spouse)

Address; _____

City; _____ State; _____ Zipcode; _____

Telephone; _____ E-mail; _____

Former Bases; _____

Crew Position; _____

Current Status; Active Duty? _____ Retired? _____ Year? _____

Comments; _____

Dues of \$10 payable to The B-47 Stratojet Association" enclosed _____

Send Completed Form to:

B-47 Stratojet Association
23 Oak Ridge Road
W. Lebanon, NH 03784

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