



The Stratojet Newsletter

April 2012 Volume 37

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

Tucson Reunion, 1-3 November 2012

Details inside, page 4-8



What would you give to see a sight like this when we gather in Tucson this year for our 8th reunion? This is the way the "Boneyard" looked back in the mid-60s and it seemed that Stratojets stretched to the horizon. It wouldn't last for long as the scrap yards and smelters quickly reduced them to ingots (see back cover). The only B-47s we will see are the EB-47E and the B-47A section at the Pima Museum. Davis-Monthan AFB, which is adjacent to AMARG, was home to the B-47s of the 43rd BW for the years 1953-60 and the 303rd BW from 1953-64. Some Stratojets were salvaged at Tinker, Kelly, Amarillo, and a few other bases, but most of them made that last trip to Tucson and never flew again. There actually was one last flight of a B-47 out of the Boneyard. 53-2104 was flown to the Weisbrod Aircraft Museum in Pueblo CO in 1959. It had been bailed to GE and Lockheed for tests on the S-3 Viking engine (TF34) and flew in Navy markings but had a civilian registration (N1045Y) on the last flight.

Photo: USAF

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Roll Call of Honor

John Dervishian, Fresno CA, passed away 18 Apr 2012.

Billy J. Dunnington, Baytown TX, died 19 Oct 2009.

Edward Carney, Wilmington DE, died 28 Feb 2012.

Lothar Maier, Plano TX, died 1 Dec 2011.

Patrick J. Mango, Savannah GA, passed away 2 Feb 2012.

William L. Musladin, Sacramento CA, passed away 24 March 2012.

Fred Ottinger, Daytona Beach, FL, passed away 13 Jan 2012.

Edwin C. Ross, Wichita KS, Lt. Col USAF (Ret), passed away on 13 March 2012. Flew B-47s at McConnell, Homestead, Chennault, and Forbes. Completed over 100 Ranch Hand combat missions in Vietnam.

Robert E. Vickers, Taos NM, died January 28, 2010.

Important Reminders

- **Pay your dues for 2012** (the number on your mailing label indicates the year through which you are paid-up).
- 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.
- Plan on attending the Reunion in Tucson, 1-3 November.

Invite a friend to join!

The B-47 Stratojet Newsletter is published three times each year. It is intended solely for the enjoyment, camaraderie, and enlightenment of the membership of the B-47 Stratojet Association. Requests to use or reprint any portion of the contents should be directed to the Editor. Contributions of material to the Newsletter should be sent to the Editor, B-47 Stratojet Newsletter, P. O. Box 1144, Brenham, TX 77834-1144, cmhs@sbcglobal.net.

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

Directory Corrections

This page contains material restricted to the members of the B-47 Stratojet Association. The full text is available in the print edition.

Reunion 2012 - Tucson AZ ~

The next gathering of the B-47 Stratojet Association will be in Tucson AZ, November 1-3, 2012. As usual we will eat well, visit long, re-live old times, renew acquaintances and remember the B-47 and those who built it, maintained it, and flew it at the height of the Cold War. Those are the

primary objectives but the Reunion will also afford you opportunities to visit and experience some area attractions that are unique and spectacular. In the following pages, we are illustrating some of those opportunities that you might want to experience while in Tucson. Come early, stay late,



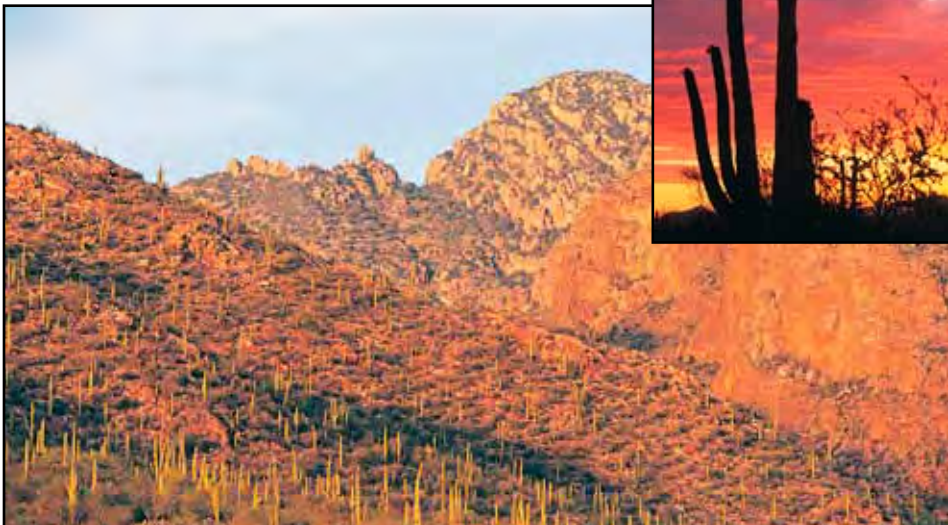
The Reunion hotel is the DoubleTree by Hilton, Tucson - Reid Park located at 445 S. Alvernon Way. A block of rooms has been set aside and you will need to call 800-222-8733 by 2 October 2012. You may also use the Hilton/ Doubletree website at doubletree.hilton.com. The easiest way to get directly to the online registration is to use our Association webpage (www.b-47.com), go to the "Reunions" page and click on the link. Registration forms were mailed to members in the Spring and they are also available at the Association website. For more information, contact The Reunion Brat (360-663-2521, reunionbrat@hotmail.com) or Bill Clark (520-825-4242, clark3wl@yahoo.com). Registration forms and payment are due no later than 2 October 2012.

Few things say Tucson quite like Saguaro cactus. These imposing structures are found on the hillsides as well as the desert floor. Alone or in colonies, these beautiful plants are a feast for the eyes at sunset (right) or in the early morning light. They are perfectly adapted to the environment while acting as sentinels over the wonders of the Sonoran Desert. They are truly a symbol of the uniqueness of southern Arizona. Make sure you take some time to get up close and personal with some of these amazing organisms.



While taking advantage of the wonders of Arizona nature, don't forget that many things in the desert will stick and bite you. Be careful!

The images on these pages are courtesy of RoxAnne Erickson, Tucson Convention and Visitors Bureau.



The Southern Arizona Transportation Museum is housed in the former Southern Pacific Depot in downtown Tucson. Although the collections focus on all transportation in southern Arizona, the star attraction is the restored 1900 2-6-0 Alco steam locomotive (Southern Pacific 1673). It is accompanied by its tender and other rolling stock. Tucson was a railroad town long before and after the first aircraft arrived. Although known for the acres of stored airplanes on the east side, the Museum reminds locals and visitors of that history with its period displays.



Arizona Transportation Museum ~ Old Tucson Studios

If you are a fan of the Western Channel, you will want to see Old Tucson Studios. A western movie and TV set (since 1939), the attraction also has daily shows and entertainment for the entire family. There is food and other amenities. Walk the same streets as John Wayne, James Arness, Roy Rogers, Tom Sellick, Clint Eastwood, and others. Operating days in November will be on Fridays, Saturdays, and Sundays.



The Pima Air & Space Museum



The Pima Air & Space Museum is one of the premier aviation history museums in the world. It has assembled a huge collection of airplanes (more than 300), many of them coming from the “Boneyard” which is just next door. Although many of the displays are outside in the



dry, desert air, there are six buildings and hangars with exhibits of completed aircraft, restoration projects, and other aviation history. Look for the B-47s. Actually that would be one and a fraction B-47s. The Museum displays 53-2135, an EB-47E that still features its Phase V bomb bay capsule that carried two ECM operators in its role to electronically shield the attacking fleet. Some of our members have flown this Stratojet. The other one is B-47A, 49-1901, and all that is left is the forward nose section from the copilot’s seat forward. It is basically a skeleton, having been rescued from the New Mexico School of Mines dump some years ago. Even so, it is the only piece of an “A” model extant.



The Pima Air & Space Museum tour is an optional tour that will depart the hotel on Friday morning (Nov 3). It is truly worthy of an extended stay and a box lunch is included in the cost of the tour. A trip to AMARG (the “Boneyard” adjacent to Davis-Monthan AFB) will be included with the tour in the afternoon. It won’t be like it was when there were acres of B-47s awaiting the smelter, but it will still be worthwhile to see what’s in storage and hear the story of how many of the airframes and parts are recycled to live again. For those not wishing to take the AMARG tour, an early bus will depart at 1:00 PM. The last tour bus will head back to the hotel at 3:30 PM. There is an additional fee for this tour. For those more adventurous souls, the Titan Missile Museum is affiliated with the Pima Museum and is located about 30 minutes south of Tucson off of I-19. It is the only Titan Silo open to the public. There is an elevator for those not wanting to take the 55 step staircase into the heart of the complex. There is a senior price of \$7.50 for the tour.

Arizona-Sonora Desert Museum

For the rest of us, we would probably describe this as a zoo, but this visit to the desert and its residents somehow transcends the normal “zoo” experience with an educational tour of what makes this area of the world unique. This is truly a “living” museum but it is not just about animals. There are over 1300 types of plants in this totally natural setting. It is not carved out of an urban jungle and then transformed to look natural--it really is. The daily raptor flight demonstrations during the winter hours are a must see (10:00 AM and 2:00 PM, weather permitting). There will be an optional tour of the Museum on Saturday morning, Nov 3. There is an extra charge for this trip.



Reunion Schedule*

Thursday, Nov 1

Arrive (if you didn't come early)
Welcome Dinner Buffet and Entertainment

Friday, Nov 2

Visit with friends
Pima Air & Space Museum/AMARG Tour (optional)

Saturday, Nov 3

Arizona-Sonora Museum Tour (optional)
Symposium

Business Meeting
Banquet Dinner, Program, Dance

Sunday, Nov 4

Depart

* This is a tentative schedule.

“Kansas City Center, Reynolds 26, Change Our Flight Status from Powered Flight to Glider.”

I flew B-47s for the 310th Bomb Wing at Schilling AFB, Salina, Kansas from 1957 to 1965. The 310th BW's Inspection Repair as Necessary (IRAN) facility was the Douglas plant at Tulsa, OK. Following a training mission, my crew delivered a B-47 to Douglas. There was a B-47 ready to return to Schilling the next day. The Douglas folks said the plane would be ready at 8AM. The plane wasn't ready. It wasn't ready until late afternoon. Douglas kept us in the dark regarding the reason for the delay. I found out later that when the Douglas team did their final pre-flight they damaged a wing flap by pulling the flap up on a tool that was left in the flap mechanism, thus causing a flap replacement.

The crew chief for the B-47 was our 4th man and was responsible to see that the equipment that was delivered with the plane was on board for the flight back to Schilling. Finally, the plane was ready. We did an inventory, a preflight, signed for the B-47 and equipment and were airborne by late afternoon. Luckily, we were cleared directly to our requested altitude, which proved to be fortuitous, as will be seen later, as it did not require any power changes from take-off to our requested cruise altitude.

Approaching Wichita, Kansas City Center gave us a lower altitude; I believe it was to 12,000 ft. When level at the lower altitude I advanced throttles. No response! RPMs on all engines stayed the same. I had to continue to descend in order to maintain flying speed. It was obvious that, one way or another, we were going to be on the ground soon. McConnell was off to our left and in easy glide range but we would have had to approach over a populated area. To our right and in sight was an old, closed, condition unknown, WWII runway near Harrington, KS. We chose to continue to Schilling.

Looking at the situation, here is what we had: Engine RPMs, as I remember, were about 10 percent above idle. We were descending to maintain air speed, and approximately seventy to eighty miles from Schilling. You B-47 drivers will remember that the old bird had a good glide ratio. We were light and had some power which extended our descent distance so getting to Schilling proved not to be a problem – maneuvering to a touchdown point without the ability to use power and knowing a missed approach and go-around was not possible.

Our very capable co-pilot, Bill Lynn, relayed our predicament to KC Center which cleared traffic below and gave us cruise clearance for all lower altitudes. Our navigator, Joe Grizio, gave us a heading to intercept a long final approach. We were fortunate to intercept final a little higher than normal.

By using the drag gear as a throttle, similar to how glider pilots use spoilers, we were able to control airspeed and altitude. We touched down with plenty of runway to stop and happy to be on the ground. We couldn't claim a 'dead stick' landing as all six engines were running but it was as close to being one as I would ever want to experience in a B-47.

I wasn't overly happy about this incident so the next day I checked with the 310th maintenance section to see why we couldn't advance power. Maintenance personnel told me that during IRAN, hydraulic fluid was drained from the engine fuel control units and not replaced and that there was just enough residual fluid in the systems to get the engines to 100% - one time.

This incident could have taken a much different course if anytime during flight I had moved the throttles to a power setting that would not have allowed us to get to a suitable runway, especially if it had happened soon after takeoff over Tulsa.

Daniel C. Yost

Correction

In the article about Gen Townsend in Newsletter #36, we incorrectly listed him with the 97th BW at Castle AFB. As several member pointed out, it was the 93rd that was at Castle. In fact, the 93rd had B-47s and B-52s for a short period of time in the mid-50s. The 97th, of course, was at Biggs AFB.

EXPANDING THE LEGACY AT THE NATIONAL MUSEUM OF THE USAF

Awe-inspiring aircraft. Visually striking exhibits. Dynamic major events. It's all part of the visitor experience at the National Museum of the USAF, the world's largest and oldest military aviation museum. And, as a part of the U.S. Air Force, your story is shared at the museum.

Located near Dayton, Ohio, the galleries present many rare and one-of-a-kind aircraft and aerospace vehicles and thousands of historical items that chronicle the evolution of military flight from the Wright brothers to today's stealth aircraft.

The story begins with a replica of the first military airplane, the Wright 1909 Military Flyer, and continues through the only B-2 bomber on permanent display anywhere—and beyond! It's all here: World Wars One and Two, the Golden Years, the Korean and SEA Wars, the Cold War, Iraq and Afghanistan. A visitor can see the only surviving examples of the LUSAC-11 fighter, the B-10 bomber, the A-17 attack plane, the O-32 observation plane—all in just the first gallery! Rare combat veterans include the B-24 *Strawberry Bitch* from North Africa and the B-17 *Shoo Shoo Shoo Baby*, a veteran of six missions to Berlin. The MH-53 Pave Low in the War on Terror area happens also to have been the HH-53 which was the lead ship on the Son Tay rescue mission in Vietnam. It's big; it's impressive. But even the existing 17 acres of exhibit space is not enough. Your museum is plan-

ning to expand. A fourth hangar will add 224,000 square feet, expanding and enhancing the visitor's opportunity to appreciate the contributions of the USAF, past and present. Two specific themes, currently under represented, will be addressed: Global Reach, with the C-141 *Hanoi Taxi*, a C-5, a KC-135, and other mobility assets, and Space: the not-so-new frontier. Also, the museum will be able to move its popular collection of Presidential aircraft from their remote location to the main complex.

Occupying pride of place in the Cold War Gallery is RB-47H 53-4299. The aircraft served with the 55th SRW from 1955 until its retirement in 1966. During this time, it deployed to several locations, including Incirlik AB, Turkey, and Yokota AB, Japan, and flew missions over the Soviet Union. The RB went on display in 2003, marked as it appeared in 1960.

Obviously, this requires money—a great deal of it. As they say, every gift counts, no matter the size. To make your contribution you can donate directly, join as a Friend of the Museum, or honor a loved one through the purchase of a data plate to be exhibited on a wall by the museum's entrance. Visit the Air Force Museum Foundation's web site: www.airforcemuseum.com.

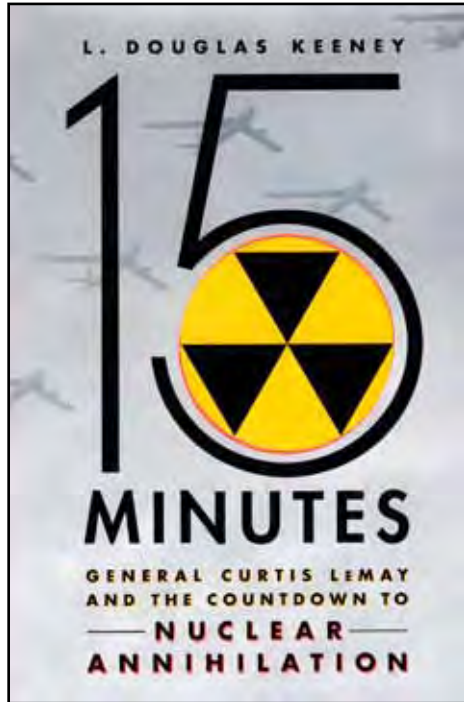
Wayne Pittman, Col USAF (Ret)



The RB-47H is now housed in the NMUSAF Cold War Hangar. The new facility will be added next to that hangar and its "missile silo." A sample data plate is shown above and can be purchased through the museum website.

Bookshelf

15 Minutes is a really good book that will enlighten almost everyone who reads it's well-researched pages. The subtitle, *General Curtis LeMay And The Countdown To Nuclear Annihilation*, may indicate a rather "breathless approach to the story but even so, it is a very compre-



hensive look at the Cold War years through the three interwoven stories. Early-warning radar ("Texas Towers"), nuclear weapons development and testing, and instant retaliation form three different threads, but the author skillfully weaves them together to present not only the history but a sense of what it was like from the inside.

Many Cold War books seem to be either heavy in drama or dry history; this one makes the most of both worlds. It is based on an arsenal of newly declassified documents. At first the organization of the book is a little disconcerting. It seems as if the author is jumping back and forth between unrelated stories. But the further you read the better the pattern emerges of presenting all the factors that contributed to the history of SAC and this nation's military posture during the 1950s and 60s. If you lived it, you will appreciate the fine job the author has done with the history of our era. The title is taken from the fifteen minutes given to launch bombers. The author is L. Douglas Keeney and the publisher is St. Martin's Press. There are 371 pages, black and white photos, an index, and a fairly decent bibliography (but no notes). And, yes, those are silhouettes of B-47s on the cover. It is now in paperback selling for \$11.43 at Amazon (\$17.81 for the hardcover). Highly recommended.

Speaking of Amazon prices, it might pay to check back several times for the best price. Last issue we reported the price of *Cold War Cornhuskers* as \$69.99. It is now \$44.09 (you might also check overstock.com where it has been even lower).

Supply Room

Items are available from George Brierley, 3661 Packard Rd., Niagara Falls, NY 14303. Make checks payable to the B-47 Stratojet Association. **Please ADD \$3.00 for shipping and handling**



Association Pin - \$10.00

2008 Reunion Coin
\$10.00



Association Coaster (2) - \$2.50

Mug - Association "Horn Button" emblem on reverse side - \$10.00



Association Mouse Pad
\$3.00

Cap (Blue)
\$10.00



Tote Bag from 2008 Reunion at Marietta (side pockets, carrying strap, Association logo)

\$10.00



Association T-Shirt With Pocket - \$17.00 (Size -M,L,XL)



Shirt Front



Shirt Back

Many of you went on to B-52s after the B-47 years and there is a new publication out that you might find interesting. This is the 60th anniversary of the first flight of the YB-52 (yes, the "Y" flew before the "X") and there has been quite a few tributes and retrospectives written. One of the best is edited by Jerry Gunner and published by Key Publishing (the folks who produce *Fly-past* and many other aviation magazines). The product is 106 pages and filled with color and black and white photos. There



is a run-down of all models with production and serial numbers and brief histories. All eras of operations are covered as well as modifications and those used in experimental roles. It even gives our B-47 its due, stating that "without the B-47, the development of jet airliners would not have been as rapid." You can get it from keypublishing.com, or it is available on the newsstand at Barnes and Noble for \$12.50. All-in-all, a very nice piece of work on the B-47s "younger sister." Recommended.

Application For Membership - The B-47 Stratojet Association

New Member
 Renewal (Fill in Name only, and address data if changed)

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ Fax: _____ Email: _____

Date of Birth (for life members): _____

Military - Your Position In The Air Force: _____

Bomb Wing(s) You Served With:

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

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

Comments: _____

Dues

One Year: \$15.00

Life Memberships

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

Dues are payable each January.

Payments and this form should be mailed to:

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"Where have all the B-47s gone? Gone to ingots everyone." Well, not quite all, but most did, and this photo shows a B-47-worth of aluminum ingots in front of B-47B 51-2284 which will soon follow suit (note 51-2321 in the left background awaiting its turn). 2284 served with 306th, 321st and 19th; 22321 with 305th, 320th, 379th and 19th. Photo was taken in April 1962.

Photo: USAF

***Next Reunion ~ 1-3 November 2012 ~ Tucson AZ
Pay Your Dues For 2012 Today!***