



The Stratojet Newsletter

Volume 14

July 2002

The B-47 Stratojet Reunion, Seattle, WA, Sept-19-22, 2002

This is your final opportunity to sign up for the third B-47 Stratojet reunion. Don't miss this chance to see the beautiful city of Seattle, on Puget Sound, the Gateway city to the Orient. Seattle and its environs are home to Boeing, Microsoft, numerous other software companies, Starbucks, and the Nordstrom department store chain. The waterfront is a tourist paradise full of stores, boutiques, and restaurants serving food from the four corners of the globe.

If you are not much of a tourist but are primarily interested in airplanes, there are several planned activities that were designed for you. These include tours to the 747 plant at Renton, the symposium of B-47 pioneers, and visits to the Museum of Flight. Above all there is the opportunity to meet and interact with the B-47 pioneers and fellow B-47 veterans.

If you arrive by air, call the Southcenter Doubletree Hotel for transportation to the hotel. Linda Irvine, our hostess will be in the lobby to greet and register you. A hospitality room, stocked with alcoholic and non-alcoholic drinks and snacks, will be available during the reunion.

Schedule of events

Sept. 19th, Thursday

Registration, hospitality room
Buffet dinner provided by the hotel

Sept. 20th, Friday

Breakfast provided, the hospitality room will be open.
0830: first bus departs for the tour of the 747 plant
0930: second bus departs for tour of 747 plant, the bus will be back at the hotel by 12:30. Transportation is provided for both tours.
1130-100 PM: Lunch, on your own.
1 00 PM : Start of the symposium starts, it is scheduled to run until 4PM or as long as the participants are willing to continue. Participants are found on pages 4 & 5. Dinner that evening will be on your own or you can elect to partake of the optional salmon dinner and show at the Indian Village on Tillicum Island.
5 PM : Bus departs for Tillicum island. A ferry will take you to the island where you will participate in a clam bake on the beach followed by a Pacific North West salmon dinner baked the traditional Indian way. A native American dance show will follow the dinner after

which there will be time to browse and purchase souvenirs at the gift store. The outing is scheduled to return at the hotel by 11 PM

Sept. 20th.Saturday

Breakfast provided by the hotel.
Two buses will provide transportation to the waterfront and the Museum of Flight. The destination of the buses will be clearly marked as well as their last departure times from the museum or the waterfront. You will have to pay to visit the Museum of Flight.

The hospitality room will be open.

5 PM: Pictures will be taken for the souvenir booklet.

6PM to 7 PM: Cocktails hour.

7 PM : Dinner followed by the guest speakers, Dick Taylor and Guy Townsend. Following their address, the honorees will be introduced and presented with commemorative medallions.

At the conclusion of the program there will be a short business meeting. Two main agenda items are scheduled the election of a new president and the selection of a reunion site for 2004.

Sept. 20th,Sunday

Breakfast provided, departure

Reservations for the Southcenter Doubletree Hotel

Tel. 206-575-8220. Cost \$115 per night + 12.4 % local tax for a total of \$129.26.

The hotel will provide transportation to and from the airport.
Registration/Activity Fee : \$135. The registration form is found on page 3.

Amenities: Hospitality room stocked with alcoholic and non-alcoholic beverages and snacks, breakfast every morning, Thursday buffet dinner, tour of the 747 assembly plant, transportation to and from the waterfront and the Museum of Flight and the banquet dinner.

Optional Activity: salmon dinner at the Indian village on Tillicum Island, \$65 per person.

Reunion booklet: The booklet will be in color and will be available for \$20, this includes shipping and handling.

B-47 Memorabilia Please bring your personal memorabilia to share with the membership in the hospitality room.

Letters to the Editor

This letter was sent to the "turkey who directs the museum" i.e. the Strategic Air Museum nee Strategic Air Command Museum by Michael Price, a Navy veteran with 10 years of service on ballistic missile submarines. He sent me an info copy.I visited the museum at its old location 10 years ago and it was cool then. Now at its new location, I found three display cases honoring SAC crew members, killed in the line of duty by the Soviet Communists, in a dusty corner. Why are these most important heritage displays left in the corner to collect dust? These men died for your freedom and were not meant not to be turned into a side show at your museum. I'd go home and think about it a bit if I were you. Then you might think about doing a couple of tours in a hot spot just for perspective. I'm sure you didn't.

Editors note: I saw a new video called the "Strategic Air Command" on the History Channel on July 13th and saw Scott Hazelrigg, the Director, and his deputy extolling the virtues of SAC; it nearly made me throw up. When you have Navy veterans supporting our position you know you are right.

Thanks

Hugh Reid for your articles on accidents at Lincoln.
John A. Phaler for the 1957-58 issues of *Combat Crew* that were sent to me to copy for the Association archives.

Directory Omissions

The following members were inadvertently left out of the 2002-2003 Directory:

King, Bob (Bobby D.)
2605 Juniper Rd., Euless, TX 76039

Kohler, Terry J.
630 Riverfront Dr., Suite 200
Sheboygan, WI 53081

Final Flight

Thomas Carr of Sacramento CA in March.
Phelps, William B. of Hermon, ME, date unk.
Knotts, U.S. Jr., Georgia Southern Univ., date unk.

Copies of the Association IRS Form 990/990 EZ

The IRS requires the Association to make available a copy of the Association IRS Form 990/990 EZ to any one that requests it. The form relates to the tax exempt status of the Association and may be obtained by writing to the president.

Dues

No notices are sent out regarding payment of dues which are payable the first of each year.
Please send your \$15 annual dues made payable to the B-47 Stratojet Association to Mark Natola, the Secretary, at 23 Oak Ridge Rd, W. Lebanon, NH 03784.
Newsletters and rosters are only sent to paid up members.

Looking For

Peter Latham, an AC at Lincoln. Contact Jarvis Latham at k4jhl@earthlink.net

B-47 Stratojet Assn. Inc. Officers

President: Sigmund Alexander, 12110 Los Cerdos Dr. San Antonio, TX 78233-5953. Tel: 210-653-5361
Fax: 210- 653-1001

e-mail: sigmund.alexander@iworldnet.att.net

Vice President: Dick Purdum, 13310 South 26th AV, Bellevue, NE 68123. Tel. 402-291-5247
e-mail: dickpurdum@aol.com

Secretary: Mark Natola, 23 Oak Ridge Road W. Lebanon, NH 03784. Tel: 603-643-3399
e-mail: mark.natola@hitchcock.org

Treasurer: Donald Cassiday 1402 West Downer Aurora, IL 60506. Tel. 630-859-1922
e-mail: DonCass@worldnet.att.net

BX Officer: George Brierley 53 Mountain AV. St. Johnsbury, VT 05819. Tel. 802-748-4486
e-mail: b47assn@together.net

Editor: Sigmund Alexander, 12110 Los Cerdos Dr., San Antonio, TX 78233-5953. Tel. 210-653-5361
Fax: 210-653-1001

e-mail: Sigmund.Alexander@worldner.att.net

Board of Governors

James Diamond 898 NE Coronado St Lee's Summit, MO 64086-5529, Tel: 816-524-9562
e-mail: imjackd@swbell.net

Wen Painter: P.O. Box 719, Mojave, CA 93502
Tel: 661-824-2907
e-mail: wpainter@antelcom.net

Andy Labosky: 707 Briarwood Rd. Derby, KS 67037-2114
Tel: 316-788-5277

e-mail: labov47@msn.com

Mike Habermehl: P.O.Box 1144 Brenham TX 77834-1144.
Tel. 979-836-9427
e-mail: mhaberm@tenet.edu

Any personal stories relating to my father Ltc.Raymond H. Hollis, USAF (Ret.), who died in 1988. Contact Ken Hollis at hollis@baychoice.com

Sequel to Robin Armour's *A Shadow Story*

by Ltc. John Dunleavy, USAF (Ret.). All three crew members were badly burned but survived. Bob Mittlestead was smothered in foam but was not killed. Though badly injured he was determined to get back on flying status and after a log period of recuperation was returned to flying status. Shortly thereafter he was killed when a C-130, loaded with 60 paratroopers, crashed on takeoff at Biggs AFB.

Personal Experiences and B-47 Memorabilia.

Please keep sending me your personal articles and pictures of your B-47 experiences, I need them for future newsletters and the archives. I am particularly looking for Reflex, Air Mail 90 day overseas photographs and accident items.

Sigmund Alexander, Editor

REGISTRATION FORM

YES SIGN ME UP FOR THE B47 STRATOJET ASSN. SEPT 19-22, 2002 REUNION !!!

NAME _____

ADDRESS _____

PHONE _____

E-MAIL _____

NAME OF YOUR GUESTS _____

BANQUET DINNER SELECTION: BEEF ___ CHICKEN ___ VEGETARIAN ___

PLEASE LIST ANY SPECIAL NEEDS: _____

PREFERRED TIME FOR BOEING EVERETT PLANT TOUR
(requests will be accommodated on a first come basis)

_____ 9:30am -12:30pm or _____ 10:30-1:30pm

REGISTRATION FEES:

NUMBER PERSONS ATTENDING _____ \$135 = _____

NUMBER TMLICUM INDIAN VILLAGE DINNER _____ \$65 = _____

TOTAL ENCLOSED _____

PAYMENT IS DUE NO LATER THAN AUGUST 20, 2002

PLEASE SEND PAYMENTS TO THE FOLLOWING ADDRESS AND MADE PAYABLE TO:

The Reunion Brat
4005 S. IONE
KENNEWICK, WA 99337
Tel. (509) 582-9304

Confirmation of Registration and Itinerary will be sent out by September 1, 2002. A \$20 per person cancellation fee will apply to all cancellations received within 30 days of the event. Cancellations received within 10 days of the event will be non-refundable.

Call The Double Tree Southcenter at 206-575-8220 no later than August 19, 2002 to make your hotel reservations. Be sure to mention you are with the B47 Stratojet Assn. to receive your group rate of \$115 a night, plus tax. These prices are available 3 days prior to and after your event should you choose to extend your stay.

Call 1-800-323-8728 for your Group Airfare, guaranteed to be the lowest available rate!! We'll see you soon in beautiful Seattle, WA!

Bob Hippler and his wife will be leaving on a Holand America Alaska cruise that leaves Seattle and returns a week later. If you are interested in taking the cruise contact Bob at bhippler@net-magic.net. Bob was a copilot and later an AC with the 98th BW from 1957-63.

Symposium Participants



Charlie "Chuck" R. Andersen graduated from flying school in 1944 and flew A-20s and A-26s in the South Pacific. In 1949 he was assigned to the bomber branch of the Flight Test Section at Wright Field where he flew both B-47s and B-52s. Charlie flew the KB-47G, and flew a B-52 in an t Eniwetok hydrogen bomb test. He retired from the Air Force in 1964 and went to work for General Electric as a test pilot for the TF-39 and TF-34 engines. The TF-34 was fitted to B-47E 53-2104, the same aircraft that he flew for six years at Wright Field. Chuck presently resides in Fresno CA



William "Bill" Cook graduated from Renselaer Polytechnic Institute and the Massachusetts Institute of Technology. He went to work for the Boeing Company in 1938 and was in charge of the High-Speed wind tunnel design that provided wind tunnel data that validated the proposed design of the XB-47. As XB-47 Aerodynamics Chief he was responsible for making the XB-47 an operational aircraft. He went on to become Chief of the Technical Staff of the Transport Division where he worked on all Boeing transports from the 707 through the 767. He retired in 1974 and presently resides in Seattle.



James "Jim" Fraser graduated from the University of Washington and joined the Boeing Company in 1941. He flew aircraft that were under further development from 1942-1950 and was the project pilot for the B-17 and B-29 high altitude programs that were flown at altitudes above 40,000 feet. In 1947 he was assigned as alternate pilot to Robbins/ Osler and later became copilot and first pilot on the XB-47. He retired from Boeing in 1958 and presently divides his time between Sedona, AZ and Rancho Mirage, CA.



Donald E. Hillmann graduated from Stanford in 1939 and joined the Army Air Corps in Oct. 1940. He flew P-47s over Europe during WWII. In 1951 he became Vice Commander of the 306th BW and in 1952 he flew the first B-47 over flight of the Soviet Union that being over the Chukotsky peninsula. He went on to serve in SAC headquarters and later as a B-52 wing commander at both Loring and Fairchild. He retired in 1962 and proceeded to work for Boeing until he again retired in 1980. He presently lives in Kirkland, WA..



Jesse P. Jacobs Jr. joined the Army Air Corps in 1942 and flew B-17s over Germany during WWII. Jesse received his engineering degree from Virginia Polytechnic Institute in 1949 and graduated from the RAF Empire Test School in 1953. He was assigned to Wright Field from 1954 to 1959 where he flew both the B-47 and XB-52. He participated in various B-47 development programs including ATO, LABS, bomb drops, and the downward ejection seat and accumulated 1,200 hours in the aircraft. From 1964-1972 he was assigned to Edwards AFB where he served as C-5A Test Force Director and later Director of all Test Forces. He retired from the Air Force in 1973 and following his retirement joined Boeing and worked for them for 17 years. He presently resides in Sequim, WA.



Robert M. "Bob" Robbins graduated from M.I.T. and in 1938 became a flight engineer with Pan Am on the Boeing 314 flying boats. He joined Boeing in 1942 as a test pilot where he flew various Boeing aircraft including the B-17 and B-29. Bob was selected to fly the Phase I test program on the XB-47 and on December 17, 1947 he made the first flight of that aircraft. Bob ended his career as a test pilot in 1948 and became a project engineer in Wichita. He had a long and distinguished career with Boeing in various engineering and managerial positions. He retired in 1979 and presently resides in Florida.



Henry "Pete" Warden graduated and taught at M.I.T. He joined the Army before WWII and after graduating pilot training was assigned to the Philippines. After the Japanese attacked he was deeply involved in keeping what few P-40s that survived serviceable. He was one of the few selected to be evacuated to Australia. In Australia he developed local Australian support for American aircraft. Reassigned to Wright Field in 1944 he became the "Godfather" of the B-47, B-52 and the J 57 engine. It was Pete who persuaded Maj. Gen. K.B. Wolfe to take that famous ride with Guy Townsend. Following his tour of duty at Wright Field he was assigned to the Air University. After he retired from the Air Force he worked for North American Aviation. He presently resides in Columbus, MS.



Ben J. Werner joined Boeing in 1941 and in 1943 became a Flight Test Engineer. He was involved with Jim Fraser in the high altitude tests on the B-17 and B-29. Ben was the Flight Test Engineer for the B-47 Phase I, II, and III test programs. Ben moved to Wichita in 1949 when the B-47 test program was transferred there. In 1952, he was reassigned to Seattle to run the B-52 test program. In 1959 he was assigned to the BOMARC program but returned to Flight Test in 1961 as Assistant to the Chief of Test Flight. Retired from Boeing, Ben presently resides on Mercer Is.



Holden W. "Bob" Withington graduated from M.I.T. in 1939 and worked there following graduation on wind tunnel design and tests for Martin, Curtiss, Grumman, United Aircraft, and Boeing. He joined Boeing in 1941 and worked from 1941-1945 on the design and initial operation of the company's transonic wind tunnel. It was during this period that the XB-47 designs were tested. Bob later worked on the B-52, B-58, and B-70 programs and held a myriad of engineering positions in both the commercial and military aircraft programs of Boeing. Bob retired in 1983 and lives on Mercer Is.

The Saturday Night Banquet Guest Speakers



Richard W. "Dick" Taylor graduated from Purdue in 1942 and joined the Army in 1942 as a 2nd Lt. in the Field Artillery. He became a liaison pilot and served in the European theatre in WW II. He joined the Boeing company in 1946 and became a project test pilot on the B-47 and conducted tests on the aircraft that involved structural integrity, flight control, wing lateral spoilers, cross wind landing gear, the vortex generators, and the LABS maneuver. Like many other Boeing employees Dick held a variety of positions involving both military and civilian aircraft including the B-52, 707, 727, 737, 747, 767, and the 777. He retired in 1991 after 45 years of service with Boeing and lives in Bellevue, WA.



Guy M. Townsend attended Texas A&M from 1939-1941 where he majored in Aeronautical Engineering, he left in 1941 to join the Army Air Corps. After graduating from pilot school in 1942 he was assigned to the Pacific theatre where he flew combat in both the B-17 and B-29. In 1951 he was assigned to Flight Test at Wright Field and became Chief of the Bomber flight Test Branch in 1954. Guy was the pilot who gave M/G K.B. Wolfe that famous ride in the XB-47 that led to General Wolfe's order to immediately procure ten B-47s. Guy gave General LeMay his first ride in both the B-47 and B-52. He was the first military pilot to fly the B-47, B-50, B-52, and the KC-135 prototype, the 367-80. Guy served in SAC headquarters, the Flight Test Center, and as the director of the C-5A SPO. After he retired from the Air Force, he went to work for Boeing. Retired from Boeing, he lives with his wife on Mercer Is.

B-47 Memorial

by Don Cassiday

To anyone who has served in the Air Force, Robert Burns assertion that the best laid plans often go awry is readily understood. Regrettably, our plans for the B-47 memorial at the Air Force Academy must be modified. We set out to raise \$300,000, the cost of such a memorial at the academy. To date, we have only been able to raise \$ 19,180. Clearly, we are not going to be able to make up that shortfall yet the board remains committed to placing a memorial to all who served with the B-47.

In view of that commitment, we have contacted the Air Force Museum at Wright Patterson AFB which has a marvelous memorial park filled with monuments and memorials to various organizations and aircraft that played a significant part in USAF history. They in turn put us in contact with several monument builders in the area and we now have a proposal for a memorial that will match our budget. For \$25,000 we can place a beautiful granite monument six foot wide and eight foot tall topped with a bas relief model of the B-47 flying above granite mountains. On the face of the memorial will be engraved suitable words of memory as well as the names of those "crew members" who have donated \$1000 to the memorial.

The final drawings of the memorial are not available as this newsletter goes to press but will be ready for display at Stratojet 2002 in Seattle. We will also publish them in the next newsletter.

Let me hasten to assure you that anyone who has contributed to the memorial and is not entirely pleased with this change of plans will receive their money back. If, however, they remain committed to the new plan, the memorial at the Air Force Museum, the same rules will apply. \$1000 contributors, "crew members" will have their names engraved on the monument. All others names will be tastefully preserved in a Book of Memories to be kept at the Air Force Museum.

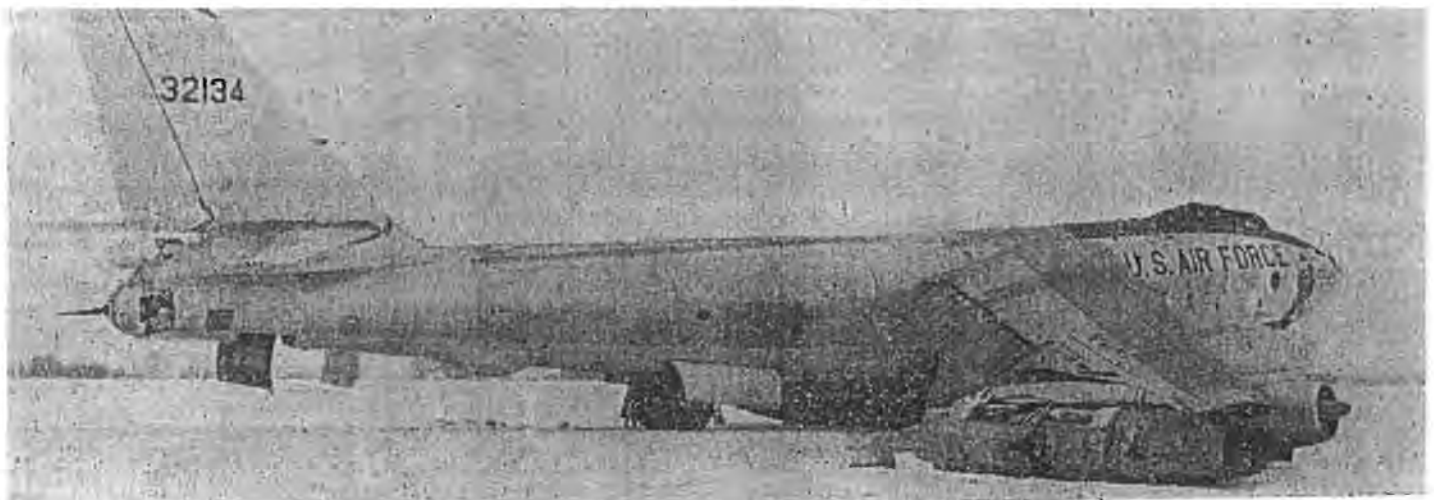
As soon as the details are finalized, we will be in touch. Hopefully, we'll see you all at Stratojet 2002 and we can view the drawings together.



Does anyone recognize this airman? This picture was taken in one of the barracks at Greenham Common by G. Dan Salvo who was TDY to Greenham in the Fall of 1957. The individual was reported to have married an English girl named Mona from Reading, UK. Forward any information to Jonathan Sayres at salsaking@ntlworld.com. Jonathan has provided the editor with a great deal of information relating to Greenham Common and any assistance you could provide him would be greatly appreciated.

SAC reunion in Savannah in May. 352 people attended the reunion; the next reunion will be held in Barksdale in 2004. What was the Society of SAC will continue as an informal organization, meeting every two years. However, it appears that the group will need a cadre of leaders and money to plan for the next reunion.

Below. From an English paper 2/ 5/ 1963. B-47E 53-2134 assigned to the 307th BW at Lincoln AFB, NE crashed at RAF Greenham Common on February 4th. The AC, Capt. Paul J. Canney, was attempting to land in a snow-storm with a crosswind that caused the aircraft to drift to the right. When the AC attempted a go around the # 6 engine did not accelerate and the loss of thrust caused a wing tip to drag. As the AC was struggling to put the aircraft on the ground the copilot, Capt. Richard West, ejected and was killed. The survivors were Capt. Canney; Lt. Donald Hickman, navigator; and S/Sgt. Bobby Odum. The aircraft was written off. This article is through the courtesy of Jonathan Sayres, the webmaster of Greenham Common web site.



Application to join the B- 47 Stratojet Association

Dues are \$15 a year payable each January. Dues payments should be mailed to Mark Natola, Secretary of the B-47 Assn, 23 Oak Ridge Rd, W. Lebanon, NH 03784. Tel.603-643-3833. e-mail: mark.natola@hitchcock.org

Name: _____
 Spouse: _____
 Address: _____
 City: _____
 State: _____ Zip: _____
 Tel: _____ FAX: _____
 e-mail: _____
 Your position in the Air Force: _____
 Bomb Wings you served with:
 _____ BW from _____ to _____,
 _____ BW from _____ to _____
 _____ BW from _____ to _____
 Civilian:
 Your position / job: _____
 Company: _____
 from: _____ to _____
 Comments: _____

Association Memorabilia

1. Association Pin \$10.
2. Association Patch \$ 5
3. Association T-shirts, currently unavailable.
4. Pewter airplane tie pin \$ 5.
5. 1,000 hour pin \$ 25.
6. B-47 Place mat /mouse pad \$ 3.
7. B-47 Golf Cap \$12
8. Mugs \$ 10
9. Reunion Golf Visor \$7.
10. Engraved reunion 2000 wine glass \$5
11. 3,500 hour pin \$25

Checks should be made payable to the **B-47 Stratojet Association**. Postage and handling are included in all costs. Mail your orders to **George Brierley, 53 Mountain Ave, St. Johnsbury, VT 05189**

B-47 stationary The stationary package contains 25 sheets of writing paper and 25 envelopes. The cost is \$13 that includes shipping and handling. The stationary may be obtained from Wen Painter P. O. Box 719, Mojave, CA 93502. Checks should be made payable to the B-47 Stratojet Association.

Vermont B-47 Archaeologist Seeks Help

On June 12, 1958 B-47E 53-1931, call sign Oatmeal 51, of the 96th BS/ 2nd BW at Hunter AFB, GA crashed into a mountain near Enosburg, Vermont while attempting to land at Plattsburgh AFB. The aircraft was part of a three aircraft cell that was deploying on a Reflex mission overseas. Over the Holton, ME VOR the aircraft were diverted to Plattsburgh as the weather at Loring was too poor for landing. The aircraft crashed while under GCA control. Those killed were; Capt. Arthur Craven, AC, age 38 of Weimar, TX ; 1st Lt. Frank J. Jannorone Jr., copilot, age 25 of Nutley, NJ; 2nd Lt. William G. Gulbertson, navigator, age 22 of Union City, IN; and S/Sgt. John Wills, age unk., Savannah GA.

Brian Lindner is working on a chronology of military aircraft accidents in Vermont and has documented nearly 100 of them. He and his son have visited the crash site where they found a great deal of wreckage including a drogue chute that his son recovered. Brian is interested in hearing from anyone who knew the above crewmembers and could provide him with information regarding them. His address is: 968 Maggies Way, Waterbury, VT 05677-8035. Tel. 802-244-7755. E-mail BLindner@Nationallife.com

Right. The crash site as it appeared the morning following the crash. The force of the impact is readily apparent from the paucity and size of the debris.



Left. As the site appears today.



Right: Brian and his Son working at the site, his son is pulling the chute out of the muck.



B-47 Stratojet Association
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San Antonio, TX 78233

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RICHARD L. PURDUM
13310 S 26TH AVE
BELLEVUE NE 68123-1909



LINCOLN AIR FORCE BASE

PEACE

IS OUR

PROFESSION



The sign that greeted you at the entrance to every SAC base.

Courtesy: Bob Loffredo