The Stratojet Newsletter

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

Dedicated To The Memory Of
Robert M. Robbins
1916-2005

Robert Morris "Bob" Robbins was born on 15 May 1916 in Wilkes-Barre, PA to Mr. and Mrs. Auber J. Robbins. He attended Wilkes-Barre schools and later graduated from Wyoming Seminary. Bob earned his pilot's license in the mid-1930s in an Aeronca C-3 at his hometown airport in Bloomsburg, PA. After earning an aeronautical engineering degree from the Massachusetts Institute of Technology in 1938, he went to work for Pan American Airways. He then completed his airframe and powerplant licenses and became a flight engineer on Boeing 314 flying boats assigned to the transatlantic routes, logging some 1000 hours in 26 crossings.

In 1941, Robbins got the job of which he had long dreamed, test flying with Eddie Allen of the Boeing Company. He was a project pilot on the B-17, project pilot for the XPBB-1 Sea Ranger, and became project pilot for the XB-29 when Allen was killed in the crash of the #2 XB-29. N. D. Showalter, Chief of Flight Test at Boeing, selected him to be the project pilot for the XB-47. He was closely involved in the Project Design Group and made the first flight on the 44th anniversary of the Wright Brothers flight. After conducting Phase I tests on the new B-47, he made the first flight of the #2 XB-47 on 21 July 1948. Bob then left test flying to resume his engineering career as an assistant project engineer on the B-47B. When the Stratojet program moved to Wichita KS, the Robbins family made the trip, and over the next 30 years, he served as project engineer for the B-47C and program manager for the B-52 and KC-135. In 1977, he accepted a

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Roll Call of Honor

Robert M. Robbins passed away on 18 May 2005 at Ormond Beach FL. Bob flew the first flight of the XB-47 on 17 December 1947.

Ann Robbins, wife of Bob, passed away on 18 May 2005 at Ormond Beach, FL.

J. D. Moore (Maj. Gen. USAF, Ret.) passed away on 19 March 2005. He piloted the last B-47 flight on 17 June 1986,

Bruce Reutler passed away on 25 February 2005.

Important Reminders

• Pay your dues for 2005

• Send dues to Mark Natola, Secretary

• Send address, email, & telephone corrections to Mark Natola.

• Send newsletter articles, photos, news, etc. to Mike Habermehl, Editor.

• Mark calendar for **21-23 September 2006** - Next Reunion

position as Boeing's Resident Manager at General Electric, Daytona Beach FL, for the B-52/KC-135 Weapon Systems Simulator Trainers. Having found Florida to his liking, Bob decided to retire on 1 January 1979. He maintained an active pilot's license until then.

Since his retirement, he had been very active in the B-47 Stratojet Association (attending and addressing the first three reunions), the Commemorative Air Force (CAF), and the Board of Visitors of Embry Riddle Aeronautical University. As a member of the CAF, he had the opportunity to fly *Fifi*, the world's last flying B-29. He thus became the only pilot to have flown both the first and the last B-29s. He was a member of the Society of Experimental Test Pilots and a Fellow in the American Institute of Aeronautics and Astronautics.

Bob married Ann Howard in 1943. They were blessed with two children, Robert Jr., and Patricia Froelich, and six grandchildren.

Page 2, Bottom, It was Robbins who put the first yaw string on a B-47. He fixed a length of nylon parachute chord in front of the XB-47 windshield to ensure coordinated flight. It became a feature of every Stratojet built. Photo: R. M. Robbins

Above, Bob Robbins was a happy man who loved the B-47. The success of the first flight of the XB-47 is written on his face as he exits the airplane at Moses Lake. (Photo: R. M. Robbins)

Left, Bob shares a laugh with Guy Townsend. When the XB-47 Phase I tests were completed, the airplane was handed over to the USAF test team headed by Col. Townsend. Note the stepladder used to enter the Stratojet in the top photo. By the time the photo at left was taken, the standard entry ladder had been installed. (Photo: Boeing)

A Sketch Of Memories Of My Friend Bob Robbins

Jim Fraser is seen here at the reunion in Odessa, TX, 2002 recounting XB-47 flight testing . He has attended all of the reunions. When your editor asked him to write an article about his friend and colleague, he graciously submitted the following.
Photo: Sigmund Alexander

Bob and I became close friends from the time he arrived at Boeing. I had hired on before Pearl Harbor, officially reported January 5, 1942, and had Pilot status in Engineering Flight Test about the time the Robbins family happened to take-up residence in our neighborhood. Bob and I did a lot of car-pooling and the wives were immediate friends.

Bob had been hired from Pan Am where he was Flight Engineer and "mother hen" on the transatlantic flights of the huge Boeing 314 Clipper boats flying to the western Mediterranean. We were building another long-range flying boat, a prototype for the Navy dubbed the *Ranger*. Bob was a clear choice to be Project Pilot on its testing. He was an M.I.T. grad, held federal aircraft and engine ratings, and was experienced in instrumentation and radio problems. But could he fly an airplane? Some might say "barely" with his modest amount of private flying hours. It was a lesser concern to Boeing. Bob went to work getting the training and experience to qualify for the gamut of top federal ratings.

When the opportunity arrived, Bob got the nod on demonstrating the *Ranger* to the Navy Commander. I was onboard as a second Boeing pilot (to make it legal) and ended up sitting in the top gunner's roost. I had no previous experience with the aircraft and to make it more interesting, Bob had never flown it from the left seat! I guess our veteran boat pilot had said, "Bob can handle it!" And he did indeed handle it. I saw the correct level of pre-flight instruction given to the Navy man and the careful and timely introduction of various engineering features, all enabling the Commander to understand and take over

the aircraft relatively quickly. I sensed the Commander was very impressed by the Ranger and later learned that he was effusive in telling Boeing management how skilled and competent Bob had been in demonstrating the craft. But as things ebb and flow in wartime, the Navy eventually decided it could do some juggling and make-do without the Ranger, so the program was scrapped.

This was Bob on his way to sweeping through outstanding contributions to development of the B-17 series and particularly the highly technical, very advanced and distressingly bogged down B-29. This plane was constantly pushed to limits to finally get it developed and effective. In the meantime, the military ordered it into "build and fix" production. At the same time, with great loss of life, the U.S. military was conquering certain Pacific islands needed for B-29 airfields.

Now for a fast turn to Bob's being appointed as the XB-47 project pilot. In summation it was a clear case of "cream rising to the top," or to paraphrase an old brokerage TV ad, "He earned it."

The flight test pilot crew then began discussing Bob's selection of co-pilot and back-up man. The choice of Scott Osler as co-pilot surprised no one because they had flown many demanding flights together, and Scott had the technical expertise and a calm and capable manner of handling flight emergencies. One wonders how many eyebrows were raised when I was selected as back-up man? In my defense, I had been the first Boeing pilot to solo a jet fighter—in late 1945 at Wright-Patterson. I also flew eight different Air Force and Navy fighters in preparation for the hot new B-47. Bob and Scott toured the industry flying aircraft with modifications installed to simulate B-47 features such as bicycle landing gear, while I boned up more intensely on the aircraft.

We've all heard Bob's description of the successful first flight. I was buoyed to get a call to fill in as co-pilot twice during the first hours of flight of the XB-47.

After Bob completed the initial testing, he took on a big, non-flying position in Wichita. Scott easily assumed command with me as co-pilot. During an autopilot test, the canopy came unlatched and struck Scott directly, killing him instantly. Fortunately, I escaped injury as the latch spikes dug into the fuselage and held there. I climbed into the front seat, landed the plane (blowing the tires to meet the ambulance) and rushed to inform Marge Osler and my wife, who had come over from Seattle for the weekend. I had the base doctor sedate them immediately—it was a

sad weekend in Moses Lake.

Following repairs and modifications, the B-47 project was moved to Wichita and I elected to remain in Seattle to take a position in Boeing headquarters. The Frasers and Robbins have remained in contact over the past 60-some years, and it was sad indeed when we learned of Bob's and Ann's passing.

Jim Fraser
Sedona AZ

Editor's Note

The voice on the telephone said, "Hello Mike, this is Bob Robbins, I hear you are interested in the history of the B-47." That call initiated a relationship of some 30 years and the high-pitched voice on the other end would become a familiar one. He invited me up to Wichita and treated me royally with Boeing's B-47 personnel at my disposal. I remember thinking on my way home that I had just spent some quality time with a group of people who were deeply satisfied with their work.

Bob was fiercely proud of his long Boeing career and his contributions to the B-29 and B-47 programs. He never tired of telling the story of the first flight of the XB-47 and the Phase I tests that followed. Yet Bob was a humble and gentle man who loved his wife, his children, and his country.

Bob remained enthusiastic about airplanes throughout his life. I spent an evening with him at the reunion in Odessa and he was as excited as a kid telling me about flying the CAF B-29, *Fifi*. He said "I didn't land it, but I think I could have." When I saw him a couple of days early at the B-47 reunion in Seattle, he said "I came early so that I could go down to McMinnville, OR to see the Spruce Goose. I always wanted to see it." He also stayed late that year and took a biplane tour of the San Juan Islands, relating that it was the first time he had been in an open-cockpit biplane since the 1930s.

I missed him at the Dayton reunion last year and had hoped that he could make it to Wichita in 2006. Alas, that was not to be and we will dedicate this reunion to his memory. Bob Robbins was a quality man and the B-47 Stratojet Association is indebted to him for his support, enthusiasm, and wonderful presentations. Godspeed, Bob.

Mike Habermehl

Scott Osler, Bob Robbins, and their boss, Chief of Flight Test N. D. Showalter, in a photo taken before the first flight of the XB-47. Both pilots were heavily involved with the design team. Robbins remembered taking system drawings home and laying them out on the floor to study for the demands of the first flight of a radically new airplane. The preparation paid off and the flight was perfect except for a weather delay and a false fire warning light.
Photo: Boeing via R. M. Robbins

J.D. Moore, 1932-2005

Major General John "J.D" Moore was born in Walnut Ridge, AR on 31 January 1932. He passed away on 19 March 2005 at his home in Westlake Village, CA.

JD spent his early days on the family farm in Illinois before moving to California in 1940. As a student at Glendale High School, he displayed a passion for the trumpet, rebuilding cars, and aviation, eventually qualifying for a private pilots license. After graduation, he joined the USAF Aviation Cadet Program. Upon graduation from pilot training, JD instructed student pilots at Vance AFB, OK. Before moving to his next assignment, he married Joyce Quigley, his high school sweetheart. They soon moved to March AFB where JD became a B-47 aircraft commander and the father of a son, Gregory. Before leaving March, he transitioned to the B-52 and after many years in Southern California, he was transferred to Grand Forks AFB, ND. Over the next four years, he moved to Eglin AFB and then to Barksdale. After the last move, he made a decision to leave the active duty Air Force and begin a career with American Airlines that lasted for over twenty-five years.

Gen. Moore's career had many highlights: flying C-141 missions that repatriated the Vietnam POWs, serving as Mobilization Assignee to Commander-In-Chief Strategic Air Command from 1983 until his retirement, assisting SAC in re-engining the KC-135 fleet and introducing the KC-10 to SAC, and serving as Chairman of the Allied Pilots Association's Safety and Accident Investigation Committee.

Perhaps the most exciting highlight was the last flight of a B-47 when he delivered it from NAS China Lake to Castle AFB. The old Stratojet (52-166, now named *Spirit*) had sat in the desert as a target for over 17 years when the museum at Castle decided to restore it for display. A decision was made to fly it out and JD was chosen for the front seat. After four years of restoration on the China Lake ramp, the flight was made on 17 June 1986. Soon after takeoff, JD lost his airspeed indicator. He later lost primary elevator control and both aileron power units. The approach and landing at Castle was dicey and in JD's words, "the last

fifty feet were indeed exciting and we didn't land, we arrived." The video of the flight has been featured at several reunions, with Gen. Moore providing the commentary at Odessa in 2000. He was to do it again at Dayton last year, but recovery from open-heart surgery prevented his coming. Co-pilot Dale Wolf provided the details in his absence.

J.D. remained active in the aviation community until just recently. He maintained and flew a *Ber Cout* single engine canard-type airplane at Camarillo Airport. He and Joyce had three grandchildren, Samantha, Jackson, and Jared.

*This article was based on the obituary by Sandy Gill Keyman published in the June 2005 issue of **The Beam**, monthly magazine of the Quiet Birdmen. It was used by permission.*

J. D. Moore and the Stratojet he delivered to the Castle Air Museum. This airplane served with the 9th BW (54-57), 509th BW (57-60), and the 40th BW (60-64). It was delivered to the Navy at China Lake on 17 August 1964. Photo: Dick Purdum

Radar Bomb Scoring: RBS Operations

Author's Note: Those of us who served in SAC during the Cold War were only too familiar with RBS sites. Every training mission we flew involved hitting simulated targets on RBS sites. There were exceptions, pilot pros, reflex and ADC/ECM "Big Blast" missions. Hitting the target consistently could earn spot promotions to the next highest rank for the aircraft commander and navigator. Bad bombs could lead to a crew break-up, bad ERs (Efficiency Report), and even discharge from the Air Force. Articles have been written about RBS sites but I have never found one on the interaction that occurred between the air crew and the personnel at the RBS site on a bomb run. It was a chance inquiry by Dick Roush, regarding a crash that occurred on the Ironwood bomb plot, that became the genesis for this article. I am indebted to Dick Roush, retired IBM engineer; A1/C 1957-62 controller; Command Sgt. Major Brian A. Knight, US Army (Ret.), S/Sgt. USAF 1957-65, controller; David MacDonald; Greg Landretti ; and Dick Purdum, B-47 aircraft commander.

Forward

The Strategic Air Command (SAC) was founded on 21 March 1946 and General George C. Kenny was designated as its first commander. At the time SAC was part of the Army Air Forces and it was not until 18 September 1947 that the Air Force became an independent separate service. The primary mission of SAC was to preclude the Soviets from attacking the United States and the European West. In the event of war, the Command would use nuclear weapons to bring a halt to Soviet aggression. General Kenny, the former commander of the Far Eastern Air Forces under General MacArthur, proved himself to be a brilliant combat commander. However, he was never able to mold the Strategic Air Command into an effective fighting force.

In the spring of 1948, at the behest of the Air Force Chief of Staff, General Hoyt S. Vandenberg directed Col. Charles A. Lindbergh, USAF (Reserve), to investigate the short comings of SAC's combat readiness. His findings were scathing and General Vandenberg was left with no other option than to replace General Kenny as Commander-In-Chief Strategic Air Command (CINCSAC). On 19 October 1948, Lt. Gen. Curtis E. LeMay replaced General Kenny as CINCSAC. On 9 November , SAC moved from Andrews AFB, MD to what was formerly the Martin Aircraft Factory on Offutt Air Force Base, NE.

In January 1949, LeMay ordered the entire command to fly a simulated radar bombing mission on Wright-Patterson AFB to ascertain the combat capability of the command. The results were appalling; not one crew flew the mission

as briefed. The average error for the 303 missions flown was 10,090 feet. Training had to be radically changed to insure that SAC crews could hit their assigned targets with the degree of accuracy required. Radar Bomb Scoring (RBS) was a key element of the new emphasis on realistic training. In 1947, there were only 880 scored bomb runs, but in 1949 the number rose to 28,049. By 1959, there were 26 RBS sites, 21 located in the United States and five outside the country. Those outside the United States were located at Montreal, London, San Juan, Guam, and Marrakech. The RBS sites were under the control of the Combat Evaluation Group (CEG) that was assigned to the 2nd Air Force at Barksdale AFB, LA.

By 1959, the Soviets had vastly improved their air defense capabilities and now included all-weather fighters and surface-to-air missiles. This led SAC to revise its penetration tactics from high to low-level altitudes. At end of 1959, there were twelve low level "Oilburner" training routes. Eventually all the high altitude RBS sites were converted to low-level sites. To keep the crews proficient in high altitude bombing, SAC reached an agreement with the Army Air Defense Command to utilize Nike SAM sites for high altitude RBS runs.

In 1961, low level training was diversified with the addition of the *RBS Express*. The *RBS Express* was a self-contained RBS site mounted on railway cars that could be moved all over the country. The objective of the *Express* was to test the capability of crews to bomb unknown targets. No radar film could be used for the selection of aiming points. Aiming points were to be determined by the target officers in the bomb-nav section using only maps. A wing's success on *RBS Express* was determined by whether the target officer had picked the right Offset Aiming Point (OAP) or not. Low level training routes persist till this day and are utilized by both the Air Force and Navy. The Nike sites are gone; the Nike Air Defense system was scrapped as an anachronism in the missile age.

The RBS System was utilized in both conflicts in Korea and Vietnam. In Korea, RBS sites guided strikes, code-named *Tadpole*, against the North Koreans. In Vietnam, RBS sites, code-named *Combat Skyspot*, directed over 300.000 USAF, Navy, Marine, and RVN re-supply, reconnaissance, and tactical air missions, as well as 75 % of all B-52 *Arclight* strikes.

A Typical Low-level RBS Site

The low level RBS sites were located throughout the country on military or government land. They were located in

rather remote areas to reduce air traffic control problems with civilian aircraft and minimize noise complaints created by low flying jet aircraft. All the equipment, operational stations, and maintenance facilities were housed in ten or more trailers. The crews lived on the economy and ate their meals in town. Life could be quite pleasant in the backwoods of America. However, the advent of the *RBS Express* radically changed living conditions of crews assigned to the trains. Living and dining facilities were tight on the train and they were located far from the lights of any "big city." The train was moved to a new site every 90 days.

Approximately fifty men were assigned to a low-level site. Equipment maintenance was accomplished on weekends or when the site was down. They worked shifts and the workload was pretty routine except when a wing was flying an Operational Readiness Inspection (ORI). During this period, the site was operational around the clock as the bombers hit the site at a rate reminiscent of those of WW II

bomber streams. The bomber crews were under pressure to hit the target and site personnel were also under pressure to score all the aircraft. An abort for a site crew was the equivalent of a bad bomb for an aircrew. The RBS plotting crew consisted of an Officer-In-Charge (OIC), a W.O. or a Lt., the crew chief, a S/Sgt., a controller, a recorder, a plotter, and radar and ECM operators. Future RBS crewmembers spent a year at the electronics school at Kessler AFB prior to being assigned to a site, where they operated and maintained the equipment. The site controller was responsible for maintaining radio communications with the air crews. These communications were tape recorded, and were a primary source of information for analysis in the event an aircraft was lost on a bomb run.

The site was equipped with "S" and "X" band acquisition radars; the type used in the early sixties was MPS-9. The other associated equipment consisted of a radar jammer and MSQ-2 plotting van that contained the M-33 plotting system.
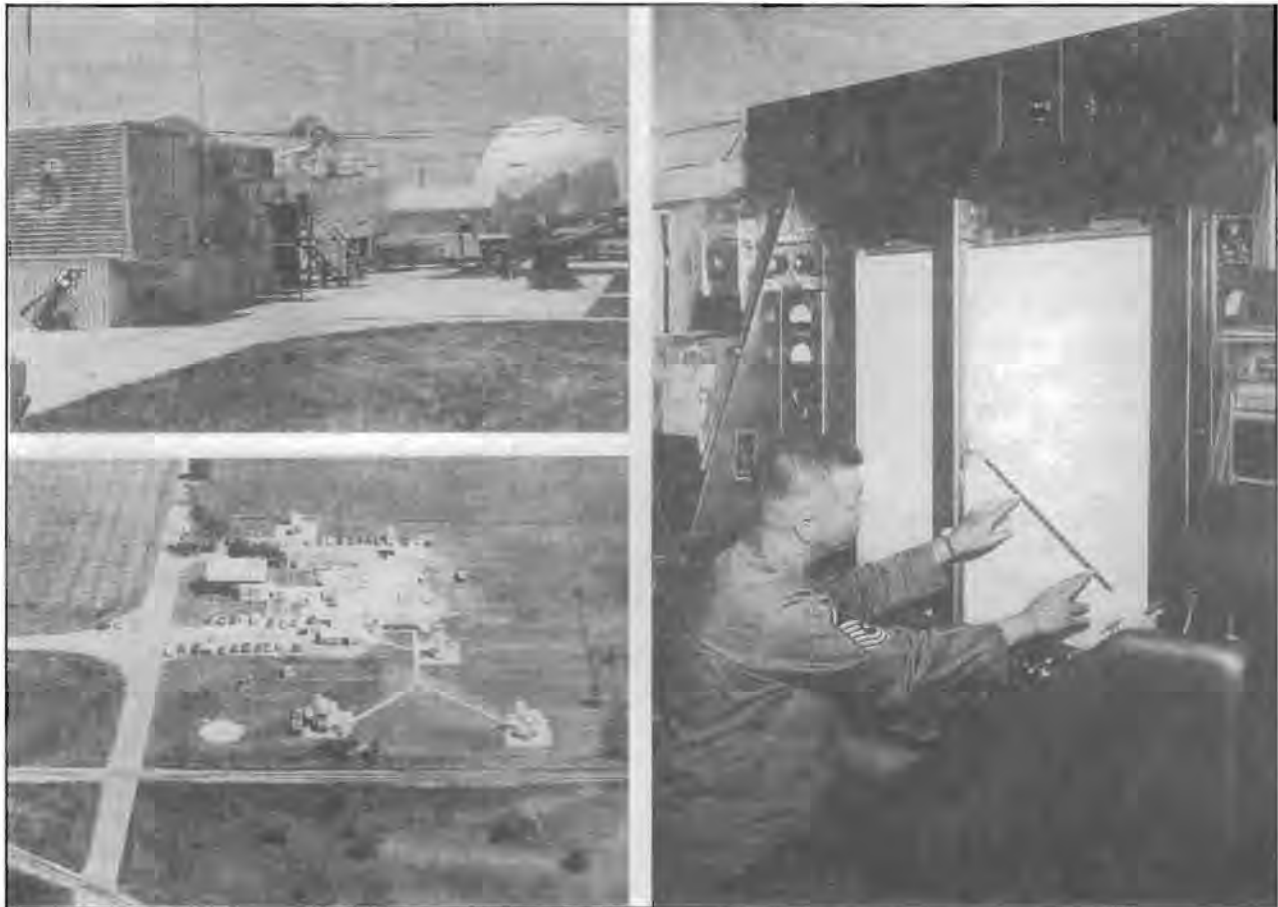
Top left: This is a typical RBS site, replete with trailers and radars used to electronically score the SAC bomber crews. Right: Here is a SMSgt. Assigned to an RBS site using a bomb plot board. Bottom Left: This aerial view shows an overview of Det. 10. RBS Sq. 11 at Bismarck, ND. The site was located adjacent to a farmer's field and a rail line.   *photos via: Sigmund Alexander*

The Ironwood Bomb Plot

Author's note: What follows below is a reconstructed version of what a bomb run would have been like in the early 1960s on the Ironwood, Wisconsin RBS. I am indebted to Dick Roush and Command Sgt. Brian Knight for their inputs and to Dick Purdum for recalling the difficulties involved in trying to maintain contact simultaneously with both Air Traffic Control (ATC or Center) and the RBS site. The aircraft in this chronology has been given the call sign of **Root Beer**. *The call signs of each wing were changed randomly and frequently to confuse the Soviets, who monitored SAC radio traffic. Ironwood bomb plot is shortened to* **BP**.

The B-47 was equipped with a UHF radio on which the crew had to maintain almost simultaneous contact with both the bomb plot and ATC. Prior to making the initial contact with bomb plot, the crew had to notify ATC that they were leaving their frequency to contact bomb plot. On contacting bomb plot, the crew relayed the information with all the pertinent bomb run data. Then it was back to the Center, notifying them that the aircraft would be making a bomb run and the Center would be contacted following completion of the run. After the completion of the run, the Center provided the crew with departure/climb-out clearance information. Then it was back to bomb plot to receive their score and notify them that the aircraft was departing. On a race track route, after they had reached their assigned altitude, the crew would contact the Center to request clearance for a short entry to the bomb plot again. On approval, the crew would contact the bomb plot and initiate another bomb run.

The Run

Root Beer 38 : **"Ironwood Bomb Plot, this is Root Beer 38."** *Author's note: There was a 20 minute, more or less, separation between aircraft on a bomb run and the bomb plot had to positively identify the aircraft making the run. The distance at which the initial contact with the bomb plot was made is unknown, but Dick Purdum said it was way out before the Initial Point (IP.). The bomb plots were constantly busy, and their operation resembled an assembly line by the repetitiveness of the work and the emphasis on time.*

BP: "Root Beer 38, this is Ironwood Bomb Plot ready to copy bomb run information, over".

Root Beer 38: "Root Beer 38 will be making a short look large charge on targets India and Kilo followed by a timing run on target Lima. Crew number Sierra-88, navigator : Alfa, lima, echo, xray, alfa, november, delta, echo, romeo. ETA to the IP, Ladysmith, is 1920 Zulu. Did you copy; over?" *Author's note: I do not recall the type of ECM information that was transmitted to the bomb plot.*

BP: "Affirmative, Root Beer 38 will be making a short look large charge on targets India and

Kilo followed by a timing run on target Lima; crew Sierra-88, navigator Alexander; ETA to the Ladysmith, IP, is 1920 Zulu."

At this time the bomb plot controller would annotate his log, and the recorder would make entries in his log and begin his computations. The plotter would enter the target information into the computer and mark the target in the middle of the plotting board. The plotter would also draw a North/South line near the target and annotate the sheet with required information. The radar would begin scanning for *Root Beer 38*.

BP: "Root Beer 38 have a positive ID on you."

Root Beer 38: "Roger the ID, bomb plot."

Root Beer 38: "Ironwood Bomb plot, Root Beer 38 departing the IP."

BP: "Roger 38, bomb plot has you departing the IP at 1921Z."

ECM evaluator stands by ready to score the ECM jamming effectiveness of *Root Beer 38*.

Root Beer 38: "Bomb Plot, Root Beer 38 detects your lock- on and am jamming your site."

BP: "Roger 38, this bomb plot confirms your jamming, at this time you may cease jamming."

The site would rate the effectiveness of the jamming and score it. *Author's note: Stan Flentje, a former B-47 AC, informed me that the ECM jamming was performed prior to the IP. He stated the copilot had to be prepared to break a lock-on at any time following positive ID by the bomb plot. The effectiveness of the copilot's ECM jamming was rated by his ability to quickly break the bomb plot lock-on once it had been achieved.*

Root Beer 38: "Bomb Plot , 38 is 50 miles out."

BP: "Roger 38, bomb plot has you 50 miles out at 19XX Z."

Root Beer 38: "Bomb Plot, 38 is 25 miles out.

BP: "38, Bomb Plot has you 25 miles out at 19XX Z." *Author's note: when the plane is within "plotting distance," the RBS plotter starts tracing the ground-track of the aircraft on*

The RBS Express somewhere in rural America awaits the next SAC bomb run. Photo: via Sigmund Alexander

the plotting board. Radar information is fed to the plotting pen via the computer. The pen marks the aircraft's ground path at 3 second intervals, pips.

Root Beer 38: "Bombs away, Bomb Plot"

The tone is activated at 20 seconds to go.

Root Beer 38: "Bombs away, Bomb Plot."

The tone is activated at 20 seconds to go for the second release of the Short Look Large Charge..

Root Beer 38: "Bombs away, Bomb Plot."

The tone is activated at 20 seconds to go for the third release, a timing run. *Author's note: at times the bomb plot had a minute or less between releases and the runs were scored with only the last few pips. This was caused by squeezing in additional runs, "boot leg runs," requested by air crews.*

BP: "Roger 38, bombs away at 19XX Z, awaiting release information."

Root Beer 38: "Bomb Plot, true heading was 030 degrees and true airspeed was 425 knots.

BP: "38 Confirm true heading 030 degrees and true airspeed was 425 knots. *Author's note: The plotting pen would automatically be lifted from the paper at the end of the twenty second tone. The plot would continue after bomb release for a few more seconds. On a high altitude run, if the aircraft did a "combat left" or "combat right" maneuver, the plot would continue for a few minutes after release. The RBS plotter received figures from the recorder, drew in the actual heading line over the trace, marked off ten "pips" to measure actual ground speed, and used a Weems plotter to measure the heading of the aircraft. The recorder gave the plotter more information, and the distance from release to bomb impact was marked on the line indicating*

the path of the dropped bomb. The distance and azimuth from target to impact was measured by the plotter and the information given to the recorder. This information was then encoded into an eight digit number (which changed every day) as a score and given to the controller. There were few bomb run score errors. At the end of the day, all bomb run plotting traces were sent to the replot section for recheck. These traces were then sent to the 1st CEG Headquarters where they were rechecked again.

BP: "Root Beer 38, this is Bomb Plot with your score."

Root Beer 38: "Go ahead Bomb Plot, ready to copy."

BP: "38 your score is 12345678. Read back please."

Root Beer 38: "Bomb Plot score reads 12345678."

BP: "38, affirmative, you are clear to depart Bomb Plot. Have a good day sir,"

Root Beer 38: "Thank you bomb plot, we are departing your site at this time." *Author's note: On a high altitude bomb run, if there was a combat maneuver a letter would follow the numerical score given out by the bomb plot. The letter rated the effectiveness of the combat maneuver. When I flew the Oil Burner Hangover route that ended with bomb runs on Watertown bomb plot, I remember using my radar to jam the site following the last release. I do not recall if the copilot was also actively jamming the site. A score that was the same as the additive meant that a shack had been scored.*

Though the years have passed and the equipment modernized, the bomb run sequence of events remains the same today. What occurs today between the aircraft and bomb plot would not seem alien to either the retired air or bomb plot crewmembers.

By Sigmund Alexander, Capt. & spot Major, navigator, crew N, R, E, S-88, 351st BS, 100th BW, Pease AFB, NH, 1959-64

Supply Room

Items are available from George Brierley, 5342 6th Place South, Gulfport, FL 33707. Make checks payable to the B-47 Stratojet Association.

Association T-Shirt	$15
Association Pin	$10
Association Patch	$5
Association mouse pad	$3
Association Mug (new design)	$10

Pewter B-47 tie pin	$5
1,000 hour pin	$25
3,500 hour pin	$25
B-47 Commorative medal	$10
B-47 Stationery	$13
(25 sheets/25 envelopes)	

Application For Membership - The B-47 Stratojet Association

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:_____

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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:

Mark Natola, Secretary/B-47 Stratojet Assn.,
23 Oak Ridge Rd.
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The First and The Last

J. D. Moore, who made the last Stratojet flight, Dick Purdum, former Association President and now Membership Chair, and Bob Robbins, who made the first XB-47 flight, at the Odessa Reunion, September, 2000.   Photo:Dick Purdum

~Next Reunion: 21-23 September 2006 - Wichita KS~