

The Stratojet Newsletter

April/July 2007 Volume 27

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



In the Cold War of the 1950s this was the most potent weapon in the world, a B-47 and its crew. Capt. James Sandman of the 320th BW 442nd Bomb Squadron at March AFB symbolizes the preparedness, competence, and determination of all B-47 flight and ground crewmen during those times. It is the goal of the B-47 Stratojet Association to preserve the history of these men and their machine who held the line against totalitarianism and served their country by keeping the peace. The long days and nights, the endless alerts, the weeks away from home and the stress of serving in a rigid and uncompromising Strategic Air Command kept the western world safe and free. May we and those who come after never forget!

Photo: USAF

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Roll Call of Honor

William F. Johnston, of Seaford, Delaware, passed away in April, 2005.

Alwyn T. Lloyd died in July, 2007. Al was the author of many books and articles including *A Cold War Legacy*, *A Tribute To Strategic Air Command, 1946-1992* and *Boeing's B-47 Stratojet*. He was a long-time Boeing employee at Seattle.

James R. O'Neil, Citrus Heights, California, passed away in January, 2007.

William T. (Tom) Y'Blood died December 16, 2007. Tom flew RB-47Hs and EB-47E(TT)s with the 55th SRW. He later became a USAF historian. Tom published the first widely available B-47 history, *B-47 Stratojet In Action*, in 1976.



Important Reminders

- **Pay your dues for 2007** (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. NOTE: new email address: cmhs@sbcglobal.net
- Invite a friend to join the Association.

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>

Minutes Board of Governors Meeting June 9, 2007 Marietta Conference Center Marietta, GA

Attendees:

- Sigmund "Alex" Alexander, President
- David Hitchcock, Vice President
- Bob Griffiths, Treasurer
- Mike Habermehl, Editor of the newsletter
- Don Cassiday, Member of the Board

1. The meeting could not be held on Friday as scheduled due to late arrival of Don Cassiday's flight. The meeting was held Saturday morning in the dining room of the Center.

2. Don presented his findings on the status of the XB-47 at the Chanute Air Museum. The XB-47 is the property of the National Museum of the United States Air Force. The aircraft is stored in the open and has been ravaged by the weather, and restoration work on the aircraft is planned.

- a. The Board agreed to provide the Museum with \$1,000 for the restoration of the aircraft.
- b. Pete Troesch will coordinate the restoration effort of the volunteers.
- c. Mike Habermehl will have an article in the newsletter asking for restoration volunteers in the Rantoul area.
- d. Sigmund Alexander will write a letter to the editor of *Air and Space* magazine seeking assistance in raising funds for the XB-47 restoration.

3. Tom Hatten has agreed to provide the Association with a B-47 print that will be used for a fund raising raffle at the reunion. Alex will ask Tom to mail the print to Bob Bowman, who has agreed to have the print framed. The Association will reimburse Bob for expenses incurred.

4. Bob Griffiths presented the Treasurer's report, which was accepted by the Board. The report will be published in the next newsletter.

5. Dick Purdum, the Membership Chairman, provided the Board with his report. As of 16 May, the Association had 288 life time members. Dick contacted 100 members regarding delinquent dues for 2004/2005, and as a result, he was able to collect \$925 in back dues. We will have 822 paid-up members after delinquent dues members are dropped.

6. Recognition of B-47 wings - Alex will contact various bomb wing associations and alumni to determine if they would be interested in having their wing/wings service recognized in base ops or airport terminal. The recognition vehicle would be a glass framed picture of a B-47 with a brass plaque underneath, identifying the wing and dates of service.

7. Challenge coin - David Hitchcock will determine the costs involved for B-47 challenge coin. The front of the coin will be the B-47 horn button with B-47 Stratojet Association 1998-2008 around the edge; the back, as suggested by Mike, will be the SAC shield.

8. Gary Hoselton's DVD on SAC - Alex will check with Gary regarding the DVD.

9. SAC Reunion 2008 will be held in Dayton/Fairborn, OH from 30 April- 4 May 2008. (See article on page 7 - ed.)

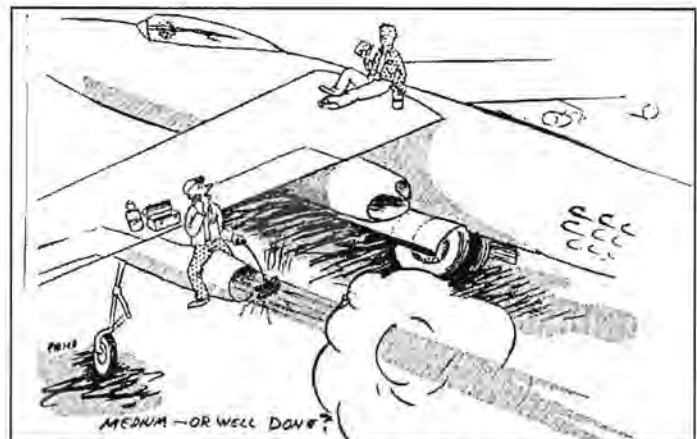
10. B-47 53-2280 still sits at the Air Force Museum grounds as no museum can afford to move it.

11. Oklahoma State Fairgrounds B-47 - David Hitchcock will provide the Board with a status report following its acquisition by the Kansas State Museum.

Sigmund Alexander
President B-47 Stratojet Association

Mayday

Lawrence Gibbs is looking for a 303rd Bomb Wing(M) patch to complete his shadow box. He is also interested in locating a photo of Davis-Monthan AFB (any area) where he was stationed from 1953-55. He can be contacted at 52 Blueberry Ter., New Bedford, MA 02745-2001.



From Lockheed Georgia's *Southern Star*. Courtesy of Lockheed Martin Corporation.



2008 Reunion In Marietta

The next B-47 Stratojet Association Reunion will be in Marietta GA on 25-27 September 2008. The Reunion Committee met with the Board of Governors at the June meeting and presented plans for what is shaping up to be a great time. Marietta is significant in B-47 history because the Lockheed plant there produced 394 Stratojets and maintained and modified many others. The plant produced two unique models, the QB-47E drone and the WB-47E weather reconnaissance bird, both of which were modifications of existing airplanes.

The site of the Reunion will be the Marietta Conference Center and Resort, a beautiful facility built on some very historic property. The Center is on the grounds of the former Marietta Country Club with its beautiful golf course. The property was once the site of the Georgia Military Institute built in 1851 as Georgia's first military school. During the Civil War, 10,000 wounded and sick soldiers received care in tents and brush arbors on the grounds.

Marietta is a beautiful town, just northwest of Atlanta, with a wonderful downtown square and close proximity to a number of Civil War sites, including the Kennesaw Mountain Battleground.

The Reunion Committee has planned a fine program. Thursday will feature our traditional welcoming buffet. A tour of the Lockheed facility followed by lunch at the plant is tentatively scheduled for Friday. Saturday's schedule has the B-47 symposium and activities especially for the ladies with the banquet in the evening. Mark your calendars now. Registration information will be available next Spring.



The Marietta Conference Center & Resort. Site of next reunion.

B-47 Restoration News

Help Needed At Chanute!!!

The second B-47 built, XB-47 46-066 is located at the Octave Chanute Air and Space Museum on the former Chanute AFB, Rantoul IL. Past President Don Cassidy and members Pete Troesch and Richard Redden visited the museum to discuss a possible rehab project for the airplane.

066 is truly a historic bird. The second XB-47 built, it was used for a number of experimental purposes and ended its life as a maintenance training airplane at Chanute and thus was acquired by the museum. The museum does not have room for the airplane under cover but is hoping to raise funds to eventually build a display hangar which would shelter the airplane.

Meanwhile, 066 is in need of external restoration. Don, Pete, and Richard recommended a program to the Association's board which recently met in Marietta GA.

The board approved this effort which consists of a contribution of \$1000 and a call for volunteer help from ex B-47 people located in Illinois and Indiana. A quick check of the association's roster shows that there are more than thirty folks who live within a reasonable driving distance of Rantoul.

Pete Troesch has agreed to act as coordinator and the museum will arrange for reduced rate accommodations for volunteers who can come to Rantoul and give a few days of work to the restoration project. The museum also has insurance coverage for restoration workers. If you are interested in working with Pete on this project, contact him at 309-662-1685 or patnpete@verizon.net.



XB-47 46-066 as it looked in 1954 when Gus Letto was at Chanute to take his Aviation Cadet Exams. Photo: Augustine Letto

B-47 Restoration...continued

WB-47E 51-2387 arrived at the Kansas Air Museum on 7 June 2007.

Photo: Andy Labosky

Kansas Air Museum Acquires WB-47E

Volunteers with the Kansas Air Museum sprang into a frenzy of activity last spring when they learned that the WB-47E (51-2387) located at the Oklahoma State Fair Grounds in Oklahoma City would be available. In fact, not only was it available it was being removed from its perch of many years and was threatened with scrapping.

Rounding up donations of money and equipment, Museum volunteers headed south to bring the Stratojet home. The airplane was removed from the pylons on which it was mounted (in company with a B-52, DC-3 and Aero Commander) and the wings were removed along with the empennage and other structural items. It was all loaded on trailers and trucked to the KAM site on the west side of McConnell AFB.

Association members toured the museum at the 2006 Reunion. Little did we know that it would soon be home to a Stratojet. There is now a B-47 on both the east and west borders of MAFB.

There is still a long way to go to reassemble the old bird and get it back into display condition but it is in basically good shape. The museum would certainly welcome donations and volunteers to assist in making this happen.

51-2387 was delivered 23 March 1953 and was promptly sent to the Grand Central Aircraft Corporation in Tucson for modification with the latest equipment. It arrived at Lake Charles AFB on 10 December 1953 until 3 November 1955. After Mod/IRAN at Tulsa 2387 spent the next two years with the 341st BW at Dyess AFB. From 7

August 1958 until 5 September 1959 the airplane was assigned to the 2nd BW at Hunter AFB and then it went to the 22nd at March AFB from 5 September 1959 until 2 February 1960. 2387 served as a trainer with the 4347th CCTW at McConnell from 1960 until 25 April 1963 when it was sent to Lockheed Marietta for conversion to the WB-47E configuration and assignment to MATS.

Hill Aerospace Museum Restores WB-47E

The WB-47E (51-2360) which was delivered to the Hill Aerospace Museum five years ago in pieces is now in one piece and ready to be painted.

The airplane was delivered to the USAF on 10 April 1953 and went immediately to Grand Central Aircraft Corporation in Tucson for mod work. On 10 March 1954 it was assigned to the 43rd BW at Davis-Monthan AFB until 3 May 1955 when it went to the 96th BW at Altus AFB. On 26 March 1957, 2360 was assigned to the 380th BW at Plattsburg AFB until going to the 321st BW at McCoy on 6 October 1960. On 10 August 1960 the airplane returned to the 96th BW at Dyess AFB and it remained there until delivery to Marietta for WB-47E modification on 7 January 1963. After the work at Lockheed was completed, the WB was assigned to the 53rd WRS at Hunter AFB and then later to Ramey AFB.

2360 was dropped from the inventory in July of 1966 and was soon loaned to the New England Air Museum at Windsor Locks, CT. The airplane was heavily damaged during a tornado in 1979 and languished for a number of years. In 2002 a C-5 from the 337th Air Lift Squadron delivered the aircraft to Hill. The Museum plans for an indoor display when the third display hangar is completed in the next few years.



The old bird looks pretty rough but at least it's together. Members of the 419th Combat Logistics Support Squadron (now disbanded) were responsible for getting it on it's gear and attaching all the pieces.

More On The Savannah Bomb

Last year we published a story about a nuclear weapon that was jettisoned from a B-47 into Warsaw Sound near Savannah, GA. The aircraft commander of that airplane sent the following letter to us and has consented to it being printed here. Editor

21 September 2006

I read your article, Savannah's H. Bomb, in the Stratojet newsletter, July 2006 Volume 25. I was the Aircraft Commander on that ill-fated flight in February 1958. This story should have died a long time ago. However, a Lt. Col. Derek Duke keeps this story alive by putting the fear that this is a live nuclear MK-15 bomb with it's capsule intact. Derek Duke gave an article to the author of a book which stated that an abandoned 7600 pound nuclear bomb is biding its time, waiting to rain death and destruction on the southern Atlantic coastline. If not disarmed, perhaps some sleepy Sunday morning an atomic fireball will erupt on picturesque Warsaw Sound, shooting along nearby heavily traveled Interstate I-95 and I-80 with a force of a hundred hurricanes, instantly vaporizing tidal wetlands and brutally striking a vibrant, thriving metropolis of women, children, more than 200,000 thousand people instantly incinerated into a crumbling deserted heap of radioactive rubble. See book *Bushwhacked* by Fred Dungen chapter 12 titled "So Long Savannah."

Now what kind of USAF Officer would continue to put out this garbage in hopes of publishing a book and maybe getting a contract for a movie? The Pentagon (USAF) has researched and investigated and been down to Savannah twice with all kinds of experts to search and see if any unusual radiation is present. The producer of the TV History Channel series titled "America's Lost Bombs, True Story of Broken Arrows" has done a thorough search of this mission. The search included:

President Eisenhower finally approved SAC to launch alert aircraft much less other aircraft with nukes onboard in early 1959.

I have my signed receipt that I made when I signed for the MK-15 at Homestead AFB, FL before we took

off on this USCM. It indicates that the capsule to the bomb was simulated and not loaded on board the B-47. In fact we found out later that the capsules had not been delivered to Homestead before the USCM.

A few other people believe that the bomb exploded when it struck the water. There was around 400 pounds of conventional explosives present in the MK-15. I have a strong opinion that this happened.

The two reports by the USAF are:

Air Force Search & Recovery Assessment of the 1958 Savannah, GA B-47 Accident, AF Nuclear Weapons and Counterproliferation Agency, 12 April 2001.

Air Force Assessment of Reported Elevated Radiation Resulting From a 1958 B-47 Accident. A. F. Weapons and Counterproliferation Agency, 31 May 2005.

Duke has inferred that my statement about the receipt I signed is bogus and the two Pentagon reports are bogus also. I wonder if he realizes that his continued reports may put him in a serious position in which he could be recalled to active duty and investigated.

Howard Richardson
Colonel USAF (Retired)

Addendum - 10/04/06

As pointed out in the 2005 Air Force Report, the MK-15 was produced in two versions. MK-15 Mod 0 had a removable capsule. The MK15-MOD 2 had a non-removable capsule. We carried the MK-15-MOD 0 and the capsule which was removable was not onboard and capsules had not arrived at Homestead before the mission of 4-5 Feb. 1958.



Cold War Certificates Available

Eligible individuals who have been holding off applying for the Cold War Recognition Certificate in order to avoid the initial rush may now find it a good time to apply. Officials report the program is still going strong and the turn around time has been cut from six months to the current two months.

The certificate was authorized by the FY 1998 National Defense Authorization Act. The Secretary of Defense approved awarding Cold War Recognition Certificates to all members of the the armed forces and qualified federal government civilian personnel who faithfully and honorably served the United States anytime during the Cold War era - defined as Sept. 2, 1945 to Dec. 26, 1991.

Fax the application with your supporting document to 1-800-723-9262, or mail to:

U.S. Army Human Resources
Cold War Recognition Program
Room 3N45
ATTN: AHRC-CWRS
200 Stovall Street
Alexandria, VA 22332-0473

Acceptable supporting documents include any official government or military document that contains the recipient's name, Social Security Number or Military Service Number or Foreign Service Number, and a date showing at least one day of service during the Cold War Era (Sept. 2, 1945 to Dec. 26, 1991).

For any other information, please check the following website: <https://www.hrc.army.mil/site/active/TAGD/coldwar/default.htm>

Thanks to Owen Dickey for sending the above note on the certificates.

Form AL-569
Rev. (8-57)

U. S. Atomic Energy Commission
ALBUQUERQUE OPERATIONS

TEMPORARY CUSTODIAN RECEIPT (for maneuvers)

FROM: JAMES W. TWITTY COL USAF DAECCR DATE: 4 FEB 58

CERTIFICATE NUMBER: 2-044

NOON	SERIAL NUMBER	MX	MO	REMARKS (INCLUDE ASSOCIATED MAJOR ASSEMBLIES)
B	47782	15	0	P.S. 1500 1500
C	SIMULATED	150		

(TEMPORARY CUSTODY IS BASED ON B SERIAL NUMBER LISTED ABOVE. MAJOR ASSEMBLIES COMPRISING THE WEAPON ARE IDENTIFIED FOR RECORD PURPOSES ONLY.)

*I UNDERSTAND THAT, HAVING RECEIPTED FOR THE ABOVE ITEM(S) FROM THE ATOMIC ENERGY COMMISSION CUSTODIAN FOR THE SOLE PURPOSE OF FLYING IT ON A MANEUVER, IT WILL REMAIN IN THE CUSTODY OF THE ATOMIC ENERGY COMMISSION AND FOR THAT PURPOSE, AND DURING THIS MANEUVER, I SHALL ACT AS TEMPORARY CUSTODIAN FOR THE ATOMIC ENERGY COMMISSION. I WILL ALLOW NO ASSEMBLY OR DISASSEMBLY OF THIS ITEM(S) WHILE IN MY CUSTODY, NOR WILL I ALLOW ANY ACTIVE CAPSULE TO BE INSERTED INTO IT AT ANY TIME. I WILL, UPON RETURN FROM THIS MANEUVER, DELIVER THIS ITEM(S) UPON PROPER RECEIPT TO, AND ONLY TO, THE PROPERLY DESIGNATED ATOMIC ENERGY COMMISSION CUSTODIAN OR DESIGNATED AEC MILITARY REPRESENTATIVE.

A/C Number: 349
TEMPORARY CUSTODIAN: H. Richardson
RANK: Major
ORGANIZATION: 30th Bombardment Squadron

SPECIAL INSTRUCTIONS FOR TEMPORARY CUSTODIANS:
IN THE EVENT OF EMERGENCY OR UNSCHEDULED LANDINGS, AIRCRAFT MECHANICAL TROUBLE OF A SERIOUS AND DELAYING NATURE, OR IN ANY SITUATION CAUSING OR LIKELY TO CAUSE A BREAK IN AEC CUSTODY OF, MAJOR DAMAGE TO, OR LOSS OF THE MATERIAL, THE TEMPORARY CUSTODIAN WILL AT ONCE NOTIFY:

1. THE SHIPPER OF THE MATERIAL AS NAMED IN THE "FROM" LINE ABOVE, AND
2. SAC OR NAVY HEADQUARTERS, AS APPROPRIATE, FOR IMMEDIATE TRANSMITTAL TO USAEC, ALBUQUERQUE OPERATIONS OFFICE.

Tear along this line for return receipt to Aircraft Commander

DATE: _____

I HEREBY ACKNOWLEDGE RECEIPT FROM _____, AIRCRAFT COMMANDER ON A/C # _____, OF THE ITEMS LISTED ON TEMPORARY CUSTODIAN CERTIFICATE NUMBER _____ DATED _____.

ALDO/ABC directed use of this form in instructions to DAECCR's dtd 1 Nov 57.

92287 FINAL RECEIPT FOR AEC
J. L. Lewis #1

A copy of the receipt that Col. Richardson received from the Atomic Energy Custodian is reproduced above.

SAC Reunion In Dayton - 2008

SAC Reunion 2008 will be held in Dayton Fairborn, OH from 30 April-4 May 2008. The SAC Memorial will be dedicated at the National Museum of the Air Force on 2 May. Information may be obtained from Toby Romero, P.O. Box 14223, Tucson, AZ 85732. Phone outside AZ 1-866-260-9302, phone number in Arizona is 1-520-203-9302. E-mail jtrome-25@excite.com Another contact is Ron Resh at 10825 Bucnell Dr. Silver Spring, MD 20902-4325. E-mail: rrshlegis@aol.com.



And Now for the Rest of the Story

The stained glass windows of the SAC Memorial chapel at Offutt AFB honor the various organizations of the most powerful military machine that has ever existed. The windows over the entrance and on right side of the chapel are dedicated to the various SAC air divisions and wings. The windows on the left depict the four SAC air forces, the 2nd, 8th, 15th, and 16th, while the window in front of the altar is that of a combat crewman and his family representative of all SAC personnel.

Of the four Air Force windows, the Fifteenth is the only one that contains an element of mystery about it. The window is divided into two parts, the right hand side consists of the 15th Air Force insignia with bombers reigning destruction over Nazi industrial targets. The top left hand side of the window consists of bombers flying north of the 38th parallel, and the lower hand side depicts a B-47, an outline of England, and 4 HRS 34 MIN. There is no information at the chapel regarding the significance of 4 HRS 34 MIN. However, you would be correct if you surmised they represented a speed record.

4 HRS and 34 MIN., in fact, is the speed record set by a 22nd BW B-47 in December 1953. That month, 45 B-47s from March AFB flew to Loring AFB, ME, from where they were to be the first B-47 wing to fly en-masse to RAF Upper Heyford. All the aircraft departed as planned, with the exception of those that had maintenance problems. They were now stuck at Loring, the crews whiled away the time by hanging out in the club or playing cards. A big treat was to drive over to Canada to get a lobster dinner for \$3.00. The weather finally lifted at Upper Heyford, but the aircraft was covered with ice. It had to be defrosted twice, once outside and once in the hangar.

The crew was hot to trot and anxious to get going lest the weather worsen again at Upper Heyford. The crew consisted of Russ Bishop, the aircraft commander; Thomas Fiden, the co-pilot; and Fred Butler, the navigator. They were hot to trot and were anxious to get going lest the weather at Upper Heyford worsen. The weather forecast called for a powerful jet stream on their tail. On their own initiative, the crew decided to cruise faster than the called for flight plan of mach.74. It took them 4 hours and 34 minutes to fly 2,700 miles from Loring to Upper Heyford. After they had landed and debriefed, the crew was informed that they had set a trans-Atlantic speed record.

They were told to put on clean flight suits and spruce up for the photographers. Following a bevy of congratulations, the crew was called into the squadron commander's office. Instead of being congratulated, they were told that they might be court martialled for not flying the mission at mach.74, as briefed. Fortunately, common sense prevailed, and the Wing Commander, Col. John B. Henry, quashed the proposed court-martial.

In 1960, when the memorial windows were dedicated, 15th AF recognized the significance of the record set in December 1953 and made it part of the 15th Air Force memorial window.

Even in 2006, the 1953 B-47 record is still impressive when compared to subsequent speed records. On 12 December 1957, a Pan American 707 set a speed record of 5 hours and 41 minutes on a flight between New York and London. On October 9, 2003, a British Airways Concorde set a speed record of three hours and 34 minutes between Boston and London. The Concorde of course was facing head winds, but it was also capable of flying at mach 1.

In November 1954, another SAC officer faced a possible court-martial for setting a record. That officer was Colonel David Burchinal, the CO of the 43rd Bomb Wing, who set a distance and time record flying for 47 hours and 45 minutes between Sidi Slimane, Morocco and Fairford, England. He was refueled nine times in flight and covered a distance 21,163 miles. The reason given for not landing sooner was the weather was bad at both bases when he was over them making it impossible for him to land. SAC was put in the position of disciplining him or forgetting it. In the light of all the favorable publicity, SAC chose to let the matter drop, Colonel Burchinal went on to become a three star general.

Sigmund Alexander



The chapel window at Offutt AFB. photo: Sigmund Alexander

USAF Memorial Dedicated



Above, a model of the new USAF Memorial in Washington, DC. Below, the Honor Guard statuary. Photos: USAF

Until last October 14, the United States Air Force was the only branch of the U.S. Military without a memorial in the Washington D.C. area. On that date the beautiful design became a reality in honor of the millions of men and women who have served in the Air Force and predecessor organizations, including 54,000 killed in action.



The three stainless steel spires ascend 270 feet each one symbolizing a core service value: integrity, service before self, and excellence in all that is done. They represent the active AF, Air National Guard, and the reserves as well. There is also a glass Contemplation Wall representing the missing-man formation. Beneath the spires is the USAF star embedded in granite. A bronze Honor Guard stands at silent attention.

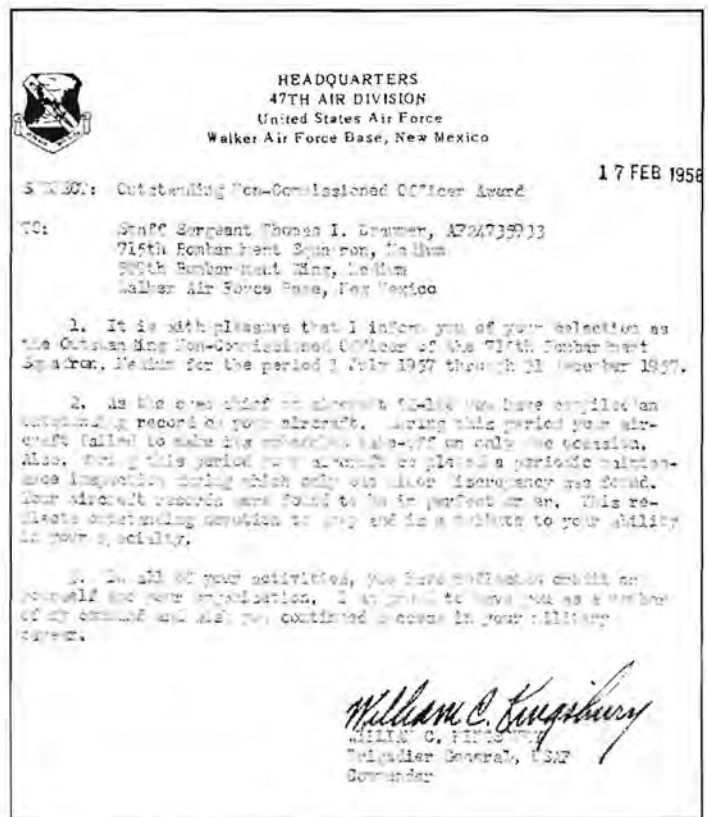
The location of the memorial is adjacent to Arlington National Cemetery overlooking the Pentagon and the Capitol.

The memorial was designed by the late James I. Freed. While developing the design he observed every type of mission the Air Forces currently performs. The result is a memorial about which *Aviation Week & Space Technology* magazine wrote "You don't visit the Air Force Memorial as much as you experience it."

Memories Of A Crew Chief

I read the article in the July 2005 issue about General J. D. Moore flying aircraft 52-166 to Castle AFB in 1986. I was crew chief on this aircraft from 1957 to February 1959. Over the years I wondered if 52-166 survived the boneyard at Arizona. I was elated to read she was in the museum at Castle. 52-166 won me the nomination for Outstanding NCO for the 509th BW 715th BS. I still remember my radio call number *Nimrod 21*. I stayed in the AF 4 years and 6 months. I should have stayed 20 years but I didn't. Aircraft maintenance was my profession. I retired from Lockheed Aircraft Company, Marietta GA after 30 years as Flight Test Flightline Mechanic Leadman. I can truthfully say I enjoyed my tour in the AF and Lockheed. Thank you for the article.

T. I. Cranmer



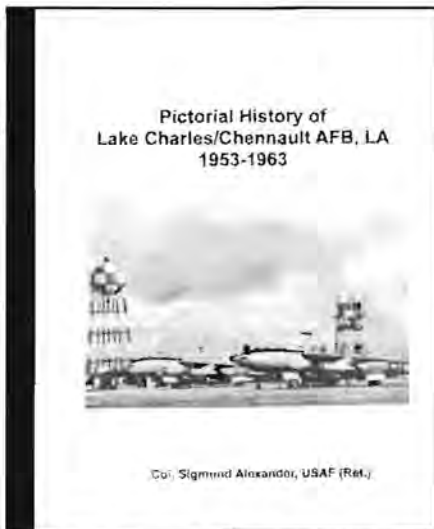
Bookshelf



B-47 Stratojet: Be A Nuclear Deterrent To The Nuclear Threat Of The Cold War - Mission Complete is a new book by Association member Louis Malucci. It is an account of his Air Force career and specifically his years as a B-47 navigator. He also served on the C-119 and the C-130. If you've met Lou at our reunions you will anticipate that his book is full of humor and a wide

range of topics. He reviews a number of B-47 accidents including those involving nuclear weapons. The emphasis is on the mission and the crews, not the hardware. It is a highly personal story and the author includes accounts of unusual coincidences and his relation to the number 13. The book is available from Lulu, Inc. It is 234 pages in length and available in either softback (\$26.00) or hardback binding (\$35.00). Copies can be ordered online at <http://www.lulu.com/content/633924> or *Amazon.com*. The author can be contacted at navig8.1@frontiernet.net.

Pictorial History of Lake Charles/Chennault AFB, LA, 1953-1963 is the newest book from Sigmund Alexander. This latest, in the style of his previous works, is a collection of photos and news articles about the B-47 years at Lake Charles. There are 48 softbound pages with three pages of color unit badges. It is available from Alex at 12110 Los Cerdos Dr., San Antonio, TX 78233. Cost is \$15.00.



Another recent book is **S.A.C. Great Years** by M/Sgt. Thomas Kaye USAF (Ret). It is the story of his life, four years in the Navy and sixteen in the USAF (1954 to 1966

Bookshelf... continued on page 11

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 Pin - \$10.00



1000 Hour Pin - \$25.00



Association Coaster (2) - \$2.50
SPECIAL - 6 2006 Reunion Wine Glasses/6 Coasters - \$20.00



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



Note Pad with Pen - \$4.00



B-47 Commemorative Medal - \$10.00

Medal - Front



Association Mouse Pad - \$3.00



Medal - Back



Shirt Front



Shirt Back



Association T-Shirt (above) - \$15.00
With Pocket - \$17.00 (give size)

Association Cap (Blue) - \$10.00

B-47 Stratojet Association
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Carl Midkiff brought this great photo home with him from Brize Norton. It had hung on the wall in the alert chow hall. Note the early internal JATO ports on this Stratojet.

***Pay Your Dues For 2007 Today
2008 Reunion - 25-27 September - Marietta GA***