

The Stratojet Newsletter

July 2009 Volume 30

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

BUSIER THAN A ONE-LEGGED MAN AT BUTT KICKING OR “WHEN YOU GET TIME, CP, GET ME A CUP OF COFFEE.”

*by
James D. Hooppaw*

It has been said that flying is dangerous and takes immense concentration to complete the assigned tasks and survive. It was stressed continually to those who flew as crew members on a B-47. The pilot was the aircraft commander and was therefore responsible for all that took place on the crew. The navigator was responsible for navigation and bombing. The copilot was often the lowest ranking, in a position of inferiority in the pecking order and in fact was responsible for most of what went on in the aircraft when it came to successful completion of the mission. An average pilot and mediocre nav could stand out if they had a strong copilot. (A strong copilot is defined as knowing his duties and performing them well and knowing the other position duties well enough to correct any errors, not just being able to lift the CMF box with one hand). While this may be debated, it was an established fact that a less than capable copilot could ensure the wing commander knew the crew by name and usually added a few descriptive ones of his own.

No one is denying that the pilot and nav had great responsibilities, however they did get some respite occasionally. The copilot not only had his duties, but had to know the other crew member duties well enough to question anything that did not appear to be correct. Those who never were in the aircraft should be aware that due to the cockpit layout it was impossible to visually confirm any actions of another crew member. It was all done by interphone, observation of instruments or the outcome of the action. The command at one time required all crew members to be qualified in each position and perform accordingly. Somewhere along the line, before I was assigned to the B-47 in 1959, this approach was abandoned and newly graduated pilots and navs were assigned to the aircraft. While we may like to think it was



Copilot sneaks a quick sip of milk between duties. Note sextant mount over his head. These moments were rare. Photo: USAF

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Roll Call of Honor

Raymond Mitchell Boll, Fort Worth TX, passed away 21 May 2009. He flew 30 combat missions over Germany in 1943/44. He participated in the Berlin Airlift and later flew the B-47 and B-58 in SAC.

Stan Flentge, San Marcos, TX, passed away on 5 May 2009. He retired from USAF after 21 years and flying B-47s and C-124s.

Eugene W. Murray, Tucson AZ, passed away on 11 May 2009.

Dick Thurston, Coon Rapids, MN, passed away on 21 June, 2009.

Correction

Dick Curran's email address should be dickcurran@hotmail.com not as incorrectly listed in the 2008-2009 Association Directory.

Future Newsletters

Your editor apologizes for this newsletter being so far behind schedule. This is the issue you should have received in early August. My schedule is finally free to give me the necessary time to crank them out and future ones will be back on time. The next issue will be on the way to you before Christmas and it will feature a report on XB-47 restoration, B-47 memorials, an update on Reunion planning, and stories from the troops.

Important Reminders

- **Pay your dues for 2009** (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>

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due to our outstanding qualifications, it was probably due to the need to expand the force as more than fifty percent of pilot classes were being assigned to the B-47 and the additional requirement of ground alert duty.

I have stated that the copilot was the busiest crew member, so to back up that statement let us review his duties in the Stratojet. Qualification in the aircraft was in itself a lengthy process. A 60-4 standardization evaluation consisted of the following:

- A. Open book exams to include:
 1. Primary Dash One for the aircraft.
 2. Gunnery Dash One for the gunnery system.
 3. Electronic Countermeasures Procedures (ECM)
- B. Closed book exams to include:
 1. Warning and Caution notes from the Dash One.
 2. Emergency Procedures.
 3. Nuclear Weapons.
 4. Tactical Doctrine.
 5. ECM identification tapes.

This totaled more than four hundred and fifty questions.

Additionally, the following simulators were required:

- A. Aircraft simulator with emphasis on normal operating and emergency procedures.
- B. Gunnery systems simulator for preflight, normal operation and post-flight.



Once these items were successfully completed the in-flight evaluation was made. This often required two missions if the entire crew was being evaluated. A normal SAC Profile mission including takeoff and departure, air refueling, celestial navigation, high and low level bombing and ECM, and aircraft recovery was first. A second mission, a pilot proficiency, was flown with emphasis on pilot operation of the aircraft, particularly instrument flight.

Each mission started with a mission planning day. The crew received the morning briefing and then adjourned to the planning rooms. The pilot signed the Form 175 which the copilot often filled out, and then took a coffee break while the copilot completed the Form F, weight and balance, for the pilot's signature. The nav normally filled out the Form 1, but many a copilot did as well. The sooner it was done, the sooner the copilot could begin his fuel log. Takeoff data had to be computed, a copilot duty. The nav would go to target study and the copilot would go to an ECM/gunnery briefing. The pilot would have another cup of coffee. The route maps had to be drawn up, of course. One for high level and one for low level if it had not been completed on a previous mission, or changes had been made since the last low level flight on that route. Celestial navigation required pre-comping the data that would be reviewed in the air and changed as necessary. The crew would review the bomb runs and all data as to type of bomb releases and timing procedures to be used. The copilot would call in the flight lunch order.

The day of the flight came, more often than not, very early in the morning or late at night and seemed to be shortly after the sun went down if one had tried to get some sleep. The crew sometimes carpooled, but often because of the stops to be made, the copilot drove alone. In those days we could also park beside the ramp inside the fence. His first stop was personal equipment to pick up helmets for everyone and a parachute if a fourth man was scheduled to fly. The next stop was to pick up the flight lunches, coffee and water. He would then proceed to pick up the communications bag that included the classified materials. This was usually in Base Operations. He would arrive just in time for the weather briefing with the rest of the crew. A re-computation of takeoff data was often required.

The crew would then proceed to the aircraft, unload the

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The T-1A gunnery simulator is shown being operated by Capt. John G. Taylor as his score is recorded by M/Sgt. Jack A. Wodke and T/Sgt. George R. Kelsey.

Photo: USAF

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vehicles, park them and proceed with the pre-flight of the aircraft. The copilot read all of the checklists for preflight, engine start, taxi, takeoff (unless he was lucky enough to get the takeoff) and departure. Then he got busy.

A. He read all checklists for the pilot and navigator except those rare times when he was permitted or had to fly the aircraft. This included aircraft operations, celestial navigation, bombing (high and low), air refueling and anything in between. This often interfered with his own duties until he worked out his own schedule.

B. Pre-computing celestial shots and comparing them with the nav, knowing the stars well enough to identify visually and shoot them accurately with a sextant. A good copilot would also keep his own timing for the shots and plot his fixes for comparison with the nav's computations.

C. Read all checklists and compare data with the nav for bombing. He kept the timing for all bomb releases and especially emergency bombing.

D. Maintain the capability to identify any radar signals (ground, air, missile and gun-laying AAA) and take appropriate action to defend the aircraft during any and all phases of flight.

E. Operate the gunnery system for aircraft defense. This required turning around to face aft. Of course, he had to maintain all of his other responsibilities while doing this.

F. The UHF (only one) and HF radios were in his position and therefore he had the responsibility for their operation and most transmissions. The IFF/SIF was also located in the aft cockpit above the instrument panel and it was always interesting to change the squawk when turned to the aft operating the gunnery system.

G. Maintaining the fuel log and controlling fuel distribution during air refueling to keep the center of gravity within limits. Monitoring the pilot when he made fuel sequence changes and knowing if it was correct or not. (How many pilots have said: "Going ME (manifold to engine) across the board." Just to see if the copilot was awake? How many did it not knowing any better?)

H. Monitor the pilots operation of the aircraft and identify any questionable maneuvers.

I. Last, but not least, fly the aircraft within set standards. This was done from a less than optimum position of forward visibility and cockpit instrumentation designed by someone who did not have to use it. Once experienced, the copilot even found time to eat his flight

lunch and use the relief tube without getting anything caught in the zippers.

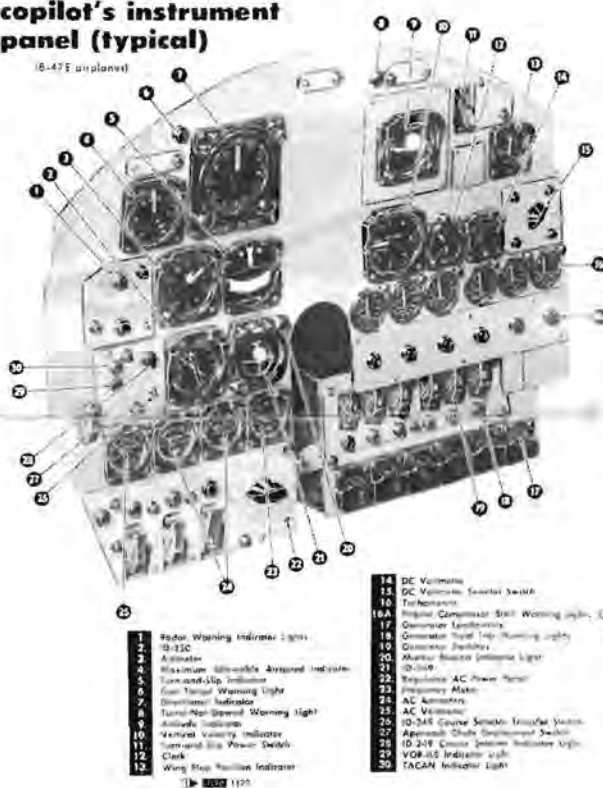
While the pilot had a full set of instruments which were laid out well, the copilot, until well indoctrinated, was lucky to find the one he needed. The pilot had a full set of engine instruments and the copilot had only the RPM gauges. This was always interesting for the copilot was required to monitor the engines during the engine start, and flight, especially during critical phases of flight such as takeoff and air refueling. The later models had a six inch blank area in the center of the instrument panel from

SECTION 1
DESCRIPTION

T.O. 15-475-1

copilot's instrument panel (typical)

15-475 airplane



- 1 Radar Warning Indicator Light
- 2 ID-250
- 3 Altimeter
- 4 Maximum Altitude Assured Indicator
- 5 Turn-and-Slip Indicator
- 6 Fuel Temp. Warning Light
- 7 Directional Indicator
- 8 Fuel-Non-Operational Warning Light
- 9 Airspeed Indicator
- 10 Vertical Velocity Indicator
- 11 Turn-and-Slip Power Switch
- 12 Clock
- 13 Wing Stop Position Indicator

- 14 DC Voltmeter
- 15 DC Voltmeter Selector Switch
- 16 Temperature
- 16A Fuel/Consumable Still Warning Light
- 17 Generator Identification
- 18 Generator High Trip Warning Light
- 19 Generator Breaker
- 20 Master Battery Indicator Light
- 21 ID-249
- 22 Voltage AC Power Meter
- 23 Frequency Meter
- 24 AC Ammeter
- 25 AC Voltmeter
- 26 ID-245 Course Selector Indicator
- 27 Approach Check Equipment Switch
- 28 ID-245 Course Indicator Light
- 29 VOR/ILS Indicator Light
- 30 TACAN Indicator Light

the top to the bottom. The attitude indicator, vertical velocity indicator, clock and flap position indicator were to the right of this space. The directional indicator (which had to be reset after each large turn), airspeed indicator, turn and slip indicator, and altimeter were on the left. The ID-249 and ID-250 for VOR and ILS were on the lower left at knee level. This made for an interesting crosscheck.

The copilot lived with it and most flew it well with the limitations. The annual instrument check was always made under the hood in the rear seat for both pilot and copilot. The pilots had a much harder time adjusting to the

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instrumentation in the back than the copilots had when they got the opportunity to sit in the front and see forward.

The aircraft was not easy to land from the back seat. It reminds one of the T-33 or T-38 with less visibility. Once the copilot learned the basics he could make reasonably controlled crashes. Because of the tandem seating, the pilot's ejection seat rails and canopy structural arms obscured the view directly ahead, along with the positioning of the IFF/SIF on top of the instrument cowl and directly ahead of the copilot. It was necessary to lean to the left and right to see around them and through the windscreen. Looking out of both sides alternately helped the copilot line up with the runway. Mix in a crosscheck of the instruments and it became interesting. As the copilot approached the flare point he rotated the nose of the aircraft to line up the forward canopy rail with the side of the runway, reduced power, held on and hoped. If all went well, he greased it, if not, he bounced, sometimes high

and often.

The B-47 was an aircraft that required a lot of trust in your fellow crewmembers. It was not a very forgiving aircraft and required close attention even though it was a joy to fly once airborne. Coordination was necessary more than for other aircraft. An occasional ride in the front seat kept the copilot's spirits up and gave his tongue a rest. The demands of the mission and the responsibilities required of them helped most B-47 copilots become excellent aircraft commanders. The B-52 has been referred to as the crate the B-47 was shipped in. They added a nav, electronics warfare officer and a gunner to do the duties the copilot in the B-47 had done. Meno Stallone, an old instructor friend, put it this way: The pilot who says 'no sweat' has never flown the Stratojet".

*Jim Hooppaw is a former B-47 and B-52 aircraft commander and the author of **Tall Tail Tales, Where The Buf Fellows Roamed, and Burns Flat Motoring and Yachting Societe**. This article is used with his permission. He can be reached at av8r13@earthlink.net*



An engine change being performed on an unknown B-47 probably at MacDill AFB. Maintenance wasn't always carried out in beautiful weather such as this. Note this Stratojet has the early sliding canopy and there is no anti-flash paint on the lower fuselage.

Photo: USAF



GEAR HANDLE WAS PLACED IN DOWN POSITION BUT FORWARD GEAR FAILED TO EXTEND. ALL CYCLING OPERATIONS WERE UNSUCCESSFUL. THE GEAR HANDLE WAS PLACED IN NEUTRAL AND THE ELGE SYSTEM WAS ACTUATED WITHOUT SUCCESS.



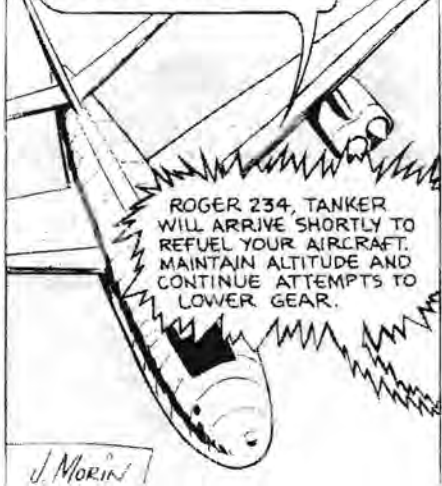
AN EMERGENCY WAS THEN DECLARED AND THE WING COMMANDER DIRECTED HIS CONTROL ROOM TO CONTACT THE 303RD ARS AT MILDENHALL.



IN ACCORDANCE WITH EMERGENCY SOPs, A TANKER ON A ROUTINE MISSION, WAS DIVERTED TO FAIRFORD. THE B-47 CLIMBED TO 33,000 FT TO CONSERVE FUEL WHILE REPEATING EMERGENCY PROCEDURES.



FAIRFORD TOWER FROM JET 234, HAVE 30 MINUTES FUEL REMAINING, FRONT GEAR STILL JAMMED, PLEASE ADVISE, OVER...



A SUCCESSFUL HOOK-UP WAS MADE WHEN THE B-47 HAD ONLY TEN MINUTES OF FUEL REMAINING.



ON TWO PASSES BY THE TOWER, TECHNICIANS NOTED BOMB BAY SPOILER DOORS OPEN. PILOT WAS ADVISED TO RECYCLE THE DOORS AND PULL THE MAIN GEAR CIRCUIT BREAKER. MAX PRESSURE WAS EXERTED ON THE ELGE SYSTEM WHILE THE B-47 WAS IN A SLIGHT TURN. THE GEAR BROKE LOOSE, CAME DOWN AND LOCKED. A NORMAL LANDING WAS THEN POSSIBLE.



INVESTIGATION REVEALED THAT A MAL-ADJUSTED MOTOR ENGAGING SWITCH ON THE FORWARD GEAR WAS THE SOURCE OF DIFFICULTY. PROFESSIONAL HANDLING OF THIS EMERGENCY "SAVED" SAC A B-47!!

Symposium Speakers

These gentlemen were our featured speakers during the symposium at the 2008 Marietta Reunion. We appreciate their time and preparation in sharing their experiences with us.

Larry Adkins told us of the QB-47E program development and testing. The "QB" was a drone version of the Stratojet that flew unmanned target missions out of Eglin AFB and over White Sands Missile Range. Larry served in the Army in the South Pacific. After returning home he attended Georgia Tech and subsequently joined Lockheed in the early 1950s. He spent 38 years with Lockheed on over 20 programs and three of those years were in California. When he retired he was Electronic Systems Division Manager.



Dick Henderson came to Lockheed-Georgia right out of engineering school at Iowa State. He started as an engineering draftsman on the B-47 program and later became a production liaison engineer for the B-47 and C-130 programs. In 1956 he joined the W/S-125A nuclear bomber program. After working on C-5A development for 12 years, he began a special assignment with Lockheed's Skunk Works until 1983 when he moved to the Washington Corporate Office. In 1989, Dick became the Director of the Lockheed-Boeing-General Dynamics team proposal effort for the Advanced Technology Fighter (F-22). He retired in 1991.



Bill Paden is a retired Lockheed Martin engineer who told us the history of Air Force Plant No. 6 in Marietta. His presentation was illustrated with a very nice group of historical slides. He graduated as a mechanical engineer from Clemson in 1958 and immediately joined Lockheed Aircraft Corporation. He retired after almost 41 years with the company and was Chief Engineer for the C-141 when

he left. He specialized in cockpit design and worked on most of the Lockheed aircraft produced by the Marietta plant. He is currently leading a team of engineers and mechanics who are restoring the Jetstar and C-141 currently owned by the Aviation Museum and Discovery Center in Marietta.

Lt. Col. Robert J. Wallace is the F-22 Chief Acceptance Test Pilot, Defense Contract Management Agency, Lockheed Martin Marietta, Georgia. He graduated with honors from the USAF Academy in 1987. He is a graduate of the USAF Test Pilot School and is a Command Pilot with more than 3,000 flight hours in the F-22, F-15, AT-38, British Tornado and European Jaguar aircraft. He has served as Instructor pilot and Test Pilot in a number of assignments. He was Chief, Low Observables Branch, B-2 System Program Office, Wright-Patterson AFB where he led a diverse team in developing over \$3 billion of stealth technologies for the nation's number one global strike program. He gave an outstanding briefing on the F-22 program and gave us a real insight into 21st Century air warfare.



Bob Williams was to speak to us on B-47 production and the body mate process. Unfortunately, he was unable to get to Marietta because of the gasoline issues that all of us dealt with during the Reunion. Bob worked the first five of his 39 years with Lockheed on the assembly line, most of it with the B-47. He then moved into design-change control, project coordination and program management. He was Chief Project Coordinator for the early C-130s and all of the C-141 program. He later joined the L-1011 program in Burbank and eventually was assigned to the corporate headquarters. He retired in 1990 as Assistant General Manager of the Lockheed Georgia Company.



The Dark Side Of The Stratojet



RB-47E, serving as the Monticello I prototype in a photo taken at the Lockheed plant in Marietta. Rome Air Development Center at Griffiss AFB, NY was also a major player in the program. Rome ADC was heavily involved in developing ECM and electronic reconnaissance equipment. This photo was taken of the photo on display at the Marietta museum in very challenging lighting conditions and required Gus Letto's Photoshop expertise to clean it up.

Photo: Lockheed via Habermehl/Letto



Barney Calligan performing preflight during Operation Snowflurry at Goose Bay AFB. Note the SLAR radome over which he is leaning. The rear landing gear door is just below and the radome actually distorts the national insignia at its aft end. There was an identical radome on the opposite side.

Photo: Augustine Letto

Your editor has searched many years for details on several black programs involving the Stratojet. It has long been known that RB-47Es and RB-47Hs carried out clandestine missions over and around the Soviet Union and other hostile nations.

There were several other programs, however, that were even more classified. One of them involved the use of side-looking airborne radar (SLAR) and infrared equipment that was to be mounted on RB-47Es (and possibly other aircraft). Only one photo of the modified RB was known to exist along with a few unclassified documents. Lockheed-Marietta was the contractor for the prototype, known as *Monticello I*, but their corporate historians have been unable to find any material.

Then last September, Gus Letto and I were visiting the Marietta Historical Museum on an afternoon during the 2009 Reunion and we happened upon a display of historical photos representing work done by the Lockheed plant. The photo they had selected to represent B-47 work was the *Monticello I* prototype. Imagine our surprise! Note that this RB-47E (tail number 53-4262) has a nose mounted instrumentation boom, a long pod (for the SLAR) mounted on the lower forward fuselage, and a deeper radome than normal. Although not seen in this photo there was also a SLAR pod mounted on the opposite side.

The prototype was successful enough that the USAF proceeded with operational testing of the SLAR equipment using a squadron of RB-47Es from the 26th SRW at Lockbourne AFB. These RB-47Es had the SLAR pods (AN/APQ-56) mounted on the rear fuselage and they did not have the infrared equipment mounted in the forward radome. Several of our members flew these aircraft and reported that the radar, when it worked, provided spectacular results. The equipment was highly temperamental, however, and the program was rather short-lived.



**Give the gift that lasts forever.
Strategic Air & Space Museum
On Interstate 80 between Lincoln & Omaha Nebraska
Memorial Patio Walk Bricks**

Preserve history and pay tribute to a loved one. The memorial Patio Walk is located in the front of the Strategic Air and Space Museum between the Thor and Blue Scout Missiles. The walk is created out of bricks each engraved with a tribute to an individual or group. The patio provides a resting spot for Museum guests. All of the bricks purchased by the B-47 Stratojet Association members will be grouped together. You can create this permanent remembrance for only \$500. One hundred dollars of this goes to create and place the brick in the walk and \$400 goes directly into the restoration fund for the restoration of the only B-47 bomber model left in the world that is in an indoor protected area. A receipt will be mailed to you. A gift card to the person(s) being honored will be sent upon request. Make all checks out to the **B-47 Stratojet Association** so that these funds will be placed directly into the restoration fund for the B-47. Won't you join us in this most worthwhile project? Please send your check for \$500 and this form to **The B-47 Stratojet Association**, to:

Bob Griffiths, Treasurer, 303 Double Eagle Road, Burgaw NC 28425-8559

Your gift is 100% tax deductible and will help insure that future generations can view a real B-47 Bomber. Include the name you wish to appear on your brick.

I would like to purchase _____ brick(s) at \$500 per brick.

I would like my first brick to read:
(Maximum of 3 lines/16 characters on each line including spaces)

2010 Reunion

The next B-47 Stratojet Association Reunion is scheduled for 23-25 September 2010. It will be in Omaha, Nebraska and plans are well underway for an outstanding event. Reunion Chairman Dick Purdum reports that we have a full slate of activities including the symposium. A banquet at the Strategic Air and Space Museum will feature a B-47 "open-house."

Does anyone recognize these guys? This is an RB-47E crew from the 26th SRW at Lockbourne AFB. It arrived without a date or any other information. Photo: via Editor



Bookshelf



The *Images of Aviation* series has been around for quite awhile and it has covered a variety of subjects. This volume is dedicated to the history of McConnell Air Force Base and the story is covered by over 180 black and white photos with detailed captions. About 25 of the photos describe the B-47 days with some interesting shots of the early "tent city" period.

There is also a fascinating shot of a TB-47B making a gear-up landing. The book is 127 pages with a price of \$21.99. The author is Steve A. Larson and publisher is Arcadia Publishing.

There are two similar books that have some relationship to the B-47 years. *The Bell Bomber Plant* is identical in format to the McConnell book but is published under the *Images of America* series. Although the book covers the years through B-29 production, there are many shots of the factory, the same one we toured at the 2008 Reunion. Author is Joe Kirby and the cost is \$19.99. *Aviation In Tulsa And Northeast Oklahoma* has several pages dedicated to B-47 production and modification at the Douglas plant in Tulsa. Author is Kim Jones and the price is \$21.99.



B-66 taxis past a B-47 in the mod hangar at Tulsa. Note unusual paint on B-47 tail.

Supply Room

Items are available from George Brierley, 9071 St. John's Pkwy, Apt. 12, Niagra Falls, NY 14304. Make checks payable to the B-47 Stratojet Association. **Please ADD \$3.00 for shipping and handling**



Association Pin - \$10.00



1000 Hour Pin - \$25.00



Association Coaster (2) - \$2.50

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



Association Mouse Pad \$3.00

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

52-527, A B-47E with the 509th BW is seen at Davis-Monthan AFB in late 1965. The airplane had earlier served with the 306th BW ('54-'56) and the 40th BW ('56-'60) BW. It was modified with the external TEE TOWN ECM pods at Douglas- Tulsa in September 1958. On 15 June 1960 the Stratojet was transferred to the 509th BW at Pease AFB where it served until delivered to D-M in October 1965. One hundred B-47Es were modified with the pod.

Photo: USAF



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

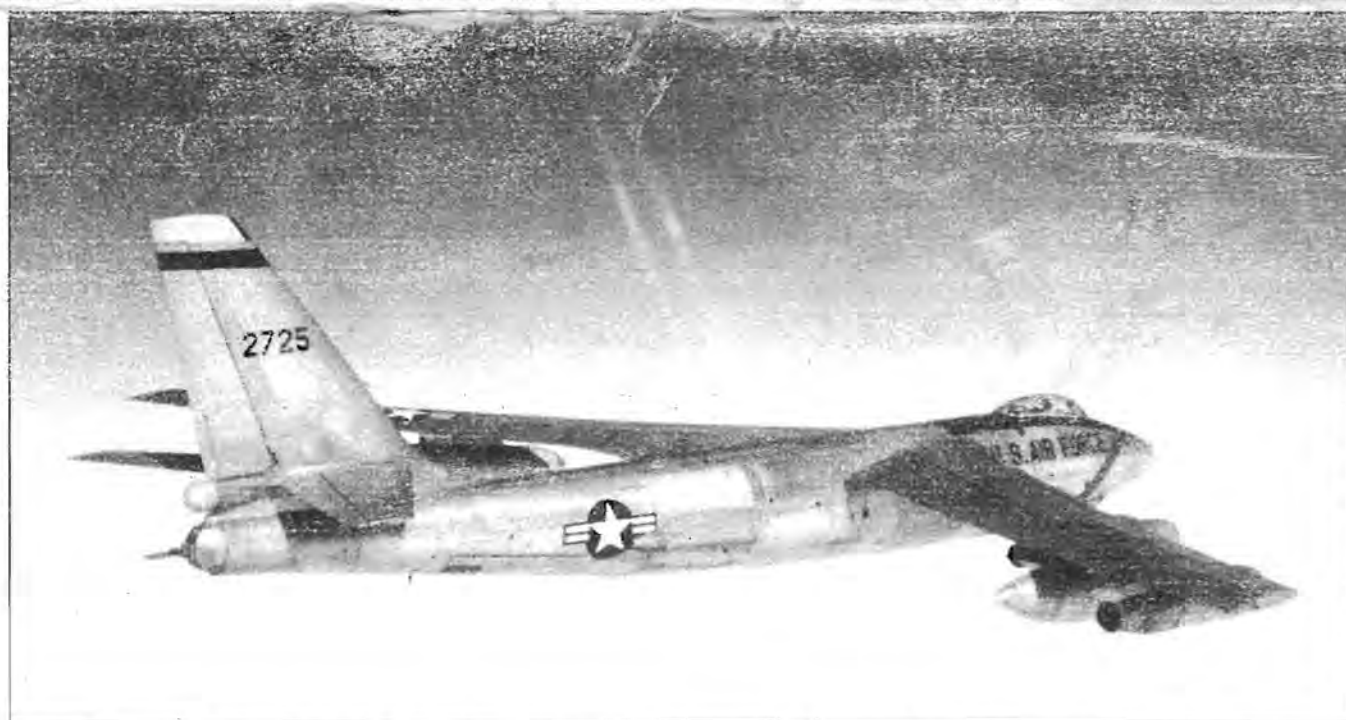
Dues are payable each January.

Payments and this form should be mailed to:

Bob Griffiths, Treasurer/B-47 Stratojet Assn.
 303 Double Eagle Road
 Burgaw, NC 28425-8559

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P. O. Box 1144
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RB-47E, 52-725, 4th SRS, 26th SRW enroute from Lockbourne AFB to Goose Bay during Operation Snowfurry, 8-17 March 1958. This airplane carries the AN/APQ-56 side-looking airborne radar that was tested in all of the squadron's aircraft. The radome for the SLAR begins at the national insignia on the rear fuselage and extends forward above the rear landing gear. For you markings enthusiasts, the tail stripe is blue. Photo: Augustine Letto

Pay Your Dues For 2009 Today
2010 Reunion - 23-25 September - Omaha NE