



The Stratojet Newsletter

Number 6

June, 1999

Stratojet 2000

Preparations are under way for the upcoming B-47 Stratojet Association meeting which is tentatively scheduled for October 4-8, 2000 in Midland, TX. Those of you who attended last years gathering in Omaha may recall that **Don Malm** and **Dick Purdum** volunteered to host the 2000 meeting, which will coincide with the huge Confederate Air Force (CAF) airshow in Midland. Although the details are still being worked out, it now appears as though registration will begin on Wednesday October 4, and run through the next morning. The meeting will begin on Thursday afternoon, followed by a cocktail party and Mexican buffet that evening. Friday will be set aside for Association activities and our banquet. On Saturday and Sunday, a tent will be set up at the airshow for our members. Hotel accommodations and transportation to and from the airshow are still being worked out. All details and a schedule of events will be posted in the next newsletter. Stay tuned!

Association Supports XB-47 #2 restoration

You may recall that several issues back, we received a request for support from the Octave Chanute Aerospace Museum, the caretakers of the only remaining *XB-47*. I am pleased to report that our Association has raised nearly



Don Cassidy (right) presents check

\$2000 for this project. B-47 Stratojet Association Treasurer **Don Cassidy** recently presented a check from the Association to the museum. The following letter was received from **Mr. Don Weber**, Board President of the Octave Chanute Aerospace Museum Foundation.



Octave Chanute Aerospace Museum Foundation

1011 Pacesetter, P.O. Box 949, Rantoul, Illinois 61866-0949
(217) 893-1613 • FAX (217) 892-5774

February 17, 1999

B-47 Association
23 Oak Ridge Road
West Lebanon, NH 03784

Dear Friends of the B-47 Association:

The Octave Chanute Aerospace Museum would like to thank all members of the Association for their generous support in saving the last XB-47. Your Association raised nearly \$2,000 for the project as of this date, and a check was delivered to us by Don Cassidy over the Christmas holidays. Most of your donation was spent to move the aircraft to the museum. The remainder, and any future donations, will be applied towards producing new aircraft decals and a small indoor exhibit on the development of the XB-47.

The museum would also like to thank Robert M. Robbins for his personal donation and for the matching donation from the Boeing Corporation. Mr. Robbins also supplied a wealth of information on the XB-47 program, provided references to informative books, and the names of others involved in the program.

We would like to extend an invitation to your Association to accept the use of our facility, at no charge, to hold your annual reunion. If any of your membership visits Rantoul, please see our museum as our guest; tell them to mention the B-47 Association.

Also, be assured that the museum will not only preserve the history of and educate the public in the role the B-47 played in the Cold War, but also in the Air Force's role in preserving the peace during our longest conflict, the Cold War. We hope you will visit the museum and experience the contributions that Chanute Air Force Base made to America's national defense from 1917-1993.

Sincerely Yours,

Don Weber
Board President
Octave Chanute Aerospace
Museum Foundation

"We Sustain² the Wings"

**B-47 Stratojet Association
Income Statement 1998**

Receipts:

Memberships	\$6,022.00
Merchandise Sales	1,001.00
Prints	910.00
Raffle Proceeds	470.00
Convention Proceeds	2,398.36
Interest Earned on CDs	86.73
Gift for Chanute Museum	100.00
Total Receipts	\$10,988.09

Expenses:

Sigmund Alexander	\$733.28
Mark Natola	3,740.31
Bob Dennison	148.61
George Brierly	159.88
Don Cassidy	5.85
Safe Deposit Box Rental	15.00
Prints	299.26
Merchandise (T-shirts, pins)	2,095.83
Donation to Chanute Museum	600.00

Total Expenses \$7,798.02

Total Receipts over Expenses \$3,190.07

Income and expense details are available and can be obtained from Treasurer Don Cassidy

As promised in our last issue, Alex Alexander has written a comprehensive article about the 306th BW, the first Bomb Wing to be equipped with the B-47. Alex's account covers the history of the 306th from it's inception, through the phase out of the B-47, and the unit's final deactivation.

History of the 306th Bomb Wing

By Alex Alexander

On October 24, 1951, the first B-47A arrived at the 306th Bomb Wing at MacDill AFB, FL. It is fitting that the millennium year will also mark the fiftieth year of the entry of the B-47 into Air Force service.

The 306th Bomb Group was originally activated on March 1, 1942 at Boise, Idaho with the 367th, 368th, and 369th Bombardment Squadrons assigned to it. The group transferred to Wendover Field, UT in late March and deployed to Chelveston, England in September 1942. The 423rd BS was assigned to the group after it had settled in at Chelveston.

The group was the first 8th Air Force bomb group to fly over Germany and received two Presidential Unit Citations.

The 306th Bomb Group was inactivated in January 1947, and subsequently reactivated in 1948 and assigned to MacDill AFB, FL. Its initial mission was B-29 transition training and later B-50 transition training.

The first B-47A was delivered to the Air Force on June 25, 1950. In the same year, the 306th was identified as the first Air Force unit to be equipped with the Stratojet. The 367th, 368th and 369th Bomb Squadrons were assigned to the group. In August, the 306th Air Refueling Squadron was assigned to the group, and in the fall, personnel of the 306th were sent to Boeing Wichita for training.

In January 1951, Colonel Michael McCoy was notified that he was to be the group commander of the 306th. In February the Air Force redesignated groups as "Wings" and Colonel McCoy became the first Wing Commander of the 306th. The wing continued to train B-29/B-50 crews while awaiting the arrival of the B-47s. At the same time, preliminary steps were taken to establish a Strategic Evaluation Squadron and equipment lists were established identifying unique B-47 equipment such as tow bars and power carts.



**Colonel Michael McCoy (center)
First Wing Commander of the 306th**

Preliminary crew training requirements for the B-47 had previously been established at SAC Headquarters. These requirements stipulated that the B-47 was to be manned by "four headed monsters," i.e. pilots who were also to be qualified navigators, radar operators, and bombardiers. Colonel McCoy was able to have thirty "four headed monsters" assigned to the 306th from the 15th Air Force. This group became the initial crew training cadre at MacDill.

In 1951, Colonel McCoy, **Colonel Don Hillman**, the Deputy Wing Commander, and five instructors were checked out in the B-47 at Wichita. Later in 1954, Colonel Hillman flew the first B-47 reconnaissance mission over Soviet territory, Anadyr in eastern Siberia.



Lt. Colonel George Birdsong of 306th BW

1951 was a hectic period at Wichita with Air Training Command establishing a B-47 training school while the base was being built. Twelve "A" model Stratojets rolled off the production line, and both SAC and ATC competed for them.

Many of the recommended improvements to the XB-47 were not included in the B-47A. Only four had the K system navigation / bombing radar and only two had an A-2 or A-5 fire control system.

The first aircraft assigned to the 306th on July 14, 1951 was a KC-97, s/n 51-1830. It was not until October 24 that the wing received its first B-47 when **Major Prieve** flew B-47B, s/n 50-008,

from Wichita to MacDill. Awaiting Major Prieve at MacDill was a welcoming committee, which included **Major General Frank Armstrong**, the commander of the 6th Air Division. Unfortunately the grand reception turned out to be less than momentous. After landing, Major Prieve was being guided to the reception area by a "Follow Me" vehicle, whose driver thought the smoking jet engines were on fire and proceeded to cover them with foam. Fearing damage, Prieve shut the engines down; and the first B-47 was towed to the welcoming area forty minutes late. It was an inauspicious beginning for the B-47. On November 19, 1951 50-008 was named "*The Real McCoy*" in honor of the wing commander.

Despite the fact that the B-47 had been rushed into service, the first example to arrive at MacDill proved to be a reliable aircraft and was flown for fourteen days without maintenance. Colonels McCoy and Hillman had checked out seven instructors and the wing was in the training business.

There were accidents, however. An aircraft was lost in Tampa Bay when all the engines were shut down due to fuel mismanagement on the part of the aircraft commander. Fortunately, all crewmembers escaped safely. In 1952, two aircraft were lost in what were believed to be canopy-related accidents. All crewmembers were lost in these accidents.

By the fall of 1952, eight B-47Bs had been delivered to the 306th Bomb Wing. They were followed by another 34 in November. The 306th was up and running.

The wing had barely acclimated itself to the Stratojet when it was selected to test the *K-system* under simulated combat conditions in January 1953. The 367th BS was selected to participate in "*Project Skytry*." Fifteen crews were to fly a max effort every third day for 30 days. 150 missions were flown for a total of 1,500 hours with only one ground abort. An impressive 126 missions were flown over the target, with 109 aircraft completing their missions as scheduled. There were 23 pre-target aborts and eight other radar aborts. It was an amazing performance for the newly introduced aircraft, and a testament to the outstanding effort of the 306th A&E Squadron, which had made it possible.

In April, Colonel McCoy and **Lt. Colonel Klose** flew two aircraft on a preliminary survey of the UK. They set speed records going to and returning from the UK. The bombers deployed to Limestone AFB, Maine and on June 3 fifteen aircraft departed for RAF Fairford. The remainder of the wing deployed during the next two days. A Trans-Atlantic speed record was set by flying 3,120 miles in 5 hours and 22 minutes for an average speed of 575 mph. 20 KC-97s were deployed through Harmon Air Base, Newfoundland to RAF Mildenhall. The unit remained in the UK for 90 days, and then it redeployed directly to MacDill. The 306th was the first B-47 wing to deploy to the United Kingdom. In 1958, the ninety-day deployments ended and were replaced by three-week reflex deployments. Reflex ended in the spring of 1965 in conjunction with the phaseout of the B-47. The newly opened American Air Museum at Duxford has many American aircraft in its collection including a B-52, but no B-47 which were stationed in the UK for twelve years.

Colonel McCoy became the wing commander of the 321st BW at Pinecastle Air Force Base on November 19, 1953. He was killed on October 19, 1957 along with **RAF Group Captain John Woodruffe** during a flight on which Colonel McCoy was demonstrating the capabilities of the B-47 to the RAF commander. Group Captain Woodruffe had brought the RAF's new Valiant bomber to Pinecastle to participate in the 1957 bombing competition. The base was renamed McCoy in his honor following his death.



B-47B s/n 51-2082 of 306th BW

Lt. Col. McConnell, Major Denniston, and Major Ungstad of the 367th set an early B-47 endurance record in 1954 by keeping their aircraft aloft for 35 hours.

In the ensuing years the 306th deployed to Ben Guerir, Morocco in 1955 and 1956, and twice during 1957. The wing deployed to Hunter AFB during the Cuban missile crisis in 1962 as TAC

aircraft took their place at MacDill. In early 1963, the wing phased out its B-47s and moved to McCoy where it converted to B-52s. The last B-47 wing commander was **Col. Stanley I. Hand**. The wing was deactivated when McCoy was closed in June 1974. In 1976, the 306th was reactivated and assigned to Europe as USAF's focal point with USAFE regarding the deployments of KC-135s and RC-135s to USAFE's theater of responsibility. It is not known whether the 306th is presently an active unit.



Leggy young lady reviews 367th BS

The men who served in the 306th are justly proud of their organization, and what they accomplished in bringing the B-47 on the line. They were pioneers who led the way into what was to become a fleet of over 1700 bombers assigned to thirty wings.

Writer's footnote: I am indebted to Colonel Jack Lewis, USAF (Ret.), ex-S/Sgt. Bob Lamb, and Bob Schrader for photographs and memorabilia of the early days of the B-47 at MacDill. Breaking in the Stratojet by Colonel Mike McCoy, the first 306th Wing Commander, published in the June 1956 Air Force is a personal account of the introduction of the B-47 into the Air Force. Combat Wings of the Air Force provides a chronological history of the 306th as well as a roster of its former wing commanders. Alex.



The Twelfth Stage

Judging by the positive responses I have received since this feature began, the stories in The Twelfth Stage continue to be a favorite of many of you.

"The Beginning"

By Jim Fisher

This piece is dedicated to two groups of very special people. First to my wife of 46 years, that lived through this with me. Second to all the dedicated Officers, NCO's and Airman of the Training Command, Combat Crew Training. Who taught the rest of the U.S. Air Force how to fly and use our beloved B-47.

The memories start in September 1952 at Wichita AFB, Wichita Kansas. Later to become McConnell AFB. The Airman moved from tent city, into the new barracks. Outstanding quarters, we now had 3 man rooms.

The happiest time was on March 1, 1953. Helen became my wife.

A few things on the lighter side. A fellow airman and I had just reported to our squadron. The First Sergeant assigned us a room in the new barracks. We went to the barracks to move into our new room and it was the latrine on that floor.

Expression on the face of the high time SAC bomber pilots when they found out their IP for the T-33 preliminary jet training, was a 2nd Lt.

Thanksgiving week 1952, we had so much snow the people that were in town could not get back to the base for three days. When the base support people plowed the perimeter road, they had to plow until they hit something and then dig out the car then plow some more.



Keeping them flying!

The happiness of the airman when he was told he was now qualified to be a crew chief and assigned his own aircraft.

We were not to have "spirits" in the barracks. The First Sergeant and inspecting Officers were always looking for our bottle. They never found ours. Our room had a white pipe in the corner and the ceiling sheet rock had not been installed.

We tied a white string around the pipe and the neck of the bottle and put it down between the outside wall and the wall sheet rock.

I remember the comments by a crew chief about student pilots abilities to fly as they watched them do the 12 plane "touch and go" scuffle. Especially when they did 3 landings and takeoffs on 1 approach.

The fun we had finding our picture two or three times in the base yearbook. They decided to take the pictures during a reorganization time. All of the Bomb/Nav, radio, autopilot, armament and simulator personnel were transferred to a newly formed Armament and Electronics Squadron.

On the not so funny side. Finding out that the SAC people doing the same job we were on newer aircraft were getting spot promotions. When we had to keep those old "A" and "B" models flying many hours a day.

The pilot (Colonel) that was angry because an A/1c Crew Chief was chewing him out. The pilot had ignored the crew chief taxi signals, then ignored his emergency stop hand signal. He turned to soon and taxied into the power unit under the wing. The result was he tore the aft wheel well door of the aircraft. The officer (Captain) in charge of students chewed on him some more.

The really sad part of this time was the two flight crews and three aircraft we lost.

As I indicated in the beginning, I wrote this piece to remind all you folks from other commands who taught you how to fly the most beautiful jet bomber ever built, the B-47.

After I left the U.S. Air Force in 1955 I did not leave the B-47. I went across the runway and worked on the B-47 and B-52 for Boeing.

If there is anyone that served at Wichita (McConnell) from September 1952 to April 1955 in the A&E Squadron, I would like to hear from you. I can be reached via e-mail on jimfcap@juno.com or my address is in the Association Roster book.

Anyone wishing to promote an upcoming meeting, or to submit a report of a recent reunion should pass this information along to the newsletter editor Mark Natola.

News from the 9th BW

By Loren Eastman

The 9th Bomb Wing reunion was held at the Ramada Inn Palo Verde in Tucson, Arizona April 21-25, 1999. Attendance was in excess of 200 members, including wives and friends. The gathering was arranged and hosted by member Tom Rankin. Highlights included tours to the **Pima Air Museum**, the **Davis Monthan** aircraft boneyard, the **Sonora Desert Museum**, Nogales Mexico, Old Tucson and Mission, Saturday morning golf at D/M, and Saturday evening dinner at the D/M Officers Club. The Ramada Inn provided a hospitality room for registration and general chatting area (the bar was close by). The finale was the Saturday banquet at the D/M Officers Club with a very short business meeting in which was selected our 2001 reunion to be held in Boise, Idaho. The guest speaker was the director of Retirees Affairs Office at D/M. **B/Gen Keith Connolly (USAF Ret.)**.

EAA Fly In

Last fall, **Oliver Pettit** attended the Experimental Aircraft Association (EAA) Fly In held at Abilene, Texas. Oliver set up a table and poster promoting several organizations including the B-47 Stratojet Association. Although poor weather hampered the crowd turnout, Oliver was successful in signing up several new members. Thanks Oliver!



Oliver Pettit's display at EAA gathering

SAC 2000

By Dick Purdum

The 54th Anniversary Reunion celebration will be held in Omaha, Nebraska from July 12-16, 2000. Scheduled events will include golf and tennis tournaments, in depth symposiums, tours of the SAC Museum, music by the SAC Band and a Grand Banquet. Although details are still being worked out, many former SAC General Officers are expected to attend, including most of the CINCSAC's. The co-chairs of this event are **Lt. General Leo W. Smith II**, who retired as Vice CINCSAC when SAC shut down in 1992, and former **Chief Master Sergeant of the Air Force, Jim McCoy**. Anyone interested in attending this event is encouraged to contact the Society of the Strategic Air Command, P.O. Box 1244, Bellevue, NE 68005 for more details. Don't forget to tell them you heard about it here!

Kansas area members to meet

Andy Labosky is organizing a meeting of Kansas area members to be held at the Kansas Air Museum located at McConnell Air Force Base in Wichita, KS. Anyone in the area wishing to attend should contact Andy for further details at (316) 788-5277.

Stratojet Updates

Several interesting B-47 articles have arrived in my mailbox since the last newsletter hit the streets. The first article, titled "*Queen of the Skies*", was written by retired **Lt. General James V. Edmundson** and was published in the winter 1998/1999 issue of the **KLAXON** (Vol. 6, Issue 1). Lt. General Edmundson describes his experiences flying the B-47. This was the first of a two-part article. Look for the second half in the upcoming issue of the **KLAXON**.

There was a lengthy article in the January 20, 1999 issue of the **Topeka Capital-Journal** titled "*First line of defense: The life and times of the RB-47H*". This well written newspaper story describes the shipment of the **RB-47H (s/n 53-04299)** formerly located at Salina, KS to the Air Force Museum in September of 1998. **Bruce Bailey**, a former member of the 55th SRW and an ex-Crow was interviewed and he describes life onboard the "-H".

Back in March, I received an e-mail message from the folks at McConnell AFB, KS saying

that they were in the process of moving their static display **B-47E (s/n 53-04213)**. The Civil Engineers at McConnell recently received funding for the project and are now negotiating with a construction firm to raise 04213 off the pedestal where it has rested for many years. It will then be towed to a hangar where it will be refurbished. B-47 Stratojet Association members **Bob Erdman** and **Andy Labosky** will provide technical information as requested. Upon completion of the project, 04213 will be towed back to the airpark and placed back on a pedestal in a new area located behind the static display KC-135. The project is expected to take about 90 days. I'll be sure to pass along additional information when it becomes available.

As described in the last newsletter, the **B-47B (s/n 50-00062)** formerly on display at the Florence, SC air park has been moved to the new "**Mighty Eighth Air Force Heritage Museum**" near Savannah, GA. The fuselage was recently spotted by one of our members, **Thomas Kaye**, who says there is still much work to be done. If you happen to be in the area, be sure to visit the museum and send me a progress report.

Lost and Found (?)

Beginning with the next newsletter, anyone who wishes to place a notice in the "Lost and Found" should contact Jim Fischer. Jim can be reached at: 2412 25th Street NW, Rochester, MN 55901, or by e-mail at: jimfcap@juno.com.

Jacob Goldberg is trying to locate his former B-52 gunner, **Evaristo Vasquez Jr.** Anyone with information can contact Jacob at: 272 Chimney Rock Road, P.O. Box 5545, Stateline, NV 89449 (775) 588-9590.

MSGt. Jeffrey Nash is looking for anyone who may have known **Major Carl Berg Mitchell**. Major Mitchell flew with the 9th BW during the 1950s before joining the Air Commandos in 1963. He and his Navigator Captain Vince Hickman were shot down while flying a ground support mission northeast of Bien Hoa. Unfortunately, neither man's remains have been returned to the United States. Jeffrey has worn an MIA bracelet with Major Mitchell's name for the last 15 years. If you knew Major Mitchell, please contact MSG. Nash at: 3650 Point of Rocks Drive, Colorado Springs, CO 80918, email jelf_nash@hotmail.com.

Jim Bloomberg is hoping to hear from anyone who may have flown with his late father, **Major Elliot "Bloom" Bloomberg**. Major Bloomberg flew with the 98th BW from 1963 to 1965. He then flew with the 55th SRW until 1968. Jim is writing a memoir about his father and would like to correspond with anyone who may have known him. Please contact Jim by e-mail at: lboomer@netscape.net.

John Allison is searching for information about the B-47 "City of Altus" which is currently on static display in Altus, OK. John can be reached by e-mail at: jsallison@rocketmail.com.

Hazen Richardson is looking to hear from anyone who may have flown with him at Homestead, FL, or Columbus, OH. Hazen can be reached at: P.O. Box 118, Monroc, OH 45050.

Bob Pugh, a former member of the 320th BW from 1953 to 1955, would like to hear from others who served at March AFB with him. Bob can be contacted at: 47534 Frederick, Utica, MI 48317, (810) 739-2604

Major Robert J. McNeil would like to hear from any members who may have known his dad **Bob McNeil** who flew in the B-47 during the late 1950s. He can be reached by e-mail at: joemc001@aol.com or phone (405) 869-9108.

Hugh Nichols would like to hear from others who flew with him at Hunter AFB from June 1955 to July 1957. Hugh can be reached at: 118 S. Twin Lakes Road, Cocoa, FL 32926-8732 e-mail hugc97@juno.com.

Briefing

Robert Loffredo, Historian for the 307th BW has started a B-47 chatroom on the internet which he maintains on Sunday evenings. Bob's chatroom can be reached by logging on at <http://www.talkcity.com/chat.html?room=23boeingb47bomber>. Please note that you will be required to choose a nickname and obtain a password before you can access this site. If you have any trouble logging on, Robert can be reached by e-mail at mustang51H@juno.com.

Association President **Alex Alexander** is currently preparing an article on the 98th **Bomb Wing** and the B-47 for the next newsletter. Alex would like to hear from former 98th BW

members who are willing to share stories or related material. He can be contacted at: 12110 Los Cerdos St., San Antonio, TX 78233 tel. (210) 653-5361 e-mail Aleksandr@Compuserve.com

A Call for Stories!

General Curtis E. LeMay once wrote, "In my opinion, first person accounts of a participant in combat are historically more reliable than most historians' accounts who get their information second or third hand". General LeMay's comments were written to noted aviation author **Chester Marshall** after reading one of Chester's "The Global Twentieth" anthology books. Chester, a WWII B-29 pilot, has written many books about his and others experiences in the Pacific Theater. The titles include, "B-29 Combat Diary", "Sky Giants Over Japan", "Great American Bombers of WWII", and the previously mentioned, "The Global Twentieth", a four volume series of first hand stories about the 20th Air Force in World War II

Many in our organization feel that the *B-47 Stratojet* has been forgotten by aviation historians and enthusiasts alike. Perhaps the most vocal proponent of the B-47 is **Mr. Robert "Bob" Robbins**, the Boeing test pilot who made the maiden flight in the *XB-47*. Bob and I have consulted with Chester Marshall, and we have come to the conclusion that now is the time to collect and publish the untold stories of the B-47. However, we need your help to make this project a success. We are seeking stories, long or short, funny or sad, unbelievable (but true), for inclusion in a comprehensive collection of first person accounts. This is your opportunity to tell "your story". If you have photographs, we would be interested in those as well.

If you have a story that you would like to see included in this project, please write it down and send it to me at the address below. Although we would prefer that you submit your story on floppy disc, it is understood that not everyone has access to a computer, so hand written letters, or audio and video tapes are gladly accepted. All original materials will be returned to the owners, and proper credit given.

Submissions should be sent to: Mark Natola, 23 Oak Ridge Road, W. Lebanon, NH 03784 or e-mail at mark.natola@hitchcock.org.

Association Memorabilia

T-shirt



- 1) B-47 Stratojet Association pin \$10.00
- 2) B-47 Stratojet Association patch \$5.00
- 3) B-47 Stratojet Association T-shirts \$15.00
- 4) B-47 (airplane) pewter tie pins \$6.00
- 5) B-47 1,000 hour pins \$25.00

George has informed me that we only have a few 1,000-hour pins left, so anyone interested in purchasing one should act now before it's too late.

Make your checks payable to **The B-47 Stratojet Association**. Mail your orders to George Brierly, 53 Mountain Ave, St. Johnsbury, VT 05819. Please note that postage and handling is included.

President's Podium

To the membership:

The membership of the organization continues to grow and our association is fast approaching 1,100 members. I was at Randolph AFB on Armed Forces Day and had the pleasure of watching the Confederate Air Force put on their air show. I can assure you that everyone will enjoy the spectacular air show they will put on at Stratojet 2000 in Midland, TX. We continue to receive outstanding support from the B-58 Association, the B-52 Association and the various ex- B-47 wings. My thanks to all of them. Remember, the next time that you look at a commercial jet in the sky, it was the B-47 that led the way!

Alex





Rollout of the #1 XB-47 (s/n 46-065) at Boeing, Seattle in September, 1947



Rollout of the 1000th "Wichita-built" B-47E (s/n 52-609) at Boeing, Wichita October, 1954

B-47 Stratojet Association

Membership Information Form

Name; _____
(Last) (First) (Initial) (Rank) (Spouse)
Address; _____
City; _____ State; _____ Zipcode; _____
Telephone; _____ E-mail; _____
Former Bases; _____
Crew Position; _____
Current Status; Active Duty? _____ Retired? _____ Year? _____
Comments; _____

Dues of \$10 payable to The B-47 Stratojet Association" enclosed _____

Send Completed Form to:
B-47 Stratojet Association
23 Oak Ridge Road
W. Lebanon, NH 03784

B-47 Stratojet Association, Inc. Officers:

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