

# The Stratojet

## Newsletter

Spring 2016 Volume 46

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



*As we welcome the 40th Bomb Wing into our ranks, here is a shot out of their history. The 1,000th B-47 built is shown on its delivery flight, 17 December 1954, enroute from Wichita to Smoky Hill AFB. It would be named the "City of Salina." See page 10 of this issue for a photo of the nose art which was added after arrival at the base.*

*Photo: Boeing*

### ***From The President's Desk***

For some time now, we have been encouraging B-47 Wing organizations to join the B-47 Association. The thinking behind this move was simply that, as we are all aging, smaller organizations are going to have a difficult time remaining viable. By joining the larger organization, we will be able to remain viable longer with a "critical mass" of former B-47 folks who enjoy getting together and sharing their memories.

I'm pleased to announce that my own Bomb Wing organization, the 40th, has chosen to join the B-47 Stratojet Association. More than fifty 40th members are now members of the Stratojet Association and will be receiving this newsletter and have the opportunity to attend our reunions held every other year.

In this process we honor the dues paid to the wing association (for instance, a life member of the 40th is now a life member of the B-47 Association), and we offer the opportunity to each wing to hold an event of some sort for their own members at some time during our full reunions.

Many of you members are also members of your wing organization. I urge you to bring this opportunity up to your own organizations and consider joining us as time goes on.

I hope you are all making plans to attend our reunion this fall. You'll read the details elsewhere but let me say that this could be the best one we ever held. In addition to the prime reason for getting together, to meet old friends and fellow B-47 lovers, we'll be seeing some of the great sites of interest to veterans of all wars as well as the number one Air and Space Museum in the world. I would love to see you all there.

In closing, let me add a hearty WELCOME to my brothers from the 40th Bomb Wing Association.

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## ***Roll Call Of Honor***

**Alston Bossieux** of Jamestown NC, 1 February 2016

**Richard T. Carrington, Jr.** of Tehachapi CA, 3 December 2013

**John Haaren** of Colorado Springs CO, 31 March 2015

**Richard M. Keller** of Shalimar FL, 28 December 2015

**Tom Lawrence** of Beaumont TX, 31 March 2016

**Richard K. McNab** of Ocean Springs MS, 15 December 2015

**Ronald W. McNett** of Mesquite NV, 15 January 2015

**Walker R. Modlin** of Palm Coast FL, 26 May 2012

**Robert A. Norton** of Benbrook TX 29, October 2015

**Aristeo J. Sul, Jr.** of San Antonio TX, 14 February 2015

**Eugene R. Sullivan** of Colorado Springs CO, 1 November 2015

**Lewis D. Welling** of Mesa AZ, 25 December 2015

### **\*\*\*\*\*Attention All Snowbirds\*\*\*\*\***

If you have a winter or alternate address, please contact:  
Dick Curran/Secretary/Treasurer

Note: The United States Post Office will not forward our newsletter.

I can add a "Snowbird Address" to our database if you let me know.

If you move please send me your new address.

## ***Important Reminder***

- **Pay your dues for 2016** (the number on your mailing label indicates the year through which you are paid-up).
- 2016 Reunion - Washington DC area - 29 Sept-2 Oct
- Send stories, letters, memories, & photos to Editor, cmhs@sbcglobal.net, PO Box 1144, Brenham TX 77834

*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. Opinions expressed in the articles are those of the individual authors and do not necessarily represent the 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.

## Welcome 40th Bomb Wing Association!!!

The membership of the 40th Bomb Wing Association has voted to merge with the B-47 Stratojet Association. The 40th has a distinguished history and we are proud to have them as part of the B-47 legacy.

The forerunner of the 40th Bomb Wing was activated 1 April 1941 as the 40th Bombardment Group (H) and assigned to Borinquen Field, Puerto Rico. The Group, comprised of the 29th, 44th, 45th and 395th Bombardment Squadrons, patrolled the Caribbean and Pacific with B-17s, B-18 and B-24s. In January 1943, the 25th Bombardment Squadron was added while the 29th was lost. The Group transitioned to the B-29 in June of 1943 and was assigned to Chakulia, India. It's mission was bombing Japan, China and Thailand. At the end of the War, the Group relocated to Mather Field, CA in the Fall of 1945 and was deactivated soon afterward. The 40th received three Distinguished Unit Citation and five battle honors.

The 40th was reactivated in early 1953 at Smoky Hill AFB (later Schilling) and designated the 40th Bombardment Wing, Medium. Initially equipped with B-29s, the unit transitioned to B-47s and KC-97s in 1954. The Wing moved to Forbes AFB in June, 1960. Squadrons were: 25th Bomb Squadron, 44th Bomb Squadron, 45th Bomb Squadron and the 40th and 90th Air Refueling Squadron. Atlas E squadrons were the 548th Strategic Missile Squadron and the 660th Strategic Missile Squadron.

The 40th was inactivated on 1 Sept 1964, and the last B-47 departed Forbes on 17 August 1964.

Welcome!

### ***New Members From 40th BW***

Wilton J. Ahlstrom, Clearfield UT  
Duane G. Ambuehl, Crosslake MN  
Umberto M. Amerio, Walpahu HI  
Park O. Ames, Laguna Niguel CA  
Robert C. Baker, Meadow Vista CA  
Richard V. Beitler, Hastings NE  
Dale E. Carman, Stony Brook NY  
Bill Chilcoat, Phoenix AZ  
Vernon Clayson, Jr., Las Vegas NV  
John R. da Camara, McLean VA  
Neil E. Dailey, Mesilla Park, NM  
Thomas A. Daugherty, Bossier City LA  
Ernest L. Dickey, Tamaroa IL



Donald L. Dixon, Lexington KY  
John P. Egbert, Fairfield CA  
Marion C. Faseler, Norman OK  
Randolph Ferry, Sacramento CA  
William O. Fitzgerald, Key Biscayne FL  
Benjamin Franco, Norsth Highlands CA  
Paul K. Frye, Utica NY  
Garet L. Garrett, Lake Placid FL  
Lyle D. Gauby, Salina KS  
Lowell A. Gere, Oregon City OR  
Lawrence J. Giller, Manhattan KS  
Linwood O. Grant, Glen Allen VA  
William F. Halpen, W. Palm Beach FL  
Robert Heffeman, Mount Dora FL  
Mallard R. Huntley, Marysville CA  
Paul O. Kandt, Lantana TX  
Robert C. May, Jr., Abilene TX  
Hugh E. McGroty, Pipe Creek TX  
John E. Mitchell, Reston VA  
Herbert O. Morch, Wichita KS  
Wendell L. Newton, Melbourne FL  
Jerry T. Nuffer, Omaha NE  
Clarence R. Pike, Missouri Valley IA  
Frenchie R. Poynter, Vanceburg KY  
Raymond W. Rock, Salina KS  
David V. Russell, Ft. Lauderdale FL  
Lyle M. Samuelson, Liberty MO  
Alvin C. Sattler, Hudson OH  
John E. Schuppert, Jr., Lancaster PA  
Jerry L. Skidmore, Iola KS  
Bobby K. Small, Lyons KS  
Edgar A. Smith, Salina KS  
Ralph E. Spraker, Colorado Springs CO  
Richard E. Thyden, Huntington NY  
Frederick J. Vogler, Niceville FL  
Garland W. Williford, Hampton VA  
Edward R. Woerle, Rossville TN  
Theodore M. Zahn, Franktown CO

## ***Reluctant Mechanic***

I always enjoy the “Stratojet Newsletter.” The Summer 2015 issue is certainly no exception to that.

Several references to 98th BW and Lincoln AFB, NE, in this issue brought back many memories of my 2½ years at Lincoln as a B-47E maintenance crew chief in the 98th. Since I first saw a newspaper photo of the B-47 in about 1946 or ‘47, I’ve thought it’s the most beautiful aircraft ever - ‘still is - looks like it’s making 600 knots sitting on the ramp - and I’m very proud of my association with it, but that time for me was anything but enjoyable.

In his article on page 12 of the newsletter, Art McAninch mentioned having been in pilot training class 58-O. I was also in 58-O as an aviation cadet, but I got married, and, because Uncle did not want married aviation cadets, I immediately reverted to enlisted status and went to aircraft maintenance training at Shepherd, AFB, TX. After graduating there with the highest academic average in a class of nearly 200 in all maintenance specialties, I reported to the 98th BW at Lincoln as an A/2C (airman second class, E-3).

For about the first 3 months at Lincoln, I was working a half day on the flight line every day as a B-47E assistant crew chief and was in school (Field Training Detachment - FTD) the other half day studying all of the aircraft systems in great detail.

My time on the flight line was extremely frustrating, though - mainly because the crew chief (an A/1C, E-4) was overly possessive of “his” airplane - ‘didn’t want me to do anything of significance to the airplane; hardly would let me touch it occasionally and then only to wipe a fuel or an oil leak. (I guess that’s how the job title “first wiper” came about.) He never instructed me on anything, even when I asked, which was often. If he were away from the airplane for a while and returned to “catch me” about to service a tire, a strut or oxygen system, he’d rush in saying, “No, no, I’ll do that, you might f--- up the valve.” I watched a lot, though, and I learn quickly and easily, so I learned to be a good crew chief in spite of his reluctance to teach me anything.

We spent a lot of time waiting for repair specialists (engine, electricians, hydraulics, flight control systems, etc.) to come to the aircraft - many days not arriving until we started to close up the airplane for the day; then, of course, it was I who got to stay with them, many times late

into the night or all night. I stood around and under the airplane wings or sat in the frozen cockpit for many hundreds of hours, enduring heavy winds, cold rains, blizzards and mind-numbing boredom. This especially bad time as an assistant crew chief/wiper lasted for nearly a year until the overly-possessive “chief” left the Air Force, and I became the crew chief for this aircraft. Most crew chiefs in the unit then were E-4 or above.

Because of an excess of NCO’s from WW II and the Korean War, promotions to E-4 and E-5 were nearly nil, and many NCO’s from un-related fields were re-training into aircraft maintenance. At different times during the next year or so, I had several re-trainees, an E-4, two staff sergeants (E-5) and a tech sergeant (E-6), as my assistants until they could become familiar enough with the aircraft to be crew chiefs on their own. I was 4 to 5 years older than most E-3’s (actually, more nearly the age of the NCO’s), and we got along very well; they had no problem whatsoever accepting my instructions, tips, etc., and I tried hard every day to quickly impart to them all that I had learned - much of it learned by observation and doing it myself rather than by any instruction from my “chief” for my first year or so with the airplane.

I was soon qualified to run engines for certain testing and engine trim procedures and even to taxi if an emergency required such to remove an aircraft from a threat area, such as a fire or a crash nearby. I ran engines occasionally, but I never taxied, except during the qualification exercise with an IP.

Early one morning in ‘58, while doing a pre-flight inspection, I had trouble releasing an engine cowling latch that had been too-tightly cinched after an engine change the day before, and when I finally got it to release, the latch handle hit me in the mouth knocking out my upper left front tooth. With a swollen lip, dripping blood and holding the tooth between my fingers, I climbed up the ladder into the airplane to use the pilot’s rearview mirror to inspect my wounds. I thought, “Well, the tooth is out; maybe I can save it if I can stick it back in place.” With much pain, squishing, scraping and cracking noises, I stuck the tooth back in place, and held it tightly between my tongue and lip for the next couple of hours while I got the aircraft off on a training mission. Only then did I go to the dental clinic.

As I was taking my place in the dentist’s chair, the dentist (a captain) asked me what had happened. I tried to tell ‘im, “An engine cowling latch hit me in the mouth.”

His response was one of doubt and suspicion, such as, "Um-hmm," with a smile as if to say, "Yep, been drunk and fighting, again." 'Even went on to say, "How does the other guy look?"

I replied, "No other guy - just an engine cowling latch." Of course, as a teetotaler, I've never even been partially drunk and certainly have not been drunk and fighting. I had been determined to get a commission since well before entering the Air Force, but this and other humiliating situations much like it made me even more determined to do so.

The dentist took X-rays and made an appointment for a root canal if the tooth "held." About two weeks later, I had a root canal and the tooth was saved. It's still firmly in place; 'finally had to put a crown on it about 10 years ago.

By mid '59, I had been enlisted for nearly 2½ years, and M/Sgt Thompson, the unit's re-enlistment NCO, called me in one day for his re-enlistment commercial. I told him not to waste our time; I'd never re-ENLIST and continue to be treated like a second-class citizen while working my ass off for long hours day and night in the rain and in blizzard conditions for very low pay and little chance of promotion, regardless of my outstanding record of professionalism (selected Airman of the Month twice).

This was before the Weighted Airman Promotion System (WAPS) was instituted, and promotions were mainly based on a "buddy" system - you had to be the sergeant's drinking buddy to be promoted. I knew of only one promotion to E-4 in the unit during my 2½ years there - the sergeant's (not Thompson) drinking buddy.

I told M/Sgt Thompson, "I'll stay in as an officer, but I'll never re-ENLIST. I can make 2/Lt faster than I can make airman first class (A/1C, E-4)."

Of course, he asked how I was I was going to do that. "OCS," I replied.

A few days later, I applied for OCS, received the appointment in Jan '60 and was commissioned 15 Sep 60.

About 3 years later, as a first lieutenant and B-52G combat-ready navigator, I was going through the front gate at Robins AFB, GA, when the driver in a car beside me tooted his horn; I looked over at the driver and quickly recognized SMS Thompson, whose re-enlistment spiel I had rebuffed at Lincoln! He quickly became one my best friends at Robins.

I left active duty in June '68 to earn a BS degree in civil engineering at NC State U; returned to active duty after graduating in May '71; retired as a LtCol in Oct 81 with 22 years active, including 4 years as a base civil engineer and 13 years (5000 hours) as a navigator and radar navigator/bombardier in B-52D, E, F, G, & H, including 72 Arflight missions and 6 Linebacker II missions to Hanoi in Dec '72.

*Wilton Strickland, LtCol, USAF (Ret)*

*Wilton added this postscript: "By the way, Mike, you may be interested to know that the "other party" in that wedding in '57 that eliminated me from pilot training class 58-O is still with me. She's upstairs taking a nap right now. We have 3 fine children and 3 of the finest grandchildren in the world. We've been blessed."*

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## Another ATO Story

In 1956 the wing at Mt. Home AFB was not making full ATO rack takeoffs. Our practice ATO takeoff was with a half rack and a test hop fuel load. We were not dropping the racks either. After burn out we flew locally for about an hour, then landed with the rack.

My aircraft commander usually did not look in the cockpit on takeoff, but depended on me to give all the speeds over the intercom. He preferred to keep his eyes outside the aircraft for safety reasons. On one takeoff, we finished the checklist, released the brakes and I called 60 knots over the intercom. At that point my mike became completely inoperative. I am frantic in the back seat attempting to give the fire ATO point, but the mike was dead. I unhooked my mask and tried to yell over the noise but to no avail. I even tried to hit him on the helmet with my checklist but could not reach him. Just before lift off speed my mike worked for one word of the "fire ATO" announcement. You guessed it, that word was FIRE.

His head was turning rapidly to see the wings and all engines. At unstick speed he realized what had happened, hit the ATO switch and pulled back on the yoke. Yep, we went up like a roman candle. Don't know what our climb angle was, as he was trying to stay under the max flap speed. The ATO ended abruptly and then it was push the nose over to try not to stall. The ride was quite a new experience. On landing, we went straight to the Operations Officers office to report the incident and to ask for a immediate checklist change. Shortly thereafter SAC sent a change to the checklist. From then on it was "ACTIVATE ATO".

*Carl Fleece*



2016  
COMBINED REUNION  
B-47 STRATOJET ASSOCIATION  
91<sup>ST</sup> STRATEGIC RECONNAISSANCE WING ASSOCIATION  
WASHINGTON, D.C.  
SEPTEMBER 28-OCTOBER 3, 2016



To be held at the Westin Washington Dulles Airport Hotel located at 2520 Wasser Terrace, Herndon, Virginia 20171. Room rates are \$99 per night plus tax. Parking is complimentary. The hotel provides a complimentary shuttle from Dulles International Airport only. (Airport Code IAD). The registration fee is \$100 per person and includes the following

- A Welcome Package with Name Badge, Itinerary and List of Attendees
- Hospitality Room – stocked with Snacks & Beverages all 5 Days
- Thursday – 91st SRWA Business Meeting – Welcome Dinner – B-47 Business Meeting
- Friday – 0830-1700 – Memorial & Arlington Cemetery & Lunch
- Saturday – 0830-1530 – National Mall/Monuments & Lunch
- Sunday – 0930-1430 – Udvar Hazy Air & Space Museum
- Sunday – Banquet Dinner & Program

A Full Reunion Itinerary is on the Back of this Page.

★ **MAKE YOU'RE HOTEL RESERVATIONS NO LATER THAN AUGUST 28, 2016**

The group room block is listed as B-47 Stratojet both the B-47 member and the 91<sup>st</sup> SRWA members need to use B-47 Stratojet when making their hotel reservations. Hotel reservations can be made thru the B-47 website at [b-47.com](http://b-47.com) or thru the 91stSRWA website at [91stsrwa.com](http://91stsrwa.com). Go to website and click reunions, then scroll down to hotel reservations and click on link, this will bring up the groups reservation page on the Westin Washington Dulles Airport website. You can also call the Westin Washington Dulles Airport Hotel at 866 230-0106. Let them know that you are with the B-47 Reunion to receive the group rate of \$99 + tax per night. The group rate is available 3 days before and 3 days after the reunion if you wish to extend your stay.

**TOURS**

**Friday September 30<sup>th</sup> – 0830-1700 – AF Memorial & Arlington Cemetery & Lunch – Included in Registration**

The USAF Memorial has been a place of pride and honor for all the men and women who served and continue to serve the United States Air Force and its heritage organizations. The United States Air Force Memorial honors the service and sacrifices of the men and women of the United States Air Force and its predecessor organizations. There we will have a wreath laying ceremony. Then we will drive to the Iwo Jima Memorial, also known as the U. S. Marine Corps War Memorial, honors the Marines who have died defending the United States since 1775. We will have lunch at Old Country Buffet and then visit Arlington National Cemetery where we will visit the John F. Kennedy Gravesite and the Tomb of the Unknown Soldiers.

**Tour A – Saturday October 1<sup>st</sup> – 0830-1700 – National Mall/Monuments & Lunch – Included in Registration**

For more than 200 years, the National Mall has symbolized our nation and its democratic values, which have inspired the world. The National Mall - the great swath of green in the middle of our capital city and stretching from the foot of the United States Capitol to the Potomac River - is the premiere civic and symbolic space in our nation. We will stop at the Vietnam Memorial, WWII Memorial and Korean War Memorial. Lunch is included at the Old Country Buffet. After lunch we will do a short driving tour of Washington DC.

**Tour B – Saturday October 1<sup>st</sup> – 0930-1530 – Mount Vernon – Price \$20**

Visit George Washington's Virginia home, Mount Vernon. It's also a journey through history: the country estate of this quintessential gentleman has been meticulously restored and affords a glimpse of rural gentility from a time long gone. On the Potomac banks, the 19-room mansion displays George and Martha's colonial tastes, while the outbuildings and slave quarters show what was needed for the functioning of the estate. George and Martha are both buried here, as requested by the first president in his will. The modern Ford Orientation Center is a must-see on the grounds. It features a 20-minute film that shows Washington's courage under fire, including his pivotal crossing of the Delaware River. Lunch will be on your own.

**Sunday October 2<sup>nd</sup> – 0930-1430 – Udvar Hazy Air & Space Museum – Included in Registration**

The Udvar-Hazy Center opened in 2003, its two huge hangars the Boeing Aviation Hangar and the James S. McDonnell Space Hangar display thousands of aviation and space artifacts, including a Lockheed SR-71 Blackbird, a Concorde, and the space shuttle Discovery. The Center also offers the Airbus IMAX® Theater and the Donald D. Engen Observation Tower, which gives you a 360-degree bird's-eye view of Washington Dulles International Airport and the surrounding area. Lunch will be complimentary at McDonalds.

**For More Information Contact**

**Dick Curran**  
865-940-1020  
[dickcurran@hotmail.com](mailto:dickcurran@hotmail.com)

**The Reunion BRAT**  
360-663-2521  
[thereunionbrat@hotmail.com](mailto:thereunionbrat@hotmail.com)

**COME JOIN US AS WE SHARE OLD MEMORIES AND MAKE NEW ONES!!**

## 2016 Reunion Itinerary

### Wednesday September 28th

Arrival ~ 91st SRWA Members and Guests  
1800-1900 ~ B-47 Stratojet Association Board of Directors/Governors Dinner  
1900 ~ B-47 Stratojet Association Board of Directors/Governors Meeting

### Thursday September 29th

0900 -1030 ~ 91st SRWA Board Meeting ~ Luray Room  
1030 ~ 91st SRWA General Membership Meeting ~ Luray Room  
Arrival ~ B-47 Stratojet Association Members and Guests  
1300 ~ Registration Opens for Both B-47 & 91st SRWA ~ Registration Table in Lobby  
1800-1900 ~ Cocktails (Cash Bar) ~ Rivanna Room  
1900-2030 ~ Reception Dinner ~ Rivanna Room  
2030 ~ B-47 Stratojet Association Membership Meeting

### Friday September 30th

0830-1700 AF Memorial ~ IWO Jima Memorial ~ Arlington National Cemetery ~ Lunch

### Saturday October 1st

0830- 1700 ~ Monuments Tour & Lunch  
0930-1530 ~ Mount Vernon Tour

### Sunday October 2nd

0930-1430 ~ Udvar Hazy Air & Space Museum  
1800-1900 ~ Cocktails (Cash Bar) ~ Rivanna Room  
1900-2200 ~ Reunion Banquet & Program ~ Rivanna Room

### Monday October 3rd

Checkout

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### *Registration Materials In The Mail*

Registration Materials were mailed in early May so you should have received yours by now. If not, please contact Dick Curran at [dickcurran@hotmail.com](mailto:dickcurran@hotmail.com) or 865-940-1020.

Information can also be found on the Association website at [www.b-47.com](http://www.b-47.com) or the 91st website: [www.91stsrwa.com](http://www.91stsrwa.com).

Please note that hotel reservations must be made no later than 28 August, 2016 to ensure our group rate. Note that the special rate applies to 3 days before and 3 days after the reunion if you wish an extended stay.

### *20th Anniversary, 10th Reunion*

This year's reunion will celebrate the 20th Anniversary of the B-47 Stratojet Association. Previous reunions were:

*...continued next column*

1998 - Omaha NE  
2000 - Midland/Odessa TX  
2002 - Seattle WA  
2004 - Dayton OH  
2006 - Wichita KS  
2008 - Marietta GA  
2010 - Omaha NE  
2012 - Tucson AZ  
2014 - Ft. Walton Beach FL

We've relived some great old memories and created some new ones. We've visited some wonderful museums: Strategic Air Command and Aerospace Museum, Commemorative Air Force Museum, Museum of Flight, National Museum of The United States Air Force, Kansas Air Museum, Pima Air & Space Museum, National Museum of Naval Aviation and the Air Force Armaments Museum. We trekked through the boneyard at Davis-Monthan, visited the assembly lines at Boeing (Everett) and Lockheed Martin (Marietta) and sat in the underground SAC Command Post at Offutt. We even spent a memorable afternoon visiting with the gorillas at the Omaha Zoo.

## Museum News

### *XB-47 To Be Moved To Edwards*

In an announcement this Spring, the Air Force Flight Test Museum announced that it now has the necessary funding to disassemble, move and reassemble the XB-47, 46-066, to Edwards AFB. There is enormous cost involved, but the Boeing Company agreed to underwrite the move. This is Boeing's centennial year and there have been numerous celebrations and displays in honor of the occasion. It is significant that Boeing celebrates its legacy by ensuring the future of one of the most important designs of aviation history. George Welsh led the fund raising effort and he and his staff are to be congratulated for the success. Your Association will contribute to the fund to get the airplane in shape for eventual display at the Museum. This is a victory for all of us. Pete Troesch has promised photos of the disassembly and move.

### *Another B-47 Under Cover*

The Museum of Flight at Boeing Field (King County Airport) moved WB-47E, 51-0755, under the new Aviation Pavilion in early Spring. Although it had recently been refurbished, the Seattle weather would soon take its toll. The airplane had sat in front of the main museum building since the restoration. It was moved early on a Sunday morning, towed across a major highway (Marginal Way) to the pavilion where it joins other notable aircraft: B-17, 747, DC-3 and Concorde. (photo below)

*Photo: Museum of Flight Collection*



## *New Strategic Air Command and Aerospace Museum Logo*



 Strategic Air Command  
& Aerospace Museum

It was a long time coming but the official name change is now reflected in the new logo as well as a brand new website. Check it out: [sacmuseum.org](http://sacmuseum.org). The Museum is located at Ashland NE, between Omaha and Lincoln.

### *Help For MacDill 75th History*

We have had a request for members to contribute to a history of MacDill AFB.

*Hello, I am a local historian in Tampa Florida and am compiling in one location the detailed history of MacDill AFB and the people who served here. I would like to make contact with anyone from your group who was based at MacDill AFB. Can you please pass my contact information on to any individuals I could speak to so I can add to the base history.*  
*Thanks, Denny*

Contact: [User776289@aol.com](mailto:User776289@aol.com)



## *Kicked Out Of Morocco!*

The letter in the Summer 2015 issue from Art McAninch caught my attention for several reasons. First, I was also assigned to the 384th Bomb Wing at Little Rock AFB and was contemporary with Art. I also took part in the transfer, evacuation would be a better word, from Nouasseur, Morocco to Greenham Common Airbase, England. I was a B-47 pilot/crew commander at the time. However, I was surprised that Art gave so little attention to that because it was an important event.

I had reflexed to Morocco several times prior to this one. It was interesting in ways beyond being in Africa, in a real desert, and not far from the city of Casablanca (of Humphrey Bogart fame). When the poppies were in bloom, you could smell them while still at 20,000 feet. Our base was just a few miles east of Casablanca and there was a squadron of Migs stationed at a base a little south of Casablanca. We usually arrived at about 9 or 10 AM on Thursday mornings. Sometime about 11 AM, a flight of Migs would fly over to make sure we got in all right. I'm sure they reported our arrival to Moscow. And, sometimes a flight of F-102s would fly in from Spain and chase them away. But never a shot was fired.

But, more about the sudden move. First, Art was wrong on the time. It did not happen before he got to Little Rock AFB in 1959. It happened after I was upgraded to Pilot in 1960-61. In fact, it could have been in 1962 because I had reflexed there several time after I became an AC.

That move was sudden and, as far as the crews were concerned, unplanned. We were simply told on a Friday evening or Saturday morning that we would be flying out early Sunday morning. We did our mission planning Saturday morning, right after the morning briefing. I have tried to remember whether we actually carried our bombs. I remember that, initially, we were going to. I remember that because we had to plan a route that took us out into the Atlantic before heading north to England. Our "friends," the French, would not allow us to fly over their territory with nukes onboard.

The exact diplomatic reason for our departure was never fully explained to us. We were simply told that the King of Morocco directed that we get out.

Years earlier when the French left Morocco, they took everything of any value with them. They stripped the buildings of all light fixtures and switches, all plumbing

fixtures, faucets and maybe even pipes. All they left was the wooden shells of the buildings. We were told the King was not going to allow that to happen again and we were very closely monitored through the rest of Saturday and into Sunday morning.

Early Sunday morning, the alert crews got into the crew pickup trucks and drove to our airplanes. Enroute, we had to stay exactly on the centerline of the roads and follow a very specific route. To insure that we did, there were Moroccan soldiers armed with submachine guns about every 50 feet on both sides of the road. We were very careful.

Again, I'm not sure whether we carried our nukes. I seem to remember that, after we mission planned our route, someone changed their mind and our bombs were down-loaded.

Although I didn't like the idea of our being thrown out of Morocco, I did much prefer going to England on our subsequent reflexes. I could read the road signs, they spoke our language, and no one would cut off your head if you happened to look at their wife.

All in all, I've had a pretty interesting career. I flew 100 combat missions as a fighter-bomber pilot (F-80 Shooting Star) in Korea. I was in Morocco, in B-47s, when we got thrown out. I was in Spain, on alert in B-47s, during the Cuban Missile Crisis. And, I am one of the survivors of the Broken Arrow accident at Thule, Greenland in 1968.

*Alfred J. D'Amario, Lt. Col., USAF (Ret.)*



## *Welcome New Members!*

Kenneth R. Brown, Lumberton NJ

Claude F. Giddings, Thousand Oaks CA

Grenfell M. Leonard, Kershaw SC

Kent B. Mosdale, Pahrump NY

## ***B-47 Merchandise***

The internet has a remarkable array of B-47 products at a site called [cafepress.com](http://www.cafepress.com) and we encourage you to consider these if you are looking for B-47 items. The Association no longer stocks items and we suggest you take a look at this website. It has been recently updated with new products featuring the red/black “horn button.” Use this [new link](#) to go directly to the page with products featuring the Association logo:

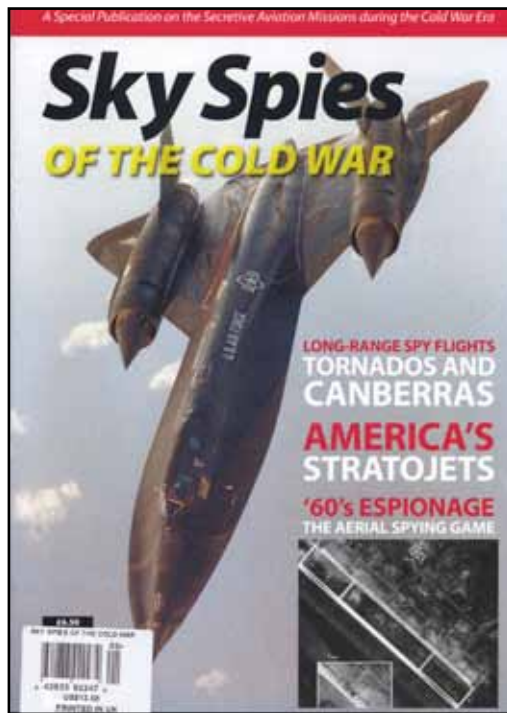
<http://www.cafepress.com/b47stratojetassociation>

Searching the site using “b-47” will also bring up many other products featuring your favorite airplane.

## ***Publications***

There are several new publications on the newstand that feature the Stratojet. Both are from the UK.

*Skies Spies Of The Cold War* is a 62 page overview of reconnaissance missions flown before, during and after the B-47 era. “Overflying Stratojets” features RB-47E and RB-47H operations. The 8 page article is accompanied by some really nice photos and drawings. As you often find in this type of publication, there are some inaccuracies in the text.

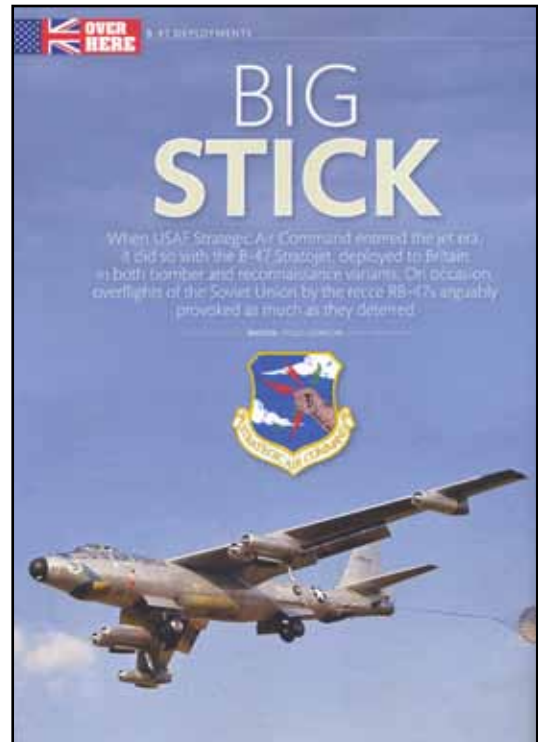


You might still be able to find it at Barnes & Noble, or check the publisher’s website at: [hpcpublishing.com](http://hpcpublishing.com)

“Big Stick” is a 7 page article in the April 2016 issue of *Aero-plane* (once known as *Aeroplane Monthly*). The text is a review

of B-47 operations in the UK and features a table of B-47 losses there. There is a pretty heavy emphasis on RB-47H missions and there is a cutaway drawing of the RB’s crew positions. Written by British author Doug Gordon, the article is a good overview of Stratojet ops in this special edition featuring the American presence in the UK. A special bonus is an included 32 page guide to UK aviation museums.

The website is: [shop.keypublishing.com](http://shop.keypublishing.com)



## ***Korean War News***

Association member Terry Bryant is the Missouri State Commander and Director of Chapter 1 of the Korean War Veteran’s Association.



The 1000th B-47 after delivery to the 40th BW at Smoky Hill AFB.

Note “City of Salina” on the nose.

Photo: Boeing



**Send Application and Check to:**

**B- 47 Stratojet Association**

Dick Curran

219 Charles Court

Dandridge, TN 37725-3333

Tel. (865) 940-1020 e-mail: dickcurran@hotmail.com

(Last) \_\_\_\_\_ (First) \_\_\_\_\_ (Middle Initial) \_\_\_\_\_ (Highest Rank Achieved) \_\_\_\_\_

(Spouses First Name) \_\_\_\_\_

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B-47 Wings you served with and dates of service: \_\_\_\_\_

Air Crew or Ground Position: \_\_\_\_\_ Civilian Position: \_\_\_\_\_

Status: Active Duty \_\_\_\_\_ Retired, when? \_\_\_\_\_ Separated, when? \_\_\_\_\_ Veteran \_\_\_\_\_

Civilian, your relationship to the B-47: \_\_\_\_\_

Current Occupation: \_\_\_\_\_

Any other comments you may care to add: \_\_\_\_\_

**Annual dues are \$15 a year payable every January. Send checks to: The B-47 Stratojet Association.**

The Lifetime membership option is obtained by using the below table:

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- age 65-69 \$200
- age 70-74 \$150
- age 75-79 \$100
- age 80 or over \$50

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**Dick Curran**

**B- 47 Stratojet Association**

**219 Charles Court**

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*A 1950s postcard showing a ramp full of Stratojets. Most bases had postcards featuring their aircraft although some of them were rather generic.*

***2016 Reunion: Washington DC ~ 29 Sept-2 Oct***  
***See pages 6-7 For Details***

