



# Sabre Jet Classics

Volume 10 Number 2

SUMMER 2002

*A publication of the F-86 Sabre Pilots Association*



***SABRES USED TANKERS TO  
DEPLOY TO KOREA, SOS - KOREA,  
REUNION DETAILS, MORE!***



# SabreJet Classics

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Summer 2002  
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**Next Issue;  
All Air National Guard Issue,  
F-86A thru F-86H.**

(front cover) A pair of 336th Squadron F-86As on the ramp at K-2, Taegu AB in March 1951. The 336th FIS was based at Taegu after the Chinese Reds overran Kimpo in January 1951, flying air-to-ground missions.  
(credit - Andy Andrews)

The *SabreJet Classics* is published by the F-86 Sabre Pilots Association, PO Box 97951, Las Vegas, NV 89193. The F-86 Sabre Pilots Association is a non-profit, veterans organization, with membership limited to individual pilots who have flown the F-86 Sabre aircraft. The goal of the association is to 'perpetuate the history of the F-86 Sabre, the units to which it belonged, and to the men that flew the Sabre'. A second goal is to 'link Sabre jocks with their old comrades'. A third goal is to perpetuate an accurate, patriotic portrayal of our national, military, and Air Force history and heritage. If you are not a member, but meet the membership qualifications, you are invited to join. Application forms are available on our web site or from our Las Vegas address. Dues for one year are \$25, three years \$50, and a Life Membership is \$200. The *SabreJet Classics* is published solely

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Published by  
The F-86 Sabre Pilots Association

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## Sabre Reunions

### The Presidents Notebook

Time goes by fast when you're having fun. Before you know it April 13, 2003 and the 14th F-86 Sabre Pilots Association Reunion will be here. The registration form and a brief explanation of each event are included in this and the 2002 Winter issue. Register early and take advantage of the \$10 discount.

The 2003 Membership Roster will be mailed with the 2003 Spring issue of SabreJet Classics. Take a few minutes to check the data in the 2001 roster and see if any changes need to be made. If you have moved, have a different phone number or new wife let us know so we can get it right. The data used in the 2003 Membership Roster will be as of January 2003 so get your changes in early.

In this issue Bruce Hinton has

written about his experiences as the 336 FIS Commander during the first F-86 deployment to Korea. I make reference to it because not only is it a great story, but just one of many that need to be told to preserve to history of the F-86 Sabre. We have lost forever, other great stories, with the recent demise of some of our heroes. I know there are hundreds of stories in our 1800 membership that need to be printed in the SabreJet Classics. Do yourself and us a favor and get your stories in writing before it is too late.

Hey Guard Guys, Larry Davis is going to make the SabreJet Classics Winter 2002 issue an all Guard issue if he has enough stories and pictures. Some of you got to fly the F-86H for what, 20 years. I know you have some good "fly high and fast" stories. Flying the F-86D and L on all weather night intercepts has to be a lot of fun, interrupted by moments of stark terror. Let us DAY VFR-only pilots know what it was like.

The most recent update that I have received from the Steven F. Hazy Center, Air and Space Museum, in Washington D. C. indicates 300 members have signed up to have their name on the F-86 Sabre Pilots Association tablet. I was hoping there would be more. If you are interested in having your name include on our tablet but not sure of what to do let me know and I'll do my best to help you.

Saturday, September 7, 2002 the Planes of Fame museum will feature the Korean Air War with a flying demonstration by F-86 and Mig 15. The Museum is located at 7000 Merrill Ave. #17, Chino, CA 91710. It should be a good show. Hope to see you there.

God Bless America.

**Jerry R. Johnson**  
President

## FOLDED WINGS

Robert Mark Girard, March 8th, 2002  
William F. Loyd, March 10th, 2002  
F. Daniel Paluca, June 28th, 2001

### Sabre vs. MiG

On 7 September 2002, at the Planes of Fame Museum in Chino, California, there will be a flying demonstration and mock dogfight between an F-86 Sabre and a MiG-15. We'd like to have a big turnout of Sabre Pilots Assn. members for the show. Make plans to be there.

### POLICY STATEMENT

The F-86 Sabre Pilots Association does not participate in any solicitation or endorsement not controlled by the benefit of the association. Readers are cautioned to be wary of any representation in



*the Director's Cut*

As you know by now, we are inside of a year until our reunion in 2003. Much has been accomplished to insure this reunion will be even better than the last. But of course, there is still a lot left to do before April 13th rolls around.

Most of the items that go to make up the activities have been identified, but there is still some leg work remaining. Help is needed to meet these final arrangements, especially from those members living in the Las Vegas area. Naturally, I don't advocate volunteering (this is a service organization remember), but if you want to help, all you have to do is say so and it will be greatly appreciated.

You may or may not be aware that the Board of Directors meet prior to the General Membership Meeting during every reunion. If you have any items which you feel the Board of Directors should consider and bring to the floor during the General Membership Meeting, send them forward and I will place them on the agenda. Or, if you would like to make a personal pitch to the Board about some subject close to your heart, we can arrange a presentation if it would be appropriate.

This Board has been seated for a couple of years now and I think some of the members feel they have done their share. There must be some of you who would like to put in a term as a Member of the Board. If so, please let me know and we will discuss your desires. Contact me by e-mail (druens@aol.com) with your phone number and I will be in touch.

For those who responded to my plea to check your mailing label to learn the status of your dues, THANKS!. I will always be in your debt.

Looking forward to seeing you in April 2003 at the Monte Carlo. Keep your head on a swivel and GOD BLESS AMERICA.

**Dan Druen**  
Chairman of the Board

*the editors desk*

Some of you may wonder why we will 'announce' stories that are supposed to appear in an upcoming issue of SabreJet Classics, then do not appear, including this issue's "Revised History of the RF-86F program". Quite simply it is because we usually have incomplete information or a lack of photos of the subject to publish the article as accurate and complete as possible.

For several issues now we have been planning an issue totally devoted to Air National Guard operations. But we have never had enough stories or photos to fulfil that goal. We think that goal is in sight and plan to have the Fall 2002 issue of SabreJet Classics devoted to the guys that flew the Sabre in Air Guard service. I think, repeat **THINK**, I have enough material to complete the issue. We have stories about air defense duties, Berlin Crisis operations, and others. It should be a good issue. Too long in coming but it couldn't be helped. We simply did not have the material needed and asked for many times.

When we ask for specific needs in our ad section, it is because we have definite plans for those items in upcoming issues. Many times those needs are filled, such as our plea for patches to use in conjunction with various articles, or the call for old Christmas Cards.

during that war. That was a direct result of an ad in the magazine.

But other ads go unanswered completely, such as the plea to hear from anyone with information and photos of Lt.Col. Vermont 'Garry' Garrison, who served with the 4th Fighter Group in WW2 and Korea, and commanded a fighter wing in Vietnam. To date, no one has come forward with either stories or photos of Lt.Col. Garrison. The "Grey Eagle" was well known in the fighter community. I know some of you served with him and have stories about him.

Last issue's "What Is It?" airplane, F-86A 49-1301, was again a bust. No one knew the reason behind the fancy scallop markings. Lt.Gen. Thomas McMullen knew the airplane was assigned to Wright-Patterson until around 1955, but did not know in what role. He flew the airplane at Kelly in a chase role but the scallops had been removed prior to his picking it up at Wright-Patt. We're still looking for answers to this one.

That's all I have. Anyone with questions or comments are welcome to contact me about anything - especially if you have photos of F-86s from any era, unit, or mission. See you again next year.

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*The Sabre's Radar Is Locked On To*

## James H. Campbell

On January 9th, 2002, the F-86 Sabre Pilots Association lost one of its most devoted and dedicated leaders - James H. Campbell. Jim Campbell died of heart failure on that date.

Jim Campbell enlisted in the United States Air Force in January 1951, and won his wings at Laredo AFB. Following gunnery school at Nellis AFB, he was assigned to the 18th Fighter Bomber Group at Osan AB, Korea; where he flew 51 combat missions as part of Scotch Flight in the 67th Squadron. On his return to the United States, he flew the F-86H, alternating rest hops with Captain Joseph McConnell just before McConnell was killed in a tragic accident.

Jim left the Air Force in 1955 to complete his education at the University of Detroit. He joined Chrysler Corporation in 1956 in a sales and marketing position. Five years later he went to work for the Maritz Corporation in St. Louis, Missouri, and was responsible for opening and managing Maritz offices from New York to Los Angeles.

Jim left Maritz as a Senior Vice President to start his own business. Campbell Marketing Corporation commenced operations in 1975 serving the automotive market, listing General Motors, Ford, and Chrysler Corporation as major clients.

Jim's contributions to the growth, success, and prestige of the F-86 Sabre Pilots Association are well known to the members during the 1980s. Jim served as President of our association from 1986 through 1988. His company, Campbell Marketing, provided essential telecommunications and administrative assistance in promoting both interest and growth at a critical point in our association development. He originated the idea and was the 'Pathfinder', who insured the financing and construction of our monument at the US Air Force Museum at Wright Patterson AFB, Ohio.

In 1994, Jim stepped back into the association's administration as a member of the Board of Directors. In 1995, he accepted the position of Chairman of the Board, serving in that position into 1997. His company technicians produced the Sabre Pilots Association logo and decal. He was one of the key players in planning for our association's participation in the US Air Force 50th Anniversary celebration held in Las Vegas in 1997.

Jim was preceded in death by his wife Mary in 1993. He is survived by a son, James Jr. of Birmingham, MI; a daughter Jennifer of Sedona, AZ; and a brother John of Bloomfield Hills, MI.

Jim Campbell loved life and the United States of America. He was a true patriot long before the tragic events of September 11th made it fashionable. We will



Now It Can Be Told -

## Sabres Used Tankers for Korea Deployment

by Col. Bruce Hinton

Dover AFB, Delaware, 0700, 9 November 1950: With a frontal passage nearing - rain, low ceilings, and gusty winds - there'd be no flying today for my squadron. It looked like a pretty quiet day. But that all changed when an unexpected phone call from 4th Group Headquarters announced a squadron commanders meeting not later than 1100 hours. Fourth Group (and Wing) Headquarters, along with the 334th Squadron, were located at Newcastle County Airport, Delaware. My Squadron, the 336th, was at Dover (not a big airlift base in those days, just one fighter squadron), with the 335th at Andrews AFB, Maryland. Quick calls to Capt. Howard 'Mac' Lane, squadron adjutant; and Capt. Morris 'Mo' Pitts, squadron material officer, notified them that we'd be driving to the meeting at about 0930.

It'd been slightly over four months since the 4th was deployed from its home at Langley AFB, Virginia, to these three bases, forming a defensive ring around Washington, D.C.. The outbreak of the Korean War had raised questions about the security of our nation's capitol. Dover AFB was in a 'stand-by' basis with leaky buildings. But it had a good runway and a base hospital, which was maintained to support annual Air Guard encampments. As 336th FIS commander, I became the base commander.

Wing Headquarters at Newcastle was in a frenzy when we arrived. We quickly surmised that the biggest thing in our lifetime was about to happen. And so it was. The entire wing was moving overseas. Destination - Japan! All personnel, equipment, and records were to be readied for shipment. Our F-86A aircraft were to be prepared for flight to the West Coast. Many of our older Sabres would be replaced by later production models before our departure. Most of these were delivered to Newcastle, Dover, and Andrews by other F-86 Wings, principally the 56th at Selfridge and the 33rd at Otis. As it turned out, at least six replacements were flown direct to our ports of embarkation (POE) by the 1st Wing at March AFB, California.

Each squadron had to have all of its Sabres airborne before 1100 hours, 11 November. The 334th and 335th would proceed to North Island NAS, California, for shipment by aircraft carrier. The 336th would go to McClellan AFB, California, where its aircraft would be prepared for shipment, then sent down-river to Oakland/San Francisco for deck-loading onto oil tankers.

Getting equipment ready for overseas deployment.



of Herculean proportions!

Choosing pilots was critically important, because there had been an influx of recent flying school graduates. To make matters worse, two veteran captains could not be included for physical reasons. But by filling many non-flying officer positions with experienced fighter pilots, we were able to achieve a ratio of two 'old-timers' for each new pilot.

As the newer replacement F-86s began to arrive, all of their pilots seemed to know what was going on in spite of the 'SECRET' classification of the move. Among these was 1st Lieutenant Ralph D. 'Hoot' Gibson, who begged to be included. After discussions between the 4th and 56th commanders, 'Hoot' was transferred to the 4th FIW in record time. He was to become history's third jet ace.

Amid the frantic preparations, and even before the fighters left, some officers, airmen, and equipment began to depart, leaving only those persons and equipment needed to launch the Sabres. Maintaining a proper



**RESTRICTED**  
HEADQUARTERS  
4TH FIGHTER-INTERCEPTOR WING  
New Castle County Airport  
Wilmington, Delaware

CT 370 11 November 1950

SUBJECT: Movement Order

TO: See Distribution

1. In accordance with provisions of Warning Order, Headquarters Eastern Air Defense Force, dated 9 November 1950, and Operations Order Serial Number 28-50, Headquarters Continental Air Command, dated 10 November 1950, the following named units at the approximate personnel strength indicated will proceed from stations indicated to a theater of operations in a temperate climate for an indefinite period of TDY. Provisions of AFR 75-37 "Preparation for Overseas Movement POL", are waived except for immunization as outlined in paragraph 6a, below.

| Unit                         | Shipment No | Approx Str | Approx Str | T/O&R                                                                |
|------------------------------|-------------|------------|------------|----------------------------------------------------------------------|
|                              |             | OFF        | ARR        |                                                                      |
| Hq & Hq Sq, 4th Ftr-Intep Wg | 52594       | 30         | 64         | 1-1011, 24 Mar 48, 1 x coln 5, 1-0001c, 1 Jul 49                     |
| Hq 4th Ftr-Intep Gp          | 52593       | 11         | 25         | 1-1212, 24 Mar 48, 1 x coln 5                                        |
| 334th Ftr-Intep Sq           | 52590       | 30         | 108*       | 1-1233, 24 Mar 48, 1 x coln 5, 1-0001D, 1 May 49                     |
| 335th Ftr-Intep Sq           | 5259D       | 30         | 108*       | 1-1233, 24 Mar 48, 1 x coln 5, 1-0001D, 1 May 49                     |
| 336th Ftr-Intep Sq           | 5259E       | 30         | 143*       | 1-1233, 24 Mar 48, 1 x coln 5, 1-0001D, 1 May 49                     |
| Hq 4th Maint & Supply Group  | 5259F       | 4          | 10         | 1-7012, 24 Mar 48, 1 x coln 5, 1-0001D, 1 May 49                     |
| 4th Maint Sq                 | 5259G       | 9          | 126*       | 1-7213, 24 Mar 48, 1 x coln 5 as modified by PAR 11 1-7213 & 1-0001C |

The orders that sent the 4th Wing to Korea in November 1950

balance of people and equipment was crucial for a successful move. As a tribute to our hard-working maintenance crews, I noticed that they all carried their tool boxes as personal baggage, making sure their birds would be ready to go.

On 11 November, F-86s from the three bases began heading west. Everyone, it seems, selected Wright-Patterson AFB for the first refueling stop. At 1100 hours,



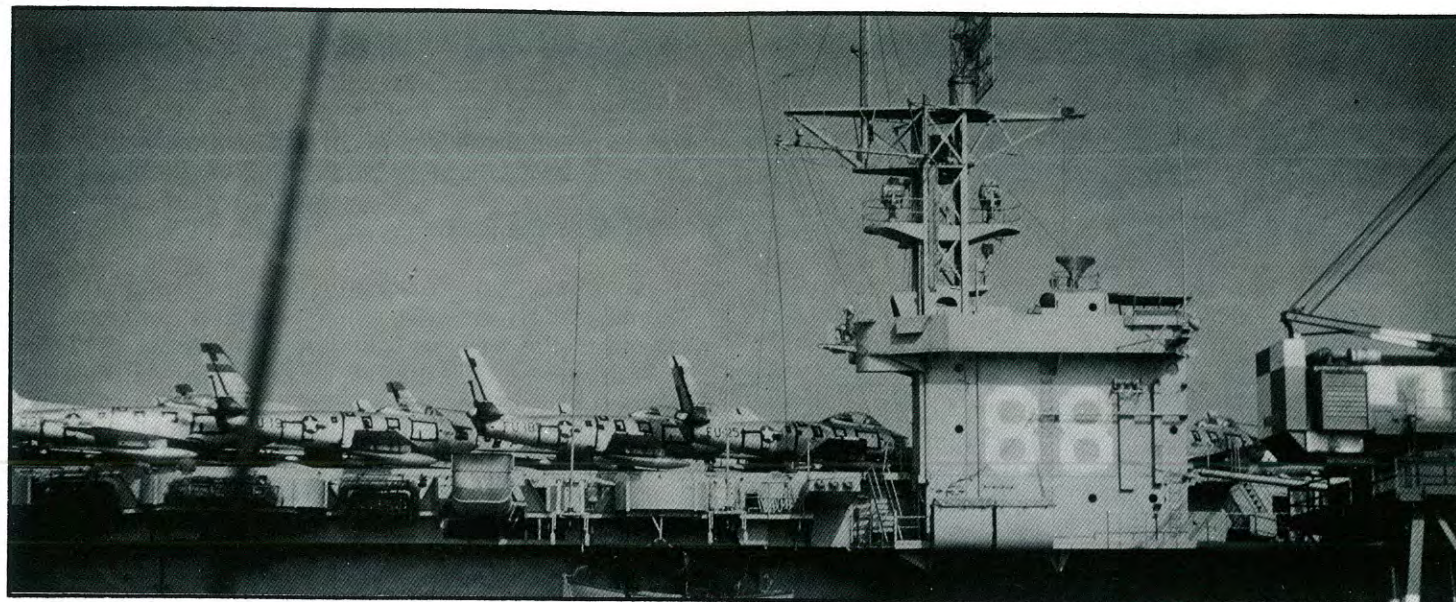
I led the last flight of my squadron out of Dover and headed for Wright-Patterson. We'd made the departure deadline but another crisis loomed ahead. Although the official orders NOW show that we were to be in place at our POE by 18 November, we were told that all aircraft had to be at those destinations by 13 November - just two days away! Anyone not making that deadline would be left behind.

I suspected that this was just a threat designed to encourage early arrivals, which was later confirmed. On the plus side, we were told that if anything - ANYTHING - was needed enroute, we were to use the name assigned to our operation - "STRAWBOSS" - to receive the highest priority. This was to include exchanging a badly broken F-86 for a serviceable one if the host base had Sabres. The magic word was STRAWBOSS.

At Wright-Patterson, the transient ramp was in chaos. Practically the entire group had chosen that base for the first refueling. But no one had alerted the folks at Wright-Patterson! To make matters worse, 11 November was Armistice Day (now called Veterans Day) and a weekend to boot. Refueling 70+ Sabres by the undermanned transient crew was proceeding at a snail's pace. As the 4th Group Commander, Lt.Col. J.C. Meyer, approached my airplane I could see that he was furious. He said I should have taken my squadron somewhere else to relieve the congestion at Wright-Patterson. Rather than point out that his staff should have handled this bit of coordination, I simply apologized. But it was clear to me that the 336th wouldn't be able to depart this day for the next leg.

On top of the refueling problems, one of our airplanes required an engine change. With the help of a transient alert crewmember, 'Mo' Pitts, my squadron materiel officer, began looking for a suitable engine. In one of the hangars, they discovered a flight test F-86A opened up for an engine change - with the replacement engine on a stand. After determining that the engine would work in our airplane, Pitts invoked the 'Strawboss' priority, and the engine was installed in our Sabre overnight by the Wright-Patterson crew.





The 334th and 335th flew their F-86s to NAS North Island where the birds were loaded aboard USS Cape Esperance for the voyage to the Far East. The 336th Squadron aircraft were transported by tanker ship. (credit - John Henderson)



Looking down the deck of the Cape Esperance showing the tails of aircraft from many squadrons. The first two Sabres are from the 33rd Wing at Otis AFB, next is an 56th Wing F-86A from Selfridge AFB. The 4th Wing deployed to Korea with the best Sabres available at the time. (credit - John Henderson)



Lt. Col. John Meyer talks with the Maintenance Officer at Kisarazu AB, Japan, after the arrival of the Cape Esperance. Note the 1st Wing Sabres in the background. (credit - Bruce Hinton)



Before the Sabres went into combat, they had Black &



Another pilot 'on loan' to the 4th when they deployed to



Lt. Col. Bruce Hinton commanded the 336th Squadron in Korea during 1950/51. Hinton scored two victories in Korea, including the first Sabre victory over a MiG in the war. (credit - Bruce Hinton)



Lt. Col. Bruce Hinton discusses the upcoming mission with his flight members (l-r) Hinton, Lt. Ira Shackleford, unknown, Capt. Max Weill, Capt. Dave Fitton, and Capt. Dale Hudson (credit - John Henderson)

Next morning, Sunday, 12 November, flights of 336th aircraft headed west once again, but this time to a variety of bases. We didn't want a repeat of the Wright-Patterson overload. My flight departed last, heading for Sheppard AFB, Wichita Falls, Texas. On arrival there, we needed still another engine change. Sheppard was a major maintenance training base, and after sending the rest of the flight on to Albuquerque, I began negotiating with the base commander to get one of their J47s installed in our sick F-86. He allowed that it was Sunday, but they'd get right on it the next day or so. Knowing this would be a disastrous delay, I called the USAF Command Post and used the magic word - "STRAWBOSS". Within an hour a crew showed up to perform the engine change. Magic word, indeed!

Early the next morning, the re-engined Sabre was ready. I decided to act as chase while my pilot flew the test hop. Gaining altitude in a wide circle of the field, I moved in tight and checked the test aircraft for signs of leaks. Once we were satisfied that the airplane and engine were OK, I headed us for Albuquerque, filing a flight plan by radio. We were on our way again.

Arriving at Albuquerque, I could see that some 336th birds were still there, while a large group had already departed for the next leg - Nellis AFB, Nevada. After an uneventful refueling, I led the remaining aircraft to Nellis to join the rest of my squadron. We were expected at Nellis and enjoyed a problem-free turnaround. On departure, when the entire squadron was airborne, we made a formation fly-by to bid farewell to many of our old friends in the fighter community. The flight to McClellan was relatively short, so we remained at a fairly low altitude in a wide spread formation as we passed over my home town of Stockton, California.

We made it to McClellan by the deadline, and ground crews immediately went to work preparing our airplanes for loading onto the decks of four oil tankers for shipment to Japan. This consisted, in part, of rubbing down all exposed surfaces with a heavy oil which was intended to minimize salt water corrosion. The pilots were bussed to Fairfield-Suisun AFB (now Travis AFB) for overseas processing involving an untold number of inoculations.

4th Fighter Wing in the Far East. There, the bulk of the 336th began to reassemble, since most had been airlifted across the Pacific about the same time as the F-86 pilots.

On 5 December, the first six 336th Sabres arrived by tanker at Yokosuka, Japan. They were transferred to barges and eventually off-loaded at Kisarazu AB across Tokyo Bay. At Kisarazu, a maintenance team from the Far East Air Material Command (FEAMCOM), along with 4th maintenance crews, prepared them for flight to Johnson AB. The oil coating applied at McClellan had provided little protection, and severe corrosion and damage had occurred during the voyage. The maintenance crews at Kisarazu worked diligently to repair this damage. On 8 December the first aircraft was ferried to Johnson AB, to be followed by many others.

On 13 December, exactly one month after arriving at McClellan, the first flight of seven F-86s departed Johnson for the trip to K-14 (Kimpo) in Korea near Seoul. Led by Lt. Col. Meyer, the flight was delayed by weather at Itazuke AB, Japan, eventually arriving at K-14 on 15 December. Most ground crews and some of the pilots had gone to Kimpo ahead of the aircraft so the 4th Fighter Group was ready for combat!

(from the editor: OK, so we got your attention by alleging that the 336th Sabres used 'tankers' to cross the Pacific. We apologize for raising your blood pressure because everyone knows that the F-86 could not be refueled in flight - could it? Although Col. Hinton was too modest to mention it, there is a fitting postscript to his story. On 17 December, Lt. Col. Bruce Hinton scored the first F-86 victory over a MiG-15 in the Korean War.)

16 December 1950 and the Kimpo ramp is snowed in, canceling all missions for that day. The next day the skies cleared and Lt. Col. Bruce Hinton took his flight into MiG Alley and shot down the first MiG-15 by a Sabre pilot in the Korean War. (credit - Bruce Hinton)







A 3rd Rescue Squadron H-19A plucks a 5th AF pilot, believed to be Capt. Joseph McConnell from the 39th Squadron, from the Yellow Sea in March 1953. Capt. McConnell vowed to repay his 'debt' for the F-86 loss by shooting down more MiGs. He did, scoring 16 before rotating home in May. (credit USAF)

## SAVING THE SABRE PILOTS

### - The Undertold Story of Rescues in Korea

In looking back on almost ten years of stories in *SabreJet Classics*, one finds all-too-frequent mention of an F-86 pilot heading out to sea, ejecting, and being picked up either by helicopter or the SA-16 during the Korean War. Others couldn't make it back to home base, but were rescued from deep in North Korea. Time and again, the rescue crews did their job, flying into incredibly dangerous situations to save pilots from an uncertain future in the hands of the enemy. In a sense, and using present-day vernacular, the rescue forces were a "force multiplier" because the pilots they saved were returned to duty and flew many more combat missions. Well known pilots such as Boots Blesse, Cliff Jolley, Joe McConnell, Lonnie Moore, Dee Harper, and many more were beneficiaries of the heroics performed by the crews of SA-16s and helicopters of the 3rd Air Rescue Squadron/Group and other helicopter-equipped units.

*SabreJet Classics* is happy to report that an authoritative and detailed account of rescue operations in Korea is now available. Dr. Forrest L. Marion, a former USAF helicopter pilot, who is assigned both as a civilian historian and reservist with the Air Force Historical Research Agency at Maxwell AFB, Alabama, has written "Sabre Pilot Pickup: Unconventional Contributions to Air Superiority in Korea." The article is carried in the Spring 2002 issue of *Air Power History*, published by the Air Force Historical Foundation (AFHF). The Foundation has an excellent web site at <http://www.afhistoricalfoundation.com/>, and copies of the Spring 2002 issue of *Air Power History* can be ordered for \$6.00 per copy (s&h included), by using their web site or contacting Col. Joseph A. Marston at (301)736-1959, or e-mail him at [afhf@earthlink.net](mailto:afhf@earthlink.net).

AFHF has granted us permission to reprint an excerpt from Dr. Marion's work, and we have chosen his account of a rescue attempt, although unsuccessful, which illustrates the bravery of the rescue aircrews and a particularly heroic act by a Sabre pilot. Dr. Marion writes:

But despite many successes, would-be rescuers also knew the pain of being unable to retrieve downed fliers known to have been alive on the ground after going down in enemy territory. On February 3, 1952, Lt. Charles R. Spath, 334th Fighter-Interceptor Squadron, was forced to abandon his jet over North Korea. Later, a flight mate observed Lieutenant Spath on the ground. Using his survival radio, the lieutenant reported that he was unable to walk due to a broken leg. A friendly guerilla team located nearby, monitoring the same radio frequency that Spath was using, decided to intervene. Four of the guerillas reached Spath ahead of enemy soldiers also in the vicinity and moved him to a secure location. Some time later, the guerilla team made contact with Fifth Air Force intelligence personnel who began coordinating a rescue attempt. Capt. Gail W. Poulton, an H-19 pilot in the 3rd Air Rescue Squadron, was offered the mission, which would be particularly hazardous due to the high elevation of the area. After several weeks of meticulous planning, the mission was a "go." Because of certain pieces of information that had been coming from Spath and the guerillas that somehow didn't seem to fit, Poulton was concerned that the rescue attempt might already have been compromised. Unfortunately, his hunch was correct. Approaching the intended pickup area, Poulton con-

| Date      | F-86 Pilot               | Unit    | Rescue Aircraft | Rescue Location | F-86 Operating area |
|-----------|--------------------------|---------|-----------------|-----------------|---------------------|
| 13 Sep 51 | Pilot unk                | 334 FIS | SA-16           | Yellow Sea      | Mig Alley           |
| 06 Oct 51 | Lt Bill N. Garrett       | 4 FIG   | SA-16           | Chongchon R.    | Mig Alley           |
| 13 Dec 51 | Capt Ken D. Chandler     | 336 FIS | Helo            | Vic. Chodo      | Mig Alley           |
| 18 Dec 51 | Lt George M. Pistole     | 25 FIS  | SA-16           | No. of Chodo    | Mig Alley           |
| 01 Apr 52 | Lt John E. Dews, Jr.     | 336 FIS | H-19            | Chodo Island    | Mig Alley           |
| 02 Apr 52 | Lt Joe L. Cannon         | 25 FIS  | H-19            | Vic. Chodo      | Mig Alley           |
| 15 May 52 | Lt Harry L. Shumate      | 25 FIS  | Unk             | Unk             | Mig Alley           |
| 07 Jun 52 | Lt Gilbert E. Mann       | 25 FIS  | H-19            | Vic. Chodo      | Vic. Pyongyang      |
| 07 Jun 52 | Lt Rich'd S. Drezen, Jr. | 25 FIS  | SA-16/H-5       | Yellow Sea      | Vic. Pyongyang      |
| 08 Jun 52 | Lt Robert Chesney        | 334 FIS | Unk             | Vic. Chodo      | Mig Alley           |
| 04 Jul 52 | Capt Clifford D. Jolley  | 335 FIS | H-5             | Vic. Chodo      | Mig Alley           |
| 12 Jul 52 | Capt Patrick M. Ellis    | 16 FIS  | H-19            | No. of Chodo    | Mig Alley           |
| 08 Aug 52 | Lt James I. Bonini       | 16 FIS  | SA-16           | Vic. Chodo      | Mig Alley           |
| 20 Aug 52 | Lt Norman Schmidt        | 334 FIS | SA-16/H-19      | Yellow Sea      | Mig Alley           |
| 04 Sep 52 | Lt Ira M. Porter         | 335 FIS | SA-16           | Yellow Sea      | Mig Alley           |
| 04 Sep 52 | Lt Laverne G. Strange    | 25 FIS  | H-19            | Yellow Sea      | Mig Alley           |
| 15 Sep 52 | Lt Arthur J. Cuddy       | 336 FIS | SA-16           | No. of Chodo    | Mig Alley           |
| 28 Sep 52 | Maj Alex J. Gillis       | 335 FIS | H-19            | Unk             | Mig Alley           |
| 03 Oct 52 | Maj Frederick C. Blesse  | 334 FIS | SA-16           | Yellow Sea      | Mig Alley           |
| 11 Oct 52 | Lt John E. Fagan         | 336 FIS | H-19            | NK mud flats    | Mig Alley           |
| 16 Oct 52 | Lt Col Carl W. Stewart   | 51 FIG  | Unk             | Vic. Chodo      | Mig Alley           |
| 21 Nov 52 | Maj Vernon J. Lyle       | 25 FIS  | H-19            | Unk             | Mig Alley           |
| 21 Nov 52 | Lt P.D. Blakely          | 25 FIS  | H-19            | Unk             | Mig Alley           |
| 22 Nov 52 | Lt Edmund G. Hepner      | 16 FIS  | H-19            | Vic. Chodo      | Mig Alley           |
| 28 Dec 52 | Lt John J. Breen         | 16 FIS  | SA-16           | No. of Chodo    | Mig Alley           |
| 25 Jan 53 | Capt Murray Winslow      | 335 FIS | H-19            | Vic. Chodo      | Mig Alley           |
| 31 Mar 53 | Lt Frank D. Frazier      | 336 FIS | Unk             | Vic. Chodo      | Mig Alley           |
| 12 Apr 53 | Capt Jos. C. McConnell   | 39 FIS  | H-19            | Yellow Sea      | Mig Alley           |
| 12 Apr 53 | Lt Norman E. Green       | 335 FIS | SA-16           | Yellow Sea      | Mig Alley           |
| 16 Apr 53 | Lt Robert E. Crackel     | 8 FBG   | Helo            | Chodo Island    | Mig Alley           |
| 30 Apr 53 | Capt Lonnie R. Moore     | 335 FIS | H-19            | No. of Chodo    | Mig Alley           |
| 16 May 53 | Pilot Unk                | Unk     | H-19            | No. of Chodo    | Mig Alley           |
| 17 May 53 | Lt Dorris                | 12 FBS  | H-19            | Vic. Chodo      | Chinnampo, NK       |
| 17 May 53 | Pilot Unk                | 4 FIG   | H-19            | Vic. Chodo      | Unk                 |
| 27 May 53 | Lt Douglas G. Brenner    | 25 FIS  | SA-16           | Yellow Sea      | Mig Alley           |
| 05 Jun 53 | Flt Lt James A Ryan      | 16 FIS  | SA-16           | Yellow Sea      | Mig Alley           |
| 15 Jun 53 | Lt Richard W. Frailey    | 334 FIS | SA-16           | Mouth of Yalu   | Mig Alley           |
| 16 Jun 53 | Pilot Unk                | 8 FBG   | Helo(?)         | Vic. Chorwon    | North of MLR        |
| 29 Jun 53 | Maj Flamm D. Harper      | 18 FBG  | H-19            | Haeju Pen.      | Haeju Pen.          |
| 11 Jul 53 | Pilot Unk                | 8 FBG   | Helo            | Unk             | North of MLR        |

Note 1: "Chodo Island" indicates pilot landed on the ground at Chodo; "No. of Chodo" indicates a water landing north of Chodo; "Vic. Chodo" indicates vicinity of Chodo (either on ground or nearby waters); "MLR" indicates the main line of resistance (i.e., "the front"); "Unk" indicates data unknown.

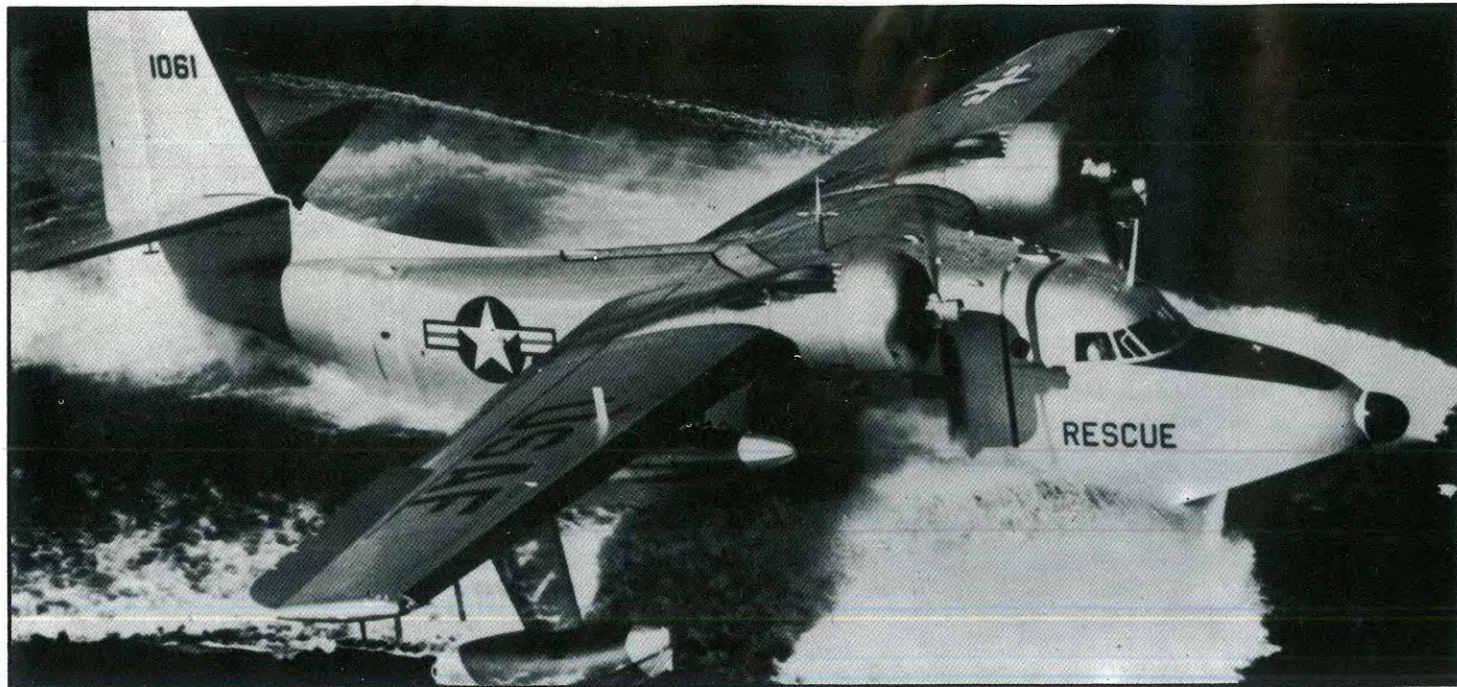
Note 2: Some primary sources are in disagreement as to whether particular pilots wore the rank of second lieutenant or first lieutenant at a given time. For the sake of simplicity, all USAF lieutenants are referred to as "Lt" in the table.

Note 3: Table is based on various sources, especially the following F-86 unit histories (AFHRA); 3rd Air Rescue Squadron/Group histories (AFHRA); Headquarters Far East Air Forces Daily Combat Operations Reports (AFHRA, between 12 Apr 52 and 27 Jul 53); information on F-86 losses compiled by Ron Maynard, Defense POW/Missing Personnel Office, Arlington, Va.; Air Force Times; various communications with former F-86 pilots.

are here to pick you up, if everything down there is OK. You are giving me uncooperative and unclear answers.... I have leveled off and we'll abort this rescue attempt if you don't answer my questions fully...in the next 15 seconds." Spath responded quietly, "you can chalk me off for saying this, but get the hell out

On a happier note, Dr. Marion has included the above chart, which lists each rescued Sabre pilot and a few details about the circumstances of his pickup.





A 38th Rescue Squadron SA-16 Grumman Albatross takes off from a lake on Honshu, Japan. The SA-16 was the primary rescue aircraft for operations off the coast of North Korea. (credit - USAF)



A rescue patrol boat from the 3rd Rescue Group that operated in the waters off southern Korea. 5th AF operated many detachments of these boats in the Korean War. (credit - Chuck Worman)

3rd RS personnel bring a patient to a waiting H-5A for the flight to a hospital ship in the Sea of Japan. 5th AF H-5s shared the Taegu ramp with 3rd RS SA-16s in the Summer of 1951. (credit - USAF)

One of the recipients of the valiant efforts of 3rd RS crews was our own 'Dee' Harper, who was evacuated from the Haeju Peninsula inside North Korea on 29 June 1953. (credit - Dee Harper)



# SOS - KOREA

## Sabre Pilots and Korean Orphans

By Larry Davis  
with help from  
Joe Clark & Floyd Montgomery

When the average person hears the words "Korea" and "fighter pilot" together, they naturally think about swirling dogfights in the cold blue skies over MiG Alley. But not every day was a good flying day. And fighter pilots didn't think and breathe fighting the MiGs 24 hours a day, 7 days a week. What did they think about? Several pilots took it upon themselves to be humanitarians during a time of war. What follows are two of many similar stories to come out of Korea.

When I began researching this story I knew of only one verified orphanage story from the Korean War - the well-known story of Maj. Dean Hess and the orphanage that he and his unit adopted during the early days of the war. I also had a single photo of an unknown major with some Korean children near Suwon; and unconfirmed reports of a pilot named Joe Clark who handled aid packages for orphans in Korea. But I didn't know where or when. Now I know Capt. Joe Clark's 51st Wing story, and that of Lt. Floyd Montgomery and the men of the 58th Wing at Osan.

Capt. Joe Clark arrived in Korea in November 1951, being assigned to the 16th Squadron at Suwon (K-13). By



Capt. Joe Clark, a pilot in the 16th Squadron at Suwon, and his favorite orphan at the Yong Joo Jahae Orphanage. Capt. Clark simply called him "Little Takusan". (credit - Joe Clark)

late January 1952, he had quite a few missions under his belt and was looking for more. During a lull in the air fighting, Capt. Clark was listening to the Far East Radio Network and heard that his boss, Col. 'Gabby' Gabreski, had adopted an orphanage near Suwon in the name of his wing, the 51st Wing. It was the Yong Joo Jahae Orphanage located in a battle-damaged Buddhist monastery on top of a mountain about 6 miles from Suwon.

A few days after the broadcast, Capt. Clark and another pilot visited this 'safe haven' with a Jeep full of goodies - candy, chewing gum, cookies, a case of oranges, some







above left  
(L-R) Mr. Soon, Director of the orphanage, Capt. Joe Clark, and Col. "Gabby" Gabreski, commander of the 51st Wing at Suwon, during a meeting regarding how the aid packages were to be distributed. (credit - Joe Clark)



above right  
A couple of orphans look at the large pile of aid packages stacked in a room at the orphanage. Over 24,000 lbs of goods were delivered to Yong Joo Jahae in 1952. (credit - Joe Clark)

right  
Lt. Col. Levin and Capt. Clark distribute candy and other goodies to the orphans at Yong Joo Jahae in 1952. (credit - Joe Clark)

lower left  
North American Aviation Tech Rep Oscar Lind and Capt. Clark in the back of a 2 1/2 ton truck loaded with aid packages bound for Yong Joo Jahae. (credit - Joe Clark)

lower right  
Capt. Clark hands out a pair of boots to two of the Korean orphans in the Spring of 1952. Many of the Korean children had never had shoes until Capt. Clark arrived. (credit - Joe Clark)



*Letter of Appreciation*

To: MRS. LILLIAN DEMASTERS

I have the honor of presenting this letter of appreciation to you, with pleasure and gratitude for the making great contribution towards the children in Chung Jung Orphanage, located at Suwon, S. Spangdah, Korea.

We all of Sabre, have no words to express our gratitude for your hospitality, though you have been so busy, you have relieved the pitiful orphans living on the verge of starvation, who were the victims of the brutal Sato's aggression, and have kept helping them by the financial help and more the spiritual aids.

The distinguished services what you have done for the Yon Orphans, will brightly shine all over the Korea and the whole Free World, and the appreciation to you will be remembered for ever.

Most respectfully yours,  
Miss G. S. Kim  
Chief  
Chung Jung Orphanage, Suwon, Korea

감사장

대한민국 경기도 평택군 서정리에 있는 '성육보육원'의 고아들을 위하여 귀하들께서 크게 원조하여 주신데 대하여 이 감사장을 올리게 됨은 본인은 무한한 영광으로 생각하옵는 바입니다.

귀하들께서는 바쁘신에도 불구하고 진약한 공산군의 침략으로 만민이 집과 부모를 잃고 굶주리게 된 불쌍한 고아들을 위하여 물질적인 도움으로 주신데 대하여 우리 원아들은 깊이 감사드리고 감히 여가는 바입니다.

한국의 전쟁고아들을 위하여 이렇게 삼가신 귀하의 커다란 공적은 온 한국뿐만 아니라 온 지구의 세계에 찬란하게 빛날 것이며 귀하들에게 드리는 감사의 뜻은 영원무궁토록 기억될 것입니다.

한기429년 원  
대한민국 경기도 평택군 송림면 서정리  
재단법인 성육보육원  
원장 김계성

Letter of Appreciation sent to Capt. Clark's mother Mrs. Lillian DeMasters for her work in the aid drive for Yong Joo Jahae. (credit - Joe Clark)

peanut butter, and bread. What Capt. Clark found changed his life considerably. Upon their arrival, the two pilots were met by Yoon Ho Soon, the orphanage Director, and Yun Han Kwan, his assistant - and about 340 Korean children. The children, obviously undernourished, looked at the two pilots with suspicion. They were standing outside the building in 34° weather without coats. Many didn't even have shoes!

Soon the children saw that not only did the two American pilots mean them no harm, they had food! They charged the two pilots and surrounded the Jeep. Capt. Clark passed out everything they had brought with them within a scant few minutes. They were then shown through the rest of the 'orphanage'. The building had no heat, no furniture, not even beds. The 'medical room' was simply a room that isolated the sick children away from those that were well. They had no medical supplies. Warmth was provided by huddling together with the other children. The two pilots left Yong Joo Jahae later that afternoon, but not before promising that they would return with more help, much more help, and provisions and medical supplies.

Capt. Clark decided to enlist the aid of the people back home in the States. He sent a letter to Mrs. Lillian Finn, President of the Womens Club at Wright Patterson AFB, where he had served prior to going to Korea. The letter was dated "Destitution, Korea, 27 January 1952". The letters were a simple appeal for help for these children. He sent similar letters to other Air Force wives clubs and VFW organizations. Sam Mrugal, Clark's old friend from Chicago, contacted the Chicago Junior Chamber of Commerce, and forwarded his letter to Austin Kiplinger of the Chicago Daily News, who promptly read it on his nightly radio program.

The result was truly overwhelming. Within weeks, box after box started arriving at the Suwon Post Office, rapidly inundating the small staff and building. Capt. Clark borrowed a dozen and half...



Bob Claypool was another North American Tech Rep who worked with Capt. Clark at the orphanage. Everyone at Suwon helped in some way, from Col. Gabreski down to the lowest private. But Capt. Clark was the driving force. (credit - Joe Clark)



Capt. Clark and friends leave the orphanage in the Summer...





Members of the 310th FBS supported the Sung Yook Orphanage near Osan in 1957. This truckload of 310th personnel are taking scrap wood to Sung Yook to be used for firewood and patching the building against the December cold. (credit - Floyd Montgomery)



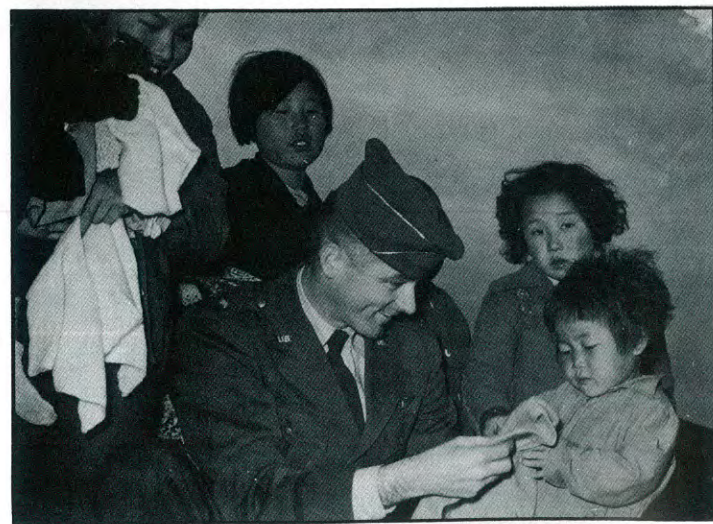
Sung Yook Orphanage near Osan, Korea, in the Winter of 1957/58. (credit - Floyd Montgomery)

of goods within the first couple of months. Capt. Clark left Korea in October 1952. His efforts, as well as those of his squadron mates at Suwon, had made a big difference in the short lives of those Korean children.

Although the war in Korea 'stopped' on 27 July 1953, the plight of the Korean people did not ease for many years to come. And the men still serving in Korea continued to attempt to make things a little brighter for all those who had been affected by the war. The men of the 58th Wing adopted the Sung Yook Orphanage located near Osan AB (K-55).



A 310th FBS crew chief gets help from some of the children at Sung Yook in putting his boots on. As with the



Capt. Floyd Montgomery shows one of the Sung Yook children



The pilots of the 310th Fighter Bomber Squadron at Osan AB, Korea. Capt. Montgomery is kneeling on the far left, with Col. Rooney, CO of the 310th FBS being 3rd from the right in the front row. (credit - Floyd Montgomery)

Lt Floyd Montgomery, a pilot in the 310th Squadron at Osan, upon seeing the 96 children in the Sung Yook Orphanage, took it upon himself to try and provide some much needed clothing for the Korean kids that would be facing a very cold winter in just a few months. And we all know how cold those Korean winters could get.

Lt. Montgomery wrote to his mother, Mrs. Lillian DeMasters, a school teacher in Big Creek, California, and asking for help. The people of Big Creek, many of them school children themselves, responded with over 500 lbs. of clothing. The bundles were delivered to McClellan AFB within a couple of weeks, where a MATS transport was waiting to fly the badly needed winter clothing first to Tachikawa, and then on to Osan. Lt. Montgomery loaded everything into a waiting truck and delivered the clothing to the orphans of Sung Yook.

The efforts of Capt Joe Clark and Lt. Floyd Montgomery, and all the others that contributed their time and effort, will be forever remembered by the children of Yong Joo Jahae and Sung Yook. The F-86 Sabre Pilots Association salutes all those involved.

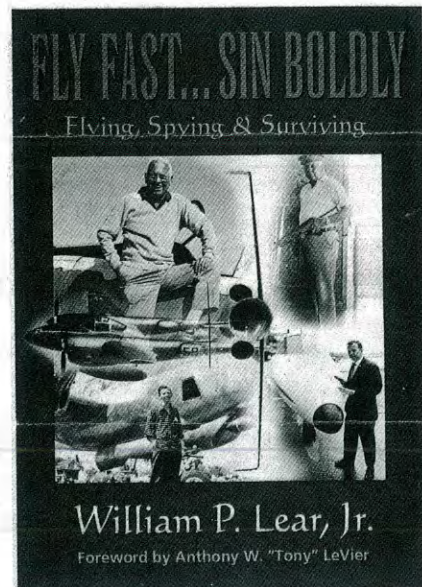
#### AROUND THE WORLD IN (THE) F-86 DAYS

A Commonwealth CA-27 Sabre, Mk. 32, from No. 2 Operational Conversion Unit, Royal Australian Air Force, that was based at Williamstown in September 1966. The Avon-powered Sabre was assigned to "The Marksmen", an RAAF aerobatic team that performed throughout the Far East. In addition to much higher thrust of the Avon engine, the Commonwealth Sabres were armed with Aden 30mm cannon, something our guys would have loved to have had in Korea. (credit - I. MacPherson)



A teacher at Sung Yook and one of Capt. Montgomery's favorite Korean children at the orphanage. At least 500 lbs. of clothing were delivered to Sung Yook in the Spring of 1958. (credit - Floyd Montgomery)





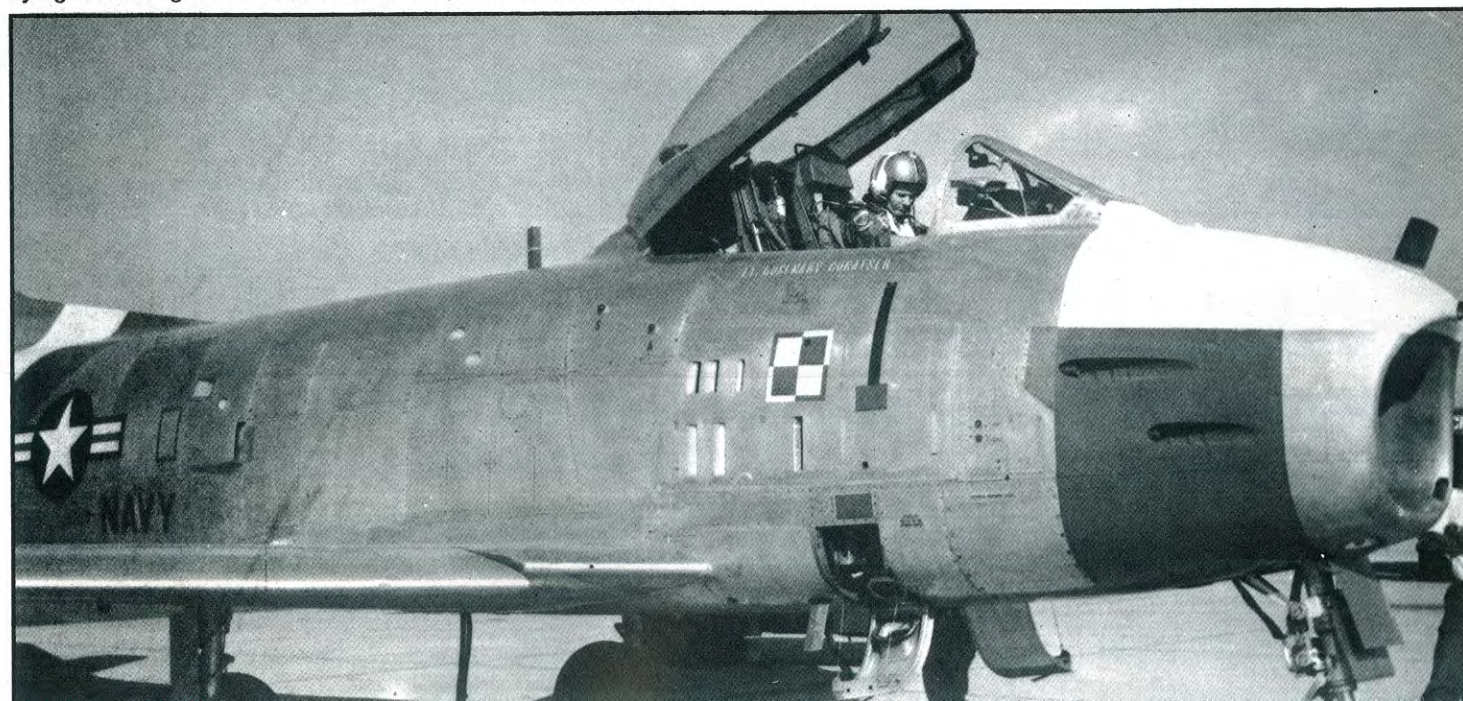
Book Review:

## FLY FAST ... SIN BOLDLY Flying, Spying & Surviving

by William P Lear, Jr  
Addax Publishing Group  
8643 Hauser Dr, suite 235  
Lenexa, KS 66215

Bill Lear, Jr. is, of course, the son of one of the most influential aviation figures in the 20th Century. He's also a member of the Sabre Pilots Association. This is his autobiography, and he's 'let it all hang out'. Much of his life can be described as 'truth can be stranger than

**Pilots & Sabres** - This is Sabre Pilot member Rosemary Conatser, then a lieutenant in the US Navy, during the time when she was flying QF-86H aircraft in the 'Polish Squadron', VX-4, out of NAS China Lake. The aircraft were ex-Guard F-86H Sabres and eventually used as drones in Navy air to air missile tests. We'd like to hear from Lt. Conatser and have her give us the story of what it was like to be one of the first female fighter pilots and flying the best fighter of all time - the F-86. (credit - John Underwood)



fiction', and just a few gems from his book will illustrate this point.

Before he entered Air Force pilot training in October 1948, he'd already flown a P-38 in two Bendix Trophy races. (Yes, you read that correctly!) There's a story going around that Bill flew his own P-38 into Randolph Field to report for duty! The author denies this but describes his adventures as an ex-P-38 pilot with over 1,000 hours flying time in a variety of aircraft, as he submits to **instructional training** from Air Force pilots.

*Reviewer's note: Here, I must digress to report that at this point in Bill's book, I was prepared to 'recuse' (popular legal term of this day) myself from doing the review as Mr. Lear names his instructors and flying mentors at Randolph, and wittingly or not, passes judgment on their instructional and human qualities. Since your reviewer had the same instructors in Class 50C a few months after Bill Lear, I suspected we might not agree on some points. Happily, I believe that we agree that these gentlemen represented the finest flight instructors of that or any time.*

Although he was in (and out) of the Air Force most of his life, Bill Lear simply loved to fly. And fly he did - an extraordinary mix of air machines. He never quite adjusted to the military life-style, but accepted its requirements (to a degree) in order to fly its great jet fighters. His entire life is a series of adventures too unbelievable for a Hollywood movie. And his autobiography reads like a who's-who of flying. You'll encounter famous persons, learn more than you want to know about Lear's personal life, marvel at his many, I mean **MANY**, near death experiences, and come away from his book feeling that you've met a very special man 'who did it his way'. Apologies to Frank Sinatra.

Highly recommended.

review by Lon Walter



**Wanted** - Anyone with information regarding this unofficial emblem displayed on at least two USAF F-86Ds, that also had 86th FIW-style fin flashes in Blue and Yellow. Anyone knowing anything about this emblem please contact David Menard, Associate Editor/SabreJet Classics, 5224 Longford Rd, Huber Heights, OH 45424.

### F-100 Photos

Larry Davis needs photos of the next generation Sabre, the F-100 Super Sabre. Any members having photos, especially those that flew the 'Hun' in Vietnam, please contact Larry Davis, Editor, 4713 Cleveland Ave NW, Canton, OH 44709, ph. 330-493-4122, or e-mail [sabreclsx@aol.com](mailto:sabreclsx@aol.com)

**WANTED** - Capt. Thomas M. Collie  
Capt. Collie's son would like to hear from anyone that flew with his dad at Nellis in 1954-55. Contact Deane Collie-Beard at [CollieDeane@aol.com](mailto:CollieDeane@aol.com)

**Wanted** - F-86 Sabre Christmas cards for use in SabreJet Classics. Anyone with old Christmas cards from F-86 units, please contact Larry Davis, Editor, SabreJet Classics, 4713 Cleveland Ave NW, Canton, OH 44709, e-mail [sabreclsx@aol.com](mailto:sabreclsx@aol.com)

## Sabre Reunions

14th F-86 Sabre Plots Reunion  
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18th Fighter Bomber Wing,  
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Contact Dick Lundquist,  
10134 Halloran Rd, Bow, WA, 98232,  
ph: (360)766-8912,  
e-mail: [rtlund@sos.net](mailto:rtlund@sos.net)

Pilot Class 52-F  
50th Year Reunion  
11-15 Sept 2002 in Winter Haven, FL. Contact  
Herb Felman, 8601 Waterford Rd, Alexandria,  
VA 22308,  
ph: 703-780-9177,  
e-mail: [ferlperson@aol.com](mailto:ferlperson@aol.com)

Lt.Col. Vermont 'Gary' Garrison  
Wanted - information, stories, anecdotes and photos of LtCol Garrison's life, Eagle Squadron, 4th FG WW2, Korea, between wars, Vietnam. For a story about his life. Contact: Larry Davis, Editor, SabreJet Classics, 4713 Cleveland Ave NW, Canton, OH 44709, ph: (330)493-4122, e-mail [<sabreclsx@aol.com>](mailto:sabreclsx@aol.com)

**Patches Wanted**  
or color xerox of any patches used by F-86 Sabre squadrons or flights, especially 'special patches' such as 335th FIS "Mach Riders", recon units, air demonstration teams, etc. For use in SabreJet Classics magazine. Contact: Larry Davis, Editor, SabreJet Classics, 4713 Cleveland Ave NW, Canton, OH 44709, e-mail [<sabreclsx@aol.com>](mailto:sabreclsx@aol.com)

### J47 Engines

I have 36 GE J47-17/17B engines available. All are in brand new condition, with maintenance records, overhaul and inspection sheets. All are convertible to -23/-25. Contact J.A. Parjus, ph: 305-439-2378 or 305-444-4329; e-mail [japarjus@bellsouth.net](mailto:japarjus@bellsouth.net)





*What Is It?* This series of F-86Es was used in some type of paint tests during the mid-1950s. All the aircraft have different colored bands around the wingtips and fuselage. Some of these Sabres, possibly from the 63rd FIS, have single colors, while others are two different colors. The near aircraft, FU-600, has red and green bands, other aircraft have orange and yellow, orange and red, all green, etc. The colors are thought to be Day-Glo colors. If anyone knows anything about these airplanes, and especially those that have photos of other Sabres of this test, please contact Larry Davis, Editor SabreJet Classics, 4713 Cleveland Ave NW, Canton, OH 44709; or e-mail at [sabreclsx@aol.com](mailto:sabreclsx@aol.com).

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