

Sabre Jet Classics



Volume 15, Number 3

Fall 2007



***Inside: Project FOLLOW-ON, HAVE DRILL,
Yuma Games, 2009 Reunion News,
and More!***

A publication of the F-86 Sabre Pilots Association

SabreJet Classics

volume 15, number
Fall 2007
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(front cover) An F-86L-55 from the 133rd FIS, New Hampshire ANG, at Grenier AFB, NH, in May 1959. The 133rd FIS flew the F-86L until April 1960. (credit - David Menard)



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Questions and/or comments regarding
SabreJet Classics articles should be
sent to:

Larry Davis, Editor, SabreJet Classics,
6475 Chesham Dr. NE, Canton, OH 44721,
phone 330-493-4122,
e-mail <sabreclsx@aol.com

the **President's notebook**

Congratulations to the new life members. Almost half of our 1500 members are life members. Your Sabre Jet Classics magazine will reflect your Life Member status on the address label.

We have been working on arrangements for our 2009 reunion. After trying to contact the Director of Convention Sales at the Monte Carlo three times, with no response, we decided to check out other hotels. On October 16, Dan Druen, Dick Geiger and I met with the Sales and Catering Directors of the Gold Coast. After a very informative tour of the facility and discussions about guest room availability, event room accommodations and food prices we have decided to

hold our 2009 F-86 Sabre Pilots Association reunion at the Gold Coast.

Our reunion will start Sunday March 29 and depart April 2, 2009. The Super Sabre Society has decided to have their 2009 reunion in Las Vegas at the Gold Coast after finding out San Antonio wouldn't work for them. The Super Sabre Society will start April 1 and depart April 4. Several of us have flown both the F-86 and F-100. Having the two events back to back in the same location will thus allow us to attend both events without changing hotels. The prices at the Gold Coast will work out to be less than they have been in the past, which should make everyone

happy. We have a lot of details to work out before 2009 but rest assured we will have another great reunion. Be thinking about it and mark your 2009 calendar. The reunion registration form will be in the Summer and Fall issues of the 2008 Sabre Jet Classics.

If you are interested in have your name on the F-86 Sabre Pilots Association panels located at the Udvar/Hazey Air and Space Museum send me an e-mail or a slow mail letter and I will mail you an application form.

That's all I have.

Check 6

Jerry R. Johnson
President

Folded Wings

Albert Cimino, July 31st, 2007

Alonzo L. Ferguson, June 15th, 2007

Dwayne E. Goodwin, September 4th, 2007

Robert Irving Marshall, June 2nd, 2007

Edward G Reiter, November 14th, 2005

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from the editor

Well another year has come and gone, or almost. It never ceases to amaze me how quickly a year can go by. Seems like just yesterday that I was in Las Vegas with you guys at the 2007 Reunion. Speaking of which, thanks to all that had kind words about the Reunion coverage in issue 15-2. We keep trying. By the way, if you take photos at the 2009 Reunion and send them to me for inclusion in SabreJet Classics, please make notes regarding who is the subject and if it is something special such as the reunion of Class 55A or the 39th FIS. I know quite a few of you guys but certainly not all.

We're starting to run low on stories for the magazine. Yes, we have enough to fill the next few issues, but I like to have enough material for about 4 full issues ahead of deadline. And don't forget the photos. I would like to have at least one photo of the author, something showing the unit insignia, and photos of the aircraft and crews that your article or story is about.

Right now I'm concentrating on F-86D/L photos. I have decent coverage of the fighter units and combat in Korea; but found that I am lacking stateside coverage. I had no photos of the 11th FIS F-86Ds covered in this issue; nor any of the F-86Fs in the 323rd FBW at Bunker Hill, also mentioned in this issue. HELP!!

Now to something I have been doing recently. My father passed away in November 2006 and I have been going through boxes and bags of memorabilia and material that were stored at his buildings, including a large amount of aviation material. Some of the old magazines I sold. But I started boxing up research material for various projects and began donating that to aviation museums around the country, like the National Museum of the USAF in Dayton, who had helped me immensely over the years; and the National Museum of Naval Aviation in Pensacola with my Navy/Marine material. Not just photos but items like a flight suit given to me by an A-1 driver that flew with the 22nd SOS out of NKP. You guys might want to consider doing something like that also. The museums appreciate it, and it keeps your unit and crewmates in the public eye for years to come. But loan me the photos and/or color slides first!!!

Lastly, take notice of the fact that your Association officers have made the decision to move the 2009 Reunion to the Gold Coast Hotel & Casino. That's what the membership talked about at the 2007 Membership Meeting and they have abided by your wishes. Don't forget to try and piggyback your unit or school reunion with ours. It makes for a bigger turnout for both. We should have a very large turnout as our reunion does not conflict with the Super Sabre Society Reunion as it did in 2007. Hope to see you there.

Larry Davis
editor

E-MAIL ADDRESSES

Board of Directors

Dee Harper,
Chairman Emeritus
DHarper000@aol.com

Walter D. Druen,
Chairman of the Board
druens@aol.com

Glenn Carus, Director
gcarus@mindspring.com

Sam Hollenbeck, Director
samhollenbeck@sbcglobal.net

Pat Hughes, Director
HUGPAT@aol.com

Bab Matasick, Director
rmatasick@bellsouth.net

Robert Slater, Director
bmslater@sbcglobal.net

Lloyd Ulrich, Director
lloydulrich@starpower.net

Lon Walter, Director
keydet49b@austin.rr.com

Association Officers

Jerry Johnson,
President
Jjohn52132@aol.com

Robert N. Smith,
Vice President
rsmith957@cox.net

Richard Geiger, Treasurer
Rfgeiger@aol.com

Jack Seaman,
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no email

Bil Weiger, Webmaster
WEBMASTER@SABRE-PILOTS.ORG
website
SABRE-PILOTS.ORG

Polly Winesett,
Computer Desk Ctr
pawinesett@aol.com

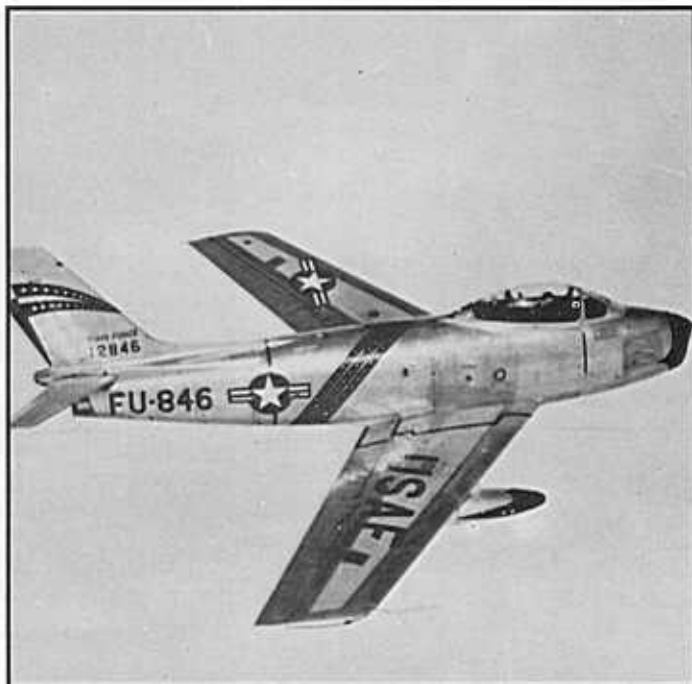
letters to the editor

What Is It? vol. 15-2

Several members, actually Associate Members, responded with the correct answer to our little photo quiz in vol. 15-2. Our veteran Associate Editor David Menard, along with Asc. Members Andy Meyer and Duncan Curtis, correctly identified the airplane as from the 97th FIS based at Wright-Patterson AFB, Ohio during the mid-1950s.

The 97th FIS was based at Wright-Patterson from December 1950 until 18 August 1955 when Project ARROW moved the squadron number to New Castle County Airport, Delaware. The 97th flew F-86Es and F-86Ds while at Wright-Patterson. The move to New Castle also meant a change in aircraft types, to Lockheed F-94 Starfire's.

Several members mentioned the 42nd FIS at O'Hare Airport, whose markings were similar. But the 97th FIS was correct.



Your Air Guard In Action

"Clarysse", an F-86L-50, #52-10174, assigned to the 199th FIS, Hawaii ANG, based at Hickam AFB in 1960. The 199th FIS flew the F-86L from February 1958 to late 1960 when they converted to Convair F-102As. (credit - Larry Davis collection) A rare shot of an Air Guard F-86F. Thi F-86F-1 was assigned to the 123rd FIS, Oregon ANG at Portland Military Airport in early 1953. The 123rd FIS flew the F-86F for a short time between Spring 1952 and December 1952, at which time the F-86s were sent to active Air Force squadrons and the 123rd FIS returned to F-51Ds.

(credit - Frank Crain)





F-86Hs of the 104th TFS parked at Glenn L. Martin Airport, Baltimore, MD, during the late 1960s. During the HAVE DRILL exercises, two operational 104th TFS F-86Hs were pulled from the line and sent to Nellis AFB for a secret project that saw them in mock combat with MiG fighters based at Groom Dry Lake. (credit - Larry Davis collection)

HAVE DRILL

by Les Waltman

In late 1969, Lt.Col. Joe Maisch and myself, members of the 175th Tac.Ftr.Grp., Maryland ANG, were given orders to take a pair of F-86H aircraft and proceed to Nellis AFB, Nevada, to participate in a classified flying program code-named Project HAVE DRILL. The project lasted three days and involved a series of programmed maneuvers between our aircraft, the F-86H Sabre, and a captured MiG-15 or -17 (my memory is not that good anymore).

We were to conduct these maneuvers some 60-80 miles north of Nellis AFB, at a place I learned later was the highly classified area known as Groom Dry Lake AFB. I had never heard of the place nor had any idea what went on there. We would fly three missions against the MiG. I flew the second mission.

On my mission we performed between the desert surface and 5,000 ft. AGL. The program consisted of speed brakes in and speed brakes out to evaluate deceleration and acceleration comparisons, step turns, sharp climbs, and various other maneuvers designed to observe differences in performance between our aircraft and the MiG.

The MiG had the advantage of an afterburner, a very large speed brake, and a rather large wing area. All of these factors served to its advantage. One thing I quickly observed was that the MiG had a rather slow rate of roll. It was obvious to me that a rapidly reversing scissors maneuver would create problems for the MiG. Like-

wise, the MiGs limited fuel supply meant that it couldn't remain in the operational area for too long a time.

Because the evaluation area was right under us, the MiG pilot was able to stay a little longer in the area. This became a factor, for after the canned exercise was over, we proceeded to 'really have it.' Because of the roll rate differential, I was able to negate many of the advantages that the MiG had over my 'H' model. I should note that the MiG pilot was a Marine major who was quite adept at flying the MiG, so there was no pilot skill advantage there.

Needless to say, the result of our little tete-a-tete was both of us running seriously low on fuel. Naturally, being over 'home plate' merely meant spiraling down for the MiG pilot. But I was faced with a rather terse trip back to Nellis - about 60 miles or so away. A trip I won't forget soon.

It should be noted that, with virtually no lead time whatever, the Maryland ANG was able to hustle off to Nellis using only two 'right off the ramp' aircraft for the project, needing no maintenance people to accompany us. We dropped the tanks off one aircraft and that concluded our 'special preparations'. The F-86H did all that was expected of it and with a minimum of effort. I might add that Joe Maisch flew the other two missions and his experiences pretty much mirrored mine. Three days of incredible flying and Las Vegas to boot. Life doesn't get any better than that.



This F-86H from the 104th TFS, Maryland ANG, has been fitted with underwing launch rails to fire the AIM-9 Sidewinder heat-seeking missile. It is not known whether the 104th TFS Sabres ever actually fired the AIM-9s. The 104th TFS flew the F-86H from 1957 until August 1970. (credit - Dennis Hughes)

Sabres Around The World A Canadair Sabre Mk. 2 with no. 434 Squadron, RCAF. No. 434 Squadron Sabres were part of 3 Wing and served as part of the NATO deterrent to Soviet aggression in the mid-1950s. The Canadair Sabre mk. 2 was the equivalent to the F-86E-5 with the v-shaped windscreen and all-flying tail. (credit - Larry Davis collection)





Rollout of the YF-86D interceptor came in early December 1949, with the first flight taking place on 22 December 1949. Eagle-eyed observers will note that the YF-86D retains several features of the F-86A including the V-shaped windscreen. (credit - NAA)

Project FOLLOW-ON

by Larry Davis

This is the story of Project FOLLOW-ON, the upgrading of the F-86D. But first a little history. The F-86D first flew on 22 December 1949. At that time it was designated the F-95A which was later changed to F-86D as it was easier to get Congressional funding for an existing aircraft type, rather than an all new type. Besides, the F-95A/F-86D did use a large number of parts and systems common to the F-86E, including the wings and tail surfaces.

The F-86D was the first Air Force fighter aircraft to have an all-rocket armament, with 24 2.75" Mighty Mouse rockets housed in a retractable tray under the forward fuselage. It was also one of the first to have an afterburner on the engine, which increased available thrust by a full third, from 5200 lbs in the J47-GE-27 used in the F-86F, to a whopping 7500 lbs. in the J47-GE-17B in the F-86D. It needed the extra thrust as the D was almost 600 lbs. heavier than the F-86F.

Production of the F-86D started in March 1951, and ended after North American had built a total of 2504 aircraft. The F-86D served with every major Air Force Command throughout the Free World, and was the primary air defense weapon against the Soviet bomber threat.

But by the mid-1950s, the Soviet threat was such that the Air Force needed an all-new supersonic jet interceptor. It was known as the "1954 Interceptor", which became the Convair F-102 Delta Dagger. But it wouldn't be available until 1956 and the Air Force needed an interceptor to fill the gap technologically. The answer was Project

Darleen Craig, a North American Aviation secretary adds beauty to the rollout. Initially, the interceptor was designated F-95A, which was later changed to YF-86D to ease Congressional funding for the new aircraft. (credit - NAA)





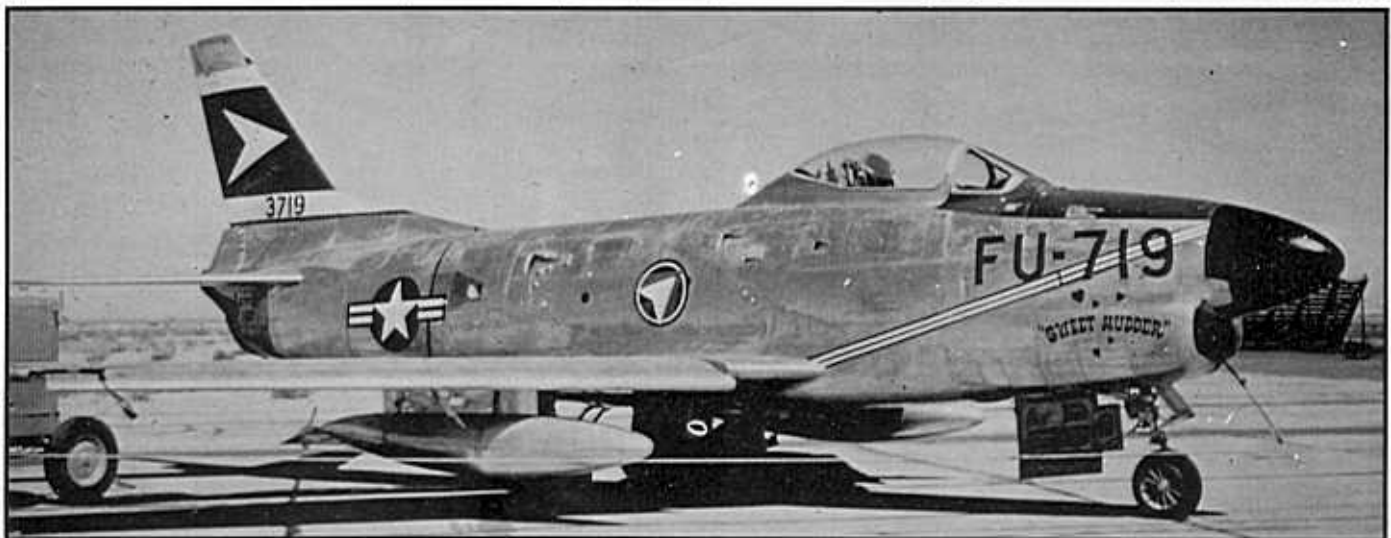
An F-86D lets loose with a volley of rockets over the California test range. The F-86D was the first one man interceptor and also used the radical idea of an all-rocket armament. The 2.75" Mighty Mouse rockets could be fired all at once or in various sequences. (credit - NAA)

An F-86D from the 3555th FTW at Perrin AFB, fires 12 of the 24 rockets in the tray. The rocket tray was mounted internally but when the pilot or computer pulled the trigger, the tray popped down for a few seconds and the rockets were fired. However, the F-86D was NOT the first airplane to fire rockets at an intruder. That 'honor' goes to the German ME-262 that fired the same rockets at 8th AF B-17s in 1945. (credit - NAA)

A new F-86D-5 at an air show in 1952. The first F-86Ds arrived at squadrons beginning in 1953. The D-5 was the first of the type to have the advanced Hughes E-4 Fire Control System. (credit - Brian Baker)

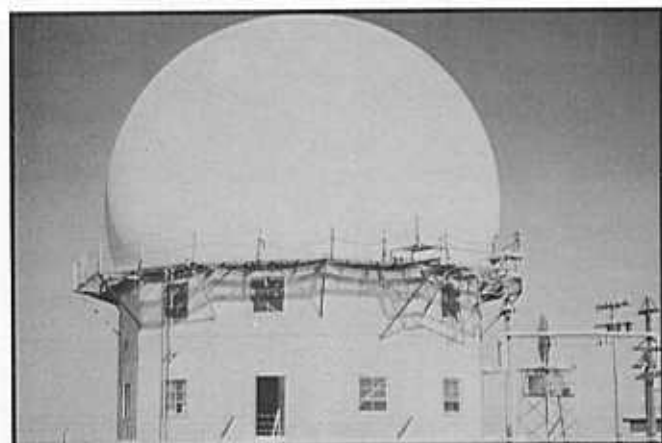


"Sweet Mudder" was the Commanders aircraft of the 329th FIS at George AFB, CA, in the Summer of 1958. The F-86D-55 has the stripes of a squadron CO on the nose. Even with 120 gallon underwing tanks, the range of the F-86D was only slightly over 500 miles. (credit - Peter Bowers)





A 'new' F-86L-50 during the delivery flight in 1957. The extended wings installed on the L can be seen; with the SAGE antenna stub just visible under the forward fuselage. Many of the later L conversions had the underside of the fuselage painted Gloss Grey for corrosion control. (credit - NAA)



A typical radar site in Northwest Washington during the late 1950s. The SAGE equipment provided a real-time data link between the ground radar site and the airborne interceptor. (credit - Robert Wainwright)

A North American employee makes adjustments in the electronics bay of one of the F-86Ds that were being converted to L. Under Project FOLLOW-ON, all the wiring was removed and replaced. (credit - NAA)



FOLLOW-ON, the upgrading of a number of F-86D airframes with improved technology, i.e. something called SAGE.

SAGE was short for Semi-Automatic Ground Environment, and it had been developed at MIT's Lincoln Laboratory in 1953 for use in the "1954 Interceptor". It was quite simply, a real time Data Link between the ground radar stations and the interceptor pilot, giving him 'real time' information - target speed, altitude, range and bearing. SAGE equipment included the AN/APR-39 Data Link, AN/ARC-34 Command Radio, AN/APX-25 Identification Radar, and AN/ARN-31 Glide Slope Receiver.

Fine inflight view of a newly finished F-86L-50 over Southern California in 1957, showing the SAGE antenna under the left fuselage. The first FOLLOW-ON conversions were completed in September 1956, and all 981 aircraft called for in the specs were completed by November 1957. (credit - NAA)





A lineup of aft fuselage sections awaiting FOLLOW-ON conversion at the North American plant in Fresno, CA. All the aircraft were drawn from active squadrons and brought up to the latest D standard including installation of the J47-33 engine. From L-R, 47th FIS, 31st FIS, 498th FIS, 329th FIS, 330th FIS, and two from the 332nd FIS (credit - NAA)

And while the SAGE modifications were taking place, the Air Force took the opportunity to upgrade the rest of the F-86D airframe. The wings were modified with the extended 6-3 leading edge, but with slats. And the wingtips were extended one foot on each tip. The powerplant would be the J47-GE-33 which offered 7650 lbs. of thrust. Cooling problems found on the early F-86Ds were handled with an additional pair of scoops on the fuselage

above the trailing edge of the wing.

Even though the new version of the F-86D was some 2200 lbs heavier than the F-86F-30 fighter, the aircraft was equal in top speed at 693mph @ sea level and 616 mph @ 40,000 feet. The Air Force authorized Project FOLLOW-ON in late 1955 to convert a total of 981 F-86D aircraft to (now-designated) F-86L specifications.

A F-86L-60 assigned to the 83rd FIS at Hamilton AFB, CA in 1957. The 83rd received it's first Ls in August 1957 but began transition into the F-104A Starfighter in December of the same year. (credit - Peter Bowers)





An F-86L-60 assigned to the 330th FIS at Stewart AFB, NY in 1957. The additional engine cooling scoops used on the F-86L can be seen just aft of the fuselage letters. The 330th FIS took delivery of their first Ls in December 1957. (credit - Marty Isham collection)

A rather mundane F-86L-55 assigned to the 95th FIS at Andrews AFB in 1957. The 95th began phasing out the F-86L in favor of the F-102A in December 1957. Perhaps one of our readers can explain the PSP ramp the airplane is sitting on. (credit - Mary Levy)



An F-86L-21 assigned to the 3555th FTW at Perrin AFB in 1959 exhibits an unusual overall silver paint job with DayGlo Orange nose, wingtip, and tail bands. Early FOLLOW-ON conversions changed the block number by one, i.e. a D-20 became an L-21. (credit - Stephen Miller collection)



F-86L-60s assigned to the 94th FIS at Selfridge AFB, MI, are seen here at Vincent AFB, AZ during the March 1958 Yuma Rocket Meet. The 94th took delivery of its first F-86Ls in late 1956 and flew them until being replaced with F-102As in early 1960. (Art Bruder)





An F-86L-55 of the 108th FIS, Illinois ANG, at O'Hare Airport in 1959. The 108th FIS began receiving F-86Ls in late 1957. What appears to be white on the nose and fuselage is actually DayGlo Orange that changes hues with certain film. In the Spring of 1961, the 108th turned over their F-86Ls in favor of KC-97 tankers!! (credit - Larry Davis collection)

The first aircraft was test flown in October 1956, and it wasn't long before Air Force crews began taking delivery. 1Lt. Richard Graham took delivery of the first production F-86L on 23 November 1956 and flew it back to the 317th FIS at McChord AFB. The final F-86L conversion came off the assembly line in November 1957.

Project FOLLOW-ON aircraft were all based on existing F-86D-10 through D-60 airframes. The Air Force made a minor change to the block number adding "1" to each block number. Thus a D-10 became an L-11, a D-30 was an L-31, etc. However,

The last unit to fly the F-86L was the 196th FIS, California ANG, which flew the type from February 1961 until they were phased out in May 1965, again in favor of F-102As. The last Guard squadron to be equipped with the F-86L was the 196th FIS. Note that the film shows the DayGlo areas as a dark color. (credit - Duane Kasulka)



A trio of F-86Ls with the 182nd FIS over Kelly AFB, TX in 1959. The Texas Guard flew the L from late 1957 into the Summer of 1960. The near aircraft (-667) is an L-55, while the other two are L-60s. For some unknown reason, Air Force did NOT change the block number on FOLLOW-ON conversions of the D-50, -55, and -60 Sabres. (credit - Larry Davis collection)

the later block numbers, D-50, D-55, and D-60 simply changed the letter; i.e. L-50, L-55, and L-60.

Although the first F-86Ls were delivered in late 1956, the introduction of the F-102A and the F-104A meant a short first line life for the L. The first F-86Ls were phased into the Air National Guard as early as 1957 when the 159th FIS, Florida ANG, began conversion to the upgraded interceptor. The last unit to fly the F-86L was the 196th FIS, California ANG, which retired the type in 1965 in favor of the '1954 Interceptor', the Convair F-102A.





The photos on this page were submitted many years ago by the PIO photographer of the 51st FIG at Suwon AB in 1952. All the Editor knows is that they were taken at a USO show at Suwon in 1952/53. Hopefully someone can identify the performers seen in these photos. If you can put names to any of these young ladies, please contact the SabreJet Classics Editor, Larry Davis, 6475 Chesham Dr NE, Canton, OH 44721 or email sabreclsx@aol.com. Thank you! (credit - Fred Chapman)



MY BEST FLIGHT

by Donald J. "Beetle" Bailey

I'm probably the lowest time F-86 pilot in the Association. But I really did fly it and it is the most outstanding two flights in my 6000 hour flying career that includes 118 different planes, including the F-100F and F-104D. Here's how it happened.

I was a T-33 instructor in Del Rio. It was Christmas 1956 and I was home on leave in Peru, Indiana, which is near what was Bunker Hill AFB. My Dad was friends with many base people including the 323rd Fighter Bomber Wing Commander, (then) Col. Joseph H. Moore, who died recently as a retired Lt. General. Col. Moore was in Dad's living room with us and said to me, "I recently let my son Joe (also a T-33 instructor in Laredo - I knew him.) check out in the F-86F here." Before I came straight up out of my chair, he asked, "Would you like to do that?" Well yeeeahh!!!

It was the middle of winter in Indiana and the weather sucked. I waited three weeks, sitting in the airplane every day checking it out. I had it down cold! Finally, on December 29th, three days before my leave was up, it was clear and beautiful. I'm sitting in the airplane ready to go, with chase pilot Amos Leighton beside me.

Col. Moore came up to my airplane and told me the runway was clear but the taxiway was iced and he was going to have me towed out. I said, "No sir. If I'm going to fly this airplane, I'm sure as heck going to taxi it. I'm used to differential braking for steering and the Sabre has a steerable nose wheel. I can do this." He looked at me for a second and said "All right, but don't you hurt my airplane!"

The first flight was about 40 minutes and we did all the basic maneuvers and it was fine. Also, Col. Moore asked me if there was anything *special* I wanted to do. Now what do YOU think I said? I said I wanted to go through the Mach. Well, I

couldn't do THAT. The turkey farmers would go berserk. "Okay", with a disheartened tone.

So on the second flight I was having a ball rolling the airplane - what a thrill - and the chase called me and asked where I was because I had run away from him and he was unable to find me! I told him my location, at 20,000 feet, and he said stay there until he could catch up. Several minutes passed and he called again. He still couldn't find me. "Oops, sorry about that, I'm at 10,000 feet, not 20!" He replied, "So stay there and when I pass you, follow me."

Pretty soon he whizzed by off my right wing and headed upstairs. I'm trying to catch him but not doing a very good job of it. Finally he leveled off at 35,000 and asked where I was. I'm off your right wing and coming up on you fast."

"Okay, leave your throttle wide open and follow me." And then he rolled over and started straight down. Just before I caught up, he said, "Just go right past me off the right wing." OH YEAH! WAHOO! I watched the needle jump just as I got a little nose dip on the stick and I went through the Mach! The rest of the flight was uneventful. We said nothing to Col. Moore. I got a total of 1.8 hours in the F-86F in my log book, and like I said, it was the most exciting two flights I have ever had.

Forty nine years later, it finally dawned on me that the only reason I got to go through the Mach was because Col. Moore told Amos to let me do it. So I told (now) General Moore about it in March 2005. He didn't even remember that he had a squadron of F-86's at the time, because they were in the process of transitioning into the F-100. So I told him this whole story all over again and showed him my form 5 and I think he finally believed me. Joe was a great guy and a great officer. He is sorely missed.

At 76 years old I'm still having a ball. Today I fly an L-29 Delfin (a Czeck fighter-trainer) in air shows. I do a full aerobatic routine that lasts about 8 minutes. With any luck I'll keep doing it for a few more years.

FUN & GAMES AT YUMA

by Paul Dickens

Our unit was the 11th FIS at Duluth, MN. They were flying F-51s when I was assigned in the Fall of 1953, but we soon transitioned into the F-86D. We went to Yuma in early 1955, flying from Duluth to Colorado Springs to Yuma. This was during the period that the Dog was blowing up in the air due to the fact the fuel control hadn't been perfected. As such, our afterburners were restricted, which certainly made for some exciting take-offs from the mile-high runway at Colorado Springs.

A group of us went to dinner that first night, in a very nice restaurant. In the group were John Ward, a lawyer and considered to be THE intellectual of the unit; and Billy Singleton, who looked and sounded like what he was - a product of the Deep South. However, he was an exceptional pilot and very smart. When the waiter asked John for his order, he explained in detail what he wanted and how he wanted it cooked. Billy stared incredulously at John. When the waiter got to Billy, he said, "Ya'll got 'ny peanut butter 'n jelly samiches?" We cracked up.

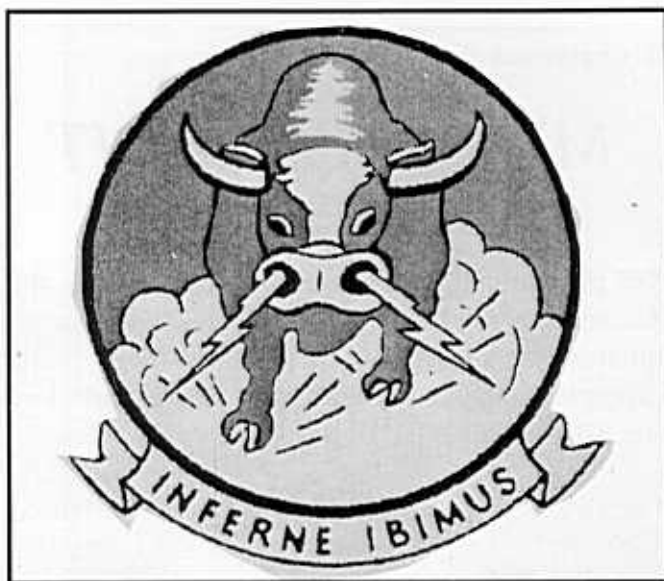
As you can see from the photos, conditions at Yuma were rather primitive. The 'old heads' (the Talkers) still espoused the old fighter pilot image; and the young troops (the Listeners) did our best to emulate them. Fortunately, the locals took a liberal view of our antics and except for a couple exceptions, we lived in harmony.

The bars in Winterhaven, California, closed a couple of hours later than Yuma, so on occasion we adjourned to Winterhaven. There was a very talented young lady in one of the clubs who did an exotic dance. She was so good that you couldn't consider her as pornographic even though she was rather scantily clad. We convinced her to attach our squadron patch, a raging bull, at about the only place with enough cloth to attach it. The 'pay-back' was that one of us had to sweep the floor before her 'Spider Dance' so she wouldn't abrade her back and shoulders. It was worth it.

None of us had any transportation so took up a collection and bought an old car. The biggest problem was getting through inspection and get it on base. I think we paid \$150 for the 'gem'. We six proud owners accompanied it to the MP for inspection. With some reluctance and much harrassment, he passed everything except the brake lights, which just wouldn't work.

Finally, one of us told him they were fixed, and had him watch while we drove away and skidded to a stop. Sure enough, the tail lights were blazing. Actually, the driver had pulled the emergency brake and turned on the headlights, which appeared to be working taillights. We had to promise the major in charge of the MPs that we wouldn't abandon the car on base when we left.

However, we had a problem with the gears and had the gear shift partially disassembled. And we were a little slow getting the required part for repairs. One day the car just turned up missing! We were about to report it stolen when someone noticed the Fire Department was using it for training. We decided to just forget it.



The gym at Yuma had a trampoline. Considering myself somewhat of an athlete, I decided to teach myself how to use it. After a few good days, I decided to combine several maneuvers and promptly came down on my head, causing my neck to pop and stars flew. That night I had a terrible 'crick' in my neck and was afraid it would affect my flying. Charlie Collins, had a year in chiropractic school, said he'd be glad to 'adjust' it. He took my chin in one hand, and the back of my head in another and told me to "Just relax!" - I've had trouble with my neck ever since.

But the flying at Yuma was great. We had B-45s towing the targets. A T-33 chase ship would fly behind us to make sure we weren't locked up on the tow ship, which did happen. Precise terminology was used between the

A group of pilots in front of 11th FIS Squadron Operations at Duluth. (L-R) unknown, unknown, Paul Houle, Robert Mitchell, and Paul Dickens) (credit - Paul Dickens)





An 11th FIS F-86D in the alert barn at Duluth MAP in the 1950s. 'Barns' such as these were required by any squadron operating in cold weather areas along the northern borders. (credit - USAF)

tow ship, chase, and us. If positive clearance wasn't given for every phase, we did not fire. A single rocket was fired on each mission.

After the mission, a pilot was very anxious to know if he'd gotten a hit. Each F-86D had a camera under the wing. A team of judges assessed the film, which was then projected onto a table top. If the rocket came within

The group of 11th FIS pilots that bought the 'gems' during the 1956 deployment to Yuma. (L-R) Don Lamb, Robert Mitchell, Paul Dickens, Paul Houle, unknown, Charles Collins, Lucien Sonnier, Don Rasmussen, David Robb, Karl Gruber, unknown. (credit - Paul Dickens)

proximity of the target, a silhouette of a B-36 was placed in a position so that the target juxtaposed an engine. I did get a hit. The 11th did win the Meet. And the boss did get promoted to full Colonel. It was a successful trip, and very enjoyable.

11th FIS pilots check out the 'hits' on the target at the 1956 Yuma Meet. (L-R) Jerome Rolbiecki, Paul Dickens, Karl Gruber, Charles Collins, and Jack Powers. (credit - Paul Dickens)



330th Fighter Squadron

The 330th Fighter Squadron was activated in July 1942 at Hamilton Field, CA, within the 329th FG. Their mission was to train replacement pilots in P-38 Lightnings. However, they were also a prime part of the West Coast Defense Force, moving from Hamilton Fld to Paine Fld, Wa, before returning to California at Glendale and San Diego, where the squadron was inactivated in March 1944.

The 330th was reactivated at Stewart AFB, NY, on 27 November 1952, flying F-80 Shooting Stars, as part of the 4709th ADW. Under Project ARROW, the 330th was assigned again to the 329th FIG. In 1953, the 330th transitioned into the F-86F, before moving to the air defense mission with F-86Ds in January 1955.

The 330th FIS deployed to Yuma for the Rocket Meet in 1956 and 1958, winning in 1958 and smashing many records in the process. The 330th FIS was inactivated and Stewart AFB was closed on 1 July 1959, soon after transition to the F-86L.



The 330th FIS flew the F-86F from 1953 to January 1955, at which time they transitioned to the F-86D. Although they had an air defense mission, the 330th was not 'all-weather' until they transitioned into the F-86D. (credit - H. Carter)

A 330th FIS F-86D over Stewart AFB, NY in 1956. The 330th FIS flew the F-86D from January 1955 until they transitioned into the F-86L in early 1957. They flew the L until inactivated on 1 July 1959. (credit - Paul Andrews)

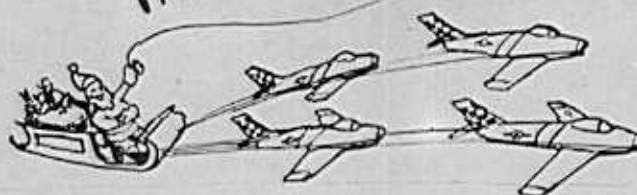


SEASON'S GREETINGS



FROM **KOREA**

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and
Happy New Year



WITH THE 51ST FTR - INTCD WG

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Plan Now! The 2009 Reunion of the F-86 Sabre Pilots Association will be at the Gold Coast Hotel/Casino, Las Vegas, NV, starting on 29 March 2009 and ending on 2 April 2009. See you there!

If you have a reunion slated for 2008 or 2009, feel free to contact the Editor, SabreJet Classics, 6475 Chesham Dr NE, Canton, OH 44721, or email sabreclsx@aol.com with the details. We will run an ad in each issue of SabreJet Classics until the reunion.

F-100 Super Sabre Society
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Want loan of or color xerox copies of F-86 squadron and flight patches, any unit, any time frame. Special needs include Sabre aerobatic team patches such as the "Silver Sabres" and the "Mach Riders". All to be used in SabreJet Classics magazine. Please contact Larry Davis, Editor, SabreJet Classics, 6475 Chesham Dr NE, Canton, OH 44721; or e-mail at sabreclsx@aol.com

SABRE DOG PHOTOS

Wanted - Photos and/or color slides of F-86D/L Sabre interceptors for use in SabreJet Classics magazine, can be USAF, USAF, FEAF, ANG, or..... Especially want aircraft and crews assigned to NEAC squadrons. Contact Larry Davis, Editor, SabreJet Classics, 6475 Chesham Dr NE, Canton, OH 44721; or email at sabreclsx@aol.com

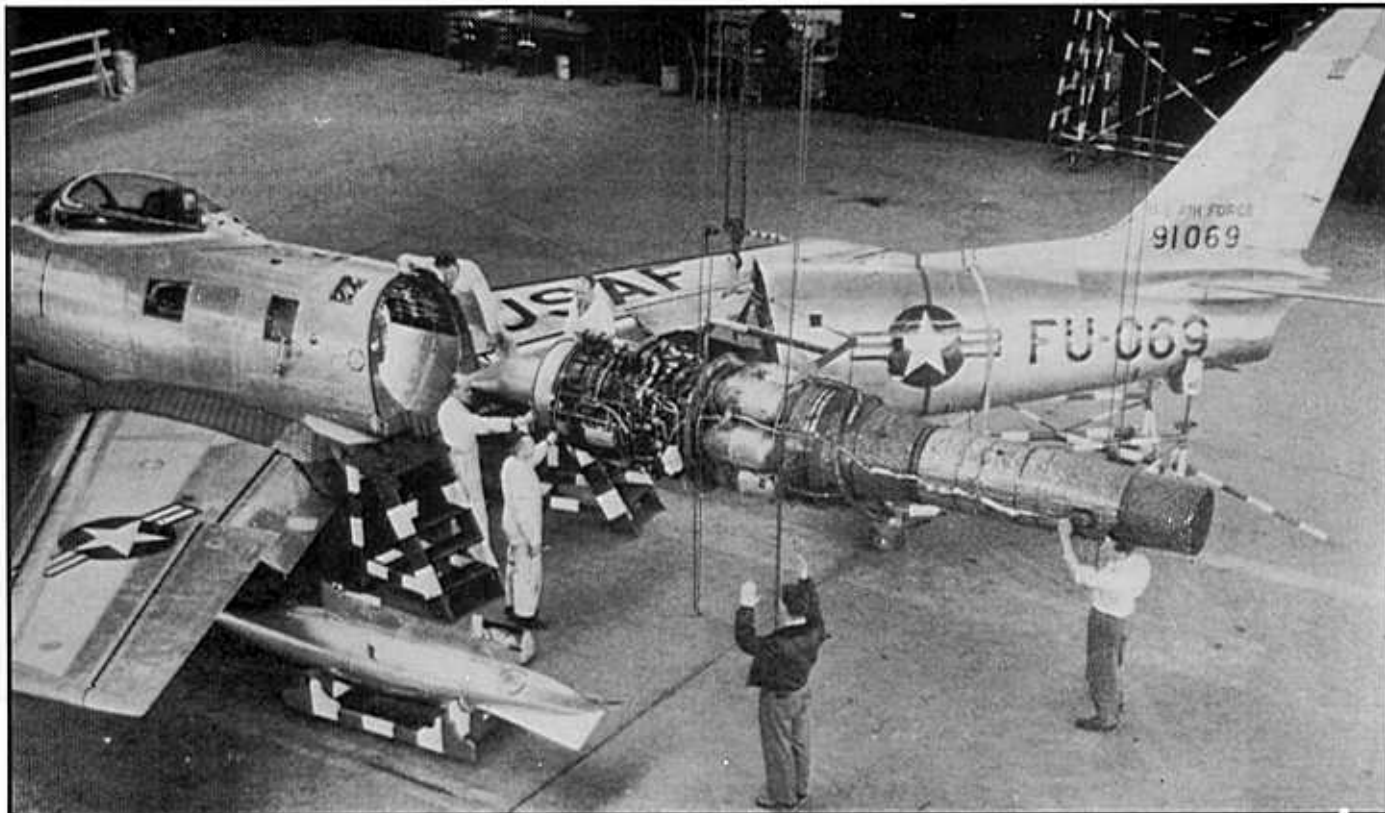
F-86 NOSE ART

Did your F-86 have any personal markings like names or nose art? Your Editor would like to see photos of F-86s of any type, and at any base or unit, with personal markings of any type. Contact Larry Davis, Editor, SabreJet Classics, 6475 Chesham Dr NE, Canton, OH 44721, (330)493-4122, or e-mail sabreclsx@aol.com

SUPER SABRE SOCIETY

Attention Hun Drivers!

If you are interested in starting up an F-100 Super Sabre Society, let me know. Contact Les Frazier, Life Member of the F-86 Sabre Pilots, at 702 River Down Road, Georgetown, TX, 78628-8240, ph. 512-930-3066, or e-mail supersabresociety@cox.net



WHAT IS IT? I'll bet this one fools most of you. Looks like a plain jane '49 model F-86A doesn't it? It is in fact a very special Sabre. But it'll take a sharp eye to spot what is special about this Sabre - or someone that worked on the airplane. Anyone knowing anything about F-86A #49-1069 is asked to contact the Editor of SabreJet Classics, Larry Davis, 6475 Chesham Dr NE, Canton, OH 44721, or email sabreclsx@aol.com.

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