

A publication of the F-86 Sabre Pilots Association

# Sabre Jet Classics



Volume 16, Number 1

Spring 2008



*Inside: The Fury Story,  
AF Crowns 40th Sabre Ace,  
Memories, More!*

# *SabreJet Classics*

volume 16, number 1  
Spring 2008  
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(front cover) F-86A from North American's Autonetics Division. (credit - Emil Stasser)



# *SabreJet Classics*

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the  
*President's  
notebook*

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We have been working on the 2009 17th Reunion of the F-86 Sabre Pilots Assn., and have it well in hand. We have moved the reunion to the Gold Coast Hotel & Casino located at 4000 West Flamingo Road in Las Vegas, for several reasons. Primary considerations for the move were cost and availability.

The reunion has been shortened from four days to three and will be followed by the Super Sabre Society's reunion. If you flew the F-100 and would like to attend their reunion go to [supersabresociety.com](http://supersabresociety.com) for information. The 17th Sabre Pilots Reunion registration form and full information will be in the next two issues of *SabreJet Classics* and on the web site - [SABRE-PILOTS.ORG](http://SABRE-PILOTS.ORG).

Please note that we have a new post office address -

F-86 Sabre Pilots Association  
PO Box 34423  
Las Vegas, NV 89133-4423.  
The new post office is about 20 miles closer and with gas over \$3.00/gallon, is a lot cheaper to visit. Please use the new address for all correspondence.

During the 2009 reunion, the members will be voting for new officers. J.R. Alley has volunteered to be the next President and I have been working with him for a smooth transition. John Martin has agreed to be the next Treasurer. We are still looking for a new Vice President. Rich, Bob, and I have had a long tour and need to hang it up.

Allegiant Air Line is a cheap one stop airline to and from Las Vegas. If you are going to fly to the reunion, check them out at [allegiantair.com](http://allegiantair.com) to see if they service an airport near you. Remember to book hotel and air

travel early, but not before April 2008.

Thank you for sending in your dues on time. It is greatly appreciated.

When moving, the last thing you want to think about is sending an address change to all the different magazines you subscribe to. But it saves us time and money and keeps *SabreJet Classics* coming to your door on time. Also, don't forget to update the Association on any changes to your address, including phone and email addresses so we can update the 2009 Roster.

If you send an order for Flight Line Sales, please include your phone number and email address if you have one. If we can't fill your order, I would rather contact you before we cash your check.

Check 6

*Jerry R. Johnson*  
President

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## Folded Wings

Jack R. Brasher, 2007

William R. Ferguson, December 3rd, 2007

Leon W. Gray, November 26th, 2007

Robert C. Green, July 16th, 2007

John F. Loerch, August 12th, 2007

Donnis D. Rickard, 2004

Harry H. Sealy, 2007

Robert W. Stonestreet, 2007

Zane W. White, November 4th, 2007

### POLICY STATEMENT

The F-86 Sabre Pilots Association does not participate in any solicitation and/or endorsement not controlled by, or for the sole benefit of, the association. Readers are cautioned to be wary of any representation in conflict with this policy.

## *from the editor*

Greetings from your editor. With this issue I will begin my 16th year as your editor. Hopefully you will have liked what I have put together for you. But always remember, I'm like a computer - I can only put out what you guys send in. Soooo....

In this issue we cover the Navy version of the F-86, the FJ Fury series. No matter what you think, the Fury still looked like a Sabre, was built like a Sabre, and performed like a Sabre. It was just in the wrong branch of the service.

We also have a story about the crowning of the 40th jet ace in the Korean War. It took help from several members but Chick Cleveland finally got his elusive 5th kill and made 'Ace'.

We're also going to go back through the older issues and reprint several of the "What Is It?" feature airplanes that no one had answers to. The reason for the "What Is It?" feature is that we have uncovered a photo of some F-86 with strange modifications that no one knows anything about.

It can be a fancy paint job (as on the back cover of this issue) or something that just doesn't make sense like the wingtip tanks featured several issues ago. Or it might just be a unit insignia or paint job that we cannot identify. And believe me, I have a bunch of those. But if you have even the slightest inkling of what our featured airplane is or what it did or who flew it, please take a moment and tell me about it.

I might be able to track it down through the many North American sources that I have, or the test pilots I've been in contact with over the years. Lots of you went to work for North American after your Air Force careers ended. Many as test pilots. We want to hear from you all. And what you did. Things like flying as part of the X-1 or X-2 programs at Edwards.

Again, it's hard for me to believe that it has been 16 years since Hank Butteltmann drafted me as editor during the 1992 Reunion. But it has been MY pleasure to be your editor. You guys did the work. I just document it.

By the way, those of you that saw me on the History Channel's Dog Fights episode last Summer - thanks for the comments. I was again part of the new episode that featured Bruce Hinton's first MiG kill in Korea which aired two weeks ago. It was a lot of fun even though 4 hours of tape resulted in about 5 minutes of tv time.

That's all for now. See you next issue.

***Larry Davis***  
editor

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## letters to the editor

What Is It? vol. 15-2

Several members responded to our "What Is It?" question in vol. 15, no. 3. Andy Meyer noted that the airplane was the test bed aircraft for installation of the Avro Orenda engine that powered the Canadair Sabre mk. 6. One other member noted that the airplane, F-86A serial 49-1069, has the all-flying tail which wasn't introduced until the F-86E. It's possible that the airplane was the prototype for the all-flying tail, or more likely, was equipped with the all-flying tail as part of the Orenda conversion. Does anyone know for sure? The aircraft was designated "F-86K" by North American.

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from **Jim Escalle**

Two new F-86 oriented web sites:  
www.36thFBS.com  
www.45thfs.com

thanks Jim!

---

from **Alvin Goddard**

re: article on 330th FIS in vol. 15, no. 3

I want to clarify th statement "Stewart AFB closed when the 330th FIS was 'inactivated'".

I was a member of the 330th FIS from September 1958 until the 330th moved to Burlington, VT and re-equipped with the F-102. I was assigned to Air Base Group Ops, and later became Fighter Officer at Boston Air Defense Sector at Stewart until late 1961.

The space vacated by the 330th & 331st Squadrons at Stewart was filed by a B-57 outfit. After I left Stewart in 1961, the base remained home for the SAGE blockhouse of Boston Sector and several tenant units for many years.

---

from **Harold Gibson**

re: "The Record Breakers", vol 14, no. 3

Yje Salton Sea is not a 'dry lake bed'. It is a large inland VERY salty lake that is about 140 feet BELOW sea level. It has no outlet and is filled from precipitation runoff from irigation, and from the streets of Mexicali.

I believe Gen. 'Duke' Haines (sp?0 also held a closed course record in the Dog.

(editor note) We have no knowledge of records set in the F-86D other than by Bill Barnes and Slade Nash. If someone knows of another record, please contact the Editor, SabreJet Classics magazine.

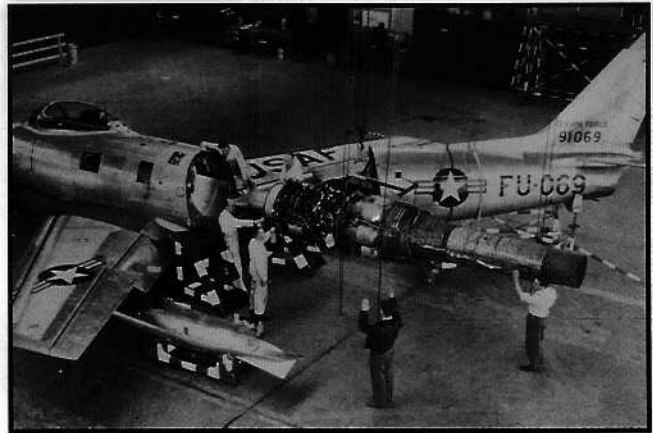
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from **Drury Callahan**

re: Sabres in the 'Reel War', vol. 14, no. 3

There's yet another Hollywood movie in which Sabres appeared. It's an awful film that starred Bob Hope and Kathryn Hepburn titled "The Iron Petticoat". F-86D Sabres were used as well as an F-84F 'MiG'.

The flying scenes were filmed at Manston, England, in November 1955. I flew the lead Sabre and Lt. Jay



Vandertoll flew my wing. Capt. Lloyd Sjulstad flew the 'MiG'. There wasn't much flying, but Sabres did fly so this film should be included in the 'reel wars'. I wonder if any of our members ever saw it.

### Follow Up

In *SabreJet Classics*, vol 15, #3, we did a story on "Project FOLLOW-ON", the upgrading of the F-86D to F-86L standard, which included the SAGE Data Link system. The following is further information about SAGE

SAGE (Semi-Automatic Ground Environment) was the brainchild of Dr. George Valley, an MIT professor. He thought of a way to interconnect hundreds of simple continuous-wave radars via telephone lines and computers to provide a low-altitude coverage missing in conventional GCI radar systems.

He needed a computer and found one called "Whirlwind" being developed by MIT graduate students to control a Navy flight simulator. Prof. Valley took over the project in 1949 for an Air Force interception experiment called Project CHARLES. Somewhat successful, the CHARLES experiment led to MIT forming Lincoln Laboratories, teaming up with IBM, Bell Labs, and others to build the SAGE continental air defense network. Twenty two interconnected SAGE centers were built in the ConUS, with one underground center in Canada.

Each SAGE center was a concrete or brick building having no decoration or other distinctive markings. Radar inputs were brought in via telephone lines, so there were no radomes or antennas. Each center contained two 55,000 vacuum tube, 32 bit, 3 megawatt computers. Except for their size and the fact they used more electricity than the city of Moses Lake, they were similar to a 1987 vintage PC. Most SAGE buildings were on SAC bases so the public rarely saw one.

Considering the functionality obtained from a couple of early PC-sized computers, SAGE was one of the engineering marvels of the 20th Century. SAGE pioneered some of the most important technology used to facilitate internet processing today, including development of the modem and the mouse, multitasking, array processing, computer learning, fault detection, magnetic memory, and interactive computer graphics.

Most important, SAGE worked well enough for each center to coordinate about 100 operators, track 300 simultaneous flights, control numerous fighter interceptors against a maneuvering radar jamming 'enemy', and coordinate friendly anti-aircraft defenses like the Nike and Bomarc SAM sites guarding America's cities. IT WORKED!





This is the typical SAGE 'blockhouse'. This 'blockhouse' is the command post for the 26th Air Division, located at Luke AFB, Arizona. The 26th NORAD Region Headquarters is responsible for the air defense of all or part of the six states in the southwest. There were twenty two SAGE centers throughout the United States, plus one underground facility in Canada. (credit - USAF)



The Last Picture Show. Jim Reed sent us these photos of the last F-86F in the Air Force inventory, serial 52-5298. Jim ferried the airplane to Davis-Monthan AFB in June 1970. The last unit to fly the F-86F was the 4521st CCTS at Nellis, which retired the type from service in June 1966. (credit - Jim Reed)



# BROTHERS IN SABRES

from LtGen. Frank Hettlinger

This story doesn't include any hair-raising tales or combat related experiences. But it does relate a most memorable experience for me that I'd like to share with the readers of *SabreJet Classics*.

In the Spring of 1958, when I was assigned to the 113th FIS, Indiana ANG at Hulman Field in Terre Haute, we were flying F-86A Sabres. And it was time to retire the Sabres to the boneyard at Davis-Monthan AFB outside Tucson, Arizona.

Capt. William 'Bill' Layne, my Flight Commander and a pilot for Lake Central Airlines, and I volunteered to ferry a pair of Sabres to D-M over the weekend. The flight plan included a stopover at Sky Harbor Airport in Phoenix, where my brother Erich also flew F-86As with the Arizona ANG, known as the "Copperheads". Erich was an ex-Navy pilot who had somehow managed to transfer to the Air National Guard. Since he was an engineer with Air Research Corporation in Phoenix, it was easy for him to fly with the Copperheads.

We were able to arrange a formation flight to D-M, whereby Erich would escort Bill and I. Bill, of course, always had a camera and was able to permanently record we two 'Brothers In Sabres'. These pictures not only record a significant event in my career, they also perpetuate memories of two fine aviators who lost their lives in aircraft accidents; Capt. Wm. 'Bill' Layne crashed in an F-84F at Terre Haute in 1959; and my brother Maj. Erich Hettlinger who lost an engine in an F-104 at Phoenix in 1961.

Myself, I joined the Air Force in 1952, flew F-86Fs at Nellis in '53, flew Ds with the 47th FIS in '53/'54, then Es and Ds with the 40th FIS at Yokota in '54/'55. Joined the Indiana ANG in '57 in F-86As. Retired from the Indiana ANG as Commander in 1989 with the rank of Major General.



Brothers Erich (in cockpit) and Frank Hettlinger pose for Bill Layne at Davis-Monthan in Spring 1958. (credit - Bill Layne via Frank Hettlinger)



Frank Hettlinger forms up on Bill Layne's wing enroute to the boneyard at Davis Monthan. (credit - Bill Layne via Frank Hettlinger)

The 'Brothers In Sabre's - Spring 1958. Erich flew F-86As with the 197th FIS, Arizona ANG, "Copperheads"; while brother Frank flew with the 113th FIS Indiana ANG. (credit - Bill Layne via Frank Hettlinger)





An FJ-1 Fury from VF-5A in 1948. VF-5A made the first carrier launch and landings aboard USS Boxer in March 1948. VF-5A later became VF-51. (credit - USN)

## NAVY BLUE & GREY

by Larry Davis

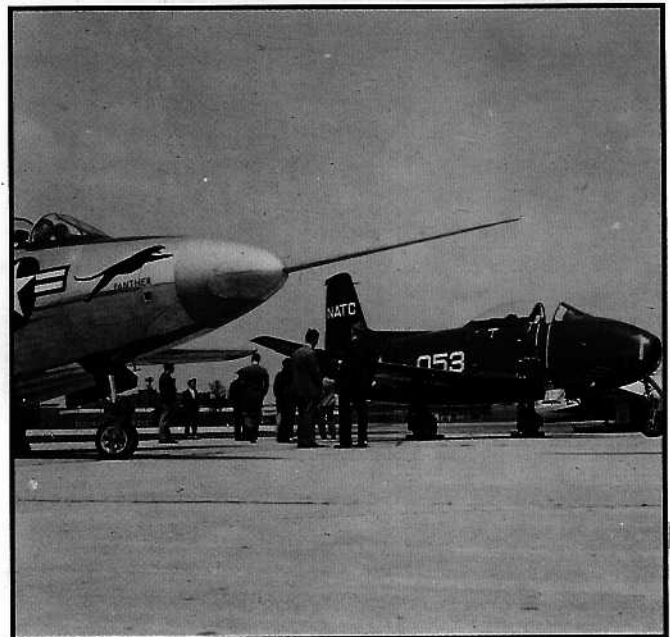
This is a history of the Navy/Marine Fury program, basically a blue or grey version of our beloved F-86. The first F-86 was an Air Force version of the Navy FJ-1 Fury, the first operational jet fighter in the Navy. Developed during the late days of WW2, the FJ-1 was a straight wing jet fighter using the axial flow J35-GE-2 engine, rated at 3850 lbs. thrust. This gave the FJ-1 a top speed of 582 mph at 10,000 feet, not enough to compete with the German jets already flying. With that, North American developed a swept wing version which became the P/F-86 Sabre.

An FJ-1 assigned to the Naval Air Test Center flies over Virginia in 1948. The first FJ-1s were delivered to VF-5A in November 1947. VF-5A was the sole Navy squadron to fly the FJ-1. (credit - USN)



The Navy had Grumman develop the renowned F9F Panther jet fighter, which was available for use in Korea. But Navy and Marine pilots soon found that it wasn't competitive with the MiG-15 that the Soviets were employing against our forces over Korea. Grumman did indeed, develop a swept version of the Panther - the F9F-6 Cougar. But North American wanted a piece of the Navy pie. They decided to 'navalize' the Sabre for carrier operations.

An FJ-1 is flanked by a pair of Grumman XF9F Panthers at NAS Patuxent River in 1947. As soon as production F9F-2 Panthers reached squadron status, the FJ-1s were relegated to Naval Air Reserve units. (credit - NAA)







An XFJ-2B Fury over Long Beach in 1952. The XFJ-2B was the first swept wing Fury to be delivered, and the first to have four Colt Mk.12 20mm cannons as armament. The XFJ-2 and production FJ-2s were basically a 'navalized' version of the F-86E with the all-flying tail and J47 powerplant. (credit - NAA)

Known as North American project NA-181, the Navy Blue Sabre was an F-86E with carrier launch and retrieval equipment, i.e a landing hook and catapult launch hooks, and a greatly lengthened nose landing gear for a greater angle of attack during carrier launch and retrievals. In addition to that, the XFJ-2 Fury had folding wings and was armed with four Oerlikon 20mm cannons instead of the normal six .50s used in the F-86s. Bob Hoover made the first flight in the XFJ-2 on 27 December 1951.

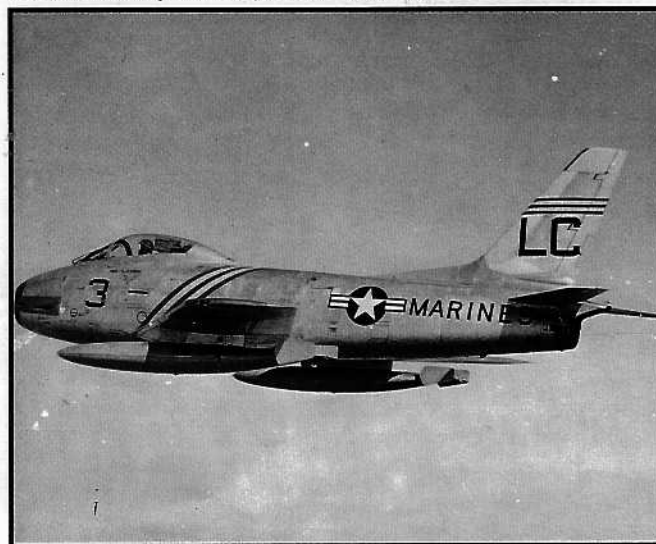
Although the XFJ-2 prototypes were powered by the same engine used in the F-86E, the J47-GE-13, production airplanes would be powered by the J47-GE-2, a Navy version of the -27 engine used in the F-86F. This brought performance to a par with the F-86F - top speed

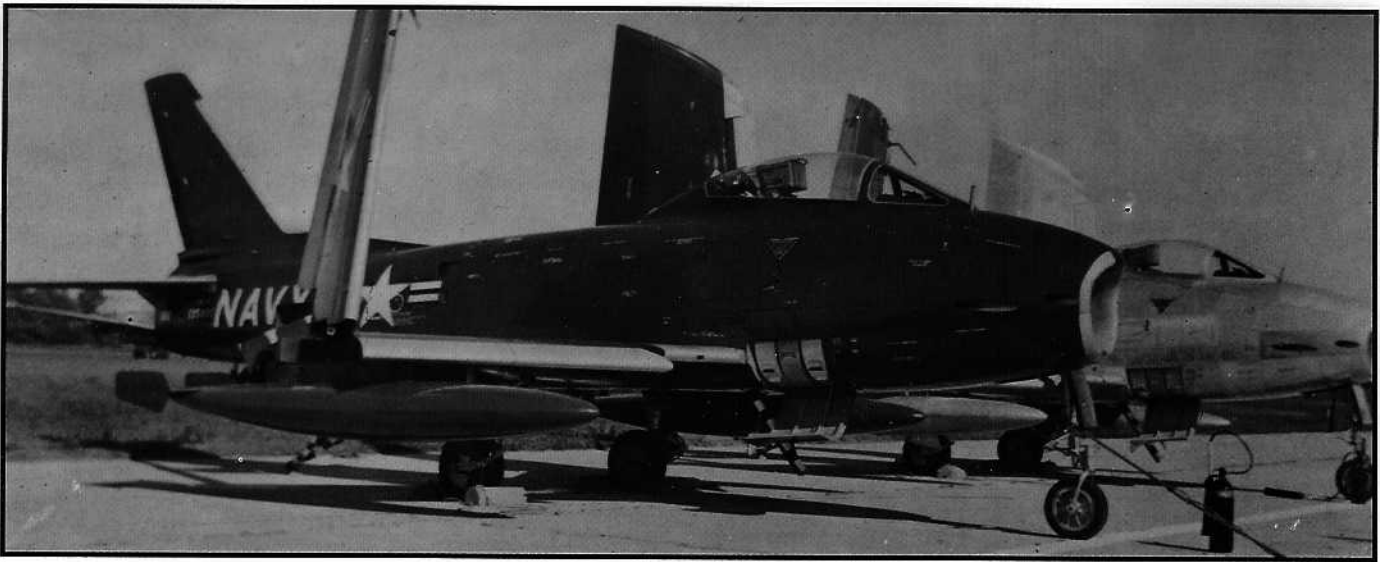
An FJ-2 from VMF-235 catches the wire aboard USS Hancock in June 1954. Even though Marine Corps FJ-2s had a land-based mission, they were fully capable of operating from any of the Navy's carriers. (credit - USN)



A production FJ-2 Fury leaves the North American Aviation plant in Columbus, Ohio. Although the FJ-2 passed all its carrier suitability trials, the Navy passed them on to the Marine Corps with a land-based mission. (credit - Bob Esposito)

An FJ-2 from VMF-122 in 1955. The Marine Corps had six FJ-2 squadrons, three on each coast. All FJ-2s were delivered to the Marines in natural metal finish. VMF-122 was based at MCAS Cherry Point. (credit - USMC)





A brand new FJ-3 shares the ramp at Patuxent River with a Marine FJ-2 in 1954. The FJ-3 was an immense improvement over either the FJ-2 or any F-86F variant as it was powered by the Wright J65-W-4 engine with over 7600 lbs of thrust. (credit - Bob Esposito)



An FJ-3 from VF-33 during an air show at New Castle Airport in 1956. The enlarged intake was needed for maximum thrust from the J65 engine. The redesigned nose gear that was needed for launches from the carrier, is clearly seen. (credit - Larry Davis collection)

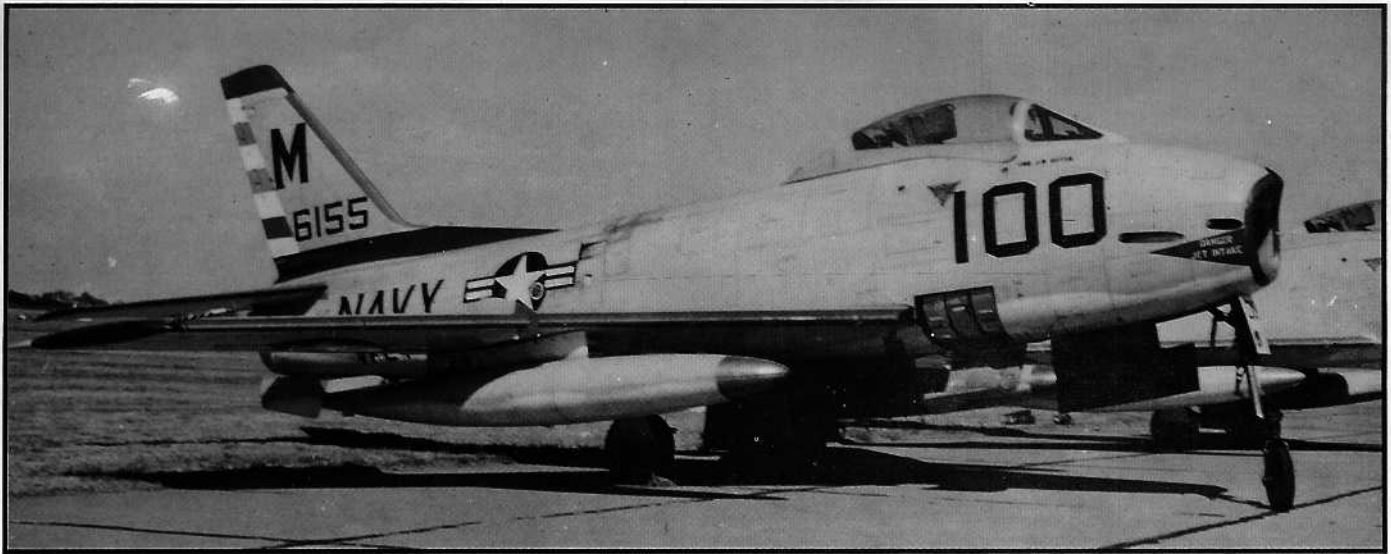
was 676 mph at sea level, with a combat ceiling exceeding 41,000 feet. Although the prototypes were delivered in Navy Blue colors, the Navy had no intention of using the FJ-2 Fury as a fleet aircraft. The Navy bought 200 FJ-2s for use by the Marine Corps.

In March 1952, a new engine became available, the J65-W-2 Wright Sapphire, which offered over 7600 lbs of thrust versus the 5200 lbs available with the J47-27 engine in the F-86F. On 11 December 1953, the first of 389 production FJ-3 Furys was rolled out in Columbus. It differed from the FJ-2 in having an enlarged intake to bring more air to the new J65 engine. Otherwise, it was identical to the FJ-2.

An FJ-3 from VC-3 shows the tail hook and bumper assembly needed for carrier landings. Initially, all Navy FJ-3s were delivered in standard Navy Blue paint. Note the 200 gallon streamlined drop tanks. (credit - Wm. T Larkins)

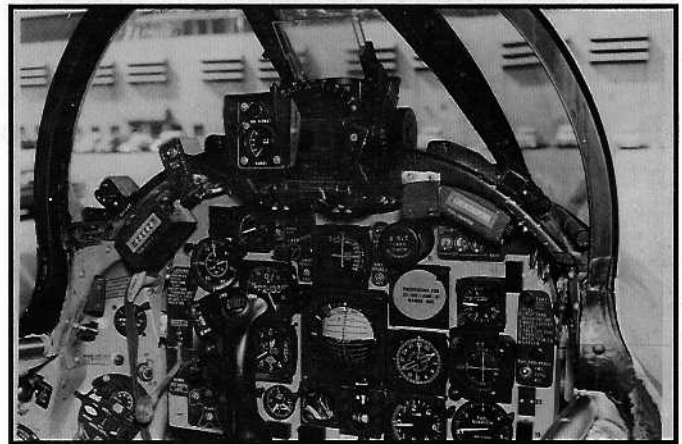






An FJ-3M from VF-24. The 'M' added to the designation means the FJ-3 has Sidewinder missile capability. Note the very tall high attitude nose gear. (credit - Wm. T. Larkins)

The first production FJ-3s were delivered to the Navy in Spring 1954, and VF-173 became the first carrier qualified Fury squadron in May 1955, when an FJ-3 landed aboard USS Bennington. All the initial aircraft were delivered in Navy Blue. However, in July 1955, the Navy changed its tactical paint scheme from dark blue to medium grey with white undersides. Other changes included deletion of the leading edge slats and adding a hard wing with fences. Additional hard points were added for ordnance, which now included the AIM-9 Sidewinder missile. In August 1956, VF-211 went to sea aboard USS Bon Homme Richard armed with AIM-9 equipped FJ-3Ms, the first operational squadron to use the Sidewinder



FJ-3 instrument panel and gunsight assembly. The FJ-2/3 Fury had a radar gunsight similar to the F-86F. (credit - NAA)

An FJ-3 from VF-21. In 1955, the Navy changed the tactical paint scheme for all aviation forces from Navy Blue to grey and white. (credit - Merle Olmsted)





When the Navy changed their tactical paint scheme to grey and white, the Marines followed suit. This FJ-3M is assigned to VMF-122. The FJ-3M had the extended wing chord with leading edge fences similar to the F-86F. (credit - NAA)

in the Pacific. (VA-146s F9F-6s with Sidewinders, had went to sea in the Atlantic a month earlier.) Furies with Sidewinder capabilities, were designated FJ-3M. By August 1956, the Navy had 23 squadrons of FJ-3/FJ-3M Furies in operation, which included three squadrons of Marine FJ2 Furies.

An FJ-3M from VF-142 aboard USS Ranger. Many FJ-3s were fitted with a probe and drogue inflight refueling system, - something no F-86s ever had. (credit - Wm. T. Larkins)

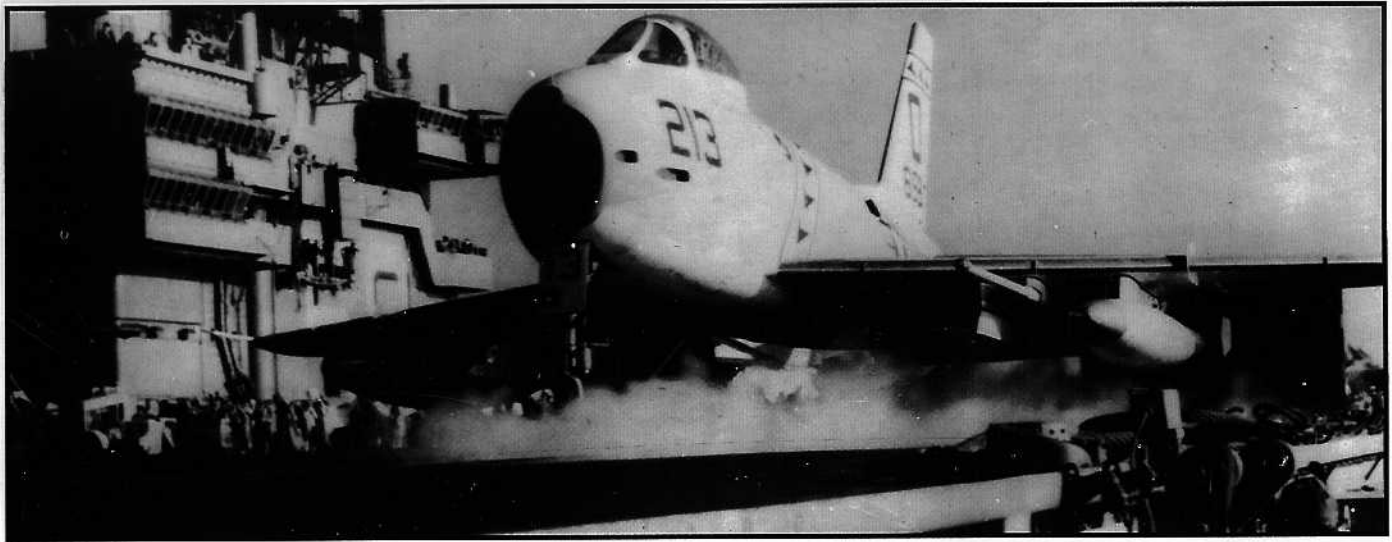


Development of the FJ-4 was begun at North American's Columbus plant in February 1953. The main thing the Navy wanted was an increase in internal fuel capacity for longer range. North American not only gave them the additional range, but they also gave the Navy a higher performance aircraft at 35,000 feet. A new thinner wing with greater area, was used

This VMF-312 FJ-3M is also equipped for inflight refueling using the probe and drogue system. The last FJ-3 came off the assembly line in Columbus during August 1956. (credit - Wm. T. Larkins)







An FJ-3M from VF-84 is about to launch from the port cat on the USS Forrestal in 1957. Just inboard of the IFR probe is the missile launch rail for the Sidewinder. (credit - USN)

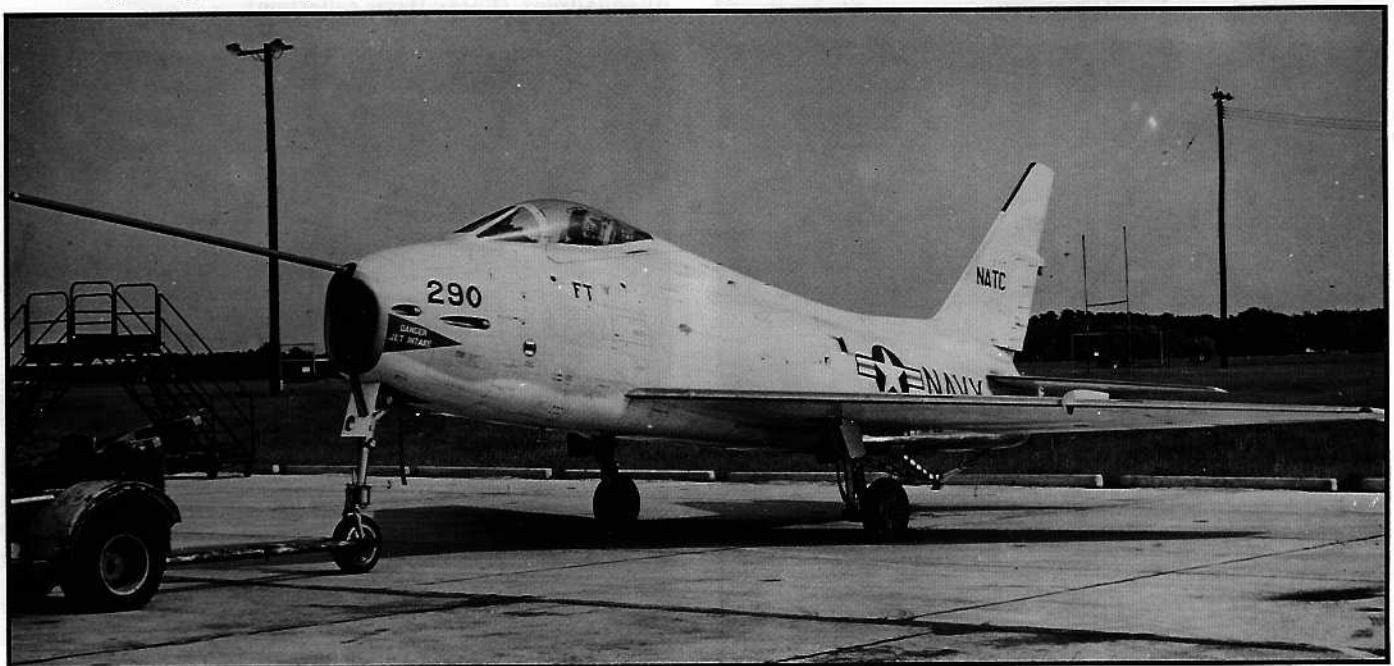
on the FJ-4. The first flight of an FJ-4 came on 28 October 1954, and the first of 152 production airplanes were delivered beginning in February 1955.

In December 1956, the first attack version was flown. It was designated the FJ-4B, with six underwing hard points and, like the F-86F-35 and F-86H, was equipped with a LABS computerized bombing system to deliver atomic weapons. North American built 222 FJ-4Bs before production was closed. Between November 1952 and May 1958, North American/Columbus delivered 1112 FJ Fury aircraft to the Navy and Marine Corps.



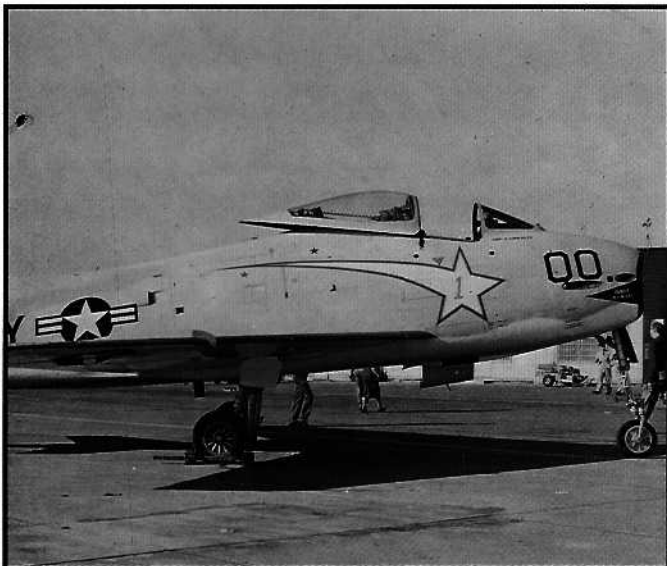
An FJ-3D2 drone controller from VU-3 showing how the wing folded right at the flap/aileron panel line. (credit - Wm. T. Larkins)

An FJ-4 assigned to the Naval Air Test Center at Patuxent River in 1955. The FJ-4 had greater fuel capacity and a thinner but wider wing. Range with drop tanks was 2700 miles. (credit - NAA)





The FJ-4B was the last and ultimate variant of either the Fury or Sabre series. The FJ-4B had a nuclear capability as well as being able to fire the AGM-12B Bullpup air to ground missile. (credit - NAA)



An FJ-4B assigned to the Commander of VF-151 aboard USS Bennington in 1958. North American/Columbus built 222 FJ-4Bs for the Navy and Marine Corps. (credit - Wm. T. Larkins)

An FJ-4B from VMA-223 has the Bullpup missile guidance pod under the starboard wing. Normal armament was five Bullpups and the guidance pod. (credit - NMUSAF)

This FJ-4 is assigned to VU-7 at NAS Miramar and equipped with a target towing structure under the port wing. By 1962, all FJ-4/4B aircraft had been phased into Reserve units or utility squadrons. (Larry Davis collection)





# AIR FORCE CROWNS 40TH JET ACE

On 15 January 2008, the Department of the Air Force officially upgraded a 'Probable' MiG-15 credit to 'Destroyed', which made Lt. Charles 'Chick' Cleveland an Ace in the Korean War. Chick Cleveland already had four MiGs to his credit scored between 5 August and 28 September 1952. This is the story of #5.

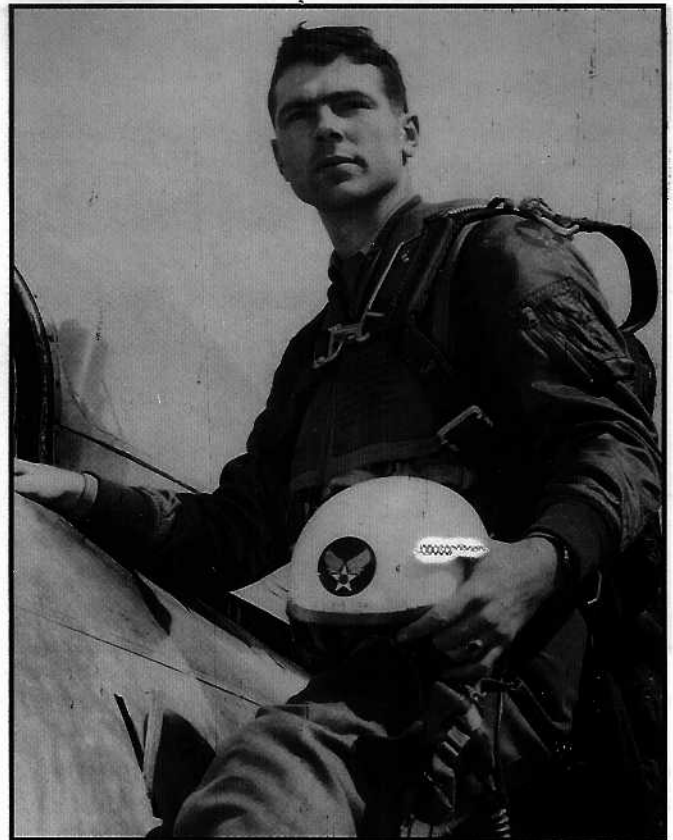
"During the Korean War, I was assigned to the 334th Fighter Interceptor Squadron at Kimpo AB. On 21 September 1952, flying an F-86E, I engaged a MiG-15 near or north of the Yalu River, at an altitude of approximately 30-35,000 feet. During a long tail chase that lasted about 5 minutes, from a range of about 1800-2000 feet, I fired several bursts from my guns, striking the MiG's right wing and engine area. There was an explosion in the engine area, and the MiG started trailing a long stream of smoke. He was on fire even at that altitude.

We started to gain on the MiG as he started to descend. But we were being chased by MiGs from above and behind. When they got within range, my wingman, 1Lt Don Pascoe, called a defensive break. We abandoned the chase and returned to Kimpo. On the ground, Don urged me to claim a 'kill' or 'Destroyed'. But because I didn't see the MiG pilot crash or eject, I didn't. Instead I claimed, and was awarded a 'Probable'." When I left Korea I had 4 Destroyed and 2 Probables.

A friend, Dolphin D. Overton, himself an F-86 pilot with 5 victories, had long been convinced that the 21 September 1952 action met the requirements of a confirmed 'kill'. In 1999, he set out to prove it. He located Don Pascoe, who supplied a strong statement of support. Maj.Gen. Frederick 'Boots' Blesse, a 10 victory ace in Korea, concurred and took the case to the American Fighter Aces Assn.

The AFAA, an organization that guards its integrity closely, referred the case to its Victory Confirmation Board, made up of 5 aces from WW2, under the Chairmanship of Steve Pisanos. They unanimously agreed, and in a letter dated 11 April 2000, the AFAA awarded me the confirmed victory and named me the 40th jet ace in the Korean War.

Unbeknownst to me, in a long series of letters, phone calls, and visits from 2000 to 2002, Dolph Overton attempted to convince the Air Force Historical Research Agency that they should change the official Air Force record. The AFHRA



Lt. Charles 'Chick' Cleveland, 334th FIS, Kimpo 1952. (credit - LtGen. Charles Cleveland)

stated "we must base our decisions on sound historical principles and methods." They wanted original documents, not an operational judgement made 48 years after the fact. I was disappointed with the decision, but as an amateur historian myself, agreed they were doing their job as they saw it.

Dolph didn't agree. In 2004, he discovered the Russian records of aerial combat in the Korean War at the National Archives in Silver Springs. He had the records for 21 September 1952, translated into English, and also obtained the 5th AF Daily Intelligence Summary (#138) for 22 September 1952, which recapped F-86 activity for the 21st. Dolph made a thorough analysis of Bulletin 138, which gave the time of encounter, location, altitude, number of planes in each flight, squadron, and call signs. He then compared it with the Russian account and found some similarities and some striking differences.

The main differences: on 21 September 5th AF confirmed 5 Destroyed; Robbie Risner - 2, Joseph Fields, Simon Anderson, and Charles Moyle - 1 each; plus my Probable. But the Russians admitted just 2 losses. They also claimed 2 F-86s shot down, which wasn't true. One F-86 had taken some hits but returned to base safely.

The main similarity - only the Destroyed claim of



Members of Chick Cleveland's flight stand next to a 334th FIS F-86E at Kimpo during the late Summer of 1952. Don Pascoe, Cleveland's wingman on the 21 September mission, stands in front of the 334th badge, with Chick Cleveland on his left. (credit - LtGen. Charles Cleveland)

Charles Moyle and my Probable matched the 2 admitted Russian losses. Dolph submitted the records and the analysis to Dr. Von Hardesty, a respected historian and a curator at the National Air & Space Museum, asking for his comments. Dr. Hardesty said "the geographical locale and general description of the air combat, coincide with Cleveland's air sortie of that date."

Some time in 2004, Dolph submitted the package to AFHRA embodying the Russia records, the 5th AF Intelligence Summary, and a detailed analysis that showed that only Moyle's and my claims matched the Russian admitted losses. AFHRA again declined to change the aerial victory credit, citing the lack of original Air Force historical documents

334th FIS ground crew personnel push Chick Cleveland's Sabre back into a revetment at Kimpo after a mission. The mission had to be uneventful as Cleveland still has his tanks attached. (credit - LtGen. Charles Cleveland)



awarding me the confirmed victory, and saying they were not qualified to give an operational opinion or act as a victory confirmation board.

Dolph then asked me to get involved, and I agreed to submit a package to the Air Force Board for the Correction of Military Records. I did so in March 2007, requesting a hearing. I was accompanied by Dolph Overton and 'Boots' Blesse. The BCMR granted the hearing on 28 November 2007. Both Dolph and 'Boots' offered strong testimony in my behalf. The Board recommended approval, and paperwork was signed by the designee for the Secretary of the Air Force on 15 January 2008. I was now officially, the 40th jet Ace of the Korean War - 55 years after the fact!

An F-86A painted as Lt. Chick Cleveland's F-86E "The Chris Craft", showing his score (then) of 4 kills and 2 Probables, is on display at Maxwell AFB, Alabama. (credit - Frank Hubbard)







**What did they do?** This is a photo of the inside of a hanger at the All Weather Flying Center at Clinton County Airport near Wilmington, Ohio, showing major maintenance being performed on an F-86A assigned to the AWFC. Not much is known about the mission of the AWFC. We do know that they flew as part of something called Project THUNDERSTORM in P-61C Black Widow aircraft. And we know they had several types of aircraft assigned including AT-6s, P-47s, P-61Cs, and now an F-86A. Their airplanes were easily identified by the colorful red and yellow tail and wingtip markings. But that's the extent of our knowledge. Can any member shed further light on the mission of the All Weather Flying Center, or share with us some photos of the men and aircraft assigned to the AWFC. Contact your Editor, SabreJet Classics, 6475 Chesham Dr NE, Canton, OH 44721, or email at [sabreclsx@aol.com](mailto:sabreclsx@aol.com).

**Front cover "What Is It?"** Many issues ago (vol 3, no. 3) we ran a b/w photo of this F-86A and asked the question "What Is It?". No one had an answer - or even a guess. It was sure a strange looking bird, with the stripes all over the bird, and the RF-86F camera bulges on an F-86A. It definitely wasn't an RF-86 as over the years I obtained a full list of all the RF-86A/F aircraft that were built. And 49-1189 wasn't on the list.

We kept plugging along with the question. We wanted to know what the colors of the airplane were, and why was it painted that way? Still no one knew anything. Finally Associate Editor David menard came up with a color shot of the airplane. But the photographer, Emil Stasser, had no idea of what it was. But someone mentioned it was from North American's Autonetics Division. But what was Autonetics?

Talking with NAA Tech Reps and pilots, we found out that Autonetics Division had something to do with inertial navigational and had something to do with the X-15 program. The division had evolved from the NAA Aerophysics Lab but no one could tie this Sabre in with the programs. Bill Wescott, said they absolutely had no F-86As assigned to Autonetics while he was there. So that's where we're at with this "What Is It?". Please, if anyone knows or thinks he knows anything about this F-86A and what it did, please contact the SabreJet Classics Editor.



**fighter pilot memories**

This page of photos bring back many memories of the days of flying the F-86 Sabre. You are invited to share with our readers any photos you have of the men and Sabres that you flew. Contact the editor, SabreJet Classics.



"Poopie suits" on parade. (L-R) Bob Ingalls, Howard Weston, Frank Johnson, Harold Schmidt, and William Bilson - 336th FIS Korea 1952. (credit Bob Ingalls)

Lt John Fagan, 336th FIS, reads Stars & Stripes in their flight quarters at Kimpo in 1952. (credit - Bob Ingalls)



'New birds' arrive at Nellis AFB in 1956 - a pair of brand new F-100A Super Sabres. The Air Force goes supersonic! (credit - Bud Hesterman)



Three Lts 'invade' Inchon Harbor during emergency training in August 1952. (L-R) Leroy McCampbell, Bob Ingalls, and Howard Weston. (credit - Bob Ingalls)

Snow covered flightline at Chitose, Japan in December 1954. Man got cold! (credit - Bud Hesterman)



19 July 1957. This photo shows the atomic blast resulting from a test of the MB-1 Genie nuclear-tipped air to air missile carried by Northrop F-89J Scorpions just 60 miles north of Nellis. (credit - Bud Hesterman)



## sabre reunions

**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 Reunion  
at the Gold Coast Hotel/Casino  
from 1 April 2009 thru 4 April 2009.**

### **456th FIS**

Reunion 1-4 May 2008 in Tucson, AZ.

**Contact** Patrick Kerry (972)355-2116,  
email popperry@hotmail.com;  
or Lou Pizzarello (703)481-6872,  
email loupizz@comcast.net

### **67th TacRecon Wing**

18-21 May 2008 in Rapid City, SD. **Contact**  
DeWayne Hayes, 1513 Jackson St, Sturgis,  
SD 57785-1244, ph. (605)347-3007,  
email dhayes@rushmore.com

### **Pilot Class 52F**

Reunion 22-25 October 2008.

**Contact** W.R. Duenbury,  
9063 Northpoint Dr,  
Beach City, TX 77520-8350,  
ph. (281)303-0085,  
email billduse@teleshare.net

### **50th Fighter Bomber Wing**

12-15 August 2008 in Dayton, Ohio.

**Contact** Wesley Sedgwich,  
41916 N. Emerald Lake Dr,  
Phoenix, AZ 85086,  
email skipsedg@aol.com

## WANTED

### **Patches Wanted**

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, USAFE, 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?** Many of you should know this F-86F. It appeared at virtually every F-86 base in the ConUS. But if you want to know anything anyone can tell us about the airplane and it's pilot. We would also like to see at least one color photo of the airplane. Anyone with information and/or photos of the "Fly Safely" F-86F is asked to contact the Editor of SabreJet Classics, Larry Davis, 6475 Chesham Dr NE, Canton, OH 44721, or email [sabreclsx@aol.com](mailto:sabreclsx@aol.com).

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