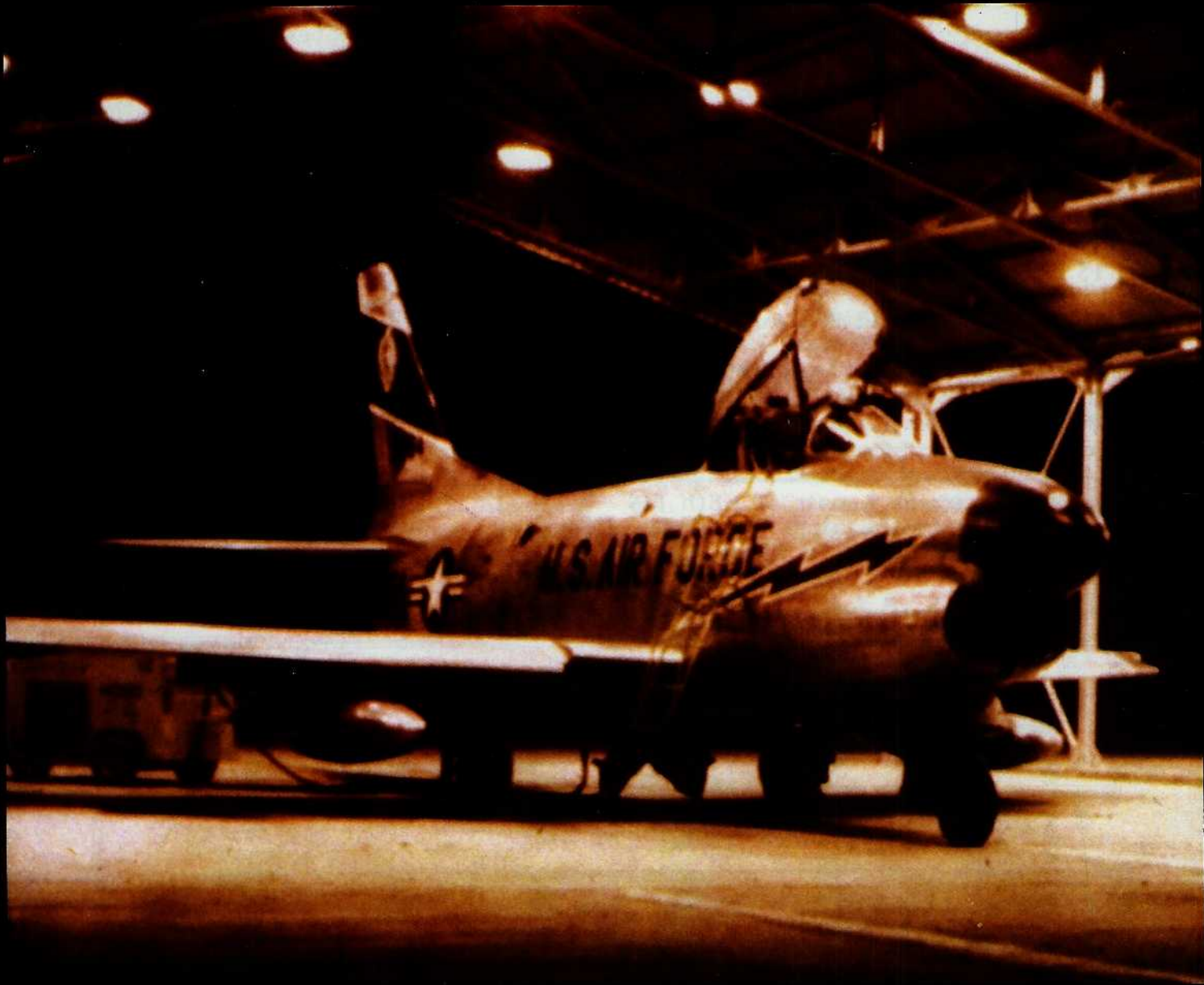


Sabre Jet Classics



Volume 16, Number 2

SUMMER 2008



Inside: The Russians Are Coming!, The Hunters Followup, Project Arrow, Memories, More!

A publication of the F-86 Sabre Pilots Association

SabreJet Classics

volume 16, number 2
Summer 2008
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The Russians Are Coming!
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(front cover) A pair of 68th FIS
F-86Ds in the alert 'barn' at
Itazuke AB, Japan in 1958. (credit,
- USAF)

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the president's notebook

All the ingredients are being poured into the pot for our 2009 Reunion at the Gold Coast Hotel/Casino in Las Vegas. Menus are being finalized and gatherings are being scheduled. Many of you know a year in advance is barely enough time to arrange for such an outstanding affair. One of the toughest problems is being able to predict the number of attendees. It certainly isn't an exact science.

Therefore, if at all possible, please make your reunion plans as soon as possible and practical - then let us know your plans. We know there will be some last minute problems that may not allow some to attend, but we can handle those. The hotel has been given the usual WAG. But as time gets closer we need to refine the number to as close a count as possible. Your help in this matter will be greatly appreciated.

The Gold Coast will be a pleasant surprise for our

members after the Monte Carlo - the room cost for one thing. The hotel has all the facilities to hold a First Class affair. The Strip is only a short ride away, with transportation being provided FREE by the Gold Coast. There will NOT be a golf outing this year, but Red Flag will be on the schedule. So if you plan to attend Red Flag this reunion, make sure you get your reservation in early.

Some of you are aware that the Flight Line Store will be closing after this reunion. The bargains and low prices will be a buyers delight. So be prepared to stock up with the last of our Sabre merchandise. Jackets, shirts, and caps will be headlining the bargains.

As promised at the last reunion, the doors of our organization are not closing. In my last President's Notebook, I said we would elect new officers. Make sure you attend the Membership Meeting so our business can be accomplished in a swift and orderly manner. There is still room for anyone interested in serving in any capacity. So if you want to be a part of the greatest association - the F-86

Sabre Pilots Association - let your desires be known early.

VERY IMPORTANT - Now is the time to take a last look at the membership roster to insure that YOUR particulars (name and spouse, address, phone, email, and squadron/wing info) are correct. If anything needs to be changed, send the required changes to the Las Vegas address so our roster can be updated.

Also, as always, please notify us of any unit gathering or squadron reunions that may be planned to coincide with our 2009 Reunion. We will do everything possible to insure dedicated space is provided.

Things are shaping up for another real good reunion. Those of you that missed the last one should make a strong effort to be in attendance at this one. We will be looking forward to a great time, one we can all remember and cherish for years to come. We are a long way from cutting off the light. F-86 Sabre Pilots will live forever.

Check 6

Jerry R. Johnson
President

FOLDED WINGS

Gordon C. Baskett, May 24th, 2008
Norman D. Haake, January 1st, 2008
Don W. Service, June 2nd, 2008
Arthur L. Keyes, July 22nd, 2008

The F-86 Sabre Pilots Association does not participate in any solicitation 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 Gang! Welcome to vol. 16-2. Right off the bat we need to clarify something. The F-86 Sabre Pilots Assn. has a new address, which was printed incorrectly in vol.16-1.

Note the new address:

PO Box 34423, Las Vegas, NV 89133-4423.

Check your roster to see if your information is correct and/or current. Make any changes necessary and send them to the Las Vegas address or to me and I'll forward the changes. If you don't have a roster, you can contact me and I will check your information for you, then relay any changes to the proper people.

Up and coming in future issues of *SabreJet Classics*. There will be a major article on Project ARROW, updated reunion news, a new series on squadron historys, and of course, your stories and memories.

Speaking of reunions. Please inform me of any squadron, wing, school, or whatever, reunions that you have knowledge of. Often I learn about a unit reunion through other publications like Air Force Magazine. If you tell me about your reunion, I will see that it gets into every issue of *SabreJet Classics* to the date of the reunion. But I must have 6 months lead time to do it.

I'm also trying to compile a list of unit associations and cotact information. We will start printing that list at regular intervays in the magazine.

DOG DAZE; This will be a new regular feature about F-86D/L crews, units, and operations. With that in mind, I want to hear from any member who has stories and/or photos of F-86D/L operations and crews, both active Air Force and Guard. The stories can be funny or serious. Anyone ever intercept a UFO? And I still have several squadrons that I have absolutely no photos of in any way. HELP!

Lastly, the 16th Reunion of the Sabre Pilots is scheduled for next March 2009. Make your reservations early. Remember, it's at the Gold Coast, not at the Monte Carlo. And it's carried over into the F-100 Association reunion. If you have a unit association and are planning a reunion, why not tie it together with our reunion. Savre money, time and you get a bigger crowd for both events.

All for now. Listening to you guys. See you next issue.

larry davis
editor

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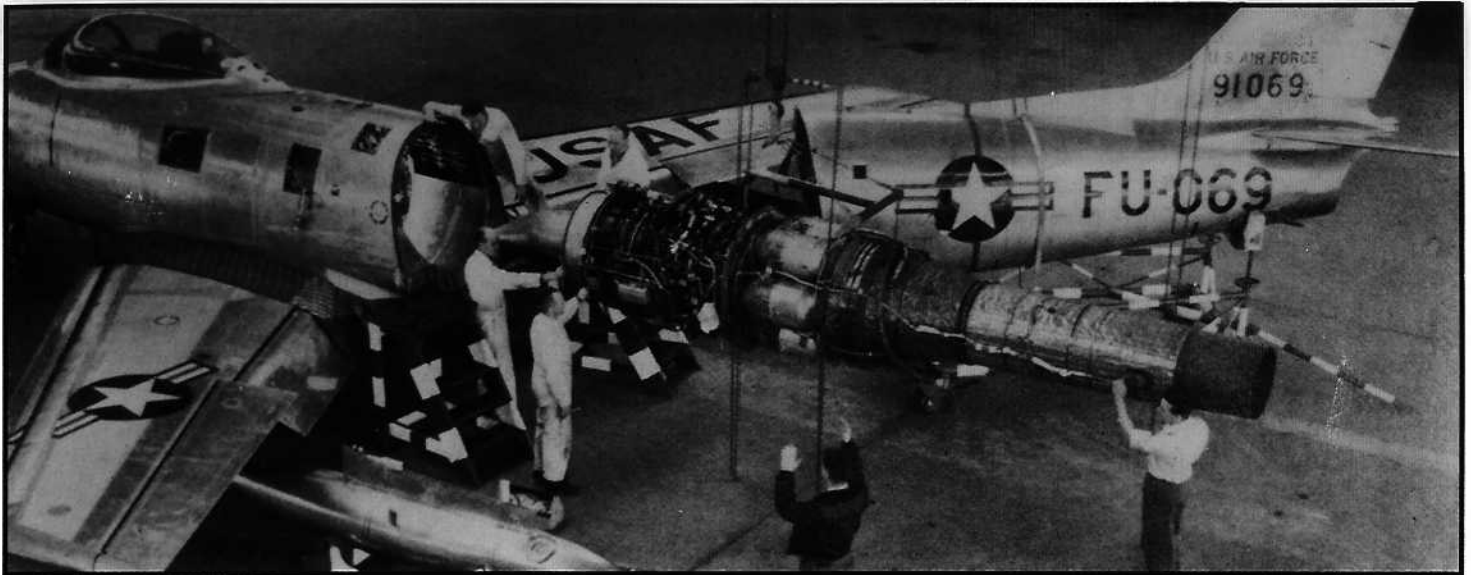
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letters to the editor

Mistakes, mistakes. Everyone makes them but we sure made our share of them in the last issue, #16-1.

First off we changed the PO box number for the Association - and then my fingers got careless and my eyes got tired. Result? One number off on the new PO box number.

The new PO Box is as follows:

**PO Box 34423,
Las Vegas, NV 89133-4423**

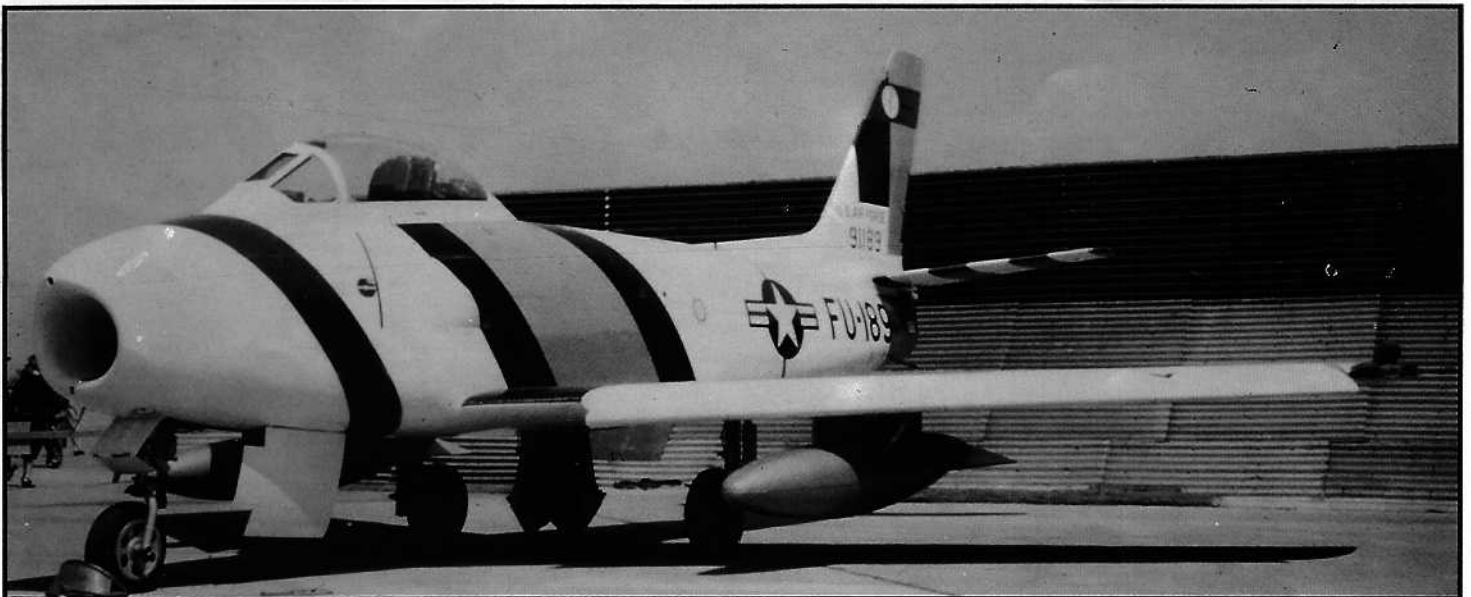
Mistake #2 regards a member that we had in *Folded Wings*

Robert C. Green in Marblehead, MA is indeed alive and well!

Robert C. Green in Tucson AZ folded his wings on July 16th, 2007. Our condolences to his family.

Mistake #3 was in regards to the "What Is It?" F-86A that appeared in vol. 15-2. Again, my fingers went faster than my brain. The airplane (49-1069) was a prototype Sabre used by Canadair and North American to test the installation of the Avro Orenda engine into an F-86 air frame. North American designated the airplane as F-86J. The F-86K was a modified F-86D with four 20mm cannons in place of the rocket armament.

The front cover aircraft on vol 16-1 is still a complete mystery. Even the full color photo of what is certainly the wildest paint job seen on any Sabre, didn't jog anyone's memory. There are rumors that it was bailed to the Autonetics Division of North American during this time frame. But no one knows for sure. Autonetics was originally NAAs Technical Research Lab at Los Angeles. As such they developed inertial navigation systems for various AF and Navy missile projects like the Navaho cruise missile, Minuteman ICBM and the X-15 research aircraft. What this F-86A had to do with any of those programs is still unknown. All we do know is that it was F-86A-5 #49-1189, and that it had RF-86A type bumps on the gun bay doors, but evidence of a camera installation. HELP!



PROJECT ARROW

AND THE MARKINGS CONFUSION ON F-86Ds

Project Arrow was an Air Defense Command directive that effectively changed a large number of F-86D squadron designations in August 1955. A squadron would be in place on 17 August at McGuire AFB, only to learn that that unit designation was now on F-86Ds based at Stewart AFB - even though not one pilot or airplane had changed bases. *SabreJet Classics* is now trying decipher all the markings changes that took place because of Project Arrow.

For instance, the 75th FIS was in place at Suffolk County AFB. Their Sabres proudly wore a blue tail band and sharks teeth, with the badge of the 75th FIS on the fuselage. Then on 18 August 1955, the 75th number was assigned to Presque Isle with an F-89 squadron! And in their place at Suffolk County was the 2nd FIS. Question is - did the 2nd FIS simply adopt the old markings of the 75th, i.e. the blue tail band and sharks teeth? If not, what markings did they have on their aircraft?

It happened all over Air Defense Command. The 445th

FIS at Geiger Field went to a unit at Wurtsmith, and their F-86Ds now belonged to the 497th FIS at Geiger with similar markings, while the 520th FIS at Geiger was inactivated and became the 498th FIS, and on and on. As a historian, I'm trying to get a handle on what a certain unit's markings were so that I can put the proper airplane photos with the proper squadron of a story appearing in *SabreJet Classics*.

So I need your help. If you have photos and/or color slides of the F-86Ds in your squadron(s), please loan them to the editor so that I can make copies for use in the magazine. I especially need color photos or slides to make certain a squadron is the color it was or is or whatever. And I'd appreciate any dates you might know for your photos or slides. It doesn't have to be exact, a month and year would be great but just a year will help. It's driving me NUTS! **HELP!!!** Contact your editor Larry Davis at *SabreJet Classics*, 6475 Chesham Dr NE, Canton, OH 44721, ph (330)493-4122, or email sabreclsx@aol.com with any information you might have.

Who is it? These F-86Ds are from three different squadrons - the 13th FIS, 63rd FIS, and 71st FIS. All wear the same tail marking, a star with a comet tail. But no one knows what the tail marking was for. Was it an Air Defense Wing marking, or possibly an Air Defense Group, or an early marking for an Air Division. And no one knows for sure if the colors remained the same on all three squadron's airplanes. Anyone that can shed light on this please contact Larry Davis, editor *SabreJet Classics*, 6475 Chesham Dr NE, Canton, OH 44721, ph (330)493-4122, or email sabreclsx@aol.com





FOLLOW UP

The Hunters

SabreJet Classics 14-1

The following information and a great batch of photos was received from a couple of sources regarding the making of the motion picture "The Hunters", Starring Robert Mitchum and Robert Wagner.

Thanks to Dale for all the fine photos of the making of "The Hunters".

from Frank Meyer

The movie was accomplished at Williams AFB, not Nellis. The movie preview was on a Saturday evening and the movie producer presented a color TV to George Panas, who flew as "Cleve Seville" in the film. During the preview, Robert Mitchum had to leave due to a sickness in his family. Being current in the C-47, John Lowery and I flew Mrs. Mitchum and son to Los Angeles.

from Dale Boggie

Dale not only flew in the movie as "Ed Pell", he also filled us in with an extraordinary amount of detail, including a big batch of color slides of happenings during the filming.

"The F-86 crews came from Williams AFB, from the 3527th and 3528th CCTS. Capt. George Panas of the 3527th was the designated leader of the F-86F contingent. He flew most of the scenes as "Cleve Seville".

The F-84F "MiGs" came from Luke AFB, home of the 3600th CCTWg. Capt. Joe 'Turkey' Turner flew most of the scenes



Robert Mitchum in the cockpit of an F-86F at Williams AFB. Mitchum played the part of Maj. Cleve Saville, "The Ice Man", in the movie. (credit - 20th Century Fox)

The real 'Hunters' in the movie - (L-R) Dale Boggie as 'Ed Pell', George Panas as 'Cleve Saville', and Dave Brown as 'Monkey' Moncavage. The photo was taken after landing at West Palm Beach AFB after an impromptu movie preview dogfight. (credit - Dale Boggie)





Dale Boggie on the wing of Pell's F-86F. Note the hot rod nose art on Pell's airplane. Very George! (credit - Dale Boggie)

as the North Korean 'ace' - "Casey Jones". The C-130A camera ship was from the 772nd TCS at Ardmore AFB, and was flown by Capt. Matt Biggs, Jr..

All the aerial dog fight scenes and maneuvers were shot against big cloud buildups off shore from Palm Beach, Florida. But the takeoffs and landings were filmed at an old auxilliary field in the desert south of Luke.

It was here that "K-13" was built. I don't know of any other bases that were used in the filming. The Hollywood people did a really good job out in the desert making it look like a real rice paddy. Somewhere they found a couple of water buffalo look-alikes. All the filming was done in February 1958.

Sabres from the '54th Group' taxi out for a mission at West Palm Beach AFB. The 'K-13' in the movie was actually an auxilliary field at Luke AFB made up to look like a Korean air base, complete with water buffalo and rice paddy. (credit - Dale Boggie)



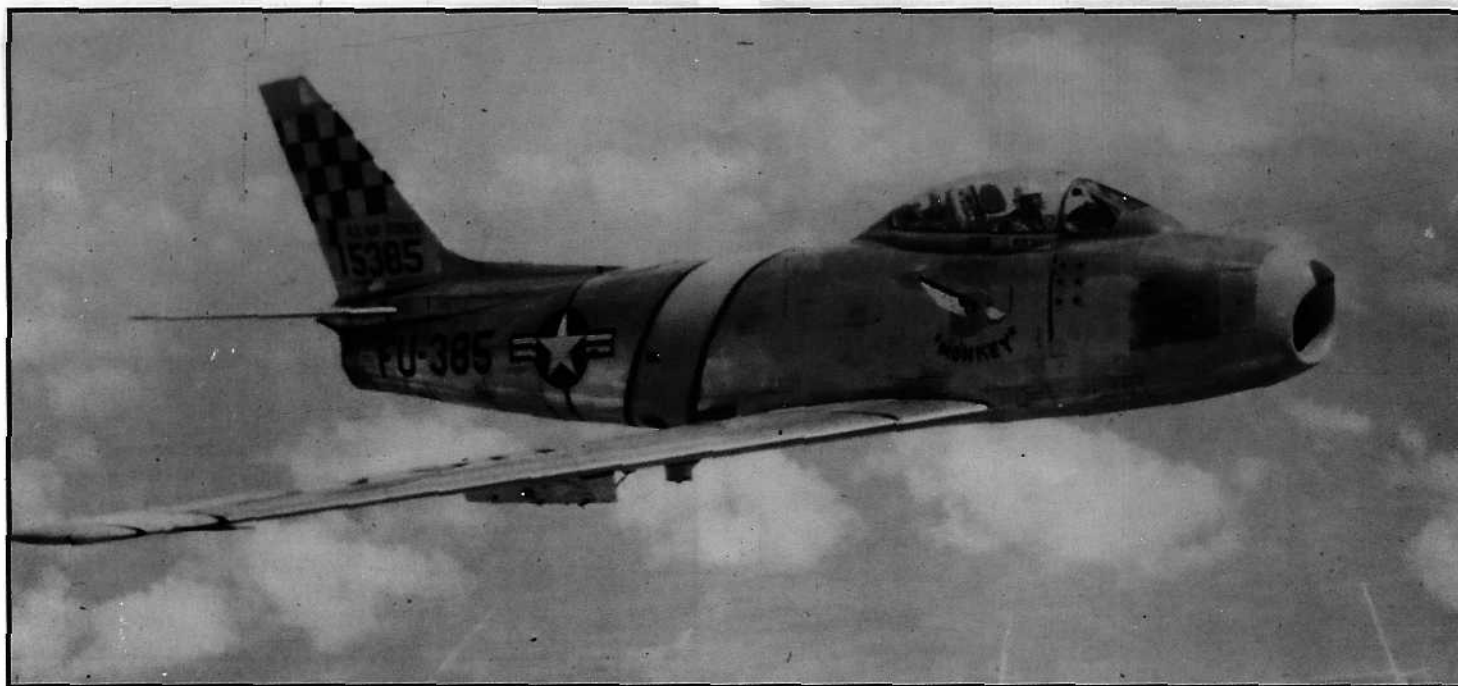
Saville and Corona off the wingtip of the C-130 camera ship, with Moncavage peeling off in the background. The C-130 was from Altus AFB. (credit - Dale Boggie)

We never saw any of the actors in Palm Beach. I never personally saw any of the actors but understood that Mitchum, Wagner, and Richard Egan, "Col. Imil", did come to Luke to be filmed getting into and out of the F-86s, sitting in the cockpit, etc., but I didn't see them. Most of their appearances were in the studio in mockups and setups where they could project moving clouds behind them or other action on process screens.

There was one problem with the F-84F "MiGs". When the F-84F "MiGs" deployed from Luke to Palm Beach, they'd already been painted a flat pale blue/grey - with big red stars

Up close and personal with Dave Brown as 'Col. 'Monkey' Moncavage' during the part where Saville and Moncavage have a simulated dogfight over 'K-13'. (credit - Dale Boggie)





Dave Brown as 'Monkey Moncavage' forms up on the C-130 camera ship for a PR photo. All the Sabres were painted up as 51st FIG F-86Fs with FEAF ID bands and checkered tails. (credit - Dale Boggie)

Painted on the tail, just like the Russian insignia. And after all, the MiG was made in Russia and we were Cold War antagonists.

This caused quite stir when they landed to refuel enroute, Air Police being called out, etc.. So when they flew back to Luke after filming, they painted a large black 'USAF' on the fuselage. All the paint was temporary stuff and easily removed when the filming was over.

Joe 'Turkey' Turner flew as the legendary North Korean ace 'Casey Jones'. His F-84F was painted light blue grey with the sign of the crap-shooter on the nose - "7-11" and the dice under the canopy. (credit - Dale Boggie)

A personal note concerning Joe Turner, "Casey Jones" in the movie. I ran into him at a Daedalian Convention several years later. He asked me whatever happened to that cute blonde I'd been dating in Palm Beach. I replied that we'd been married for 35 years! When I got home after the convention and told my wife about meeting Turner, Sharon said - "You dunderhead! We've been married for 40 years and last week was our anniversary, which you completely forgot!" As we used to say in Korea, I was in 'deep Kimshi.'





Brian Sumner was the Maintenance Officer at Luke in charge of the ground crews that maintained the 'bandit trains' of F-84F MiGs used in the movie. (credit - Dale Boggie)

'54th Fighter Group" Sabres on the ramp at West Palm Beach AFB, Florida. In front is Moncage's Sabre, next is Corona, then Saville and Pell. The group number '54' is a conglomerate of 4th Group and 51st Group, the two biggest MiG killer units in Korea. (credit - Dale Boggie)



Bob Fizer taxis out at West Palm Beach AFB, for the flight home to Luke AFB, AZ. The Russian stars had already been painted over and "USAF" logo added to the nose so that Air Police at the bases where they stopped to refuel wouldn't become overly nervous. (credit - Dale Boggie)



THE RUSSIANS ARE COMING! THE RUSSIANS ARE COMING!

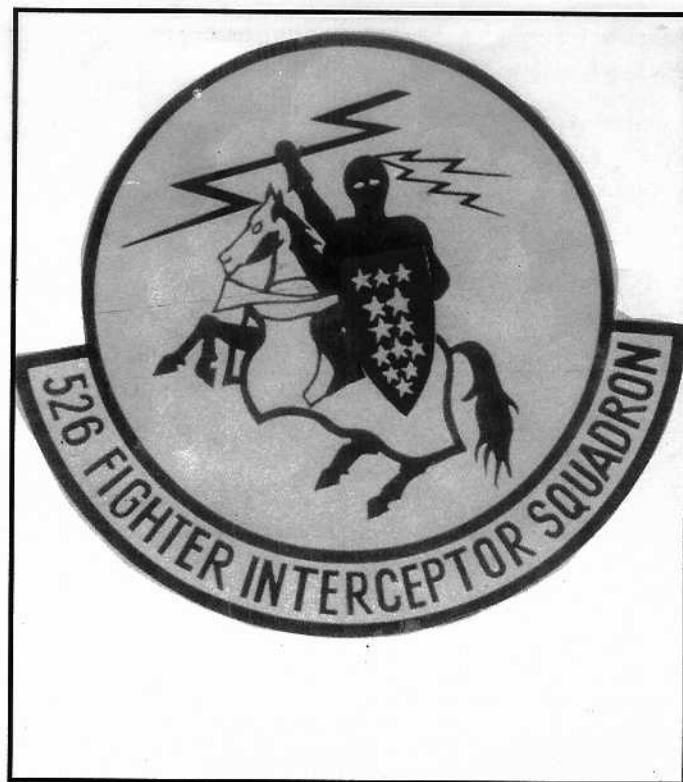
by Jerry Burton

The following incident is recalled by Jerry Burton, a crew chief with the 526th FIS at Landstuhl AB, Germany.

It was a nice Spring morning in 1958 at Landstuhl. We had finished pre-flighting the birds and were waiting for the pilots to come ambling out of the Ops shack. Suddenly the door came crashing open and pilots, lots of pilots, started running toward the airplanes all over the ramp.

When I asked the captain that was flying 'my' bird - "What's going on?", he appeared a little shookup and said he couldn't (or wouldn't) tell me anything. We got the birds ready for takeoff as fast as we could. Suddenly, a green flare (flare!) went up from the tower and the pilots started cranking up the engines - all of them! All of the flyable airplanes in the squadron area were manned, started, and running.

Then just as suddenly, the signal to shut them down was given and the pilots stop-cocked the engines and began screaming for fuel trucks. We called for the fuel tankers but then the green flare went up again! This time they taxied out and were cleared to go. Seeing all the airworthy birds snaking down the taxiway to the active runway was like watching a World War 2



movie. We heard them go into AB (afterburner) and take off heading east. We were only 7 minutes from the border with East Germany, and with that in mind, we always flew 'hot' with live rockets.

They were no sooner out of sight when the Line Chief came down and told us to get our field packs out of the shack and inspect them. Fifteen minutes later an Air Police van pulled up and began issuing all of us M1 carbines and two 30 round magazines! The hanger maintenance troops were running around like chickens with their heads cut off trying to cram engines into engine-less birds and close up the panels for inspection.

A 526th FIS F-86D over West Germany during 1958. The 526th at Landstuhl was only minutes from the border of the Iron Curtain, and the Soviet bomber fleets. (credit - Marty Isham collection)





The Landstuhl ramp is full of 526th FIS F-86Ds in 1958. That Spring morning in 1958 saw every pilot running to an airplane and a mass scramble. It was no drill! Had World War 3 begun? Everyone thought so. (credit - Jerry Burton)

Needless to say, the joking abruptly stopped as everyone realized that something very big was going down! No one knew a thing of course, or wouldn't tell us, and we all felt like the proverbial mushroom. But then it started to hit home. The start of World War 3 was a distinct possibility in everyone's minds.

So aside from having an M1 in our hands and our field packs nearby, we simply stood around and waited for the airplanes to return - IF they were coming back! About a half hour after the mass takeoff, someone shouted "Here

they come!", and the first flight hit the pattern. Immediately, we all noticed that none of the airplanes had their drop tanks. When they banked and showed their bellies, we all strained to look for rocket burn indicating the rockets had been fired. But they hadn't. Fuel trucks were already in the area waiting. We didn't even have to call for them like we usually did. We turned the birds around quickly and got them ready without tanks.

I asked my pilot "What the hell was happening!", but again, he declined to say anything and simply wrote up the jet-

It's Winter of early 1958 and Col. James Little's F-86D sits on the snow-covered ramp at Landstuhl. Col. Little was CO of the 86th FIW and each color band represented one of the 5 squadrons of the wing. (credit - Jerry Burton)





A beautiful color shot of a 526th FIS F-86D at Landstuhl in Spring 1958. On this fateful morning, anything that could be repaired was, as quickly as possible to get as many Sabres airborne as possible. (credit - Jerry Burton)

tisoning of the tanks and vacated the cockpit. The pilots all went back into the Ops shack while we set about getting the spare tanks down from the racks and checking them for leaks. It was frantic, frantic, frantic! Finally we had all the birds reconfigured and sitting Ready Alert.

Hours went by and we kept all the airplanes ready to go. But the urgency seemed to dissipate and we mainly stood around waiting for something else to happen. Suddenly the APs returned and reclaimed our carbines and ammo, and the brass told us to stand down but have the airplanes ready to go.

The next day we heard that the communists had staged a massive military exercise along the border and threw hundreds of MiGs into the air, flying up and down the bor-

der taunting us. NATO and USAF had to counter it, so every serviceable fighter in Europe took to the air and flexed their muscles in return. We were told that to keep up with the latest Russian fighter aircraft (MiG-19s), our birds had to drop their tanks! Those of us in the 526th FIS weren't tasked with retrieving the dropped tanks so I assume another organization picked them up. Either that or some German farmer suddenly became the owner of an aluminum mine!

Such was the day that will live long in my memory.

editor's note: Do any of you recall this incident or others similar in nature that occurred during the Cold War? We want to hear about them. Contact the Editor, SabreJet Classics at the address on page 2.

All work and no play makes Jack an unhappy pilot. This unidentified young lady was the mascot of the 440th FIS when they deployed to Yuma in 1956 for the annual rocketry practice. Anyone recall her name? (credit - Earl Scarborough)



Memories



Dave Knutsen and "Lil Hot Tootie" at Kadena. (credit - Dave Knutsen)



Bob Berry and "Lil Pard" at Osan AB. (credit - Bob Berry)



Bert Bookout and the "Chiquita Banana" at Suwon. (credit - Bert Bookout)



John Dawson and "Naughty Nelly" at Osan AB. (credit - John Dawson)

Bill Plunk and the "Revoltin' Vulture 1st" at Manstein in 1954. (credit - Bill Plunk)



WHAT IS IT? As expected, we did get many answers to our query about the "Fly Safely" Sabre featured on the back cover of vol. 16-1. However, no one was able to tell us definitively, or send a color photo, regarding the colors of the aircraft. One reason has to be because the jet changed pilots and colors at various points. Here are some of the answers we received:

Robert Custer - I was a cadet attending basic training at Williams AFB from Sept. 1954 to March 1955. While there I saw the "Fly Safely" F-86 pass through. It was black and white.

We were told that the pilot was a BG Spicer, and that he was head of flying safety for the Air Force. A story about Gen. Spicer was that after he would get airborne on his way to his next destination, he would contact Air Traffic Control and simply say, "This is Spicer, heading West!"

Don Hartung - The aircraft was black and white with the CRTF badge on the tail. It was Gen. Henry Spicer's Sabre when he was IG of CRTF.

Spicer would fly into a base and allow any pilot to fly 'his' Sabre - "Just don't bend it!", even those pilots not then current in F-86s. I flew the airplane at Willie Air Patch on 1 Dec 1954.

Bobby Walls - I believe that might be the Sabre that Col. Henry 'Mush Brush' Spicer flew when he was commander at Nellis. (No one mentioned 'Mush Brush' in his presence)

He flew around to different bases, and would let anyone that had flown the F-86 to fly his airplane. I was stationed at Bryan AFB, when Col. Spicer dropped in one day. I caught up with him at Base Ops and asked if it was true about his letting 86 jocks fly his airplane. He said "Damn right!" and I got in about 45-50 minutes of good flying.

It looked exactly like the one on the back cover but I don't recall the dark paint on the nose and tail. However, it has been over 50 years.

Col. Gallagher's 'Fly Safely' Sabre on the ramp at Scott AFB. (credit - Dave Ostroski)



The 'Fly Safely' Sabre in 1955, now assigned to Col. R.K. Gallagher. We're still in the dark as to the colors of this jet. (credit - David Menard collection)



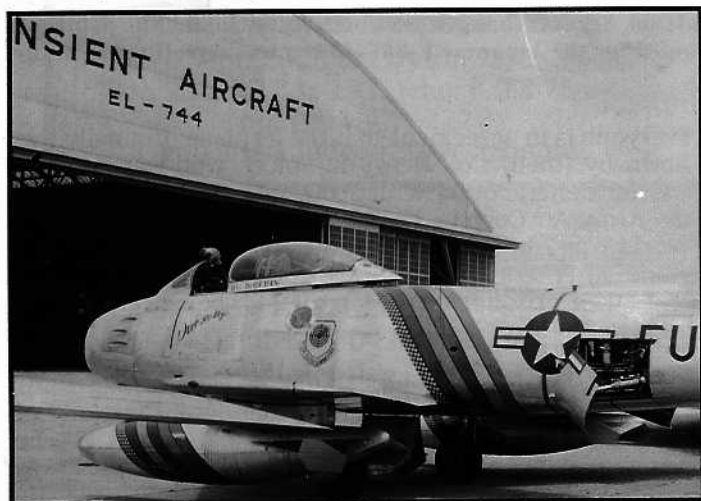
Brig. Gen. Henry R. Spicer beside his airplane at Yuma. Each color band represents a training wing assigned to the bases named. General Spicer was Commander of Crew Training at Wichita in 1955. (credit - Randy Spicer)



General Henry Spicer's F-86F when he was Commander of the 3525th Pilot Training Wing at Williams AFB. The logo on the door reads "Over 500 MiGs Destroyed by Nellis Trained Pilots". (credit - NAA)



General Spicer's Sabre at Nellis in 1954. The airplane was a highly polished F-86F-30 with the 6-3 hard wing and fences. (credit - Nick Enger)

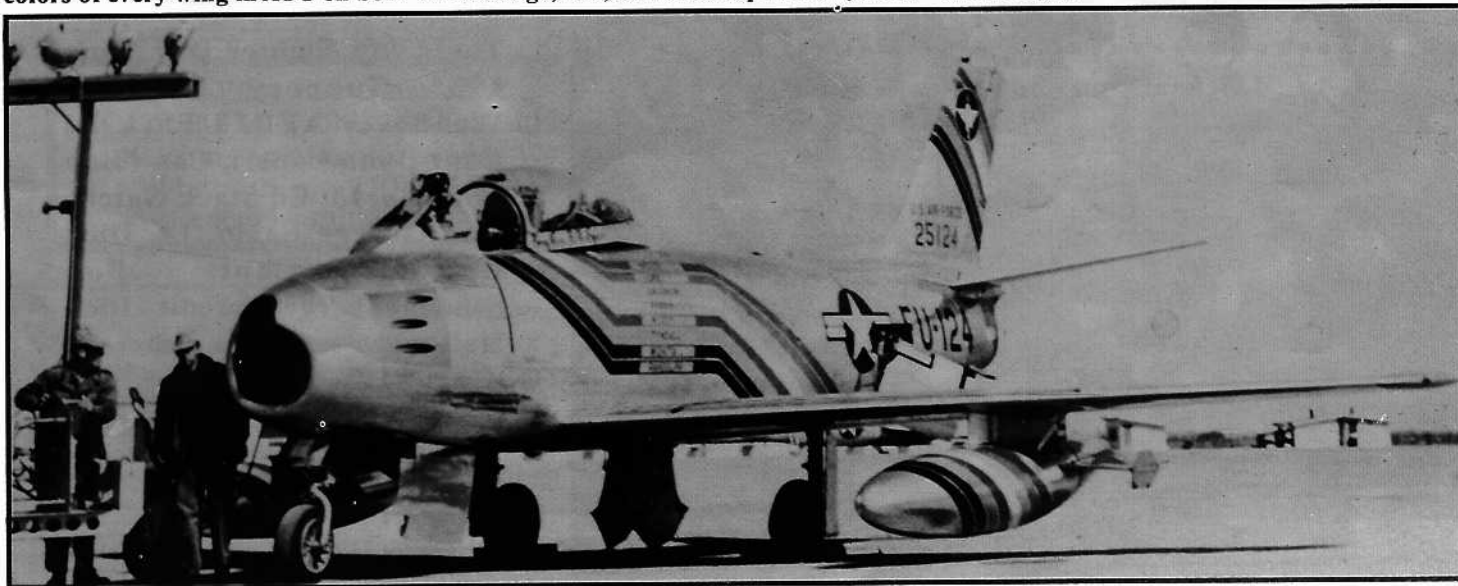


The same airplane the following year when The Fighter School at Nellis was commanded by Col. Clay Tice Jr. Other than the canopy name change, all other markings are the same. (credit-Larry Davis collection)



And still later when The Fighter School was commanded by Brig.Gen Roberts but was now known as the USAF Fighter Weapons School. Each of the six color bands represents the squadrons assigned to the USAF FWS. (credit - Merle Olmsted)

When General Spicer moved to commander of Air Training Command at Wichita, he was assigned this F-86F, which carried the colors of every wing in ATC on both the fuselage, tail, and the drop tanks. (credit - Nick Enger)





The 'Fly Safely' Sabre in May 1956 and now flown by an unknown colonel. Several changes have occurred including the paint job and the fact that it has the brand new 6-3 slatted wing that was developed for the Japanese F-86F-40 but was retrofitted to many USAF F-86Fs still in service. (credit - Chris Banyai-Reihl)

George Bracke - I was an aviation cadet at Williams AFB in late 1954. As most of us wanted F-86 assignments, we hoped for the chance to see one up close. One day one entered the traffic pattern and taxied up to Base Ops. I went down to see it and as it came by, the pilot had the canopy open, helmet off, and the engine shut down while he coasted to a stop. VERY IMPRESSIVE! The pilot climbed out, dark hair and a handlebar mustache. It was a Colonel named Spicer. Oh yes, I did get the F-86 assignment.

Dave Ostroski - I dug out my photo and info on the "Fly Safely" Sabre. I took that photo at Scott AFB Open House on 20 Aug 1955. I don't have any color images but I made notes when I saw it again at Lambert Field on 19 June 1955 (a number of Scott airplanes operated from the TWA ramp at Lambert Field when the runways at Scott were being repaired.). My notes say it was blue and silver.

Everyone is in agreement that the airplane originally was flown by (then) Col. Henry R. Spicer, who was then Inspector General of ATRC at Scott AFB. Col. Spicer entered the Army Air Corp in 1933 as an Aviation Cadet. During World War 2 he Commanded the 357th FG at Leiston, England. After scoring 3 victories, Col. Spicer was shot down and taken prisoner on 5 March 1944, being released on 14 May 1945.

In April 1950, he assumed command of the 3525th Air Gunnery School at Williams AFB; then took command of the Crew Trg Wg, ATRC, at Wichita AFB. In Sept. 1954, he was named Inspector General of ATRC at Scott AFB. It was in this capacity that he flew the "Fly Safely" F-86F. He retired a Major General on 1 June 1964 and passed away on December 5th 1968.



The 479th Fighter Day Wing 1955 Gunnery Team at Wendover AFB, UT. (L-R) Capt. John Laneri, Capt. Bob Madden, Lt. Ed Stack Gately, Col. George Lavin, Lt. Dick Hefton, Capt. Bob Schoenenberger. (credit - Dick Hefton)

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
31 March 2009 thru 2 April 2009.**

21st Fighter Bomber Wing

11-14 Sept. 2008 in Dayton, OH. **Contact**
Bob Sisk, PO Box 193, Emory, TX 75440,
ph. (903)473-2272,
email sisk.judge.ret@verizon.net

13th FIS

7-10 October 2009 in Fairborn, OH.
Contact Bill Hensley, 1555 S. 150W,
Greenfield, IN 46140, ph. (317)462-3103,
email billhens@insightbb.com

525th FIS, Bitburg

October 24-26, 2008 in Biloxi, MS.
Contact Frank Litt, ph (817)294-1136, or
email 525bulldogs@sbcglobal.net

Pilot Tng Class 53-A

October 23-26, 2008, at the Doubletree
Hotel in San Antonio. **Contact** Wayne
Whitlatch, ph (210)677-8003 or
email jwwhitl@satx.rr.com

SABRE DOG PHOTOS

Wanted - Info and photos, especially color photos of ADC F-86D squadrons before and after Project Arrow. Need markings information for article about the squadron changes involved in Project Arrow. Several squadrons we do not have any photos of or information about, including the 11th FIS, 54th FIS, 82nd FIS, 440th and 445th FIS at Geiger Field, 518th FIS, 519th FIS, 538th FIS and 539th FIS. **Contact** Larry Davis, Editor, SabreJet Classics, 6475 Chesham Dr NE, Canton, OH 44721; or email at sabreclsx@aol.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

58th & 60th FIS

11-14 Sept 2008 in Herndon, VA.
Contact Richard Doritty, 15598 East S.R.
37, Sunbury, OH 43074, ph (740)965-
2455,
email voodoo101b@att.net

Pilot Tng Class 52-D

October 2-5, 2008, at the Menger Hotel,
San Antonio, TX. **Contact** Robert Stewart,
ph (210)677-0340.

Pilot Tng Class 53-F

October 16-19, 2008, at the Hope Motel
at Wright-Patterson AFB, OH. **Contact**
Jim Mayton, ph (804)732-2225, or
email jjmayton@yahoo.com

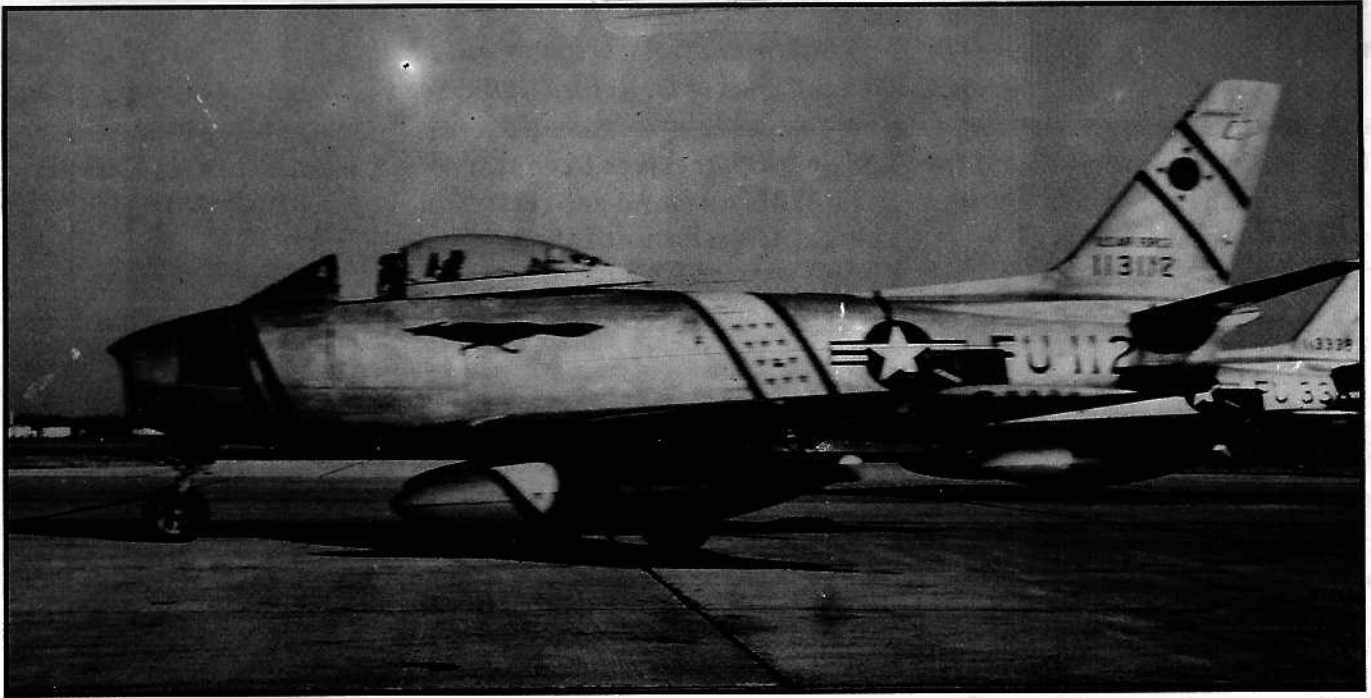
SUPER SABRE SOCIETY

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? This is a strange one guys. And not because it's a blurry photo either. This is one of the many unidentified F-86s in the files. We know nothing about the airplane except that it is an F-86F-20. The insignia on the fuselage looks like that of the 18th FIS "Blue Foxes" - but we're not sure. The 18th FIS did get a few F-86Fs in June 1953 but then quickly transitioned into Northrop F-89 Scorpions in 1954. Anyone with knowledge of the 18th FIS F-86Fs please contact the Editor of SabreJet Classics, Larry Davis, 6475 Chesham Dr NE, Canton, OH 44721, or email sabreclsx@aol.com.

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