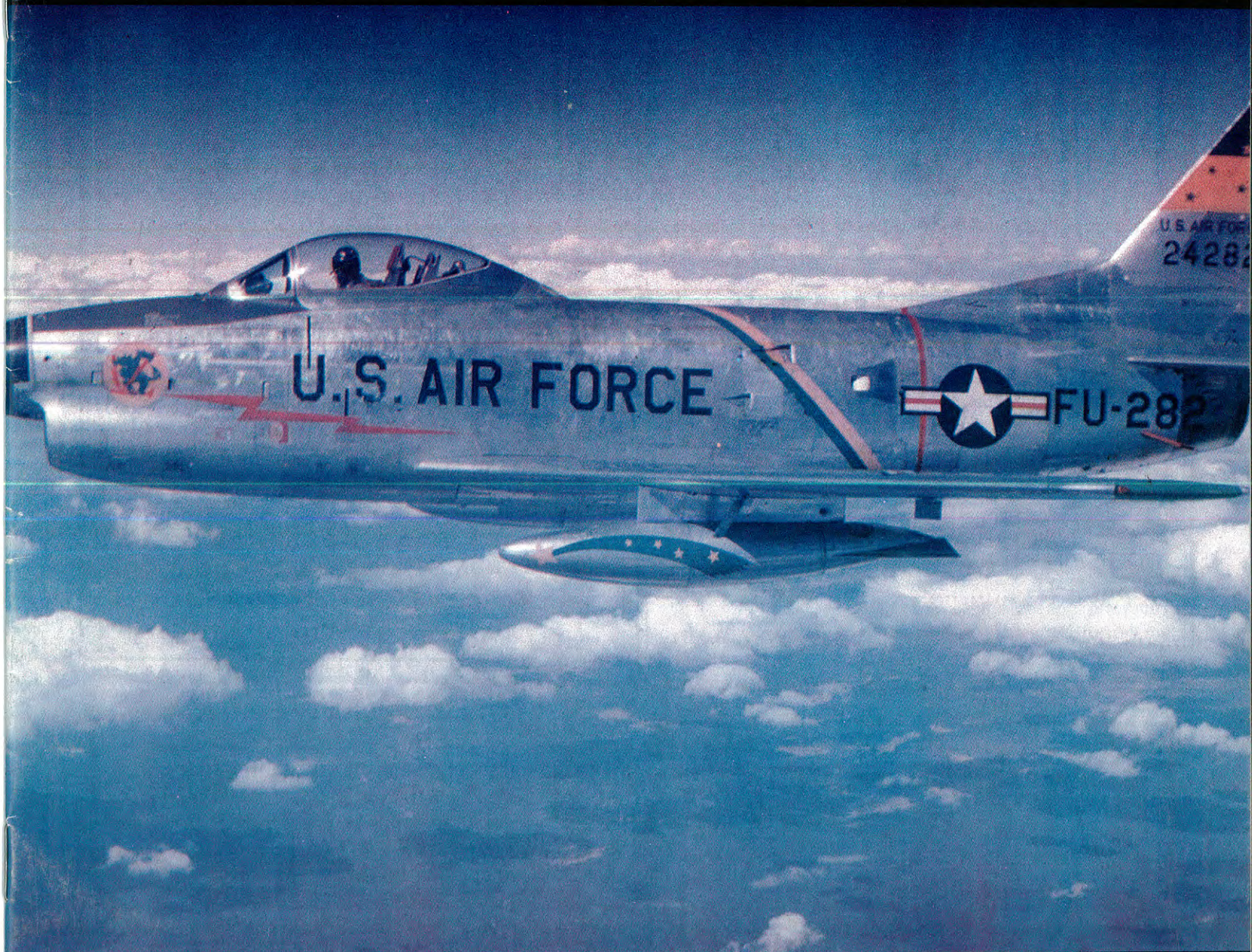


Sabre Jet Classics



Volume 17, Number 2

Summer 2009



*INSIDE: TF-86, REUNION Photos
Korea - postwar, more*

A publication of the F-86 Sabre Pilots Association

SabreJet Classics

volume 17, number 2
Summer 2009

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(front cover) A 444th FIS F-86D
at 40,000 feet over New Mexico
enroute to the Yuma annual
live-fire rocket shoot, October
1955. (credit - Al Goddard)

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the president's notebook

Never did I think that I'd be writing this message as President to all you fighter pilots of the F-86 Sabre Pilots Association. Without repeating what I've said in my bio, I am honored and anxious to be able to serve such a distinguished group. There are and will always be, challenges ahead for the organization. And I am ready and willing to take them head-on.

First I want to acknowledge some of those who have devoted so much of their time and effort to keep the Association successful. Jerry Johnson has been a strong and dedicated leader for many years. I've had the pleasure to work with Jerry for over a year and my eyes have been opened wide as to how much work there is and how dedicated he has been to accomplishing that task. We all are grateful for the years Jerry has led and worked so hard.

Along with Jerry, the Association has been under the watchful eye and strong guidance of Dan Druen for equally as long a time. Then there's Rich Geiger, who for years has kept our financial situation on track. There are others to whom Jerry gave credit in his final comments in the last issue who are absolutely essential to the operation and success of our Association. I fully support his feelings and the comment he made, in fighter pilot "speak", during his closing remarks at our Association Business Meeting - "I want to keep this Association alive and active to the last man standing. He can turn out the lights when he leaves."

We had a great reunion this past March at the Gold Coast. The turn-out came on strong down the final stretch with nearly 350 attendees. A lot of fun was had by all. M/Gen. Hoog, Commander of the Air Warfare Center and our Guest Speaker, did a superb job of conveying the new generation of Air Force technologies under his purview in relation to our generation of flying fighters. We sold a huge amount of clothing and other items from our Flightline Sales Store at rock bottom prices. As a reminder - this was our last sales from the Store. It is now fully closed down for everything including reunion sales and mail-in requests.

As far as the Association business is concerned, we are financially healthy. It was the decision of the Board of Directors, approved by Chairman Dan Druen, that we scale down the size of the Board from seven to five members as permitted in our constitution. Our Board now consists of Pat Hughes as Chairman, with Directors Glenn Carus, Sam Hollenbeck, Bob Matasick, and Alonzo Walter's. I am looking forward to working with all of them.

Since the April Reunion, planning efforts have already started for Reunion 2011. We are booked with the Gold Coast on 10, 11, and 12 April, 2011, which will again be followed the next three days by the Super Sabre reunion - just like the last one. We were able to get a room rate commitment of \$49 per night.

I know it's early, but during this lull between reunions, I urge each and every one of you to spend some time going

through our roster, not only to look up old buddies, but to look for some who may not be listed anymore and/or who might have let their membership expire. A little prodding could bring some of them back into the fold. If for no other reason than to be able to read the tremendous articles that Larry Davis, our editor, comes up with in our *SabreJet Classics*. It's amazing how Larry keeps doing this.

There is another area in which we need your help. Previous issues have been filled with great fighter pilot stories from you. However, we are getting very few of these lately. We younger jocks, I'm speaking in relative terms, are looking up to you more senior fighter pilots to share the experiences many of you went through from the days of the Tiger Program, the Nellis Gunnery School, the Korean War, and the Cold War period when you were flying the greatest fighter ever built.

I know there are many stories our Canadian friends could share with us about flying the Sabre 5s and 6s. There even might be a story or two out there about the Sabre when it was a workhorse performing support roles for the Air Force, Army, and Navy. Guys, we need your help and Larry Davis will be more than happy to help get your story into the *Classics* for all of us to read and enjoy.

By the time you receive this issue of *SabreJet Classics*, summer will soon be over. The snow birds will be thinking of heading south and we all can look forward to a pleasant Fall. God Bless Sabre Pilots, God Bless our troops, and God Bless America.

JR Alley
President

FOLDED WINGS

Glenn L. Allen, May 27th, 2009

Henry D. Buche, July 2006

Harold E. "Bunny" Comstock, April 3rd, 2009

Harold E. "Hal" Fischer, Jr., April 30th, 2009

Marvin H. Good, February 23rd, 2009

Bruce Hinton, June 27th, 2009

POLICY STATEMENT

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

Welcome to another edition of what many of you say is your favorite magazine - vol. 17-2 of *SabreJet Classics*. In this issue you will find the missing photos of the reunion last April. Sorry about them not being included with the last issue but we simply did not have time to include them.

We're also introducing our new President, J.R. Alley. JR has an extensive background in Air Force activities, and finished his flying time in your favorite airplane, the F-86 Sabre. Specifically, JR flew for Flight System Incorporated in various types of Sabres doing all kinds of test work. We will have a story from JR about his mission with FSI in the next issue.

Sadly, with this issue brings the news that two of our most illustrious brethren have passed away - Harold S. 'Hal' Fischer and former Sabre Pilots President Bruce Hinton. I knew both of them well and will miss both of them very much.

Several members came up to me at the reunion to ask what had become of their story that they had sent in many months ago. One story never reached my desk, gone to email in the sky. But, the rest have been held up for exactly the same reason - they failed to include any photos with the story. As you know, our stories feature lots of photos, mostly supplied by you guys.

And now we are starting to run low on members' stories for the magazine. Please, if you feel you have a story to tell, no matter how long or short, send it along. If you don't hear from me either by email or post office, send it again. Photos for the articles or photos just for interest-sake. I'm always looking for photos of the men and airplanes that they flew, whether in combat or not. Remember, only 5 groups flew the F-86 in combat, so there has to be a lot more stories waiting to be told (and read!).

The photos that are loaned can be in any number of mediums - prints or slides are the best because they are 1st generation quality. But email photos or photos on a disc are also acceptable - usually. I've even reworked a good xerox photo for use in the Classics. So send them along. Right now I'm badly in need of F-86D and F-86H photos for future issues.

The 18th Reunion is already set for 10, 11, 12 April 2011. So start making plans to be there and make it the biggest and best reunion we've ever had. And if you are planning a squadron or unit reunion in the near future, why not tie it in with the 18th Sabre Pilots Reunion. Cuts down the cost and you get two birds for the price of one. See you there.

That's all for now. Oh yes, how about that? This issue is almost right on time!

larry davis
editor

New President J.R. Alley in front of a Flight System Incorporated Sabre. (credit - JR Alley)



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7letters to the editor

Do not forget that we have a new post office box which is as follows:

PO Box 34423,
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Our apologies and condolences to the family of Robert N. Johnston, whose name was misspelled in the "Folded Wings" section of vol 17-1. Robert N. Johnston folded his wings on June 3rd, 2008.

re: Who Is It? vol. 17-1, page 12

A number of people were able to identify the pilots that appeared in the photo at the bottom of page 12, including "Boots" Blesse, Jim Low, Jim Kasler, George Howell, Bob Windoffer, Reid Ivins, and a host of others.

With their help we have the following names for the pilots in the photo. They are (L-R) Bill Wescott, Charlie Carr, George Jones, Warren Rice, Jim Kasler, and Bob Latshaw (not Don Adams as first thought). They were members of the Nellis AFB Gunnery Team in 1954, not the elusive Mach Riders Team.

So we are still left without any photos or notes regarding the Mach Riders except that Vermont Garrison formed the team from a number of pilots at Nellis including Manuel J. "Pete" Fernandez and Bill Wescott. Does anyone have any information or photos of the Mach Riders Team pilots and/or the aircraft they flew. Please contact the editor, SabreJet Classics. HELP!



page 13, lower right photo

I'm reprinting that photo because it got cut off and did not show any markings at all. The photo shows an F-86D with black & yellow tail bands. According to the donor, the picture was taken at Anderson AFB, Guam, and supposedly is an aircraft from the 41st FIS. But the markings do not jibe with anything I have ever seen on the 41st FIS. F-86Ds from the 41st FIS were deployed to Guam for air defense over the Reflex operation SAC B-47s that operated from that base. (That story is in the making for SabreJet Classics).



Folded Wings



Captain 'Hal' Fischer, Korea 1953. (credit - USAF)

Col. Harold E. 'Hal' Fischer, Jr. April 30th, 2009

Another American hero and Sabre pilot passed away on April 30th, 2009 when 'Hal' Fischer made his final flight. He passed away due to complications from a recent surgery.

Hal Fischer joined the Air Force in 1950. In March 1951 he was assigned to the 80th FBS at Itazuke AB, Japan, where he flew 105 missions in F-80 Shooting Stars. In September 1952, Hal volunteered for a second tour in Korea. This time he was assigned to the 39th FIS at Suwon AB, South Korea, flying the F-86 Sabre.

Hal scored his first MiG victory on November 27th, 1952, and scored his 5th victory making him an ace on January 24th 1953. He became a double jet ace on March 21st, 1953. On his 70th mission, April 7th, 1953, Hal shot down another MiG-15, which would have been his 11th had it been confirmed. But when the MiG exploded, Hal's Sabre ingested some of the parts and his engine abruptly stopped. Hal ejected and was captured by the Red Chinese.

Hal spent the next twenty five months in a Chinese prison near Mukden, Manchuria. He escaped once but was recaptured and placed in solitary confinement. In early 1955, Hal and three other American airmen, were forced to endure a mock trial on charges that they had participated in germ warfare in Korea. Found guilty by the Chinese court, they were deported back to the United States in May 1955.

Hal stayed in the Air Force until May 1978, most of the time serving in the intelligence field. He flew an additional 200 missions during the Vietnam War, being assigned as Chief, Air Force Advisory Team Three at Bien Hoa. His final assignment was with Arms Control and Disarmament Agency. His decorations include the Distinguished Service Cross, Silver Star, Legion of Merit, and Distinguished Flying Cross. Hal Fischer was 83.



Capt. 'Hal' Fischer in an 80th FBS F-80C at Taegu in 1951. He flew 105 missions in F-80s. (Larry Davis collection)



It's 24 January 1953 and Capt. 'Hal' Fischer is being congratulated on scoring his 5th MiG victory making him a jet ace. (credit - USAF)



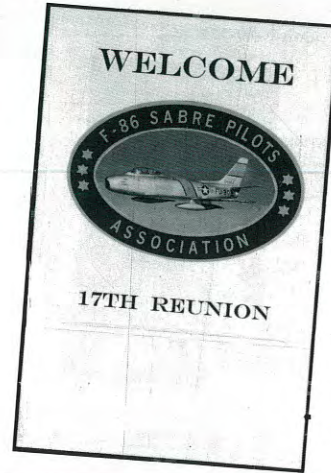
'Hal' Fischer pats the nose of his F-86F named "Paper Tiger". 'Hal' Fischer was in the 39th FIS, 51st FIG at Suwon AB. (credit - USAF)

On his 70th combat mission, Capt. Fischer was shot down on 7 April 1953. He was held prisoner in a Red Chinese prison for over 25 months. (credit - DOD)

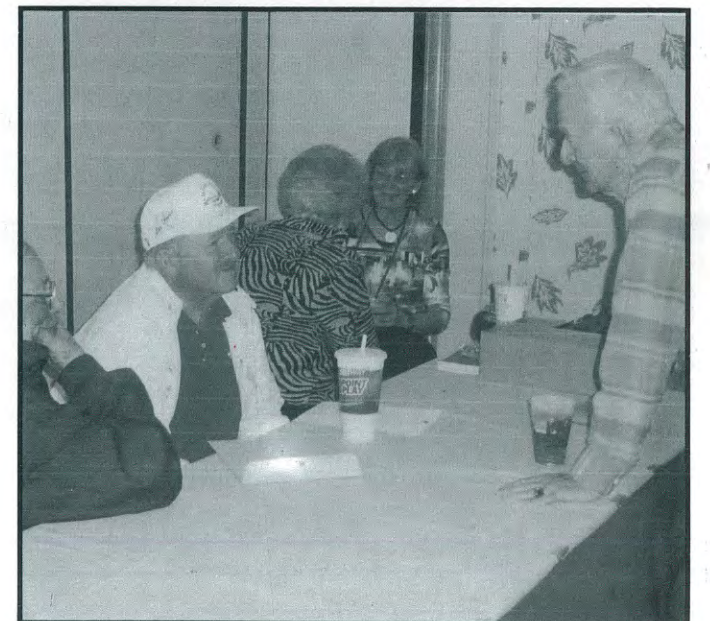
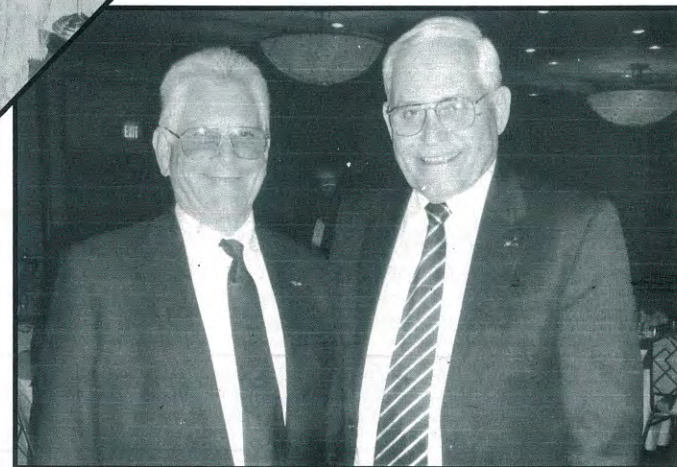
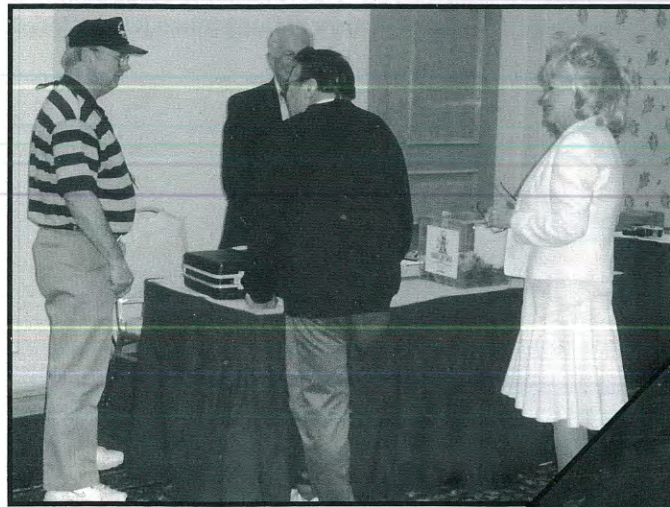
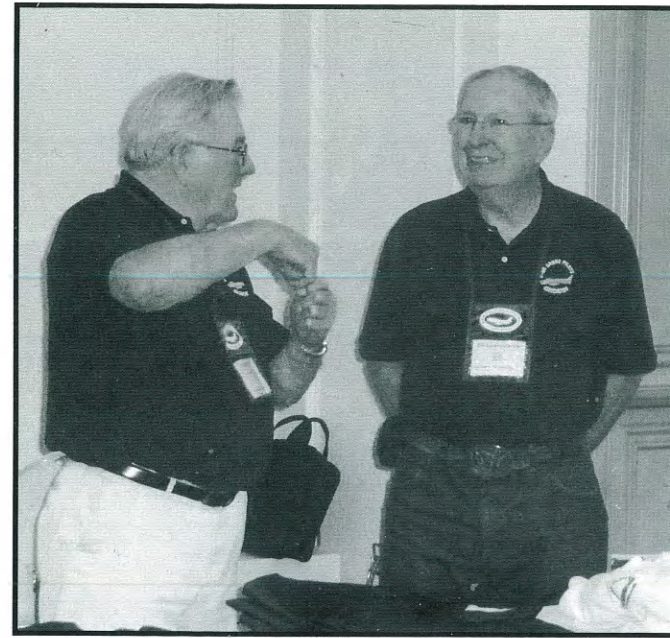
During a refueling stop on Guam, 'Hal' Fischer talks with B/Gen. Herbert Grills 7th AF Commander, following his release from captivity in May 1955. credit - USAF



17th Sabre Pilots Reunion



These photos are from the cameras of Nancy Smith, Andy Meyer, and John Martin. Many, many thanks.





A Night To Remember

As I sit at my desk working, it dawned on me that this is one of the most memorable days in history. It is 16 July 2009, and it was 40 years ago this day that three common men, pilots all, took off on a mission that will forever be etched in history. I was at station #1, Canton Fire Department, when these men left on their mission. We had just returned from a house fire and all the station TVs were tuned in to the same station.

The three men, Neil Armstrong, Michael Collins, and Sabre pilot Edwin 'Buzz' Aldrin, launched from Kennedy Space Center at 0932 EDT aboard Apollo 11, call sign 'Columbia'. The Lunar Lander 'Eagle' was attached to Columbia about 45 minutes later, The crew now began the long voyage to their target - the Moon. Two days later Apollo 11 started around the back side of the moon on the first of 30 orbits.

On 20 July 1969, 'Eagle' separated from the 'Columbia' with Armstrong and Aldrin aboard. At 20:17 UTC, Neil Armstrong exclaimed "Houston, Tranquility Base here. The Eagle has landed!" Almost seven hours later, at 10:56 pm EDT, Armstrong stepped off the ladder onto the surface of the Moon and uttered his most famous words. F-86 Sabre pilot 'Buzz' Aldrin followed soon after.

America had put two men on the moon. An accomplishment that was only a dream just 10 short years before. On 24 July 1969, Apollo 11 with three men aboard, splashed down in the Pacific near Wake Island. The entire world applauded them. It had truly been a "night to remember."

Apollo 11

Mission insignia



The crew of Appollo 11 that made that famous flight on 16 July 1969. (L-R) Mission Commander Neil Armstrong, Command Module Pilot Michael Collins, and Lunar Module Pilot Edwin 'Buzz' Aldrin. (credit - NASA)





The TF-86F prototype, serial 52-5016, in January 1954. The TF-86F was slated to be the first transonic trainer in the Air Force. However, the TF-100C, with supersonic capabilities, won the 'competition'. The TF-86F was almost 6 feet longer than a standard F-86F. (credit - NAA)

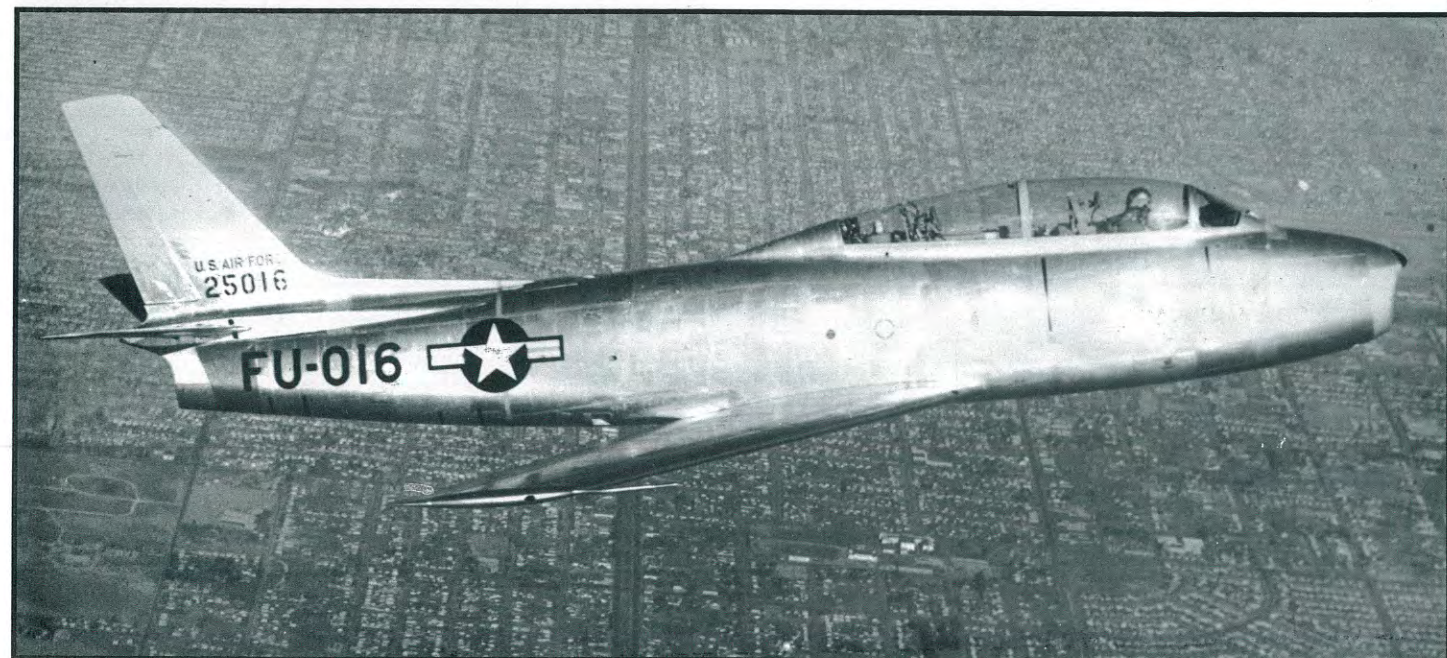
THE TRANSONIC TRAINER

by Larry Davis

With the war in Korea going hot and heavy, and Air Force needing as many jet fighter pilots as they could turn out from The Fighter School at Nellis, Air Force saw a need for a newer jet trainer than what was then available, the Lockheed T-33A Shooting Star. And they wanted one that could take the fledgling pilots into the transonic speed range.

The answer was a trainer version of the F-86 Sabre. On 3 February 1953, Air Force authorized a single prototype two-seat trainer version of the F-86F, with possible production to come later. North American

North American Test Pilot Ray Morris takes the TF-86F for its first flight on 14 December 1953. A single elongated, clamshell canopy covered both cockpits. (credit - NAA)



Aviation pulled the last F-86F-30 (#52-5016) from the production line and sent it for modification.

The fuselage was lengthened 5'3" just behind the cockpit area. This would house a full second cockpit for the instructor pilot. The additional length called for a change in the aircraft center of gravity and the wing was moved forward 8". The canopy would be a clamshell opening type similar to that used on the T-33. The wings would remain the same as on the F-86F, as would the J47-GE-27 powerplant.



The TF-86F used the same wing as the F-86E/F, which was moved forward 8 inches to reposition the center of gravity. The wing was the early short chord, short span wing with leading edge slats. (credit - NAA)

On 14 December 1953, the prototype TF-86F made its first flight with North American Test Pilot Ray Morris at the controls. Subsequent successful test flights was about to bring a full production order from USAF. But on 17 March 1954, on a demonstration flight at Nellis AFB, the TF-86F crashed killing pilot Joe Lynch. And with that crash went the production order as Air Force made the decision to go with a trainer version of the supersonic F-100.

However, Air Force did authorize a second prototype to be built on 23 March 1954. The last F-86F-35 (#53-1228) was pulled from the line and sent to the modification shop. It would be identical to the first prototype except it would have a pair of M3 .50 caliber machine guns, with 60 rounds per gun installed.

The North American Aviation Flight Test crew stand next to the TF-86F on the ramp at North American's Inglewood plant on 8 January 1954. (credit - NAA)



Bob Hoover made the first flight on 5 August 1954, and the aircraft was delivered to Nellis AFB on 31 January 1955, assigned to the 3595th CCTW. Air Force made the final decision to cancel the TF-86F program in favor of the TF-100C on 7 February 1955. One month later, on 10 March 1955, the TF-86F was transferred to the Flight Test Center at Edwards AFB, where it served as a chase aircraft for the next several years.

Interestingly, although it was a much bigger and heavier airplane, the TF-86F had the best performance of any of the US built F-86Fs. Although it weighed almost 4000 lbs. more than the F-86F empty, the TF-86F had a greater top speed, 693 mph, longer range, 1293 miles with 2 200 gallon tanks; and greater rate of climb at 10,300 ft/min. The TF-86F was taken off flight status on 20 November 1958, and was finally scrapped in March 1961.

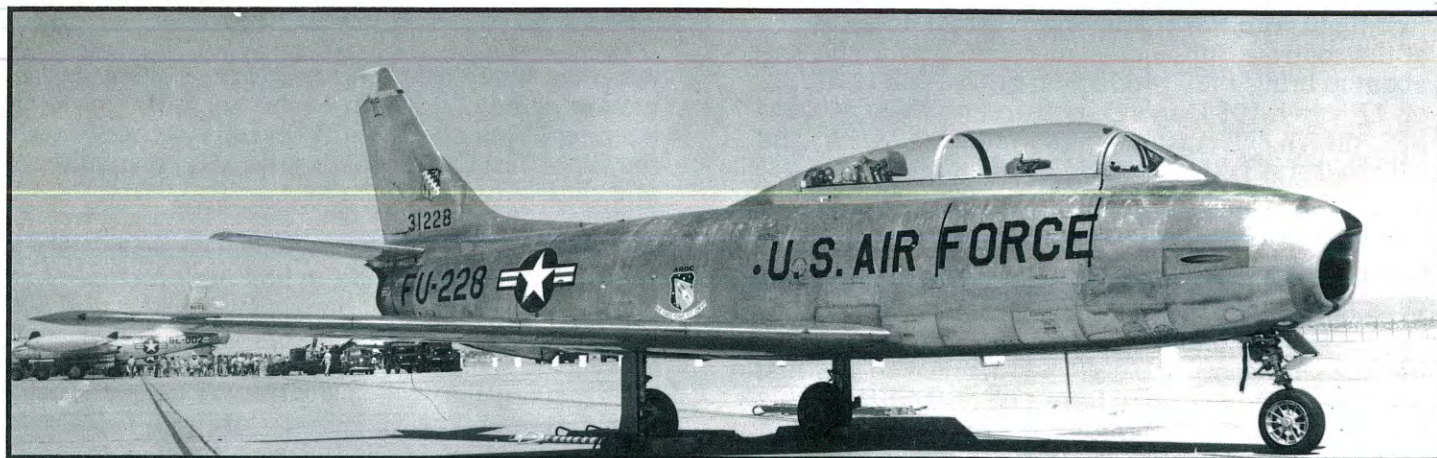
Sabre Pilot Assn. member John Vasilchin had the pleasure of flying the TF-86F at Williams AFB in late November 1954. (credit - John Vasilchin)





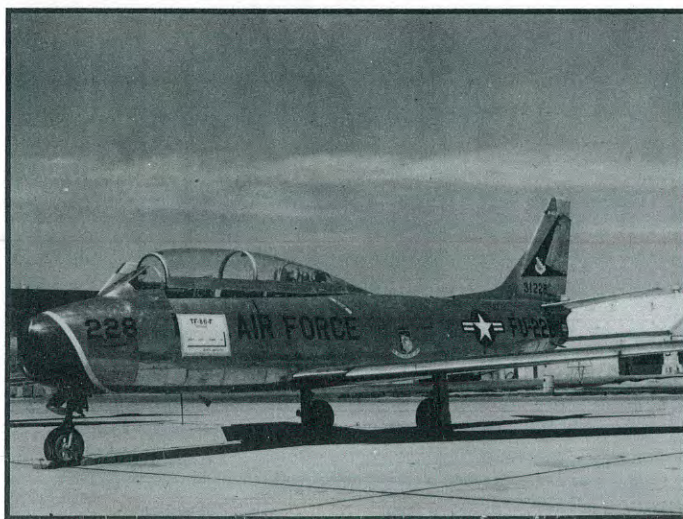
After the first prototype crashed and was destroyed in March 1954, North American built a second TF-86F prototype, serial 53-1228. It differed from the first only by having a pair of .50 caliber machine guns in the nose. (credit - NAA)

Following the Air Force decision in February 1955, to cancel the TF-86F program in favor of the TF-100C, the second prototype was delivered to Edwards AFB, where it served as a chase aircraft for many years. (credit - NAA)



The second prototype TF-86F was built from the final F-86F-35 to come off the assembly line. Here it is at an Edwards AFB Open House in May 1957. The badge on the fuselage is that of ARDC and the AF Flight Test Center. (credit - Brian Baker)

Base Photo Flight aerial photographers pose in front of the TF-86F in 1958. The pilots names are unknown. Can anyone ID any of these pilots. (credit - SabreJet Classic collection)



IS IT REALLY OVER?

by Archie Nogle

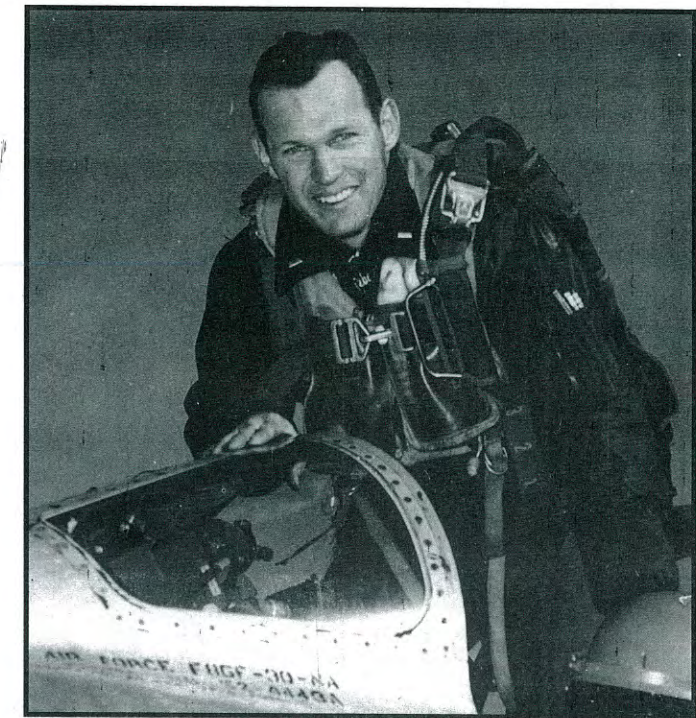
I'd like to add another chapter to the Korean War. But this chapter took place after the war was supposed to be over. The 35th FBS, 8th FBG, had been sent TDY to Kunsan AB, Korea (K-8), in the month of May 1955. 5th Air Force in Tokyo, had authorized a recon flight for our squadron. A flight to Port Arthur, China, and on to the mouth of the Yalu River.

The orders came down from 5th AF to Col. Beverly - 43rd Air Div, to Col. Raymond - 8th FBW CO, to Col. Wilmot - 8th FBG CO, and on to the best squadron CO I ever served under - Col. Bobby Dawson. We were briefed and everything was set to go the next morning.

I was a 1st Lt when I was assigned to the 35th FBS. And at this time, my wife and children were enroute to Itazuke AB, Japan, our home base. I knew it but had no idea when they would arrive. So that evening we all went to the club for dinner and then a good nights sleep and up early for the mission.

But during dinner a TWX arrived for me stating that I should "be at Haneda Airport in Japan at 0900 the next morning to receive his dependants." I talked it over with Col. Dawson and his answer was "No! You can't go on the mission tomorrow. You will be at

A 35th FBS F-86F in a revetment at K-13, Suwon AB, in 1955, carries a pair of 120 gallon 'combat tanks'. By this date, all the F-86Fs in-theater had been converted to the '6-3 wing' with leading edge fences. (credit - R.J. Holland)



Lt. Archie Nogle, Korea 1955. (credit - Archie Nogle)

Haneda at 0900 and you will leave as soon as dinner was over - period!"

Right after dinner, Lt. Sid Carter flew me to Tokyo. When I awoke the next morning at 0800, the squadron was already on their way north on the mission. I went out to greet my family with mixed emotions. Happy because they were there with me, but sad because I missed the mission. They had arrived by airplane instead of the normal steamship because my



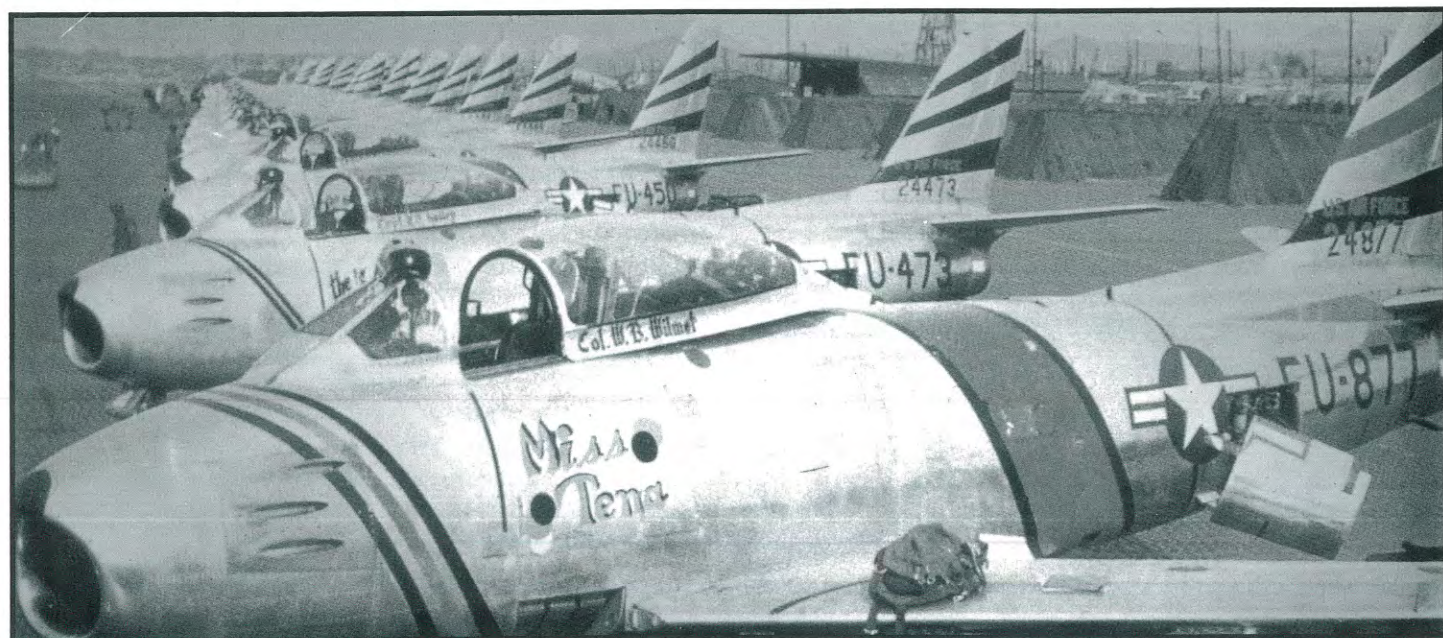
Archie Nogle fills out the forms on Capt. R. Kelley's F-86F, which Nogle flew in gunnery practice in May 1955, just days before being called to Japan on family business and missing the MiG fight. (credit - Archie Nogle)

daughter Wendy had a cold and they didn't want her spreading germs around the ship during the crossing.

While waiting on the family to arrive, the news was on the radio. The 35th FBS had just shot down 4 MiGs on a flight north over the China Sea. Lt. James McInierney had to chase his MiG all the way to Mukden before finally shooting him down in the traffic pattern. He was very short of fuel so he climbed to 40,000 feet, shut down the engine, and glided to within a safe distance of K-14, Kimpo AB, near Seoul.

The second pilot to bag a MiG was Lt. Robert Fulton, the flight leader that took my place when I went to Japan to pick up my family. Lt. Fulton's wingman,

Col. W.B. Wilmot flew "Miss Tena" when he commanded the 8th FBG at K-13. The three color stripes on the nose and tail signify his position as Group CO. The airplane was assigned to the 35th FBS. (credit - Archie Nogle)



35th FBS Operations shack at K-13 in 1954-55. The 35th FBS traced its origins back to July 1917, making it one of the oldest squadrons in the USAF. (credit - Archie Nogle)

Robert Donahoe, was with him when a MiG tried to slide in behind Fulton. Donahoe slid in behind the MiG and hit him from tip to wing tip. That was the 3rd MiG shot down. Lt. Bert Python dispatched the 4th MiG as he was trying to escape to Antung, across the Yalu.

I only wonder what would have happened had my wife and children arrived later. And also had to think - "Was the war really over?" We added one more girl to our family while in Japan and it was a very enjoyable two years with my family. I'm now 84 years old and still wonder if I would have gotten one of those MiGs on that fateful morning.



A gaggle of 35th FBS F-86Fs taxi down the PSP ramp to the runway at K-13 in 1955. Sandbag revetments were built between every aircraft due to possible night attacks by sappers or North Korean raiders. (credit - Ozzie Neidermann)

The parking ramp at K-13 is full of 35th and 80th FBS F-86Fs. The "U.S. Air Force" logo on the fuselage began to appear in the Summer of 1953, although many aircraft did not get painted until much later. (credit - R.J. Holland)



Lt. Archie Nogle in the cockpit during a TDY to K-8, Kunsan AB, South Korea, in 1955. (credit - Archie Nogle)



This F-86D-35 was sent to Ladd AFB, Alaska for cold weather testing in 1952. Sure looks cold to me! Air Research & Development Command was in charge of the tests. Anyone with further information and/or photos of cold weather test airplanes is asked to contact the Editor. (credit - NAA)



this N' that



Julius Hegeler sent us these photos of an F-86 commemoration airplane that is located at Vermillion Regional Airport, Danville, IL. The dedication was 15 September 2002. The Sabre is painted in Hegeler's markings when he was flying with the 25th FIS based at Suwon in 1952-53. (credit - Julius Hegeler)



Paul Smathers flew "Me Margo" when he was assigned to the 69th FBS at K-55 in the Summer of 1958. (credit - Paul Smathers)

North American Aviation 1953 ad for the F-86D interceptor in 1953. (credit - NAA)



sabre reunions

Plan Now! The 2011 Reunion of the F-86 Sabre Pilots Association. At the Gold Coast Hotel/Casino, Las Vegas, on 10,11 & 12 April 2011. See you there!

If you have a unit reunion slated in the future, 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

48th FIS Reunion

16-19 September 2009 in Sacramento, CA.
Contact Joe Onesty, 455 Galleon Way, Seal Beach, CA 90740, (562)431-2901, or email jonesty2@roadrunner.com

A-1 Skyraider Reunion

24-26 September 2009 at Menger Hotel, San Antonio, TX. **Contact** Rocco DeFelice, (210)659-5965

13th FIS Reunion

October 7th thru 10th in Fairborn, OH.
Contact Bill Hensley, 1555 So. 150 West, Greenfield, IN 46140; phone (317)462-3103 email Billhens@insightbb.com

40th FS Reunion

October 2009 in Ft Walton Beach, FL.
Contact Bill Highfield, 706 Watering Hole Pass, Williamson, GA 30292, ph (770)229-4297, email reddevil40@bellsouth.net

526th FIS Reunion

Ramstein, Germany.
8-11 October 2009 in Omaha, NE.
Contact Don Wenzlick (402)980-7054, or email dwenzlick@yahoo.net

366 FBW Reunion

WW2 to present. 8-12 October 2009 in Williamsburg, VA. **Contact** Joe Daniel, 6281 Applewhite Rd, Wendell, NC 27591, (919)365-7123, or email jdaniel171@aol.com

"Big Bob" was the F-86F that Dick Kenney flew when he was assigned to the 67th FBS at K-55, Osan AB, in 1954. (credit - Dick Kenney)



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

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

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WHO IS IT? Can anyone identify this JF-86D that was captured on film at Wright Patterson AFB in the mid-1950s. We know absolutely nothing about the airplane, or why it was designated as a JF-86D. The airplane is painted overall white with red trim, and has a number of unusual antennas, but no identifying badges or insignia. If you know anything about this JF-86D, please CONTACT Editor, SabreJet Classics, 6475 Chesham Dr NE, Canton, OH 44721, ph. (330)493-4122, or email sabreclsx@aol.com

ATTENTION MEMBERS!!!

Please check the mailing label. If the address is incorrect or outdated, please send the changes to the Las Vegas address - SabreJet Classics, P.O. Box 34423, Las Vegas, NV 89133-4423. If the date above your name is previous to the current date, then your dues are due. Dues are \$25/year, \$50/3 years, and \$200 for Life Membership, unless you're older than 75, at which time Life Membership dues are \$100. Send your check to:

F-86 Sabre Pilots Assn., P.O. Box 34423, Las Vegas, NV 89133-4423.