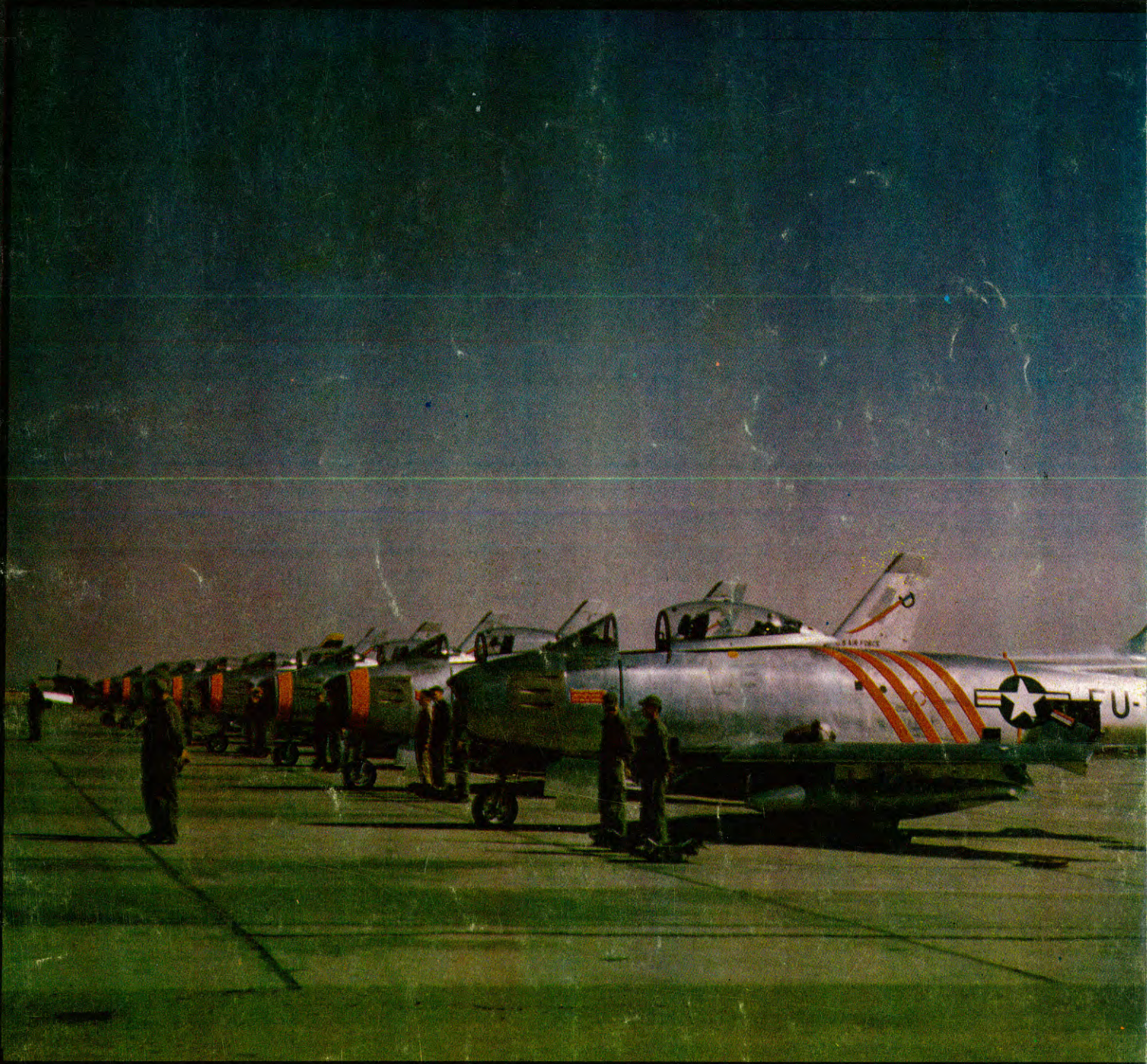


Sabre Jet Classics



Volume 18, Number 1

Spring 2010



*inside - Civilian Sabres, pt.2; Kimpo Showers,
Puerto Rico ANG Sabres, JASDF F-86Ds, MORE!*

A publication of the F-86 Sabre Pilots Association

SabreJet Classics

volume 18, number 1
Spring 2010

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(Front cover) The 94th FIS lines up at George AFB in September 1951 with brand new F 86E Sabres. The COs airplane is in the front. Many of these Sabres will be transferred to units flying combat in Korea. (credit- Budd Butcher)

SabreJet Classics is published by the F-86 Sabre Pilots Association. The F-86 Sabre Pilots Association is a non-profit, veterans organization, with membership limited to individual pilots who have flown the F-86 Sabre aircraft. The goals of the association is "to perpetuate the history of the F-86 Sabre, the units to which it belonged, and the men that flew the Sabre"; and to perpetuate an accurate, patriotic portrayal of our national, military, and Air Force history and heritage. If you are NOT a member, but meet the membership qualifications, you are invited to join. Application forms are available on our web site, or from the Las Vegas address. Dues are \$25/1 year, \$50/3 years, and \$200 for a Life Membership, \$100 for those over 75 years of age. SabreJet Classics is published solely for the private use of association members. No portion of SabreJet Classics may be used or reprinted without permission from the President of the association and the Editor of the magazine. SabreJet Classics is published three times per year. Extra copies of an issue can be ordered at \$3.00/copy. Subscriptions for non-members are available at \$25/Year. All payments should be made payable to "F-86 Sabre Pilots Association", in care of the Las Vegas address.

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the president's notebook

We are through with Winter (well, actually Ohio isn't!), and I hope you all had a very Merry Christmas and withstood the tough winter weather we had in many parts of the country. It won't be long before some of you pack up and drive north to spend the summer in somewhat cooler weather. Drive Safe, and keeping checking the six for all those potential threats out there.

We have a new "Associate Treasurer". Due to circumstances of conflicts with his work and the distance of communicating with us here in Las Vegas, John Martin stepped down as our Treasurer. I thank John for his efforts to help out.

Jerry Johnson has volunteered to be our Treasurer and also still be Our Vice President. We all know Jerry performs everything in an outstanding manner and he is the ideal person to watch over our finances. Thanks Jerry, for stepping up to the plate!

I made a mistake in the previous President's Notebook concerning my comments about the McChord AFB AirExpo/Open House to be held next

Summer. I said it would be held 16-18 June. That's wrong! It will be 16-18 July 2010. Doug Fratoni, an air show planner for the event, said he has good commitments for three Sabres, a MiG-15, and a Navy FJ Fury. And he's working on more! For you F-100 guys, there may be one of those too.

I have a couple of old issues to discuss again. One is our need for your F-86 stories and photos. I have added the USAF Weapons Instructor School at Nellis, formerly the Fighter Weapons Instructor School, to our subscribers list. I have received some outstanding comments from some of the instructors, and they really enjoy and look forward to reading those great stories you all wrote. So get out the pens and start writing.

The other issue has to do with the fact that many of you are still calling and/or emailing our editor, Larry Davis, about things like errors in your expiration date, Folded Wings notices, etc.. These kinds of things need to be sent to me for action. You send them to Larry and he has to forward them to me anyway. I will make sure they get sent to the right people. As far as anything concerning the content of an article, corrections, or proposing an article, they should go direct to Larry Davis.

I know it is still a year away before our next reunion, but time has a way of passing quickly and seems to speed up considerably at our age. Start talking it up with each other. Get into our roster and call up your old squadron mates and buddies. Remind those who have never attended a reunion, or who haven't attended one for many years, that it is time to DO IT! And if you're planning a squadron or pilot class reunion in the near future, why not tie it in with the Sabre Pilots Reunion? You will probably find many more of your old buddies that will attend both functions if they're held in the same location and time.

That's all I have for now. I and the rest of our staff wish you all a wonderful Spring.

*God Bless Sabre Pilots,
God Bless our troops,
and
God Bless America.*

**JR Alley
President**

FOLDED WINGS

Eugene C. Borowski, January 14th, 2010
Donald H. Edwards, November 8th, 2006
Donald J. Grassell, October 22nd, 2008
Glenn M. Johnson, October 31st, 2009
Owen E. Radcliff, February 4th 2006
Harold F. Schimsk, December 4th, 2009
John D. Winters, November 23rd, 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

Well guys the big news is that Spring has finally arrived here in Ohio. It's interesting, to say the least. Snow one day and 65 degrees the next, with an occasional tornado or severe thunderstorm thrown in. But it's better than the 34 inches of snow we had in February.

I've been asked by the people at the National Museum of the USAF in Dayton, Ohio, to help with their new Korean War display. It's slated to open this summer around the 60th anniversary of the start of the war. They asked for photos of all the aces. Seems their files only contained about a dozen photos of the aces. I had them in my files and gladly loaned them to the Museum.

Then came a request for several "colorful" Sabres from both the 4th and 51st Groups. They plan to have one painting at the beginning and another at the end of the new exhibit area. That was another one easy to fill.

The last request (so far) was for nose art on Sabres. That was a little harder to come up with since most of the F-86s in Korea were personalized with names only. There was an era in 1952 when 4th FIG Sabres had art on them like "Honest John", "The King", "Rosie", and "El Diablo". But they requested COLOR photos and I don't have a whole lot to offer. If you guys have color slides of Sabres from the 4th or 51st Groups in Korea with nose art, please forward them to me so I can make copies for the museum to use in their slide show.

I'm very excited to be a part of the new Korean War exhibit. I'm sure that the staff at the Air Force Museum will do a bang-up job. Something we can all be proud of.

Now on to something closer to home. We're starting to run low on stories for the Classics. Please take a moment and write down a few sentences about something that you feel will be interesting to the other guys. It can be something funny or serious. We've had stories about multiple crashes as well as stories about F-86Ds hauling lobsters in the rocket trays from Maine to Florida. We've ran stories about deployments to Formosa, combat in Korea, and Cold War Warriors on the front line in Europe. And don't forget the photos. I can use any photos you might come across as long as it's related to Sabres and/or Sabre units. Unit automobiles, mascots, T-6s and T-33s used as hacks. Whatever you have, I can use it.

That's all for this issue. Start thinking about the reunion in 2011. It'll be here before you know it.

Larry Davis
editor

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To the editor

From N.C. "Bud" Evans

I appreciated the article on the TF-86F and the pictures. I flew the aircraft many times while in Fighter Test Operations at Edwards AFB, 1956-1963. The aircraft was flown for a variety of support missions which required photo-chase, including such missions with the X-1B, D-558 Skyrocket, X-2, and X-15. It was used whenever the T-33 wasn't fast enough and the F-104B couldn't fill the slow end of the required coverage. It was a great airplane to fly and all of the fighter test pilots loved to be assigned to fly it on those missions.



One series I was assigned was the filming for the Steve Canyon TV series. One of our pilots, Major Dick Chenot, was an avid weight lifter. So he was selected to sit in the front cockpit holding the very heavy movie camera while I flew the aircraft from the rear cockpit. We made several flights performing all types of maneuvers including flying down the valleys and over the ridges of the Sierra Mountains performing wild acrobatics and some air to air combat with various types of civilian aircraft provided by the movie company. It took a man with steel biceps to hold that camera and Dick gave the TV show folks everything they asked for.

I had the sad job of making the last flight of the "TF" when I delivered it to McClellan AFB. The T-38 had a better all-around capability to perform the TF's jobs at Edwards, and the logistical problems with a one-of-a-kind aircraft was no longer practical. I asked the depot what they were going to do with the aircraft and was disappointed to hear that it was going to be made into a single seat "F" model and sent to the Chinese Nationalist Air Force.

Having been fortunate enough to fly all the Air Force models of the F-86 and the Canadair Mk VI, I found the "TF" a real favorite. But the "H" was still my Number One choice.

Sabre reunions

PLAN NOW! The 2011 reunion of the F-86 Sabre Pilots Association will again be at the Gold Coast Hotel/Casino in Las Vegas. The dates are April 10, 11, and 12 2011. Registration forms will be available in the Summer 2010 issue of SabreJet Classics (vol 18, number 2). See you there!

If you have a unit reunion, i.e. pilot class, squadron, wing, base, etc, please send a notice to the Editor, SabreJet Classics, 6475 Chesham Dr NE, Canton, OH 44721; email sabreclsx@aol.com, with the details. We will run an ad about your reunion in each issue of SabreJet Classics until your date. Or why not tie your unit reunion in with the 2011 Association Reunion? It's cheaper and more fun. The more the merrier! But let us know in advance so we can run your ad in SabreJet Classics.

THE TOUR OF A LIFETIME

By Tom Gamble

The best two years of my career were spent flying Japanese F-86Ds in Japan. In 1958, I was languishing in Texas as a Dog IP and desperately looking for a way out. A married pilot in my unit was tapped for an 'unaccompanied tour' at Komaki as an advisor to the Japanese Air Self Defense Force and wasn't keen on leaving his family behind. I managed to convince personnel that I, having already spent two years in Japan, was better qualified and a bachelor to boot.

After an unpleasant couple of weeks at Stead slogging through the late winter snow, I arrived at Komaki in May, to find that 12 Japanese F-86F pilots were still at still in the US getting checked out in the Dog. Four more American pilots trickled in along with a few dozen maintenance, avionics, and supply officers and NCOs to assist. Soon, we began to pull things together as the Japanese pilots and T-33s arrived. I had had the foresight to bring along all sorts of training material from Perrin and we and the JASDF staff fashioned a syllabus of instruction before the Dogs and students arrived.

Our relationship with the Japanese, who were a mix of field grade WW2 pilots (one a prospective kamikaze!), a few young lieutenants, was, in general, cordial. These guys were very good. Major Kaneko asked me to give him an instrument check, and then proceeded to execute an absolutely flawless hooded takeoff and an A+ ride. The aircraft helped. The Kawasaki T-33s were brand new and built to tolerances Lockheed never dreamed of. I picked one up with a new engine at the nearby Kawasaki plant and nursed it to 49,000 feet, honest!

We started our training program after flying the Dogs down from Kisarazu, with three students (a major and two cadets), 12 Japanese and five USAF IPs. Lots of chase missions, 'in-service' training, PR flights, and a 4 shipper on the Emperors birthday. The program gradually picked up speed and after two years we USAF types phased out as JASDF took over air defense alert after training dozens of pilots in transition, formation, tactics, and rocketry. Two Dogs were lost- one inflight engine failure and one night runway collision with a JAL DC-3.

A highlight of my tour was my encounter with JASDF Chief of Staff General Minoru Genda, who had formed an aerobatic team (Genda's Flying Circus) in the 1930s, and later was the tactical architect of the Pearl Harbor attack. I was approached by the Komaki wing commander, who asked me to check the general out in the simulator and fly chase. I pointed out that there were plenty of qualified Japanese I{Ps, but was told that Genda preferred American IPs, whop were less rank conscious and gave honest critiques

So when Genda arrived in his F 86F, I escorted him to the simulator, checked him out on switches and emergency procedures, then chased him on a one hour flight. He was a very little man, perhaps 5'3", and not weighing more than 110 lbs. A tiger though, admired and revered by all his troops

Twenty minutes away from the base was Nagoya, a cosmopolitan city with many fine restaurants and other 'entertainment'. Great bars, bath houses, etc. I opted to rent a small house in the city rather than stay at the BOQ. A good move, with house delivery of beer and all sorts of food.



Tom Gamble in the cockpit of a JASDF F-86D at Komaki AB, during delivery of the first airplanes in July 1958. (credit - Tom Gamble)

Reflections - The bonds between pilots proved stronger than cultural differences. Together, we got great satisfaction and success, working together to solve problems of weather, air space allocation, bureaucratic interference from HQ, and the inherent limitations of the weapons system. We greatly enjoyed the camaraderie of the flying community, reveling in saki-fueled wing dings.

Parties were the only time we could get the Japanese pilots to talk about the war. Hairy stories indeed! Air combat in China against P-51s, escape and evasion after US troops landed on Luzon, training for suicide missions, and sweating out US air strikes. Not surprisingly, no one claimed to have shot down a US aircraft. All in all, a most enjoyable tour- good friends, good flying, and a sense of having accomplished something positive

A JASDF F-86D-45 at Misawa AB, Japan in September 1962. Approximately 122 F-86Ds were transferred to the JASDF between 1958 and 1962. (credit- David Menard)



An FSI Sabre Mk 6 with the centerline Dart Tow package. (credit - JR Alley)

F-86 SABRES IN THEIR AFTER ACTION YEARS - PART TWO

by J. R. Alley

In Part One of this two part series, I discussed how the Sabre evolved from its supremacy as a day fighter during the Korean War into a superior vehicle as a Darttow aircraft within our Tactical Air Forces. The Canadair Mk.6 (Sabre 6) allowed our Tactical Air Forces to take air-to-air gunnery to a new level of realism. From that initial time in 1982 thru the early 90s, significant efforts were made to improve the efficiency of the aerial gunnery program.

I did not describe it earlier, but the configuration first used on the Sabre 6 to carry the A/A37U-15 had a definite limitation. The Sabre 6 (F-86E airframe) did not have additional hard points in the wings that could support a heavy item like the A/A37U as could the F-86F. Therefore, the tow rig took the place of one external fuel tank. That degraded the Sabre's mission duration and performance somewhat. The cable came out of the reel located outboard of the left landing gear. It required a considerable amount of trim to offset the yaw created by the Dart being towed off-centerline resulting in more total drag. Again, Rod Beckett's innovative mind along with his head mechanic, Jay Featherstone, thought there had to be a better way.

Rod and Jay were convinced the Sabre 6 could be modified so the cable spool could be removed from the tow rig and housed in the lower aft fuselage area below the speed brakes. Then the boom device in which the Dart was stowed while carried under the wing could be permanently attached to the underside of the wing between the left landing gear and the drop tank. The advantage of doing that was adding another 200/120 gal. fuel tank and a more symmetrical towing configuration providing longer mission time and better performance in the Dart profile. It was felt the bulge underneath the aft fuselage required to house the cable reel and its brackets created much less drag than the entire pod of the A/A37U-15.

The company president was convinced such a modification would be beneficial and he assigned an engineer to the task. A modification was designed, installed and flight tested. It was a success and the Sabre 6 became a super tow. I cannot say it was a Super Sabre Tow as the F-100 had that title even if it was not quite the match of the Sabre 6 in that role. I flew them both extensively. A lot of work and intuitive thinking by Rod Beckett's Holloman team went into getting that centerline version of the Sabre Tow into all of FSI Sabre 6s including those at Kadena AB.

There were other advantages of the center line tow Sabre 6. No longer did the crew chief have to configure the Sabre 6 for Dart operations by dropping an external fuel tank to hang a Dart rig upon arrival at a deployment site. At the completion of that deployment, he did not have to re-configure the bird and perform the leak checks before ferrying to the next site. That modification significantly reduced the work load on the crew chief.

An FSI Sabre 6 inflight at speed. (credit - JR Alley)



Further improving reliability and safety, Jay Featherstone designed a hydraulically operated cable cutting system using bolt cutters. That system was in addition to the two explosive cutters in the A/A37U-15 that were used to cut away the Dart or the extended cable after Dart firing. The hydraulic cutter became the primary system. The backup explosive cutters never had to be used in flight, that I recall, unless the crew chief requested a periodic test, as the hydraulic cutter never failed to cut the cable. The reliability of the cable cutting systems provided the tow pilot with one hundred per cent confidence that he would not be faced with the possible collateral damage that could occur if he had to land with over one thousand feet of trailing cable. That became very important when towing operations were expanded to many Air Guard and Reserve bases, most of them civilian fields with no provisions for special drop areas.

I have spent most of this discussion explaining the Sabre Dart operations in TAC. As I have written in Part One, FSI deployed three Sabre 6s, three pilots and five maintenance personnel to Kadena AB, Japan in the summer of 1982 under the management of Randy Krumbach. Their task was to provide Dart tow services to the 18 TFW F-15s at Kadena as well as periodically deploying to Osan AB, Korea and Misawa AB, Japan. The deployment package consisted of three Sabre 6s, three pilots and four maintenance personnel. That provided sufficient back up to ensure a high success rate as well as provide support to each other during the long overwater ferry flights. Shipping of spare parts from the home base to the deployment site was not as quick as over-night Fedex shipments in the States. Single Sabre deployments were not desirable under those conditions. Randy's FSI operation kept up the same high success as was established in TAC. Over 7000 tow sorties were flown between late 1982 and 1995 with a success rate of over 98%. For another example of success, on one occasion FSI was asked by the F-15 18th Fighter Wing Director of Operations at Kadena to join in a surge exercise. FSI

PACAFs FSI Sabre Dart over Naha, Okinawa, before addition of the centerline tow. (credit - JR Alley)



flew its three Sabre 6s four times a day for three straight days minus one sortie for 35 effective sorties. The only reason the final sortie was not flown was because the F-15s aborted and the 36th Sabre 6 sortie was not required. FSI (PACAF) used the same single 200 gal. fuel tank configuration as in TAC before the centerline tow modifications were made. However, after their Sabres were modified, Randy configured his Sabres with two 120 gal. tanks versus two 200s. That provided sufficient fuel to adequately perform their missions and improved the performance of the Sabre to that which was ultimately achievable short of changing to a more powerful engine.

USAFEs Dart tow program conducted by Corporate Jets and managed by John Manning, then Ron Browne, and finally by Charlie Arnet at Decimomannu AB (Deccia), Sardinia, Italy was similar in many aspects to that of TAC and PACAF. They flew two Sabre 6s (one being the Sabre that Bob Hoover was to fly, N30C). They did not deploy from Deccia to support USAFEs fighter units. Instead, the units deployed to Deccia until the summer of 1991 when the tow operation moved to Soesterberg AB, Holland. Corporate Jets Sabre 6s were not centerline tow modified. They had to drop the one external fuel tank and install the A/AU37U-15 tow rig on the out board station. Additionally, they possessed only one 200 gal. external fuel tank. When the Sabre 6 with the 120 gal. tank was used, its sortie duration was very limited. During periods when typical Mediterranean weather set in, successful completion of a Dart tow mission was very challenging for the pilots. With those obstacles to overcome, Corporate Jet maintained a 99% success rate; another tribute to the Sabre and some great maintenance personnel and pilots

Flight Systems Inc. became Tracor Flight System's and the Dart tow program for TAC continued in the single Sabre 6, single mechanic and single pilot configuration for several years; however, the winds of time began to change. The Tactical Air Command decided they needed an instant-scoring target for aerial gunnery and one that could be reeled back-in so it could be used multiple times. Additionally, it had to be carried and deployed by the F-15. The cheap and reliable Dart did not meet those requirements; in fact, it had to be air-scored between attacks and it had to be cut off and dropped after each mission if it was not shot-off.

After all the competitions for a score-able and re-usable target system were completed, TAC settled on a target system called the Aerial Gunnery Target System 36 (AGTS). It met those requirements, but there were differences between the AGTS and the Dart. One big difference was the AGTS instant scoring sensor and the visual augmeter were very expensive (approximately \$13000, versus the Dart - \$750). The \$13,000 sounds reasonable considering the target could be reused several times. But wait, the new gun systems were more accurate and after considerable operational use of the AGTS it was found that the visual augmeter and scoring system was not as survivable as hoped. Nearly as many AGTS scoring units were shot off as were Darts.

The Tactical Air Command had invested a considerable amount of resources in the AGTS and that was the system of choice. The Sabre Dart tow program was terminated in 1991. USAFE had discontinued its Sabre Tow with Corporate Jets in fall 1992. PACAF terminated its tow requirements at Kadena AB and Elemendorf AFB, Alaska in 1997.

On a smaller scale, FSI had received a contract from the Canadian Forces to tow a different target, the Dornier Aerial Target System

USAFE's Corporate Jets Sabre 6s over Sardinia, Italy. (credit - JR Alley)



One of the many Sabre 6s that JR Alley flew while flying for Flight Systems Incorporated. (credit - JR Alley)

(DATS-3) for their Fighter Weapons School F-18 pilots at Cold Lake, Canada. The DATS-3 was similar to the Dart in that it was carried on the same Sabre 6 centerline tow configuration. It did have an instant bullet hit sensor with a read-out in the tow cockpit. Its disadvantage was it could not be reeled back in for re-use. It had to be released after completion of firing if it was not shot off. If the target was not shot off and the Sabre tow had sufficient fuel,

the tow pilot would drop the target at a specific drop area. In some cases the expensive scoring device could be recovered and used again.

The contract with the Canadian Armed Forces amounted to only about 15 tow sorties each year in June of 1991, 92 and 93. They continued their program after 1993, but they did not contract TFSI to provide target towing services. With the draw down of the Sabre Dart Tow, TFSI's Sabre 6s were up for sale. A Canadian Company, Air Spray, bought one from TFSI for the purpose of fulfilling the Canadian Forces requirement. That program has since been discontinued. Aerial gunnery in the form of Combat Dart in our Tactical Air Forces was on the way out. The AGTS was used for aerial gunnery training up until 1997 when it was discontinued as well.

I can't help but ask the question, "Where has our aerial gunnery training gone?" In discussions with Fighter Weapons Instructors at Nellis as well as personnel at Air Combat Command Headquarters, it appears our tactical pilots do not conduct aerial gunnery training any longer except on specific occasions; one being while deployed to the Weapons System Evaluation Program (WSEP). That said, it is not a recurring training event and at best it is for familiarization only. What stunned me the most was they shoot at a banner target towed by a Learjet flying at 250KIAS and straight and level. After having a difficult time swallowing that bit of news, I couldn't help but recall that the German Air Force still trains their Phantom, Mig 29 and Eurofighter pilots in aerial gunnery against the DATS-3. The aerial target is towed by BAE

Systems (formerly Tracor Flight Systems) A-4M Skyhawks. Negotiations are being conducted to continue the program for another five years. They fly Combat Dart profiles very similar to those employed by our TAF in its former aerial gunnery program. I guess that gives us all something to sit back and think about. Over the years I couldn't help wondering; "Where Have All the Sabres gone?" Several Sabre 6s were bought from TFSI, later BAE Systems, by private pilots, museums and some aviation related companies. Air Spray's Sabre 6 is back in the States and flying at the Classic Aviation Museum, Inc at Hillsboro, Oregon. It still has the bulge under the aft fuselage from being a Sabre 6 Tow. Several were rebuilt into beautiful show birds, four crashed and the pilots were killed. You might see one with that special beauty that the Sabre commands, on a ramp at some Airport waiting for a buyer who could return it to the sky where it lived to perform.

Bibliographies continued from Part One:

7. Gennaro Avolio, Safety Officer, Classic Aviation Museum, Inc., Personal Interview.
8. Lt. Col. Mark McGeorge, Chief Flight Operations and Training ACC/A3TO. Personal Interview.
9. USAF Weapons Review, Winter Edition. 2000- F-15 Gun Employment Versus the Aerial Gunnery Target System (AGTS).

An FSI F-100D on the ramp at Edwards AFB in the 1970s. (credit - Bruce Trombecky)



MY YEAR AT KIMPO

By Robert 'Krazy' Kelley

(editor- Krazy Kelley is one of a number of maintenance people and Tech Reps that are subscribers to SabreJet Classics. Their story is very important in the history of the F-86.)

I could start my story back in WW2 but I only need the year in Korea for this part.

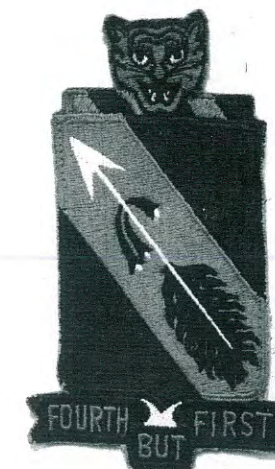
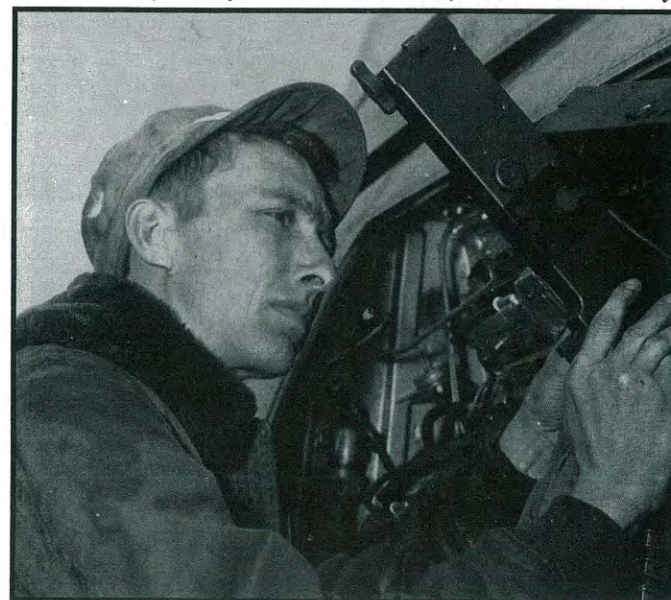
I was introduced to Korea in late Summer/early Fall 1951, being assigned to the 336th Squadron at Kimpo. I really didn't expect such a sweet smelling place. I swear it would gag a maggot. Nice mud roads with nice mud sidewalks. Our living quarters were something else! Eight man tents with large holes! No showers for the EMs, but we did have a nice outdoor urinal that overlooked a big Korean garden. We had a '6 holer' that we shared with the 335th Squadron. Guess you'd call that a community meeting place. THAT was the smell that greeted everyone that came to K-14.

We each had a small wash basin made of flattened beer cans that had been soldered together. The one thing that we did have that was outstanding, was a first class chow hall. It was red brick and the food was good. But Life Magazine wouldn't recommend it! Now to get to the story I had started to tell.

Being a city boy, I had to have a bath on Saturday night even if I didn't need it. So we decided to build one. We hauled a 55 gallon drum, a wing tank crate, another 5 gallon drum, and some SS tubing from the salvage yard. Everything's going great until we realized that it would be a cold shower as we had no stove to heat the water.

After dark, 'we' took a walk down into the 335th are, scouting party actually, and found a tent with a nice stove. An unoccupied tent mind you! Remember, all of this took place in the dead of night. After unbolting it, we drug it back to our tent, then had to go back to get the oil barrel, line, and stove pipe. Everything was set up before we hit the rack. It was a busy night.

Robert 'Krazy' Kelley at K-14, Fall 1951. (credit - Robert Kelley)



Mess tent at K-13. Life Magazine didn't like the food! (credit - Leo Fournier)

Flightline 'facilities' at K-14. (credit - Arthur O'Neil)





Typical living quarters at K-14. This was in 1952 after the sidewalk was paved. (credit - Irv Clark)

Our house boy, Won Mun Young, and his cousin Murphy, filled the drum with water that was set atop the wing tank crate. I fired up the stove. The 5 gallon barrel was on top of the stove. I was alone as this Rube Goldberg setup started to heat up. Guess everyone thought the thing would blow up with me along with it. That's probably where I got the name 'Kraze'.

I took out my knife and slashed down the side of the tent so we can get into the shower. Whoops! There comes the First Sergeant. As he passes by he asked me - "What the hell was I doing?" I



The men gather around the stove we 'liberated' from the 335th Squadron. It belonged to Major Dick Creighton. (credit- Robert Kelley)

told him "Making a shower!" Then he spotted the stove - Where did that stove come from?" Man was a proud because I told him we had 'found it' in the 335th area. No sweat right?

The stove was really cooking by then, and putting out a lot of heat. But I'm not sweating from the heat. It was the First Sergeant's next words that made me sweat! "You know that stove belongs to the CO, Major Creighton!" All the trouble I went through just to be clean and I find out my ass was grass and Major Creighton was going to be the lawnmower.

The 336th Squadron parking area at K-14 with Major Dick Creighton's Sabre, FU-225, in the foreground. Major Creighton scored 5 MiG kills between June and November 1951. (credit - USAF)

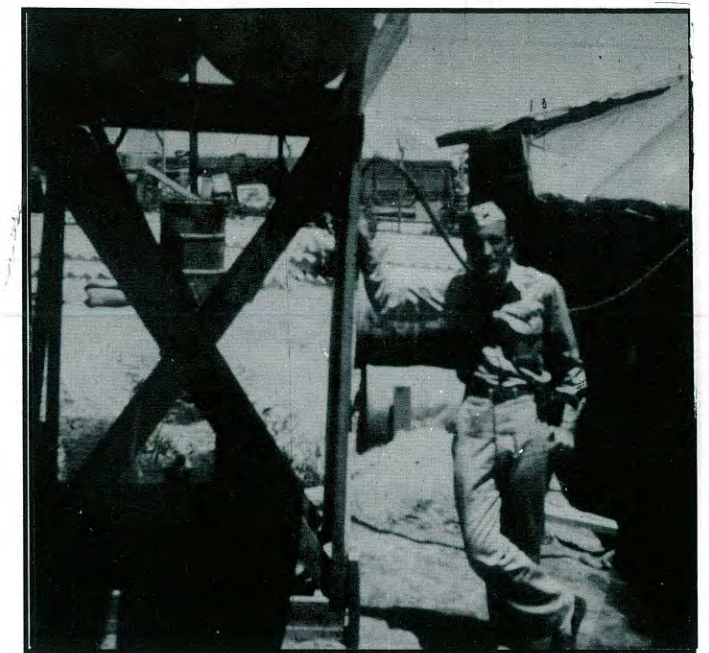


Major Dick Creighton, 4th Jet Ace of the Korean War. (credit - Robert Kelley)

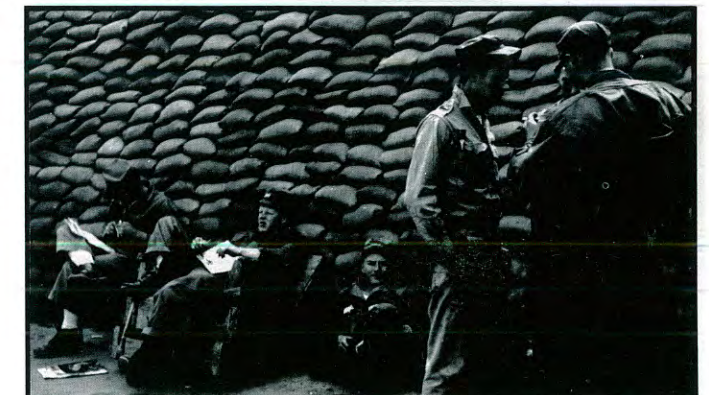
About that time I had to return to the flightline because the flights were coming back from MiG Alley. Major Creighton had shot down a MiG on the mission, and both he and I were happy. When I got back to my tent, the First Sergeant was just getting out of 'my' shower. "Works fine Kelley".

"Thanks!" Guess he talked to the major because I never got any further butt-chewing. Major Richard Creighton went on to become the 4th Jet Ace of the war. And to top it all off, I was his armorer.

Sign and attitude of the Sabre pilots at K-14. (credit- Larry Hendle)

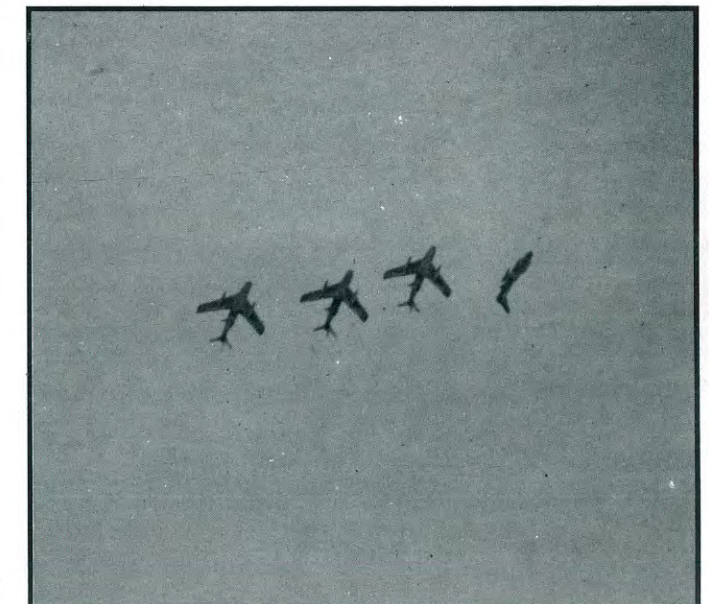


Capt. Stuck built this shower from two old F-80 tip tanks that supplied water to the tent for Col. Glenn Eagleston and Maj Bruce Hinton. Conditions were crude in Korea. (credit - Bruce Hinton)



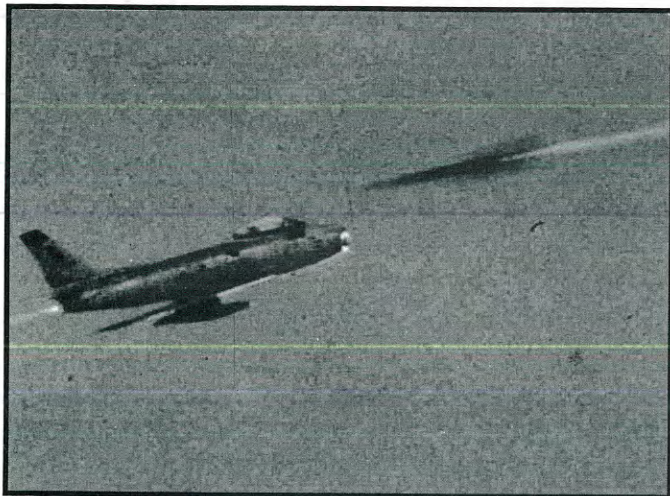
Crew chiefs and armorers sweat out the mission in home made furniture like the 'armchair' made from ammo boxes. (credit- Curt Francom)

4th FIG Sabres 'on the break' following a mission in 1951. (credit - Irv Clark)

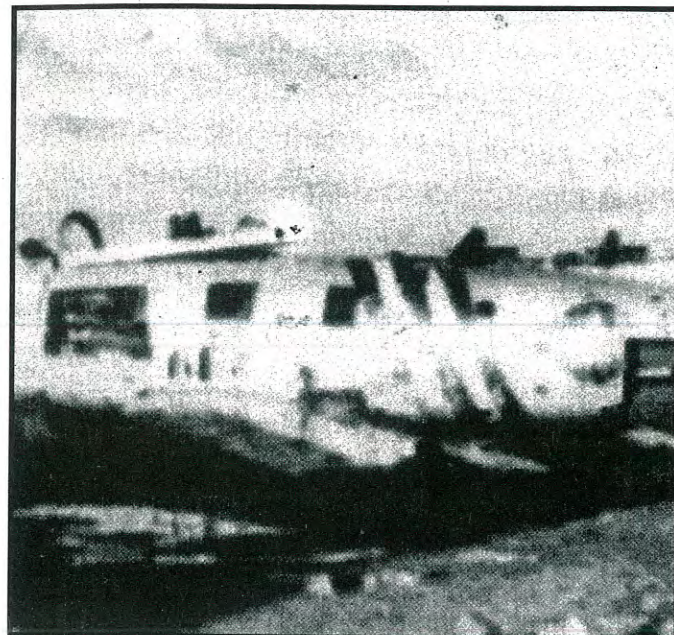
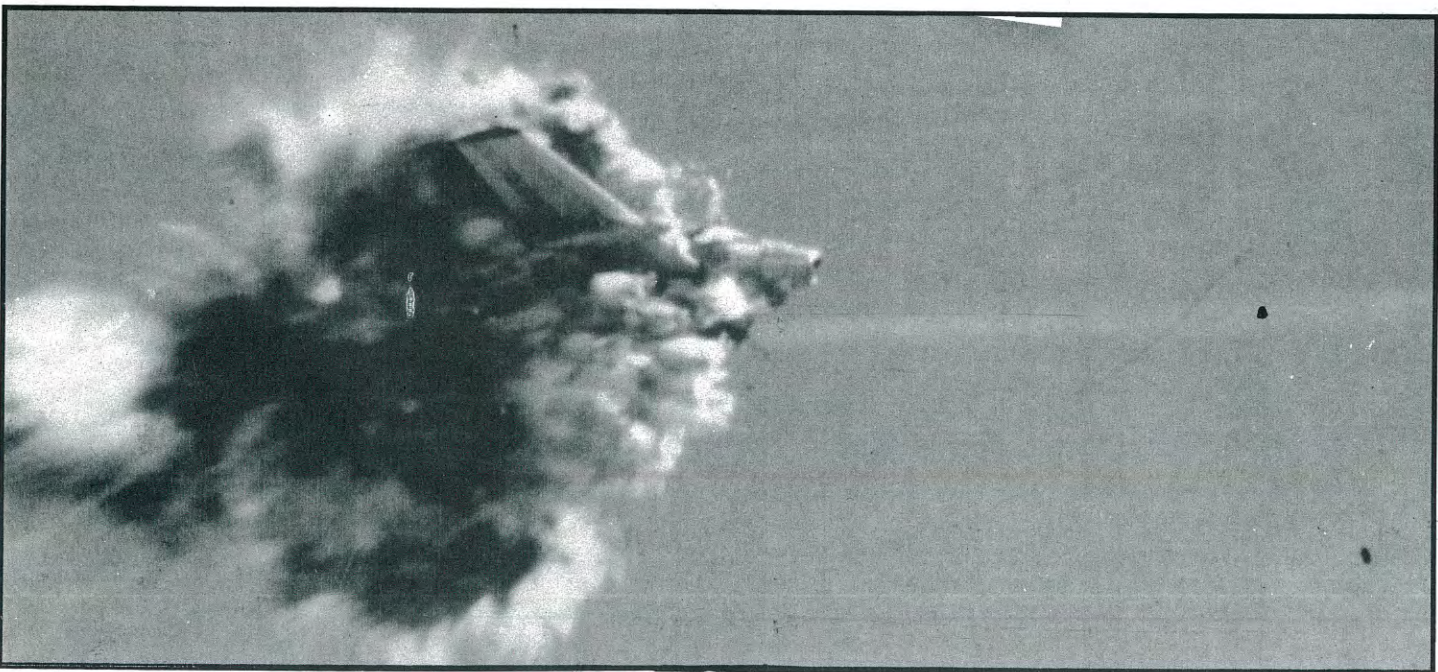




Dick Hefton sent us this shot of the gaudy staff car of the 34th FDS. The early 50s Buick was secured and painted by Lt. Glenn 'Wimpy' Peak. It was green & white with the 34th FDS emblem on the door. Anyone else have photos of squadron staff vehicles? Send them along to the SabreJet Classics editor. (credit- Dick hefton)



End of a Sabre. A Sidewinder missile intercepts one of the many ex-JASDF Sabres used as target drones during the 1980s and '90s. (credit - JR Alley).



This photo was taken at a crash site in North Korea where F-86A #49-1319 bellied in after meeting the legendary Pepelyayev of the Soviet Air Force. Lt Garrett was shot down on 6 Oct 1951. The Sabre was disassembled and taken to Russia where it was put in flying condition and studied. (credit - Larry Davis coll.)

Some aviation greats visit Hahn AB, Germany in 1955. (L-R) Capt. James 'Bandy Legs' Yealy, Lt Earl 'EJ' Collins, Lt Coleman 'Big Bake' Baker, Roscoe Turner 1930s air racing legend, and LtCol Chuck Yeager, CO of the 41 7th Squadron. (credit - Earl Collins)



Dale Messimer wants to know if anyone remembers Major 'Tex' Singleton, also known as 'One Pack' Singleton in the 15th FIS, but can't recall his first name. Contact the editor of SabreJet Classics. (credit- Dale Messimer).



Poem
Farewell To Antung University

*Farewell to Antung University,
I have risen to reality,
Forty Thousand is no place for me,
With MiG-1 5s in the vicinity.*

*Cannon balls are flying around,
Makes me think that I should stay on the ground,
Maybe I should join the infantry,
Or take the Navy and go out to sea.*

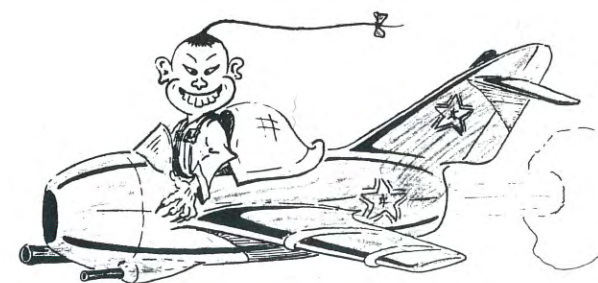
*Where did Red Leader go
When I called 'Bingo'
That's what I want to know.
Where in the hell did he go?*

*He called "Red Flight break right",
All I did was suck it tight,
Then he pulled up in the sun,
And that's when the fun begun.*

*Flashes above me, flashes all around,
Flashes behind me, flashes on the ground.
Red Leader, Red Leader, where in the hell did you roam,
Save your ass bo, ride the mach for I am going home*

*Sing Hallelujah, sing Hallelujah
Throw a nickel on the grass
Save a fighter pilots ass!*

unknown



"Melican boy no closs river - all samee - ding how me big blave Chinee boy."

MY TROPICAL AFFAIR WITH THE SABREJET

By Hector Andres Negroni

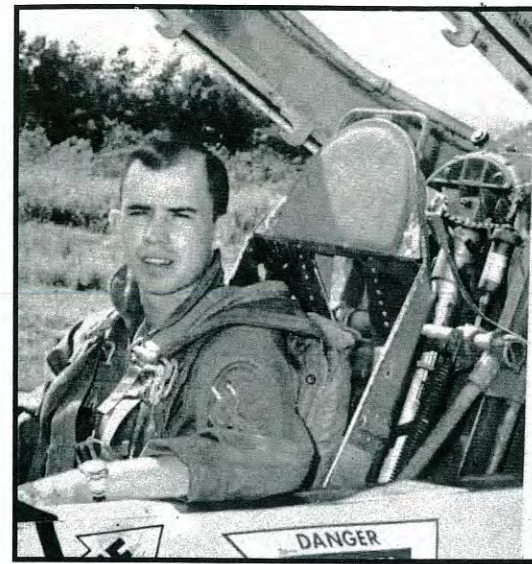
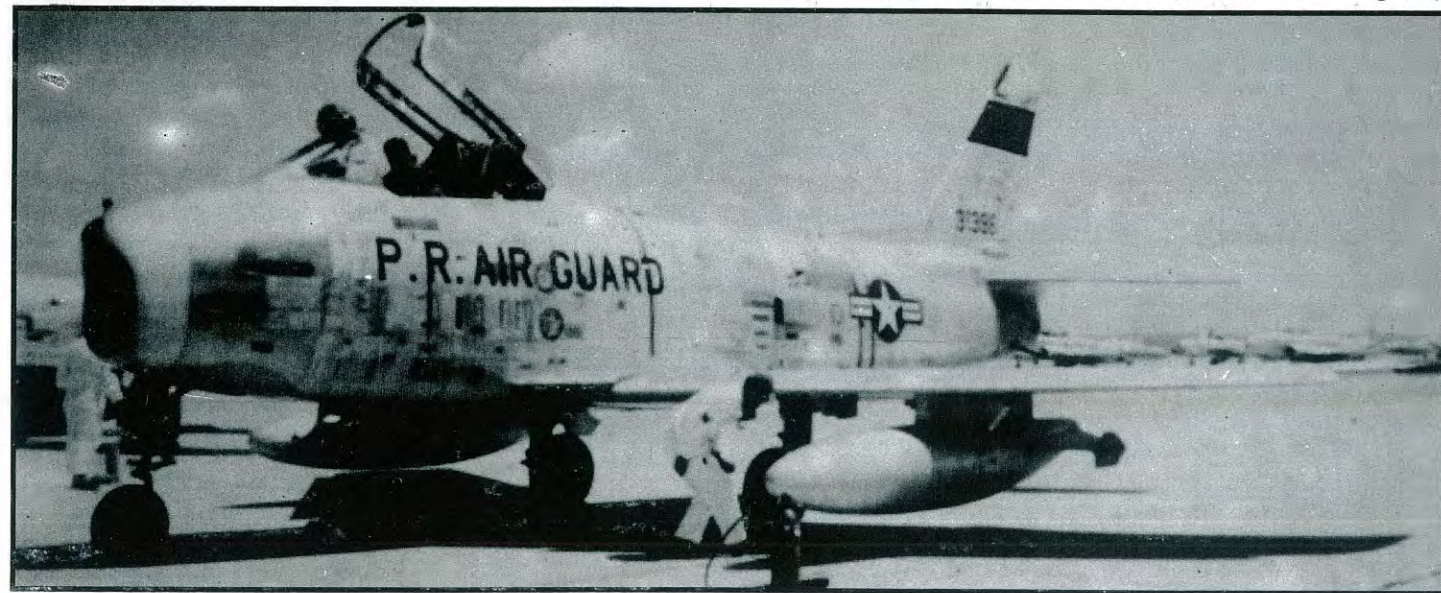
I graduated from the United States Air Force Academy (USAFA) in June 1961 and attended Pilot Training at Reese AFB, Texas, in July 1961. Of the 70 persons who started Class 63A, only 30 graduated. The simple explanation for this high attrition rate was that 1962 was the lowest pilot production year since World War II. The instructors were looking for any excuse to flunk anyone. I was fortunate to have excellent instructors in the T-37, 1/Lt Jerry Daley; and in the T-33, 1/Lt Logan "Jack" Doub, a member of the F-86 Sabre Pilot Association.

In late November 1961 my judo-injured right knee "locked" and I was air-evac to Lackland AFB for knee surgery. In those days, this operation was major surgery and I spent 50 days in the hospital until I was good enough to return to Reese. When I returned to Reese, my class had started the T-33 phase but I hadn't finished the T-37. I was given an option to either wash back to the next class or redouble my efforts to catch up.

I decided to catch up. As a result, sometimes I would fly twice a day. Not only did I have to fly twice a day and had to accelerate the academic courses that I'd missed. I took the Weather course, an 80-hour course, during a weekend! The bottom line - my grades and class standing suffered and finished 17th out of 30 in the graduation order of merit. The order of merit was important because individuals would select their first operational aircraft based on order of merit. I was hoping to get a fighter assignment, but we only had two fighter slots and they went to the top two graduates.

In July 1962 our class met to select our first operation base and aircraft. Since half of our class was composed of USAFA graduates or "Navigators," half of our assignments were to Strategic Air Command (SAC). When my turn came, the fighters

A Puerto Rico ANG F-86H pilot prepares to taxi at Isla Verde International Airport in the mid-1960s. (credit- Hector Negroni)



Hector Negroni, PRANG 1964. (credit - Hector Negroni)

were gone and I had a choice between B-52s, B-47s, or KC-135s in SAC; C-130s, SA-16s, C-54s or Tactical Air Command KB-50Js. I selected the KB-50J, a tanker derivative of the B-50.

By the time I joined the 431st AREFS at Biggs AFB, Texas, it was a dying organization. I was possibly one of the last 2nd Lts to be assigned to the unit. This is precisely what I had planned because I was hoping that the unit would be deactivated and I would find a way to get into fighters. I kept volunteering for Vietnam but I was turned down because KB-50J pilots were a scarce resource! I had to wait two long years to fulfill my wish and it came about, not as a result of deactivation but because the Air Force Academy wanted me to return and teach Spanish.

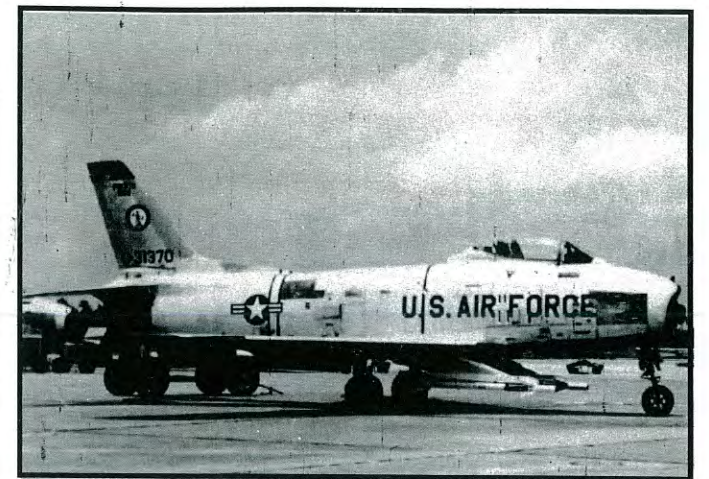
The first step in my training was a TDY to England AFB, Louisiana, to attend the KB-50J aircraft-engineering course. I completed the 66 hour course on 2Nov62. However, the highlight of my stay at England AFB was President John Kennedy's TV speech on 22Oct62 announcing the Cuban Crisis.

The result of this speech for me is that I immediately returned to Biggs AFB, to join my new crew and deploy to Homestead AFB, Florida. I was still a "green co-pilot" but I flew air refueling missions around the island of Cuba in support of the blockade and of the air reconnaissance missions. We moved so fast that most of us didn't have time to pack. We landed at Homestead with practically the clothes on our back and later, an airplane from Biggs brought us adequate clothing. While passing the time at Homestead AFB I learned a new game "Deadbug." Deadbug was a "drinking game" and took place in the Officers Club Bar. Someone would yell "Deadbug" and everyone was supposed to fall on the floor immediately with hands and feet extended. The last person to drop and the first person to move would have to buy a round of drinks for the entire bar. My participation in the Cuban Crisis earned me the Armed Forces Expeditionary Medal. I also participated in a classified special operation in Saudi Arabia during the Yemen War in 1963.

Finally in February 1964, I received a letter notifying me that I'd been selected for assignment to the United States Air Force Academy faculty. Before reporting for duty I needed to get a Masters degree at a civilian institution. I could have attended any university in the US but I selected the University of Puerto Rico (UPR) because I could fly with the Puerto Rico Air National Guard (PRANG), which was equipped with the F-86H SabreJet. My decision was a no brainer. By Special Order A-65, I was assigned to the Air Force Institute of Technology for the purpose of graduate Spanish/USAFA instructor/Training, and directed to report to the Commander of the UPR AFROTC unit no later than 5Jun64, and was attached to the PRANG.

My first order of business was to start my academic studies. Let me tell you that this was no easy task. UPR was a huge disorganized bureaucracy. Thank God that the wife of one of the officers at the AFROTC detachment was studying her Masters at UPR and she guided me through the enrollment process. Let me set the stage. I had left Puerto Rico as a 9th grade school graduate in May53. I returned 11 years later pretending to get a Masters degree in Hispanic Studies, probably the most difficult

Puerto Rican children scramble up the ladder to get a glimpse into the cockpit of a PRANG F-86H during an Open House at Isla Verde in the mid-1960s. (credit - Hector Negroni)



A PRANG F-86H armed with a pair of AIM-9B Sidewinder missiles. The PRANG converted from F-86Ds to F-86Hs in 1960. (credit - Hector Negroni)

course of study at the University of Puerto Rico. The prescribed course of study required fluency in English and Spanish. Additionally, the student had to study two years of French, two years of Latin (i.e. 24 semester credit hours of foreign languages), 74 credit hours of Spanish literature/history/philology etc...

Lastly, the student had to read 166 books, pass a two day written exam, write a 200 page thesis, and defend it before a panel of six professors. The Air Force had given me 18 months to get this done! The course work alone was 78 semester credit hours. To make a long story short I received my 'MA' in Dec66 with an overall average of 3.0 and my thesis was graded as "Notable". I was one of only two students that fulfilled the requirements of the MA degree in that year! My second pursuit was flying. With the large academic load, how did I find time for flying? The answer is very simple. I scheduled my classes for Monday, Wednesday, and Friday. Therefore, I could devote Tuesdays, Thursdays, and weekends to flying with the Guard. I was indeed very fortunate that I was assigned for flying with the PRANG.

The Puerto Rico Air National Guard has a tremendous history.

The PRANG flew F-86D/L interceptors beginning in 1958, before converting to F-86Hs in 1960. The mission was also changed from air defense to tactical fighter. (credit - Hector Negroni)





A PRANG F-86H at Isla Verde, wears the overall grey paint adopted by USAF for anti-corrosion in the mid-1960s. The 198th TFS converted from the F-86H to F-104Cs in July 1967. (credit - Larry Davis coll.)

headed by Alberto Nido (who flew for the RAF in WWII), Mihiel Gilormini, (who flew for the RCAF in WWII), Ralph Delgado (who flew P-51s and shot down an ME-262) and Jose Muniz (a former Flying Tiger). Its flying unit, the 198th Fighter Squadron, "Bucaneros" (Buccaneers), received federal recognition on 23 November 1947 with 13 officers and 32 enlisted. It was originally equipped with 25 World War II vintage P-47 "Thunderbolts", two B-26 "Invaders", two T-6 "Texans" and one C-47 "Gooney Bird." Isla Grande Airport was the home of the unit until 1956 when it moved to Muniz ANG Base at the Puerto Rico International Airport. About that time it was equipped with the T-33 "Shooting Star" and the F-86H Sabre Jet. In 1958 it was organized as the 156th Fighter Group.

When I reported to the unit, Mihiel Gilormini, an old family friend, took me under his wing and told me that I would be

One of the last surviving PRANG F-86Hs wore some spurious 'flame' markings when it was displayed at the aircraft park at Barnes Airport. It is not known if the Sabre survived the tornado hit that destroyed many of the airplanes on display. (credit- Larry Davis coll.)



allowed to fly the F-86 as long as I checked out in the T-33 and the U-3A. I needed to requalify in jets after flying over 800 hours in the KB-50J. Finally, since I was in a Regular Air Force pilot I could have access to the Cessna U-3A Blue Canoe of the Civil Air Patrol and I could fly the U-3 to pick up our pilots in St. Croix and St. Thomas and bring them for the Air Guard drills. As a result, I became triple current in three separate airplanes. This was rare in the Air Force of that time and highly unusual for a person that was supposed to be a full time graduate student!

I had no problem getting my 25 hours in the T-33 and then I asked about when I could start my F-86H "ground school." This is where I learned the Air National Guard way of doing things. I was told that "ground school" was an Air Force waste of time and the Guard didn't operate that way. I would develop my own training by visiting each one of the F-86H shops and learning the airplane from the



The first Sabres to serve with the 198th FIS were F-86Es, which began arriving in April 1954. The 198th converted to F-86Ds in 1958. (credit - Hector Negroni)

each of the technicians. As a result, I visited the engine shop, the fuel shop, the electrical shop, the pneumatics shop, the armament shop, the radar shop, the tire shop, the airframe shop, etc. until I knew the airplane inside out. When I told the Squadron Commander that I was ready for my first flight, he personally took me to an F-86H, blindfolded me and asked me to identify each of the switches and instruments in the cockpit, recite the emergency procedures and I was certified ready for my first flight.

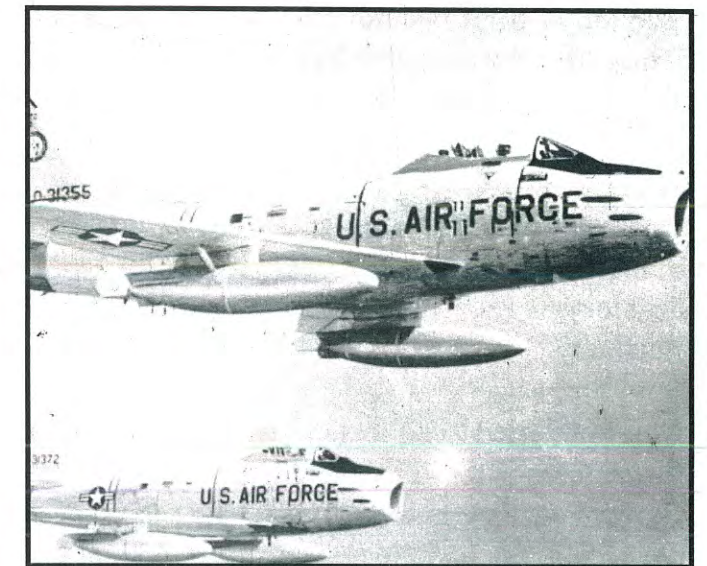
Since there was no dual seat version of the F-86 the first time you got into one, started engines, taxied and took off, you were on your own. For the first flight, every one had a chase plane (I guess to determine where the rescue helicopter would have to go in case you crashed!). The day of my solo flight the ceremony was to have all the technicians from all the shops stand at the foot of the ladder and for the Senior NCO, Senior Master Sergeant Jorge Cantres, to strap you in. SMS Cantres, a legendary Air Guard figure, asked me if I had any questions. Being a wise ass I responded "Yes, how do you start this son of a bitch?" SMS Cantres did not crack a smile nor bat an eyelash, he turned to the engine technician and said "Lieutenant Negroni would like to know how to start this son of a bitch." The engine technician climbed the ladder and recited the start engine procedure. I was very embarrassed but very proud at the professionalism of the Air Guard technicians.

I started it and taxied to the take off position while the chase plane assumed a position behind me. I took off and was scared shitless because I had no idea if the sounds that I was hearing from the engine were good sounds or bad sounds. I took off and leveled off at traffic pattern altitude. My chase plane assumed the lead position and I got on his wing. We made a long straight in approach to landing during which I followed his lead down to touchdown. Upon touchdown, we made a "touch and go" and he went on ahead. I was now on my own and made three normal approaches, pitch outs, and touch and go landings. The final landing was a full stop landing. I taxied to the parking area and the other pilots were waiting for me with a Rum & Coke. I was sweating profusely and I can tell you that even after several washes, the

salt from my sweat stained the back of my flight suit.

The rest of my F-86 training followed the same script. I was totally trained in the Squadron and never had to attend a single hour of classroom training. This is the way it should be and since then I have always felt that classroom training is a monumental waste of time and resources. I flew about 200 hours in the F-86H and within 6 months I was combat ready both in air-to-air and air-to-ground events. I need to point out that the 198th Tactical Fighter Squadron had a dual mission: air defense and tactical air. Gunnery, bombing, stragoc, and air combat maneuvers were a lot of fun. No wonder history has catalogued the F-86 as the sports car of the fighter planes.

My two years of flying with the Puerto Rico Air National Guard was the best and most productive flying that I had during my 24 years in the Air Force! It led me to conclude that instead of having Regular Air Force Advisors to the Air Guard, they should have Air Guard Advisors assigned to the Regular Air Force units.



A pair of PRANG F-86Hs over the Atlantic Ocean in the mid-1960s immediately prior to conversion of the unit into F-104C Starfighters. (credit - Hector Negroni)



Lt. Hector Negroni circa 1965. (credit - Hector Negroni)

DEE HARPER HONORED AGAIN!

Member Jean-Marie Dieudonne, a former French AF F-86K pilot, forwarded the following information regarding an award of the French Legion d'Honneur to former President and Chairman Emeritus Dee Harper.

24 November 2009

As soon as we heard the Harper story of 1944, several pilots decided to act by giving him the recognition from our government for his action during the time he spent in France during 1944 after the crash of his P-38.

After having been in contact with various administrations that were very long to answer, I decided to write to our President to tell him about the story. I received his answer through his secretary.

Everybody tried to do this as fast as possible as it was mentioned the heavy health problems of Dee Harper. But they had to find all his records for that period. We had the news from Headquarters by the end of Spring 2008. Dee Harper was promoted for the "Legion d'Honneur". Now we just had to wait for the signature. As I knew of Dee's bad health, he was advised of the eminence of his promotion. Sadly, that was not finished until after Dee left us. The French Ambassador in Washington, via the consulate in Los Angeles, sent the medal with a letter that I give you a copy of.

Best regards
Dieudonne, J-M

Letter to President Nicolas Sarkozy on August 22d, 2007

Mr. President

I take the liberty to contact you about a situation that I am sure won't leave you cold.

As an old fighter pilot trained in the USA in 1953, I belong to the F-86 Pilots Assn., whom the Chairman Emeritus is Col. Flamm 'Dee' Harper, now 87 years old.

You will find enclosed in this letter, the story of his action after the crash of his P-38 over our country, he decided to join the Resistance to keep fighting the German.

I tried to make some authorities to recognize the courage of that 24 year old lieutenant. Being a member of the 'Medaille Militaire', and belonging to the 'Order du Merite', I did not find the listening I expected.

That is the reason why I'll leave it to you to get some recognition from France to this veteran who is loving so much of our country. Would you agree?

Answer from the Headquarters of President Sarkozy on September 25th, 2007.

Dear Sir

I am in charge, give you the answer of President Sarkozy, in order to give an honorary recognition from France to Colonel Flamm 'Dee' Harper. I sent your mail to our Ambassador in Washington, asking him to study it attentively and tell you what it would be possible to do.



CONSULAT GENERAL DE FRANCE A LOS ANGELES

Le Consul Général

Los Angeles, Thursday March 19, 2009

Dear Mrs. Winnesett,

In honor of your late father, Flamm Dee Harper, whose memory will never fade away, I am very pleased to send you the Medal of the Legion of Honor that he so much deserved.

I am however saddened that he is no longer with us to receive it in person. I would have been proud and honored to meet him in person and bestow this medal upon him myself.

During World War II, your father, despite his young age, showed a great deal of courage and devotion for a cause he believed in and fought for. He had to endure extreme hardship and dangers, far from home, to save a country he had never known before.

His sacrifices will never be forgotten.

On behalf of the French Government and my fellow citizens, I would like to express our most sincere and deepest gratitude for what your father has accomplished.

The enclosed medal is a reflection of our appreciation. I hope that it will bring you some comfort in recognition of your father's courage and determination in defeating the enemy.

Sincerely yours,

David Martinon

Mrs. Dee Anna Winnesett
5620 O'Hannon
Las Vegas NV 89146

10390 Santa Monica Blvd., Suite 410 • Los Angeles, California 90025 • Tel: (310) 235 3200 • Fax (310) 479-4813
Site Internet : <http://www.consulfrance-losangeles.org>
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press-info@consulfrance-losangeles.org • culture@consulfrance-losangeles.org

PRÉSIDENCE
DE LA
RÉPUBLIQUE

Etat-Major Particulier

Paris, le 25 SEP. 2007

Réf. : U01739

Monsieur,

J'ai été chargé de répondre à la correspondance que vous avez adressée à Monsieur le Président de la République concernant votre souhait de voir le Colonel Flamm Dee HARPER, vétéran américain du second conflit mondial, récompensé par l'attribution d'une distinction honorifique.

J'ai transmis votre correspondance à l'attention de Monsieur l'Ambassadeur de France à Washington en lui demandant de bien vouloir l'examiner avec un soin attentif et de vous faire connaître la suite qu'il paraîtra possible de lui réserver.

Je vous prie d'agréer, Monsieur, l'expression de ma considération distinguée.

Le Commissaire en chef de la Marine
Philippe JACOB

Monsieur J.M. DIEUDONNE
233 rue du Littoral
34070 MONTPELLIER

A DAY IN THE LIFE OF A BOY FIGHTER PILOT

By Bill 'Creme' Demint

Three of us were standing outside of Ops talking. We'd just finished a class and there was no flying. The class was throwing a beer party that night. Then the word came down that they needed a 'volunteer' to go to McClellan to pick up a bird. We 'odd-manned it' and I lost. A quick hop to McClellan and back home in time for a beer. No sweat! I was Gung Ho and assigned to the Cadillac Squadron with its "every man a Tiger" aura, a dream assignment and I was ready, willing, and able. Squadron CO was Bill Whisner (15 - kills in WW2 and 5 -MiGs in Korea), with 'Boots' Blesse (10 MiGs) as Ops Officer. Impressive!

I was going to McClellan in a T-6 via Norton, finally arriving around 1600. The base Ops drivers were all getting off work but I scrounged a ride to the bird. It was an F-86E that'd been converted to an F-2 with four 20mm cannons. But what a shock! The forms for the flight into McClellan some 30 days prior, were still in the bird. No preflight, postflight - nothing! I hiked back to Ops to figure out what to do. It was 1630 on a Friday.

It might be hard for some of you modern jocks to realize what it was like in the 50s. I had no money, just an ID - typical for flying at Nellis. How was I to notify my wife if I had to spend the night? We didn't have a phone (there weren't any in North Las Vegas!). And Nellis? There might've been a pay phone in Ops - or not. And if I'd been able to cail Nellis, I probably would have gotten the OD, a

Major Bill Whisner (4th from left in center) donates money for the polio fund at Nellis in 1953. (credit- Bill Demint)



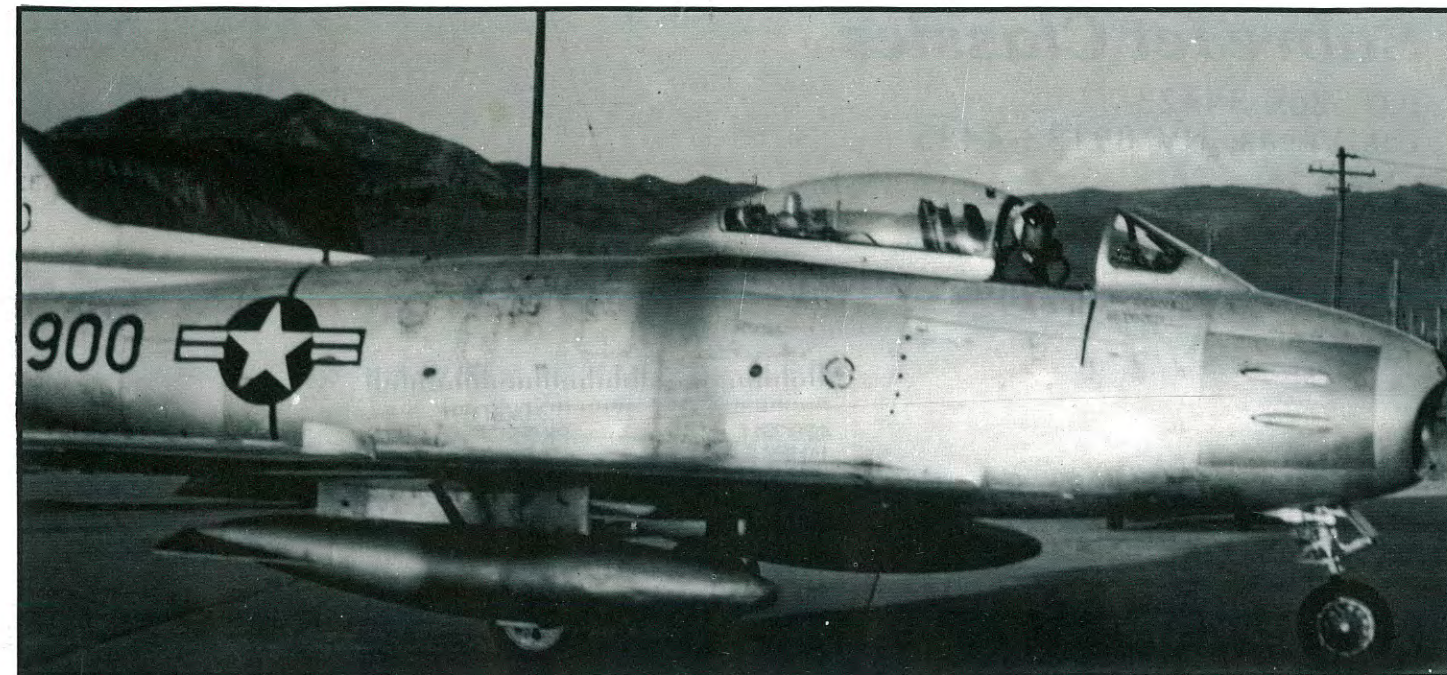
Bill Demint 1953. (credit - Bill Demint)

non-rated 2Lt, who wouldn't know what to do. The best I could hope for was a pickup the next day, but most likely not until Monday.

So I hiked back to the bird and pondered my predicament. I had no idea what shape the bird was in. But after a cursory preflight, I decided to chance it and head for home. I got Transient Alert to refuel me and I hiked back to Ops to file a flight plan. Since it was a clean '86, I only had a rough idea of its range. And I'd never flown an E before so I filed for 40,000 feet figuring I could glide the last 100 miles if need be. (I'd done that in an F from the Yalu back to K-13.) I didn't check the - 1 distance charts as I doubted it would have them. We mostly flew 'by guess and by God' back then. The AO didn't want to sign my DD175 as he didn't see any reason to fly that high. He finally did and Transient Alert started me and off I went.

Somewhere over Mono Lake, Flight Service called and said I couldn't land at Nellis - "Didn't you

A Cadillac Squadron F-86F that took the 'barrier', a big log chain, at Nellis in 1953. (credit - Bill Demint)



The F-86F-2, #51-2900, that Bill Demint brought back to Nellis. The aircraft had been part of Project Gunval, the combat testing of F-86Fs armed with M39 20mm cannon. (credit - JoAnn Kilpack)

check the NOTAMs before takeoff?" I said it was my home pad and didn't think it was necessary. It was typical the way my day had been going so far. He then asked my intentions. I always hated that. "You're on fire and out of fuel, what're your intentions?" He's sitting in a nice comfy chair and quite calm about the situation.

He said Nellis was closed for an air show. Air show? And why then? I decided to go to George AFB and not try Indian Springs as they only had AvGas. I landed at George without incident and refueled. By then Nellis had reopened and I headed home. There was no one at Nellis who knew what to do with me so I had Transient Alert just park me on the ramp anywhere. I hiked over to the 96th Ops, but the party was over so I grabbed a couple of beers and headed for my home.

Members of the 3596th "Cadillac squadron" stand in front of the squadron sign in 1954. (credit - Bill Demint)



As you might expect after such a mixed up day, my wife was less than thrilled to see me several hours late and walking in with a beer in each hand. (I was known to hoist a few on occasion.) But I finally convinced her of my trying day.

The next work day, no one asked me about the bird, where it was parked, why it had to come here, nor what it was doing at McClellan - and why no work had been done on it. No questions, nothing! The runway closure was due to Major Blesse doing some impromptu practice. I guess no one in the Head Shed knew I was returning that afternoon, least of all the CO. Again, without a Command Post, the right hand never knew what the left hand was doing.

Or maybe it was all a dream. There's no F-2 time in my form 5. But there is about 6 hours T-6 time. It was a strange day all around.

The flightline at Nellis AFB circa 1953, with Sunrise Mountain in the background. (credit - Bill Demint)



SabreJet Classics

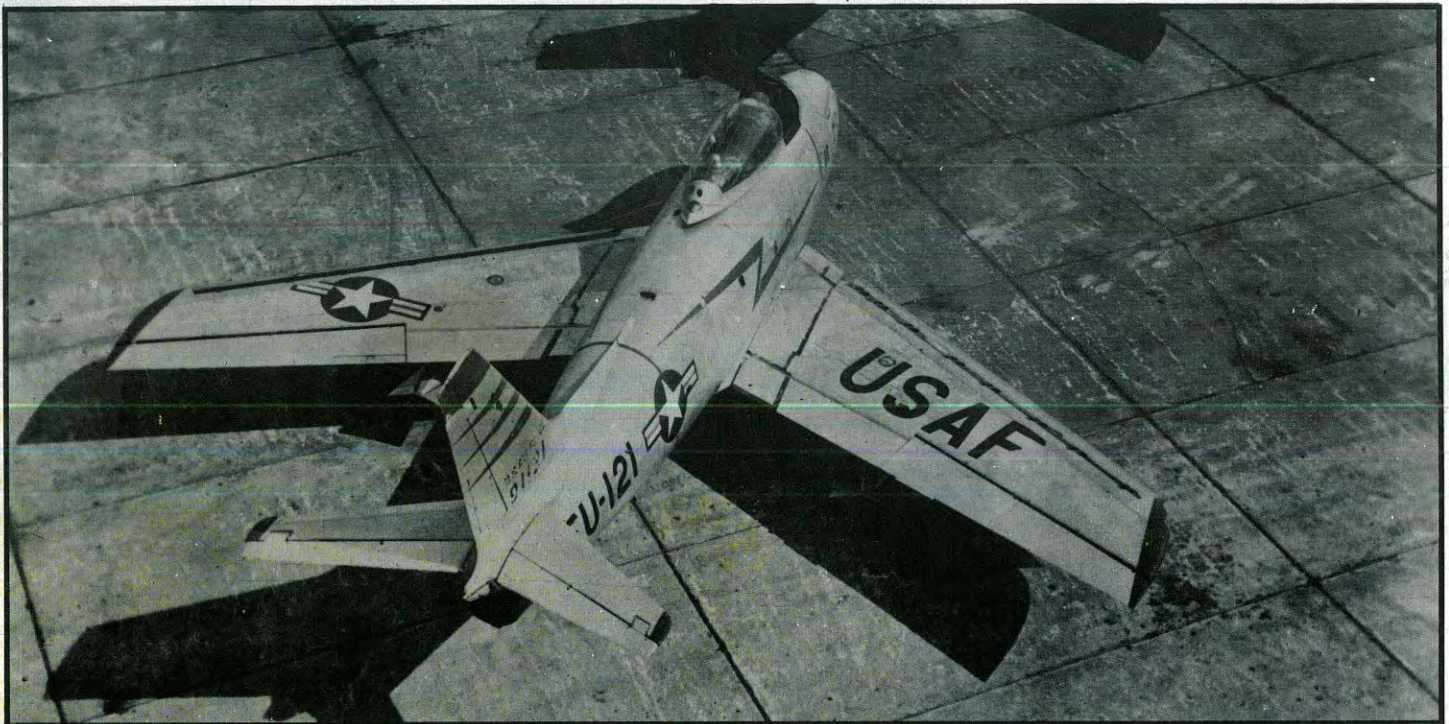
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What Is It? Or rather what are they doing? This pair of 33rd FGp F-86As is performing a certain emergency procedure. It's in every -1 Flight Manual, no matter what type you flew. Rarely performed in the field, it was never the less, a proper procedure. Send your answer to Editor, SabreJet Classics, 6475 Chesham Dr NE, Canton, OH 44721, or email sabreclsx@aol.com. By the way, do any of you have any color photos or slides of 33rd FGp F-86As or F-86Es. The magazine wants to see them.

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