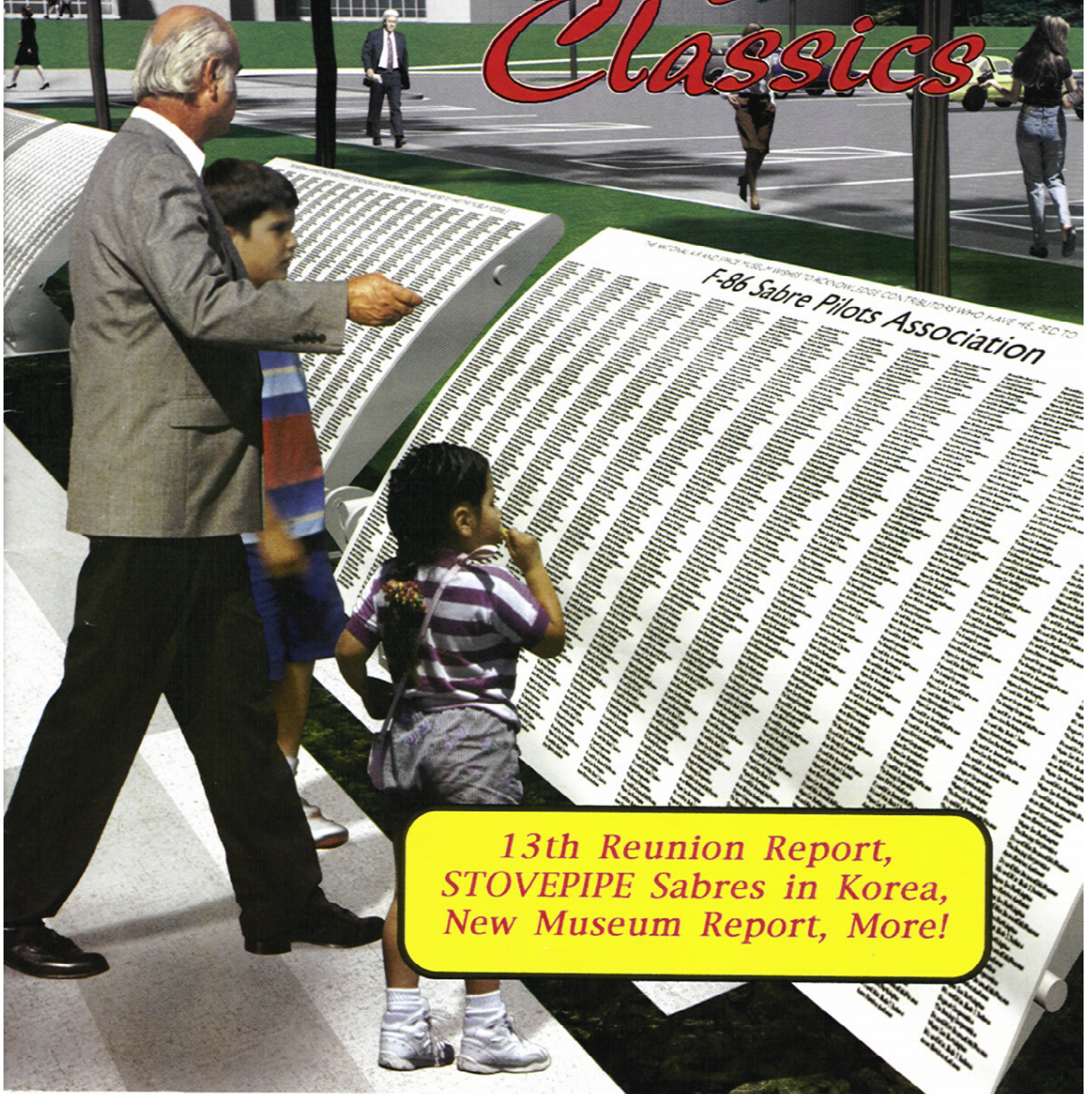


A publication of the F-86 Sabre Pilots Association

SUMMER

Sabre Jet Classics



13th Reunion Report,
STOVEPIPE Sabres in Korea,
New Museum Report, More!

THE PRESIDENT'S NOTEBOOK

The 13th Reunion of the F-86 Sabre Pilots Association was another great party. One that was enjoyed by 99.6% of the 485 registered attendees. Unfortunately, that leaves about 1400 members who couldn't or wouldn't attend. If you were not able to attend this year, we are going to do this whole thing again April 13-16, 2003, at the Monte Carlo in Las Vegas. Make your plans early. If you are one of those guys who keeps saying "next time", I've got a clue for you. We are all running out of time to make for 'next time'.

A lot of people have thanked me for hosting another great reunion. But the credit should go to the many good, hard working people that helped put this thing on. Special thanks go to Mike and Ardith Freebairn, Richard and Rita Geiger, Dee Harper, Polly Winesett, Diane Weiland, Gil and Marion Hasler, Kathy Brentlinger, Ken Ewing, Jack MacArthur, Chuck Carter, and Andy Olman. You were all outstanding!

The staff of the Monte Carlo Hotel is a real pleasure to work with. Michael Catalano, Group Sales Manager, and Caroline Welch, Catering Manager, were outstanding and made my job a lot easier. This year we were able to attend the "Legends In Concert" show (with a special Sabre Pilots tribute) at the Imperial Palace. This was accomplished through the special

efforts of Mike and Ardith Freebairn, and show producer John Stuart..

We had a few problems that could have been avoided with a little help from the membership. We continue to have late registrations, even with a \$25 late fee attached. This makes us more money but it also causes a lot of extra work and headaches for the reunion staff when we don't need it. If you have to cancel we have a very liberal policy on refunds, up to the final day of the reunion itself. So there really is no excuse for anyone to wait until the last minute to register.

In January 2003, I will mail every member a letter with a registration form enclosed, and a full explanation of events for the 14th Reunion. This same information will also be printed in both SabreJet Classics 10-3 and 11-1. Please do not wait until the last minute to register. Remember the dates - 13/16 April 2003 at the Monte Carlo Hotel in Las Vegas.

A special Korean War Service pin was commemorated by the Republic of Korea to thank all those service men and women who served in Korea during the war that began on 25 June 1950 and ended some three years later on 27 July 1953. Bob Matasick and I had the privilege of distributing 59 of these pins to qualified members at the 13th Reunion. If you qualify for the pin, and would like to have one, please drop me a note and I'll mail it to you. No charge. We can also do another brief ceremony at the Business Meeting in 2003 if you would prefer to have it presented.

Dee Harper is heading up a recruiting

program that includes a contest. He has written a very detailed letter explaining the rules - and the prizes. The letter has been e-mailed to all members with e-mail addresses, posted on the Sabre Pilots Web Site (sabre-pilots.org), and is included in this issue of SabreJet Classics. David Price has already responded to the letter and has written Dee a very interesting story of how he and his wife were able to locate 33 out of 38 members of the 336th Squadron stationed at K-14 in 1954. Of the 33 that he located, 22 attended the 13th Reunion and were able to hold their own mini-reunion. Probably close to 12 of these became new members of the F-86 Sabre Pilots Assn. so that they could attend the complete reunion. There are untold numbers of former F-86 pilots out there who qualify for membership (one hour in an F-86 is enough to qualify), but they don't even know the organization exists. These people will be much more likely to respond favorably to a friends urging than from a notice in a magazine.

That's all I have for now. Thanks for your time. Sit back and enjoy the rest of your SabreJet Classics 9-2. See what you missed at the 13th Reunion.

Jerry R. Johnson
President

FOLDED WINGS

Peter E. Boyes, 2000
James V. Hartinger, October 9th, 2000
George M. Lake, August 4th, 1999
Keith McGinnis, 2000
Alvin R. Moorman, August 3rd, 1998
James N. Portis, 2000
Donald A. "Scotty" Prescott, February 28th, 1999
James R. Ramsey, January 1998
Frank Reamer, 1999
James N. 'Knewt' Swain, 1999

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.

news from the Chairman

Wasn't that a great reunion? I'm not sure whether they are getting better, or just seeing all my old buddies makes it seem that way. Then I start thinking, wouldn't it be even more enjoyable if still more of our old cohorts were there to revel in the festivities.

We are making a positive effort to find and invite any and all former Sabre pilots to join in the comraderie that has highlighted each and every meeting in Las Vegas. We are looking north, south, east, and west in an attempt to find those who have not joined the fold. We also want to re-interest all those who have let their membership lapse, and invite them to come back on board. We are even looking 'Down Under', because there was a lot of Sabre flying done by our Aussie friends (as well as West Germans, RAF, Japan, South America, and countless other nations).

So my request to all of you is to give your sources one more going over to find and contact those flying mates of days gone by. Do it for them so they can be part of an organization made up of pilots who flew the best darn airplane in the world. If you can come up with a few names and send them along to us, we will attempt to contact them by sending them a copy of the latest issue of *SabreJet Classics*, a membership form, and an invitation to join us. We will also clue them in about our web page, which has a wealth of news. And thanks to 'Whiskey Bill' Weiger, it changes almost daily with updated information.

I will be looking forward to your efforts which I'm sure will be outstanding. In the process of making our organization more responsive, let me know of any new ideas, suggestions, or whatever you might have that you feel might make the organization better, if that's at all possible. My e-mail address is <druens@aol.com>

Cheers
Dan Druen
Board Chairman

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F-86 Sabre Pilot Association Dues

The mailing label on SabreJet Classics magazine shows the date your dues expire. Dues are \$25 for one year, \$50 for 3 years, and \$200 for a Life Membership. All dues payments are credited on the date we deposit your check, and handled like a subscription to a magazine.

Dues payments should be sent to the following address:
F-86 Sabre Pilots Association - Membership Dues
PO Box 97951, Las Vegas, NV 89193-7951

"BONES" MARSHALL BADLY INJURED IN ATTACK!

Lt Gen W.W. "Bones" Marshall, veteran ace of the Korean War, was badly injured during a robbery as he exited a mall in Honolulu this past June 7th, 2001. "Bones" had just left the Ala Moana Mall in Honolulu and was heading for his car when an unknown assailant came up from behind and struck him with a lead pipe, removed his wallet and fled leaving General Marshall on the ground. Paramedics rushed General Marshall to a nearby hospital.

The cowardly attack left "Bones" with a fractured skull and in a coma. Although he has recovered to some degree, the prognosis on his condition remains unclear. Col. Bob Rankin has been monitoring the situation and made the following report on the 25th of June:

"I talked with Millie Marshall last evening. "Bones" has been moved to Rehab of the Pacific. He has good days and bad. Millie is now going back and forth from home to the hospital."

"Bones" is having problems arranging his thoughts and putting them together. He does recognize people. And he will sometimes talk on the phone, but refuses to do so. He must have assistance to both stand and walk, and has fallen at least once. His ability to be mobile isn't the greatest at this time."

"He will be getting all possible types of therapy on a daily basis at the rehab center. Millie is trying to arrange things at home with a special bed, wheel chair and walker in the anticipation of his coming home. There is an outside chance that Bones may be able to go home around the 4th of July. A long time recovery is facing the Marshalls but both Millie and "Bones" are hanging in there."

The latest update on "Bones" condition comes from Sandy Hesse, who reports that - "Bones was released to quarters yesterday afternoon (12 July). Millie said he walked around the house all night long. He had the "cutest Thai" girl caretaker with him, and thinks he might marry her too."

"He's been walking all morning, rearranging furniture. Millie is trying to wear him out so he'll sleep tonight. He came upstairs to have his lunch. Coming home was obviously good medicine for him."

"Therapy treatment from Queens Hspital to his residence is expected to be three times per week, but the schedule has not yet been established. Millie isn't sure whether physical or mental therapy, or both, will be involved."

"Bones" sat at Millie's computer for a spell, but hasn't approached his own yet. Should you hear from him suddenly via the internet, be prepared for anything from a greeting to a reprimand."

"Millie said that visitors and phone calls are welcome. His number is (808)373-1919"

At last report, the coward that perpetrated the attack on General Marshall had not been caught and the Honolulu police have no information regarding his whereabouts. The police are not saying whether the surveillance cameras caught the attack or not. We at SabreJet Classics hope that he is caught and put away for the maximum time.

We know that everyone in the F-86 Sabre Pilots Association is pulling for you "Bones", and we'll be praying for your full recovery. I personally want to see you at the 14th Reunion. Thanks to Bob Rankin, Sandy Hesse, and Lon Walter for keeping everyone informed.



"The President & The Airplane". Former President Glenn Nordin stands next to his favorite airplane at the Duxford Museum in England. The airplane is F-86A #48-242. Note the smile on Glenn's face. (credit - Glenn Nordin)'

**F-86 SABRE UNIT CHRISTMAS CARDS
FOR USE IN SABREJET CLASSICS MAGAZINE
CONTACT LARRY DAVIS, EDITOR, SABREJET
CLASSICS, 4713 CLEVELAND AVE NW, CAN-
TON, OH 44709,
E-MAIL <SABRECLSX@AOL.COM**

**PLAN NOW!
14TH REUNION,
13-16 APRIL 2003
IN LAS VEGAS.**

The 'Lucky' 13th Reunion Of The F-86 Sabre Pilots Association

The F-86 Sabre Pilots Association held its 13th Reunion during the week of April 16th at the Monte Carlo Hotel & Casino in Las Vegas. Over 500 Sabre pilots and their guests were in attendance. And the guests included some very 'non-Sabre' invitees. To wit, several representatives of the Russian military including one pilot who claimed to have shot down two F-86s in the Korean War.

As I entered the hospitality suite on Monday evening, it looked like any ready room or operations hut you've ever seen - except the room was much cleaner and the pilots were much older. But everywhere you looked there were guys wearing flight jackets with emblems from various squadrons. And many had their hands waving in the air pilot style indicating their prowess with the F-86 in some dogfight with an enemy airplane.

To my left I saw two very famous friends - Col Bruce Hinton and Col. Ralph Parr. Col Hinton was the first F-86 pilot to shoot down a Mig in the Korean War; Col. Parr shot down the last enemy aircraft in the Korean War to go with nine MiGs shot down in June/July 1953.

They invited me to their table as I had something everyone wanted to see - my new book on the history of the 4th Fighter Wing In The Korean War (a Schiffer publication). All were very impressed and quite pleased

at seeing 'their' story in print finally. Ralph Parr did his best to try and get me to sell him the book - "This IS my copy, isn't it Larry?", later - "Larry, you are going to sell me this copy aren't you?" This went on all week. But since it was the only copy available, I declined all offers. However, I did make that copy much more valuable as I made that copy MY copy and had Col. Hinton and Parr, as well as Lt Gen. 'Bones' Marshall (6 1/2 kills) and 'Hoot' Gibson (3rd ace with 5 MiGs), sign 'my' copy of the book. Maj Gen. Frederick 'Boots' Blesse (10 MiGs) was also there but I couldn't corner him long enough to have him sign the book.

Every day there was something else going on. Sometimes it was for the pilots, sometimes it was for the wives. On Tuesday it was the wives 'Treasure Hunt' at the Fashion Show Mall. The Flight Line Store did a brisk business selling F-86 jackets, hats, shirts and other memorabilia. Wednesday was the highlight for the pilots as far as organized events go. They held the golf stag at the Nellis AFB golf course in the morning. At noon, the pilots departed again for Nellis and a tour through the Red Flag and Threat Display buildings.

If you ever get a chance to go through those facilities, take it. It's fascinating. You sit in a room filled with huge computer screens that put you right in the cockpit of one of about 100 aircraft then operating in the



The hospitality suite was always a buzz of excitement at the 13th Reunion. All the activities started and ended here. It was the the gathering place for all the activities and both individual and squadron reunions.



Another place that was always busy was the Flightline Store operated by Mike Freebairne and company. Dozens of jackets, hats, and other memorabilia were purchased during the 4 days of the reunion.



(L-r) Ralph Parr, Bruce Hinton, and "Bones" Marshal in the hospitality suite during the first night of the reunion. Korea and the 4th Fighter Wing in particular, were well represented at the 13th Reunion.



On Wednesday evening several very 'non-Sabre' guests came through the door of the hospitality suite. They were Russian fighter pilots. Ralph Parr engaged in a spirited discussion with Gen. Col. Vladimir Korochkin (back to the camera), a MiG pilot with two F-86 victories credited to his name.



Tuesday and Thursday mornings were highlighted by a brunch served in the hospitality suite. The lines were long and the food was great, as is customary with all the Monte Carlo cuisines.

skies over northern Nevada. And you can fly the mission as it is going on in real time. Whatever is happening up north, is happening on the screens in the room. Then the Nellis people take you next door to the Threat Display complex where you can view up close and personal, literally every enemy threat seen in the last 50 years. MiGs, Sukhois, anti-aircraft artillery, tanks, radar sites, and of course, the ubiquitous SAM or Surface To Air Missile. You really get a strange feeling in the pit of your stomach when you stand next to an SA-2 launcher and see how really large that missile is. Everything in the complex is captured material from our Communist 'friends'.

The business meeting of the Board of Directors was held on Wednesday afternoon. There were 15 members in attendance. Subjects ranged from possibly moving the reunion location to another area, such as

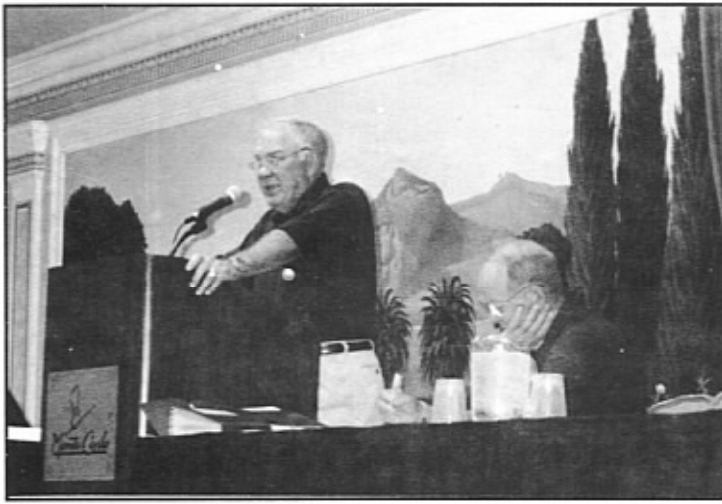


The meeting of the minds. The Board of Directors held their meeting on Wednesday where they discussed topics that ranged from recruiting new members to a new addition to the Smithsonian Museum that will highlight the Korean War.

Dayton, Ohio, in the hopes of reaching out to members on the East Coast who might not be able to attend the reunion that's normally held in Las Vegas. But after some discussion, the idea was rejected.

The new officers were introduced, with Jerry Johnson as President, Lon Walter returning as Vice President, and Dan Druen was named Chairman of the Board. President Glen Nordin made the announcement that the South Korean government had issued special medals for all veterans of the Korean War, which would be handed out at the membership meeting.

The next item on the agenda was a presentation by member Glenn Carus on the new Smithsonian Air and Space Museum building at Dulles Airport near Washington, DC. It would have a special display devoted to the F-86 Sabre Pilots Association if the Board and mem-



President Glenn Nordin calls the members attending the 13th Reunion to order at the Membership Meeting on Thursday morning. The new slate of officers were introduced with Jerry Johnson (seated at right) taking over the reigns of the Association.

Certainly the highlight of the 13th Reunion for 59 association members was the awarding of the Korean War Service pin from the Republic of Korea government in recognition of their service during the war.



bership approved the money necessary to complete it. The Board gave its stamp of approval to the proposal, which would be presented at the membership meeting. And the date was tentatively set for the next reunion - April 2003. More about this later.

On Wednesday evening most of the pilots were treated to the "Legends In Concert" show at the Imperial Palace Hotel. But back at the Monte Carlo I was treated to my own show. Ralph Parr and I were just sitting at the table about 5:30 pm when the door opened. In walked a couple of very short men and women, along with a few others who were much taller. They all looked strange to both Col. Parr and myself. "Who's that?" I asked. Col. Parr replied he didn't know. The word passed quickly that they were Russians. The two short men were Col. Aleksander Orlov, Commissioner of the Korean War Working Group, the Russian equivalent to the US MIA team; and General Colonel Vladimir Korochkin, a pilot in the Russian Air Force with two F-86 Sabre victories credited to his name.

There weren't a lot of people in the room so we went up and introduced ourselves. The atmosphere was electrified right from the start. At one point I overheard Col. Parr tell

New President Jerry Johnson congratulates those members receiving the Korean War Service pin. Those receiving the award wore them proudly at the banquet that evening.





The banquet was held on Thursday evening with almost 500 members and guests attending. Even the Russians were invited and enjoyed themselves.

the Russian general - "General, it's a good thing that we didn't serve in Korea at the same time because one of us wouldn't be here today!" And the general knew exactly which one!

Thursday was the final day for the reunion. The membership meeting was held at 10:30 am at which time the new association officers were announced. As your *SabreJet Classics* editor, I was given a standing 'O' by the membership for my contributions to the history of the F-86 and the association. The first item on President Glenn Nordin's agenda was the handing out of the new South Korean medals to all those who participated in the Korean War. Each Association member in attendance, approximately 59, filed up to the front of the room to receive this well deserved honor. All those not in attendance at the 13th Reunion can contact new President Jerry Johnson about the status of their medals.

Next on the agenda was the Smithsonian presentation from member Glenn Carus, and the Board's recommendation to support the effort. It was announced that the F-86 Sabre Pilots Association would donate \$10,000.00 to the Smithsonian to have a large plaque erected in the name of the F-86 Sabre Pilots Association at the new Dulles Airport portion of the Smithsonian, which is under construction at the present time. And individual members can have their own names added under the banner of the F-86 Sabre Pilots Association for \$100.00 each. The membership overwhelmingly approved the idea.

The last item on the meeting agenda was a plea to bring in new members. We had only 67 new members join the group in the year 2000, and another 52 so far in 2001. A new campaign headed by Chairman Emeritus Dee Harper will begin a concerted effort to contact any and all former F-86 drivers in any country and bring them into the fold. We know there are many, many



'Mini-reunions' such as this one by the 44th Squadron were held throughout the four day reunion. Squadron insignias and 'class' reunions could be seen throughout the banquet room.



Maj. Gen. L.D. Johnston shares a laugh with President Glenn Nordin. Maj. Gen. Johnston, commander of the Air Warfare Center at Nellis, was the highlight speaker at the banquet. His talk tied the heritage of the F-86 Sabre Pilots with that of the 'new' Air Force, and was highly appreciated by all those in attendance.

former Sabre pilots who are not in the association. If you know of any, do your best to try and get them to join our prestigious group.

Finally, the manager of the FlightLine Store, Mike Freebairn, announced that the new shirts presently available have the one thing everyone wanted - a pocket. And that a new item is also available at nominal cost - a small throw blanket with the F-86 Sabre Pilots Assn. emblem boldly emblazoned. It makes a nice gift for the family members that could not attend the reunion.

That evening the banquet was held, highlighted by a speech by Maj Gen. L.D. Johnston, commander of the Air Warfare Center at Nellis AFB. He talked about the

history of the Air Force and its ties with the heritage of the F-86 Sabre Pilots Assn. It was a rousing speech that was appreciated by everyone - except the Russians that were in attendance. With that, the reunion was almost officially closed. All that was left was the raffle. Jackie Moothart won the big prize of \$500.00, with Bob Hines winning the first \$100.00 prize. And guess what, I won a hundred bucks! Life memberships in the association were won by Tom Griffin and Bill Matheny. That made a great finish to a great reunion.

And with that, the 13th Reunion of the F-86 Sabre Pilots was officially over. Officially. The members, their wives, and invited guests (including the Russians) remained until the wee hours of the morning discussing the past, the present, and the future. I personally look forward to seeing every one of you guys once more at the 14th Reunion of the F-86 Sabre Pilots, which has now been formalized for April 13-16, 2003, at the Monte Carlo Hotel in Las Vegas.

SEE YOU THEN!

Larry Davis



Ralph Parr congratulates to the winner of a copy of the painting of his victory in Korea. Other winners were Jackie Moothart - \$500, Bob Hines - \$100, and myself; with Tom Griffin and Bob Matheny winning Life Memberships to the association.



The final goodbyes after the banquet. But all in attendance vowed to return to Las Vegas in April 2001 for the 14th Reunion. See you there!

(all photos, good and bad, via Larry Davis)

WANTED - Information regarding orphanages operated or supported by USAF units in the Korean War. For an article in SabreJet Classics.

Contact

Larry Davis, Editor,
SabreJetClassics,
4713 Cleveland Ave NW,
Canton, OH 44709.
e-mail @ <sabreclsx@aol.com>

Patches Wanted or color xerox of any patches used by **F-86 Sabre squadrons or flights**, especially 'special patches' such as 335th FIS "Mach Riders", recon units, air demonstration teams, etc. For use in SabreJet Classics magazine. **Contact:** Larry Davis, Editor, SabreJet Classics, 4713 Cleveland Ave NW, Canton, OH 44709, e-mail <sabreclsx@aol.com>



The walkway to the entrance of the new Steven F. Udvar-Hazy Center will feature large tablets engraved with the names of all associations and individuals that contribute to the completion of the new museum. The F-86 Sabre Pilots Association has already paid for their name to head one of the tablets, with contributing members listed on 'OUR' tablet.

The Steven F. Udvar-Hazy Center

The Smithsonian National Air and Space Museum is the world's most visited museum facility, with over 9 million visitors per year. Located in Washington, DC, the Air and Space Museum holds artifacts that range all the way from the beginnings of flight, through the Golden Age of aviation in the 1930s and 40s, into the jet age, and culminating with the era of space flight. The original museum was created on 12 August 1946, and was followed by the new National Air & Space Museum which opened to the public for the first time in July 1976.

As big as the main building of the Air and Space Museum is, the displays only account for about 10% of the actual collection that is available to the Smithsonian. Thus the displays are constantly being rotated in and out for special events or as new exhibits are finished. The other 90% is in storage at the Paul Garber Preservation, Restoration, and Storage Facility, a 32 building complex located in nearby Suitland, Maryland. These artifacts are rarely seen by visitors to the museum.

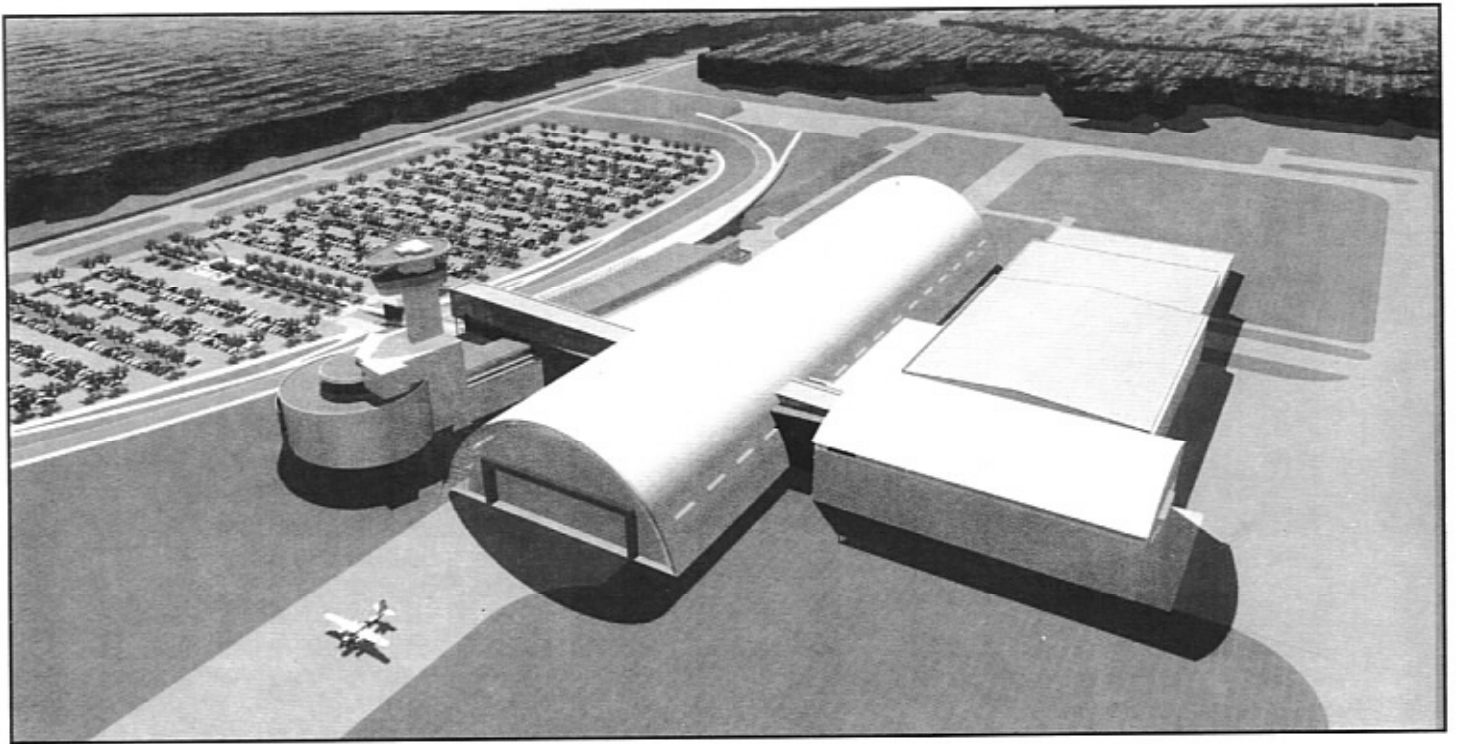
Another facility was badly needed so that the people could view all the artifacts that have been hidden for too many years. The new facility would have to be a huge structure, well over 600 feet long, and many stories in height. And the entire building would have to be completely air conditioned and environmentally controlled. Such a facility would cost a lot of money - about \$238 million to be exact. On 1 October 1996, President Clinton signed the bill authorizing the construction of the new

museum. Congress authorized the building of the new facility but did not commit any federal funds for the project.

Enter Mr. Steven F. Udvar-Hazy. Mr. Udvar-Hazy is President, CEO, and founder of International Lease Finance Corporation, which is based in Los Angeles. His company purchases commercial airliners, then leases them to major airlines around the world. It is the largest purchaser of commercial airline aircraft in the world. And Mr. Udvar-Hazy just happens to be a lover of aviation history.

On 8 October 1999, Mr. Udvar-Hazy pledged the sum of \$60 million towards the construction of the new facility. However, even though his extremely generous contribution towards the new facility was the largest single donation in the history of the Smithsonian, it was still just a start on the road to complete funding. For his most generous contribution, Mr. Udvar-Hazy and Senator Howard Baker, were named co-chairs of the Campaign for the National Air and Space Museum. The two co-chairs then set out to recruit further contributions from other corporations, foundations, associations, and individuals to help fund the new addition.

The new facility, a 176 acre complex which will be named in honor of Mr. Udvar-Hazy, is located at the Dulles International Airport in Northern Virginia just outside of Washington, DC. The main building will be a series of hangar-like structures, over 1000 feet in length, and over



This artist's conception of what the new Udvar-Hazy Center will look like shows its relationship to the Dulles Airport tower complex. The new building will be over 1000 feet in length and 10 stories tall.

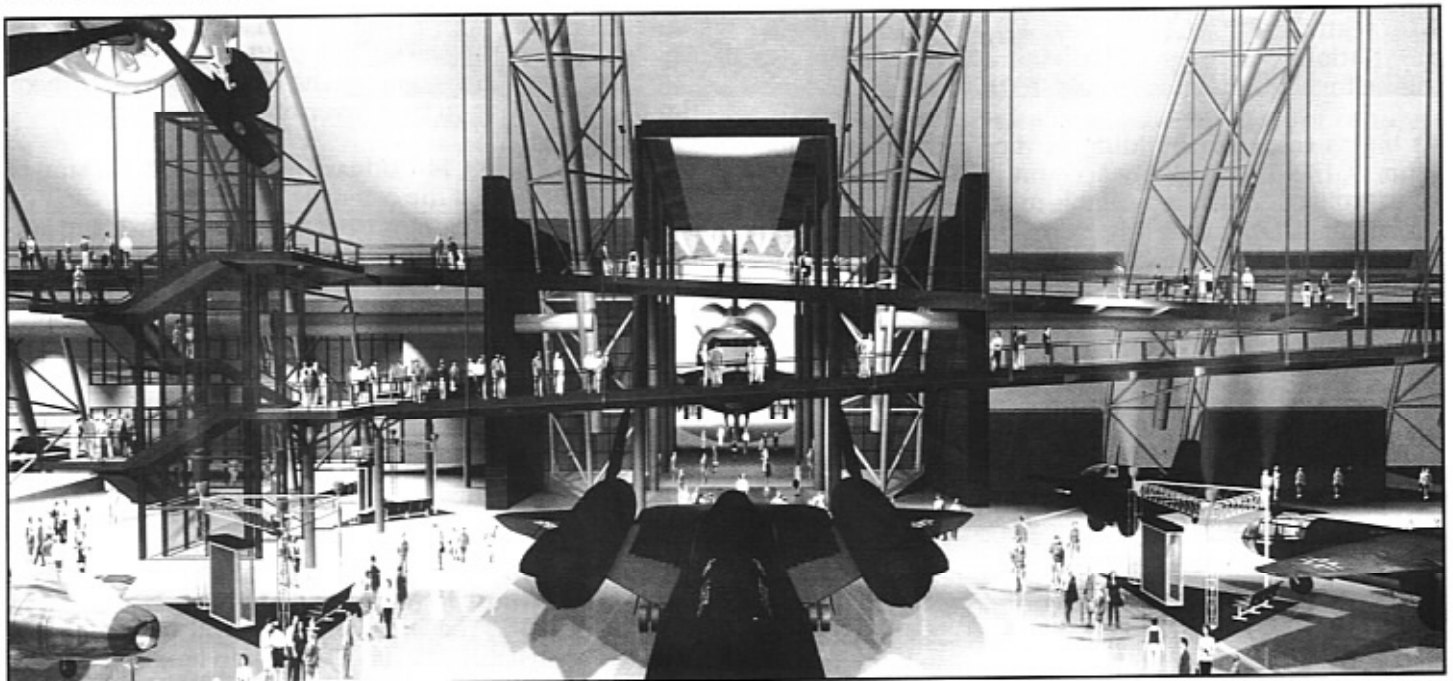
10 stories high. Inside the new structure will be at least 180 aircraft, 100 space artifacts and missiles, and hundreds of aviation artifacts. Smithsonian officials broke ground for the new building in October 2000.

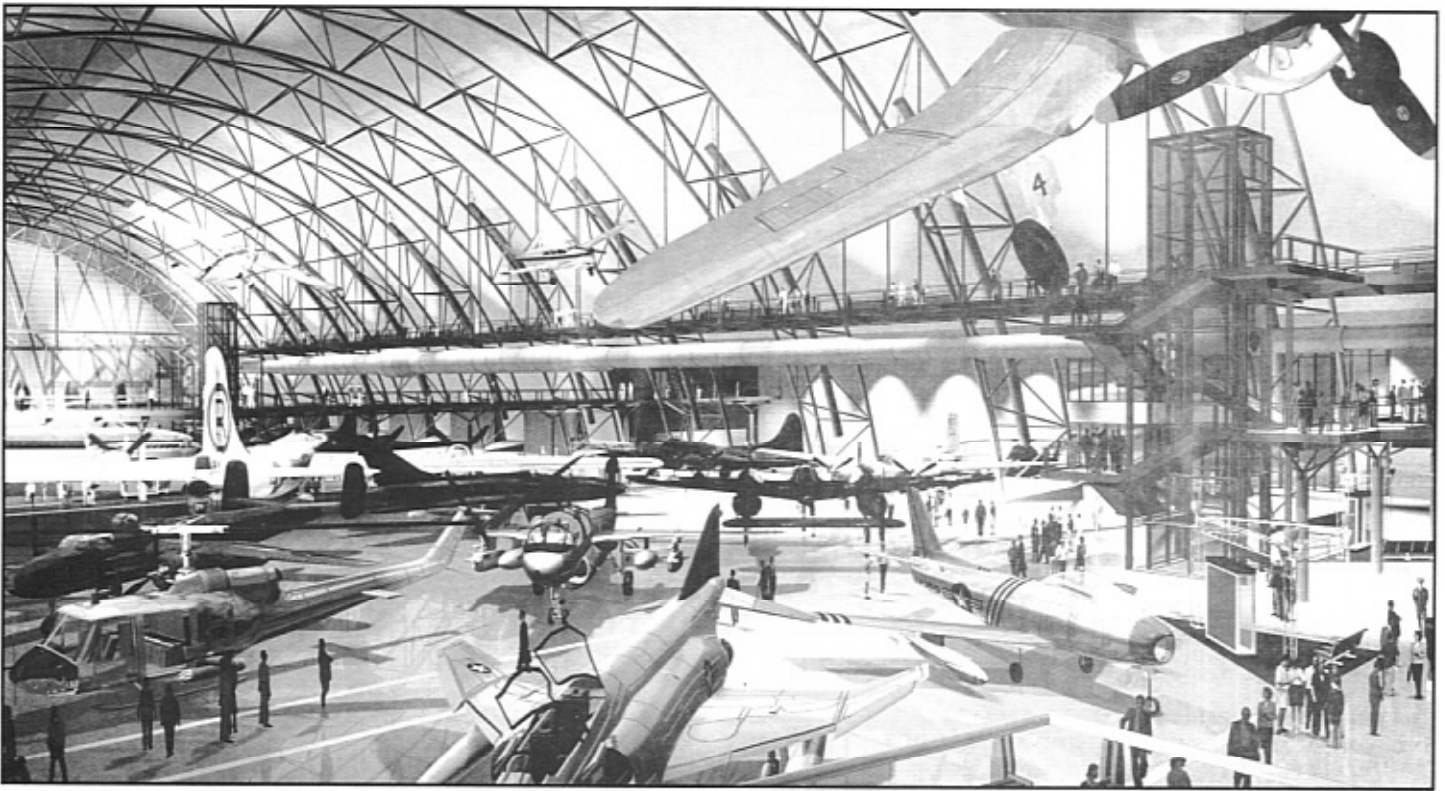
Displays will include the "Enola Gay" B-29 that dropped the first atom bomb on Japan, an SR-71A Blackbird, the Space Shuttle Enterprise, an F-86A Sabre and a MiG-15. Aircraft will be displayed on three levels inside the building - on the ground floor, and from two different levels which will be suspended from the vaulted roof arches. The upper level displays will be accessible via suspended

walkways, which will allow visitors to get 'up close and personal'. Other features will include classrooms and hands-on demonstrations for groups, restoration that can be viewed by the visitors while it is ongoing, archival resources that visitors can use, and one of the new large format theaters. There will even be an observation deck to listen and view the air traffic at Dulles Airport.

Inside the main entrance will be a display honoring those that served in the Korean War, highlighted by the display of both an F-86A in the combat markings of the 4th Fighter Wing, and a MiG-15 for all to see. Certainly one

Just inside the main aviation hangar will be a Lockheed SR-71A Blackbird, with the Korean War exhibits being right next to the entrance.





of the highlights will be the National Aviation and Space Exploration Wall of Honor. Leading up the tree-lined walkway to the main entrance of the Udvar-Hazy facility, the Wall of Honor will feature many large, permanent displays, panels in the shape of airfoil, carrying the names of all persons and/or groups that contribute to the completion of the new facility. It is here that the membership of the F-86 Sabre Pilots Association will be recognized.

At the 13th Reunion Membership Meeting, the members voted unanimously to contribute \$10,000.00 to have an F-86 Sabre Association heading on one of the panels. Under the F-86 Sabre Pilots Association banner will be the names of all members that contribute on an individual basis. Individual donations in the amount of \$100.00 will have your name added to the Association panel. Each donor will receive a commemorative certificate personalized with their name. All contributions are tax deductible.

For further information, you can write, call, or e-mail the Smithsonian as follows:

Smithsonian Institution, National Air and Space Museum, Office of Development, Independence Ave. at 6th Street, SW, suite 3700, Washington, D.C. 20560-0321; ph. (202)357-4487; fax (202)633-8174, or e-mail <CampaignforNASM@nasm.si.edu>.

Anyone who has visited either the old original building or the new Air and Space Museum, will attest to the superb way that artifacts are displayed. This new facility will not only enhance the original NASM facility, but will probably surpass it. For this reason, the F-86 Sabre Pilots Association urges all of its members to support the new effort with their generous contributions. My name will appear on 'OUR' panel - will yours?

Looking to the left from the SR-71 Blackbird we see the NASM F-86A #48-260 - a true veteran of combat in Korea. Not shown is the Mig-15 which will be displayed alongside the F-86A. Overhead exhibits can be viewed from one of the many suspended walkways that will line the new building.

This is a view looking into the main restoration area, which will have actual restorations ongoing for the visitor to view. The suspended visitors walkway is visible in the background. Frequent visitors will be able to watch a particular aircraft under restoration from beginning to end.

(all photos/artists renderings courtesy of Smithsonian)



STOVEPIPE

by The Staff

(With help from Bruce Hinton, Dick Becker, John Moorhead, and others)

After the end of World War Two, most new Air Force aircraft were being delivered in either a natural metal finish, or in the new gloss grey paint that was thought to be beneficial at speeds approaching the Sound Barrier. It wasn't of course, and as the paint peeled rapidly, it actually cost speed at the top end. The first jets were all delivered in the new gloss grey. However, by 1947, the grey paint was being removed and again the aircraft were delivered in a natural metal finish.

This remained the standard for Air Force aircraft for the next eighteen years, with a few exceptions. One of those occurred during the Korean War. In the summer of 1951, three F-86As made an appearance at Suwon AB with their upper surfaces painted an olive green color. Along with the three 4th Fighter Wing F-86As, several T-6 Mosquito aircraft, and a couple of RF-80A Shooting Stars, also wore the unorthodox camouflage.

Why were these aircraft camouflaged? Was it for a special mission? If so, what was it? And what effect did the camouflage paint have on the performance of the aircraft, especially the F-86s? Bruce Hinton, CO of the 336th Squadron at Suwon, Dick Becker, 2nd jet ace in Korea, and John Moorhead, another 4th Wing pilot, plus several members of the 4th Wing ground crews, gave us some insight into an operation known as STOVEPIPE.

The three aircraft used for the STOVEPIPE were repainted during the late summer of 1951. All were -48 model F-86As, some of the oldest still flying combat with the 4th Fighter Interceptor Wing at Suwon. Each aircraft had a distinctive olive green camouflage, and



The photo that started it all. Many years ago I received this photo of a camouflaged F-86 in Korea. It remained almost a total mystery as to what this Sabre (and others) was painted olive green for. The mission was known as STOVEPIPE. (credit - Larry Davis Collection)

each aircraft was different from the others in the exact camouflage scheme. The olive green paint came from the local Army depot, and was originally intended for use on Army tanks.

One bird, 48-281, had the entire upper surfaces painted over, including the black and white combat stripes found on all F-86s in Korea at the time. A second aircraft had most of the upper surfaces camouflaged, but with the stripes retained. The third aircraft, 48-260, had only the top of the fuselage and the upper wing and stabilizer surfaces camouflaged. But they all stood out like sore thumbs when flown with the other Sabres at Suwon.

A 4th FIG crew chief refuels one of the STOVEPIPE F-86As at Kimpo during the Fall of 1951. Three old -48 model F-86As were painted olive green on the upper surfaces and designated for the STOVEPIPE mission. The black & white ID bands on the fuselage and wings were overpainted with the olive green paint. (credit - Al Lukza)





A 4th FIG STOVEPIPE pilot moves to the active runway at Kimpo in the Fall of 1951 in F-86A #48-260. One of the missions of STOVEPIPE was that of radio relay aircraft between DENTIST radar on Chodo Island and the patrolling MiGCAP Sabres on the south side of the Yalu River. (credit - Arthur O-Neil)

But the mission of the STOVEPIPE aircraft was not normally that of MiG hunting in northwest Korea. Yes, the STOVEPIPE aircraft flew into MiG Alley (and possibly beyond) almost every day that a mission was called for by 5th Air Force, always taking off before the main fighter force. The STOVEPIPE mission was one of dual capability - it was the last minute weather recon to determine if it was feasible or necessary for the Sabres to go to MiG Alley. If the weather was lousy along the Yalu River, the STOVEPIPE pilot would radio back and often cause the mission to be scrubbed.

The second mission flown on a regular basis by the STOVEPIPE Sabres was that of radio relay aircraft. The STOVEPIPE bird would perch along the Chodo/Pyongyang line and relay information to the inbound Sabre flights, 5th AF monitoring stations, or the rescue facilities located on Chodo Island over the combat channel about weather, MiG traffic, ongoing fights, downed aircraft and other inflight emergencies. Most of these missions came about when the MiGCAP forces were flying at the furthest point from the Chodo facilities, beyond the Suiho Dam complex about midway up the Yalu River.

The STOVEPIPE pilot was constantly in touch with US listening sites that were operating as close to Antung as was possible. One such site was on a small boat operating near the mouth of the Yalu River. It was these guys (read that CIA) who would call out the 'bandit trains' leaving Antung. They were close enough that they could identify certain aircraft and pilots, such as the legendary 'Casey Jones'. The 'Y-Service' people had their own radio net with the US radar site at Chodo, which then forwarded the information to the STOVE-

2/Lt Alexander Caban, Jr., climbs out of STOVEPIPE F-86A #48.281 following a mission in October 1951. Pilots disliked the 'painted ladies' as they were some 20mph slower than a standard F-86A due to the paint. With that as a standard, 4th Group Headquarters would pair the STOVEPIPE airplanes in an element with the next slowest airplane in a flight. (credit - USAF)





A 4th FIG crew armorer wipes the gun smoke residue off a STOVEPIPE F-86A following a combat patrol in the Fall of 1951. Although the primary mission of STOVEPIPE was that of radio relay, the aircraft were often assigned as part of the regular MiG CAP patrols. (credit - Arthur O'Neil)

PIPE pilot. He in turn would contact the inbound Sabre flights and hand off any pertinent information.

During the weather reconnaissance flights, the STOVEPIPE pilots would fly up the west coast of Korea at very low altitudes. The olive green paint would help hide the lone Sabre from the prying eyes of airborne MiGs that might be in the area. As a radio relay aircraft, the STOVEPIPE aircraft had to fly at combat altitudes, above 35,000 feet. At this altitude, the dark green Sabre stood out quite clearly both from above and below.

However, during the late Fall of 1951, when the parts shortage in Korea caused a great many Sabres to be AOC (Aircraft Out of Commission for Parts), the STOVEPIPE Sabres were often pressed into service with the rest of the Sabres. Any pilot flying a STOVEPIPE Sabre on a regular combat mission would be at a very distinct disadvantage. The STOVEPIPE airplanes, with their green paint, were at least twenty miles per hour slower than a standard F-86 in natural metal. It meant an entire flight had to slow their ingress speed to that of the STOVEPIPE airplane.

Normally, a combat flight wanted to enter MiG Alley with their speed at about .92 Mach or higher. But the STOVEPIPE Sabres had a top speed of only about .85 Mach. And twenty mph at combat altitudes, with a MiG



When the 51st Group became operational in F-86Es in December 1951, they were also assigned a STOVEPIPE mission. However, they didn't have enough spare F-86E aircraft for the mission and used one of the Group armed T-33As for the mission. STOVEPIPE aircraft also flew as 'mission director' aircraft. (credit - Maj J.E. Collins)

on your butt, could be disastrous. Even "rattling the tailpipe" for increased thrust, could not bring the 'painted ladies' up to speed with the rest of a flight. With this in mind, 4th Wing Headquarters would endeavor to pair up a STOVEPIPE Sabre with the next slowest airplane as an element during the mission.

By late 1952, the camouflaged F-86As were gone. Or at least the paint was. Indeed, most of the remaining F-86As were completely withdrawn from combat by late Fall 1952. The STOVEPIPE mission in the 4th FIW was taken over by later model F-86E and F Sabres and armed T-33A aircraft. The T-33 aircraft could also act as airborne mission director. When the 51st Wing transitioned into the F-86E during late 1951, they also had a STOVEPIPE mission similar to that of the 4th Wing. However, they used an armed T-33 for their relay aircraft from the beginning.

One of the STOVEPIPE aircraft remains today. And a very conspicuous one at that. F-86A #48-260 has been restored in the combat markings it wore with the 4th FIW at Suwon prior to the STOVEPIPE mission. The F-86A is on permanent display as part of the Smithsonian Air and Space Museum in Washington, D.C., and will be one of the first aircraft visitors will see when they enter the new Udvar-Hazy facility at Dulles Airport.

Memories Of Great Fighter Pilots
Sam Johnson

As with most great men and women of history, stories abound which shed light on the source of their greatness. With this in mind, *SabreJet Classics* presents another in a series of anecdotes from you, our members. Mr. Leo E. Lacey, of Hilo, Hawaii, tells the following story. We invite other members to share their memories of the 'great ones' they have known.

In the summer of 1955, I reported to the Combat Instructor School at Nellis AFB, following my first assignment out of flying school, the 44th Fighter Bomber Squadron at Clark AB, P.I.. Two years flying the F-86 with the 4th Squadron had been very educational. And I thought I was ready for whatever Nellis could throw at me.

The instructors at Nellis were the 'cream of the crop' of F-86 pilots. Most had fought in Korea, and included more than one 'ace'. But right off, I thought there was something special about my instructor, who was nicknamed "Tex".

One day a few weeks after arriving, I was flying on "Tex's" wing. Our mission was to find and engage a pair of 'enemy' Sabres. When we found them, there was a terrific dogfight, with both element leaders trying to get on the tail of the other one. Me? I was hanging on for dear life. Finally, "Tex" locked into the 6 o'clock position of our adversaries and that was the end of that!

No matter what they did, "Tex" stayed in perfect position on their tails. At one point, it seemed to me that we had been going straight up for a very long time, and I called to "Tex" that I couldn't keep up with him. About that time, I experienced smoke in the cockpit, probably caused by a hammerhead stall. "Tex" somehow wasn't affected by any of this, and was able to stay with our opponents until the 'fight' was called off. I guess he was one of the smoothest pilots that I ever flew with.

"Tex" was also a great and outgoing friend, and he taught me a lot. Somehow I lost track of him until I read his story in *SabreJet Classics*, vol. 5, no. 2, and learned that he went on to have an extraordinary life and career. He was a Thunderbird pilot (in the F-100), a Vietnam POW, and is a U.S. Representative from, where else, Texas. "Tex" is the Honorable Sam Johnson, (R) Texas, a retired USAF colonel, and a life member of the Sabre Pilots Association. I hope he reads this, because I admire him to this day and wish him well.

AN UNTOLD TALE

by Bill McCollum

I completed the 'Tiger' program at Nellis in April 1954. We had a group of Korea veterans as our instructors. They taught us how to 'really fly the F-86'. My next stop was Clovis AFB, New Mexico in the 561st FBS, 388th FBW.

There were only twelve of us 2nd lieutenants in the squadron. And only four of those were going to get to fly an F-86F during the move to Etain AB, France later that month. We had a coin toss and I was one of the lucky ones (or unlucky - your choice!). We left Clovis on Thanksgiving Day 1954, and arrived at Hahn AB, Germany on the 4th of January 1955. Etain wasn't ready for us yet, so the three squadrons of the 388th Wing went to Hahn, Bitburg, and Spangdahlem. A year later the wing and I moved to Etain.

Sometime in 1956, Herb Kochman was sent to England to ferry some F-86Es (actually, ex-RAF Sabre Mk.4s) to Italy and Yugoslavia. (*SabreJet Classics* carried a similar story from member Gary Sparks in vol. 7-1, Spring 1999.) This was supposed to be a 'punishment' by the squadron CO for some infraction that my "CRS" mind can't dredge up at the moment. But Herb always said it was one of his favorite assignments.

During one of his early trips, Herb came into Etain to spend the night and brag at the bar. I talked him into letting me fly the 'E' model that he brought in the next morning before he left. He said sure and I immediately was looking forward to flying a different model of the '86. I took off early, immediately went low level to Marville (an RCAF Sabre base) and proceeded to beat up the base. Then I went to Gros Tenquin, another RCAF base, and did the same thing. Then back down low for the return to Etain and landed.

Herb refueled the airplane and departed, not having a clue about what I had been up to in 'his' airplane. Now, you realize that all the Air Force F models that we had were natural metal finish, with big numbers and markings that plainly said "US Air Force". And we carried the big 200 gallon drop tanks. The E model that Herb had brought in was camouflaged, had small 120 gallon drop tanks, and had no markings other than some tiny number on the side of the fuselage or tail. (The Canadair serial number)

In any case, we heard rumors the next few days that the two Canadian wing commanders were giving each other fits about who had done the job on their base. I trust that the statute of limitations has expired on the event, so I cannot be charged at this time. But it sure was a lot of fun!

STORIES I PROBABLY SHOULDN'T TELL PART 2 Aerial Combat - Finally!

by Richard F. Merian

After about a month at Taegu, we returned to Japan. I guess there was some concern that the Chinese might attempt to bomb Japan so we deployed to Niigata with six Sabres for air defense. One of the fun things to do was J.O. Roberts and I flew formation acrobatics over the strip. We never did see any Chinese, but we sure scared a lot of Japanese fishermen.

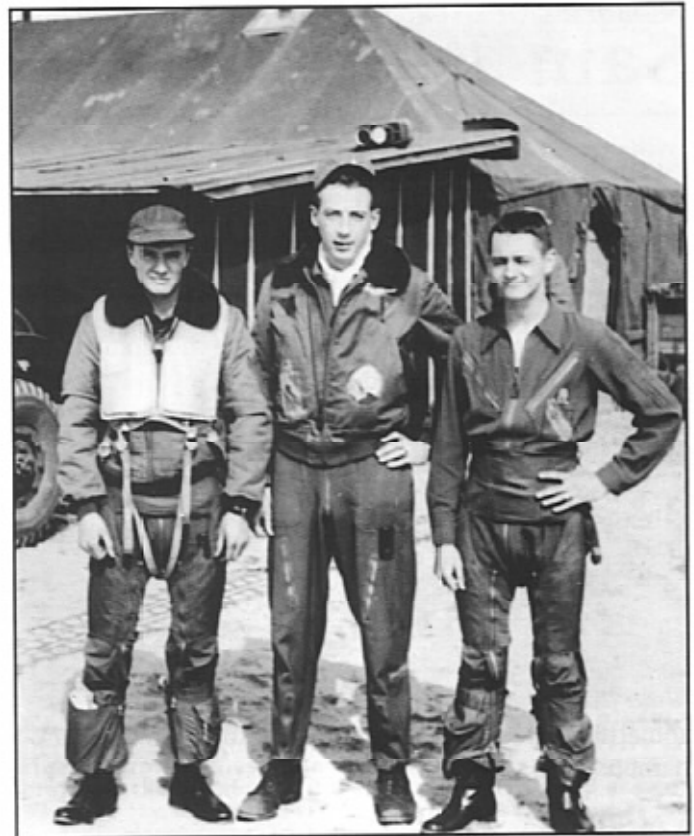
I made friends with a local Japanese engineer who was Chief Engineer of the Niigata Engineering Works. They built diesel engines for ships. The friendship started at a bar when he slid over a paper napkin which had the inscription "1/0=?". I responded with the 'infinity' sign and our friendship blossomed. It was a maturing experience to find this fellow who was very bright and held a very responsible position, yet his greatest asset was a three-wheeled motorcycle. While we couldn't communicate verbally, I spent many delightful evenings in his home and at his factory.

During Spring 1951, after the Chinese were pushed back across the 38th Parallel, my squadron (the 335th) was sent to K-13, Suwon AB, about 30 miles south of Seoul. I flew the rest of my missions from there. We lived in tents and mud, and ate some very bad food. (Life Magazine even made some derogatory comments about the food.) I still cannot eat Spam, Vienna Sausages, powdered eggs, powdered milk, etc. It was so bad at times that I used to barter with the GIs for their C rations!

After several missions I finally saw my first MiG. A very large battle developed into what appeared to me to be a swirling drove of bees. Everyone was trying to cue up on everyone else. The leader of my flight was a guy from 4th Wing Headquarters. A guy that I had not flown with before. He just kind of cruised through the entire fight, not doing much of anything.

One of the problems with being a 'professional wingman' (me) was that you have flown with the guys from your squadron and you knew what to expect of them. But with Wing pilots, you didn't know what to expect. Fortunately, I also was able to fly wing with some really great pilots - Col. John C. Meyer, Capt. Billy Hovde, Lt. Col. Glenn Eagleston, and Col. "Gabby" Gabreski to name just a few. I was flying wing for Capt. Sandy Hesse when he shot down his first MiG. But there were some guys who just shouldn't have been up there in the first place. They put my butt at risk as well as their own.

One of the smaller problems at Suwon was the lack of refrigeration. Our troops were cooling their beer by digging a pit and hosing down the hole with a CO2 fire extinguisher. This worked very well until there were no more fire extinguishers left for fire fighting and our



(L-r) Denny Dennison, Dick Merian, and John Hungerford at K-13 (Suwon AB) in the Spring of 1951. All three pilots served with the 335th FIS. (credit - Dick Merian)

commander made it a court-marshal offense to wrongly discharge an extinguisher. But we got around that. One sure way to be popular with the troops was to volunteer for an engine change test hop. First you would remove all the ammo from the ammo cans, then refill the cans with cases of beer. After flying the test hop at high altitude, then doing a 'split S' back down into the pattern - Voila, cold beer for the troops!

One June night I was awakened by a very loud "whump". I recall wondering why I could see the stars through the tent above my head, before I realized that we were being bombed. A large piece of shrapnel with Russian writing on it was embedded in a broken 2x4 just over my head. And the tent was shredded.

Jim Heckman always hung his clothes very neatly on a homemade rack near his bunk. A piece of shrapnel went in one end and came out the other, completely destroying his wardrobe. Several Sabres were badly damaged and one was completely destroyed. I witnessed one crew chief perform heroically as he tried to disarm a burning F-86 before someone ordered him away from the airplane. The next day we all dug foxholes just outside the tent. Mine was right beside my tent so I could pick up the side of the tent and simply roll right into the open hole.

The enemy bomber, "Bedcheck Charlie" is what we called him, was a little open cockpit biplane similar to those that I'd flown as a youngster. The guy in the back seat carried small anti-personnel bombs and dropped them over the side. His intelligence was excellent. He knew



Lt Tom Davis, a 335th Squadron pilot, walks to his waiting Sabre at K-13 in 1951. Davis taught english to our houseboy Dgo Kyung Soo during the hours away from combat. (credit - Dick Merian)



Up close and personal over North Korea in 1951. Lt. Dick Merian's first combat against the wily MiG came in the Spring of 1951 after UN ground troops drove the Red Chinese back north of the 38th Parallel. (credit - Dick Merian)

exactly where the pilots lived. "O! Bedcheck" caused all sorts of frustration to the air defense guys. One night I watched as an F-94 Starfire night interceptor tried to get him. But he just couldn't slow down enough to get him in his sights. One beautiful moonlit night, a Marine all-weather F4U Corsair came looking for "Charlie" shortly after he'd made his nightly visit. When he was directly over the field, and beautifully silhouetted with the gull wings, a lone anti-aircraft gun (ours!) opened up on him. Then they all opened up. The Corsair pilot was able to make a tight 360 and land on our runway. But boy, he was sure one mad Marine.

I remember one mission when I was flying on Col. Eagleston's wing. We were all alone, and had about 10 MiGs 'cornered' between Suwon and us. We fought our way out but not before Col. Eagleston had relaxed me by calmly saying, "Two - if you are scared, so am I!"

The first MiG I shot at was only out of range by about a mile. I remember how surprised I was when I put the pippin on him, pulled the trigger for about four seconds, and he didn't light up with hits. Nor did he go down in flames. I figure that overall the score was pretty even between the MiGs and I. They shot at me about as much as I shot at them.

I have been close enough to see the MiG pilot's black leather helmet, and see where the Russian red star had been removed from the side of the airplane and replaced with a Chinese insignia. The MiG had a very bad tendency toward accelerated overshoot. At high speed and high Gs, the aft end of the MiG swept wing bent up causing the center of lift to move forward and tuck the plane into a turn or snap roll. On more than one occasion, I witnessed a MiG snapping into a spin. Whether it was

deliberate or not, I do not know. Our Sabres had a similar trait but it wasn't as serious. In a high speed, 6 G turn, one had to hold forward pressure to keep the Sabre from snap-rolling.

Our intelligence would tell us that a new group of MiGs had been training up at Mukden, and they would be moving down to Antung to engage us over the Yalu. Sure enough, on a subsequent mission, where you had been fighting guys that had a red circle painted around the nose, a new group of MiGs would have lightning flashes painted on the side of their fuselages. It always made for an interesting day.

Dgo Kyung Soo, otherwise known as "Young Duck Soup", was the houseboy for the pilots in Dick Merian's flight. (credit - Dick Merian)





What Is It? This is a very strange F-86D. Painted overall DayGlo Red, the F-86D-5 has what appear to be a large number of camera ports on the fuselage, tail, and wingroot. What was this airplane used for. Since the crew chief is loading standard 2.75" Mighty Mouse rockets in the tray, the airplane probably was not testing more modern missiles like the AIM-9 Sidewinder, which was fitted to later F-86Ks and Ls. Anyone with knowledge or other photos of this F-86D should contact **Larry Davis, Editor, SabreJet Classics, 4713 Cleveland Ave. NW, Canton, OH 44709,** or e-mail at <sabreclsx@aol.com>.

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