

Sabre Jet Classics



Volume 18, Number 2

Summer 2010



*inside - The Grey Eagle's Story, Chitose Alert
REUNION INFO & Registration, MORE!*

A publication of the F-86 Sabre Pilots Association

SabreJet Classics

volume 18, number 2

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(Front cover) Five 4th FIG pilots equals 54 MiGs!
(L-R) Capt Lonie Moore, 10 MiGs,
LtCol.Vermont Garrison, 10 MiGs,
Col. James K. Johnson, 10 MiGs,
Capt. Ralph Parr, 9 MiGs and an IL-10,
Maj. James Jabara, 15 Migs.
Kimpo AB, Summer 1953. (credit - O.C. Wilkinson)

SabreJet Classics

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the president's notebook

The time has come, as the President of the world's best damn fighter pilots association, for me to speak to all of you again. I hope you all are enjoying the summer. Before I get into the meat of my comments, I must touch on the usual admin subjects. It is especially important as we will be publishing our Association 2011 Membership Roster before long. I urge each of you to look at your "09" Roster to see if any of your personal information has changed that you have not already notified us about. If you do have a computer and have not given us your email address, I urge you to do so. We need to expand our rapid communications capabilities with as many of you as possible.

I would like to say a few words about one of the services the Association provides which is not talked about often and that is our web page, SABER-PILOTS.ORG maintained by Bill Weiger, our web master. Bill provides a great site with a lot of very good and interesting information, from recent news, reunion info, former Sabre Jet Classics

articles written by you members and Larry Davis and a lot more. Bill tells me the site is not getting near the hits it used to get. Those of you with computers need to take some time to surf our site again and refresh your memories of the good old times and get a bit of a resurgence of those great fighter pilot days flying the Sabre. You might find that you have some great Sabre photos that Bill can add to the collection. It's time to talk Reunion 18 (2011). I have included in this edition a schedule of events to be held and a reunion registration form. Reunion 18 will be similar to 2009's as it will be held at the Gold Coast Hotel Casino (G.C.) and followed immediately by the Super Sabre Society's reunion. As for your room accommodations, the G.C. is doing a room upgrade program. That doesn't mean a price upgrade; just the opposite. The room rates have been reduced from \$69 per night as in 09 to \$49 per night. If they don't have enough upgraded rooms available by reunion time, the standard one, as in 09, will be \$39 per night.

As for the events for the trip to Nellis, instead of the usual Red Flag brieings, the Weapons School instructors will brief you

on the latest fighter technology from the podium followed by a visit to the flight line. You really need to attend this one. The advances in fighter technology are mind boggling.

For the ladies luncheon, we will have the Ladies Dancing Team we had last time. They have added some new and exciting routines for your pleasure.

Now comes the big news. BOB HOOVER, fighter pilot, test pilot, air show pilot supreme has agreed to be our guest speaker. I don't have to tell any of you fighter pilots who Bob Hoover is. Every one of you fighter jocks need to come and spend some time with Bob and listen to what he has to say. This is your chance!

With that said, everything else I could say would be anti-climactic. Read the reunion info included, contact your F-86 fighter pilot buddies and make your plans early to attend. Let's make Reunion 18 a big one, fun one and one we will always remember. See you at the Reunion.

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

**JR Alley
President**

FOLDED WINGS

George B. Anderson, May 3rd, 2010
John C. Crocker, November 2008
Roland B. Elam, May 17th, 2010
Leon W. Gray, November 26th, 2007
Donald J. Hedstrom, April 26th, 2010
John L. Henderson, May 31st, 2010
Robert D. Hook, June 15th, 2010
Donald R. Kane, November 3rd, 2009
Marion C. Kelly, December 2nd, 2009
Walker'Bud'Mahurin, May 11th, 2010
John T. McCord, March 14th, 2010
Ronald E. Millard, Jr., May 30th, 2009
Herbert F. Schimsk, December 4th, 2009
Robert T. Slayter, July 2nd, 2010

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from the editor

Summer is finally here and it is really hot here in Ohio. Many days in the 90s with humidity to match. Is it better than the cold and snow? Neither bothers me too much. I'll take the Fall season anytime.

The 2011 Reunion of the Sabre Pilots is all set and finalized. It will be held at the Gold Coast Hotel & Casino in Las Vegas, over April 10, 11, and 12. Registration information and forms are included with this issue and will be repeated in the next issue. It's going to be a great time as always, and I hope to see all you guys again.

Don't forget that if you have a reunion scheduled or tentative next year, why not try and schedule it in conjunction with the 2011 Sabre Pilots Reunion. You'll probably get more people to attend. And let me know of any future reunions of classes or units so I can post it in the Sabre Reunions section of your magazine. And it's free!

Articles have been coming in at a pretty good pace again. Photos not so much. With the new computer I have, a Mac G5, I can now download your stories right into the magazine. But photos are still a problem. If you submit an article, you can email the photos but I will probably ask for a loan of the original prints or slides so we can make professional prints for the magazine. Especially if you send me something that might make a great cover shot. Cover shots HAVE TO BE professionally done.

I also appreciate it anytime you catch a goof in the magazine. Oftentimes information is slow in coming and at times I have to take notes on a photo at face value - which at times are not quite correct. So do not be surprised if I question something you write in the article or for a caption.

That's all for this issue. See you again in the Fall.

larry davis
editor

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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 are available within this issue vol.18-2, and the next issue, vol.18-3. See you there!

Class 53 Fox

Greenville, Hondo, and Webb (Others welcome) September 16-19, 2010 at Hope Hotel, Wright Patterson AFB, Ohio. Contact Jim Mayton, 2000 Tyne Meadow Lane, Prince George, VA 23875, (804)732-2225, or email jmayton@yahoo.com

To the editor

Well we certainly didn't fool anyone with our "What Is It?" photo subject in vol. 18-1, even if we did cut off the top aircraft deliberately. It is indeed a pair of F-86As attempting an "Emergency Start Procedure". The object was for the forward Sabre to pull in front of the second Sabre and direct its exhaust into the intake in an effort to spool up its turbine to an rpm sufficient for ignition, i.e. 12%. When no APU or start cart was available.

The following members correctly described the procedure, and several had performed it: Richard Whitney, who described it almost direct from the TO,

A pair of 33rd FIG F-86As perform a simulated Emergency Start exercise at Otis AFB during 1951. The Sabre in- front uses its engine to spin the turbine of the stalled Sabre in the rear. When Start RPMs have been reached, the pilot in the rear hits the button. (credit - USAF)



Richard Travas also knew all the specs, LaVerne Grifhn, Bob Faux, Von Christiansen did it with in F-86Hs, Bob Baker saw it performed at Nellis

Pat McGirl did it in 1959 at Biggs AFB, TX- "Due to a broken starter, I was lined up behind the good aircraft. Lead's aircraft was about 10 feet from my inlet. His engine was run up to about 95% power. My engine was turning up to Start rpm, but EGT was getting warm. The ground start

procedure worked, but the heat, turbulence, and noise were almost unbearable. Long story short, we got back to Home Plate for a new starter.

Thanks to everyone for their input.

FOLDED WINGS

John Henderson, Tech Rep.

North American Aviation
May 31st, 2010

It is with a great deal of sadness that I report that Mr. John Henderson folded his wings on May 31 st 2010. John was certainly the most knowledgeable man I knew regarding the inner secrets of the F-86 Sabre in all its variants. He was a Tech Rep with North American Aviation from the beginning of the Sabre story. He was there when George Welch took the XP-86 into the air for the first time on 1 October 1947. He was there when the 4th Fighter Interceptor Wing was deployed to Korea on 9 November 1950. He was instrumental in keeping the 4th Wing Sabres flying in MiG Alley during the dark days of 1950/51/52. When Col. Harrison Thyng ran short of parts at Kimpo in the Fall of 1951, John personally brought needed parts from the factory and brought the parts inventory up to what it was supposed to be. Later on, he worked on every major Sabre type to join the inventory.

I met John at my first reunion of the Sabre Pilots Association in 1992. John and I worked together on many projects over the next many years, and not all of them were Sabre-oriented. For many years John was Associate Editor of SabreJet Classics, and my right arm in making sure that the Classics were as accurate as possible. John wrote several articles for the Classics regarding his time in Korea with the 4th FIW. A great many pilots knew John Henderson and talked about his accomplishments as a Tech Rep in Korea. Many authors such as Warren Thompson and Bob Dorr, owe much to the extraordinary knowledge of John Henderson and his willingness to share that knowledge. If you had a question, John would go out of his way to find the answer and/or direct you to the person who did have that answer. I will miss him greatly.

He is survived by his wife Barbara.

Mr. John Henderson, North American Aviation Technical Representative, seen in Korea doing what he loved to do, instructing pilots on how a Sabre flew. (credit- USAF)



this n' that

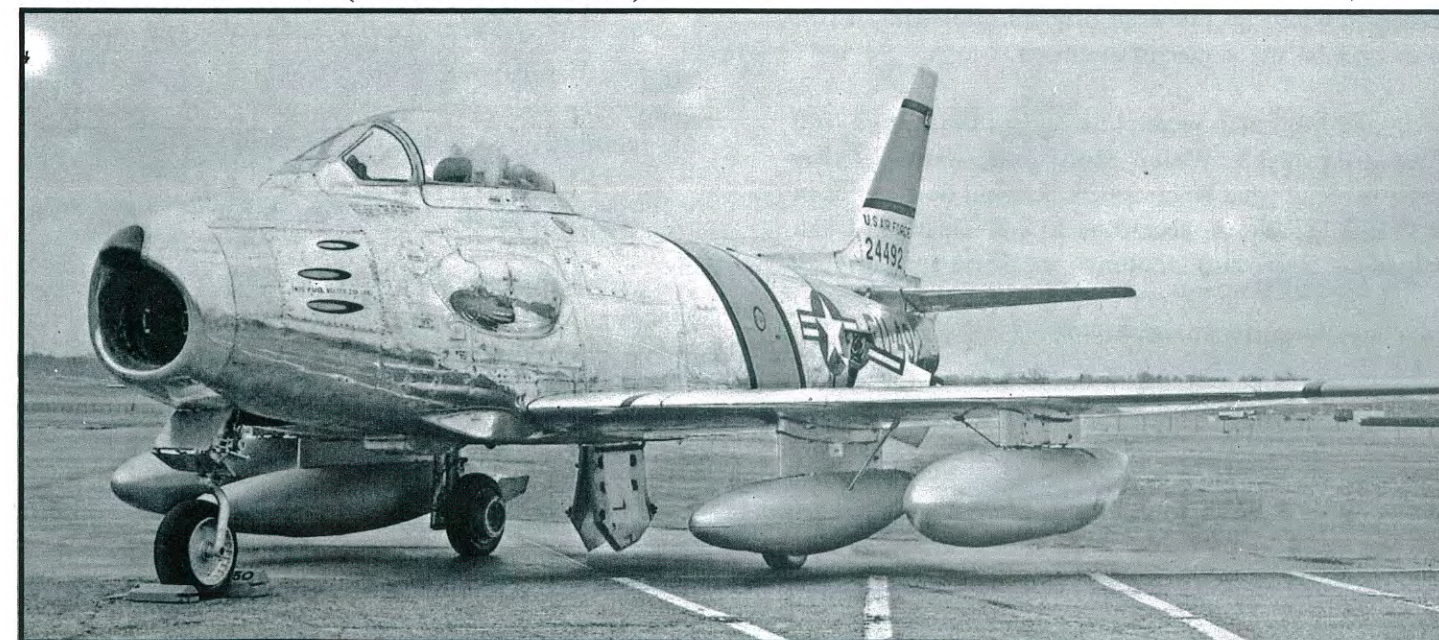
Member Dale Messimer asked if anyone recalled the name of a flying buddy that he knew only as 'Tex' Singleton when they were in the 15th FIS at Davis-Monthan AFB. Bill Moore and Dick Chatfield recalled that his first name was EARL. He was at Williams AFB before he took over as CO of the 15th FIS in 1956. He was a very heavy smoker and got the nickname "One Pack"



Does anyone remember anything about the guy in the photo with the caption "Sleep tight tonight, your Air Force is awake". The only thing we can discern from the photo is that it was taken some time in the early 1960s when the 43rd BW was based at Little Rock AFB in Convair B-58 Hustlers. (credit- Larry Davis collection)



This gorgeous restoration of RF-86F #52-4492, was performed by the men and women at the National Museum of the US Air Force at Wright Patterson AFB, Ohio, where it is now on display. The highly polished reconnaissance Sabre was discovered at Bergstrom AFB, Texas, in the 1990s, and brought to the NMUSAF for restoration. The Sabre was assigned to the 15th TRS at Komaki AB, Japan in 1954, and flew many combat missions after the end of the Korean War. (credit - NMUSAF)



George Welch - Sabre Pilot Hero

By Richard Hefton

I knew George Welch through my personal "Steve Canyon," my mentor Robert A. "Al" Moorman, who at the time was my wing operations officer. Welch and Moorman had flown WWII missions in the South Pacific and later served together in the California ANG after the war while attending USC. Moorman was recalled with his unit for Korea, where he was credited with 2 1/2 MIG 15 victories; while Welch became North American Aircraft's (NAA) chief test pilot at the Los Angeles (LAX) plant and in 1954 the flight test principle on the new super sonic F-1 OOA "Super Sabre."

My squadron, the 436th FBS at George AFB, located on the high desert just across the Cajon Pass from LAX, was chosen to become the first super sonic fighter squadron in the world and North American was bent on setting aviation history by going from drawing board to operational aircraft quicker than ever before!

During Phase 1 & 2, where fundamentals of design and air-worthiness are put to test, Welch questioned the speed with which the "Hun" was being expedited through the NAA factory. He found severe instability with the airframe at low speed-high angle of attack modes primarily encountered on take off and landing, flying's most critical points.

Welch had made numerous visits to George demonstrating the attributes of their company's products; each fascinating all us younger "Jocks" with the heretofore unrealized capabilities of the F-86 Sabre series we at the premier operational fighter base were lucky to be flying. These visits were regularly followed by some good old fashioned "Hanger Flying" in the base officers club with Welch and Moorman the center of attention.

Welch and Moorman were close and as the early F-100 tests progressed Welch confided with Al his concerns about what he considered design deficiencies in the F-1 OOA. Welch, according to conversations I had with Moorman, had become "persona non grata" throughout the entire factory and labeled a malcontent so strong was the push to break design-output records.

Welch's view was critical to the future of the program but unfortunately the information was wasted on officials at Inglewood. Moorman, with victories in WWII and Korea and an aeronautical engineer himself was assigned by Tactical Air Command as a member of the "Phase 3" team responsible for weapons capabilities and testing of the aircraft at the Eglin Air Proving Grounds Center. Moorman flew only two test-flights in the F-1 OOA before writing a



George 'Wheaties' Welch, stands by the #3 XP-86 in 1947. Welch was the pilot of the #1 XP-86 on its first flight. (credit - NAA)

scalding report calling for the immediate grounding and modification of the vertical stabilizer, the identical discrepancy noted earlier by Welch. Now we had negative reports emanating from both a manufacturer's representative and from the ultimate consumer. But Moorman's report too was "pigeon holed" by his supervisor, a British wing commander on exchange duty from the RAF.

Moorman phoned me from Florida to tell of the action, and knowing our squadron was in midst of transitioning into the new aircraft (I was in ground school preparing for my first flight) advised there would surely soon be an elongated process of modification on the Super Sabre once the enormity of problems was faced and corrected.

Sadly, the RAF wing commander, a few days later, was killed shortly after take off in the airplane in a configuration and attitude descriptive of the questions both Welch and Moorman had put forward. Welch's fatal accident in mirror image followed shortly thereafter and the Moorman memo remarkably surfaced (under a new name) and was introduced into the test records.

A few days after these high-profile events, those of us who had not yet "checked out" in the aircraft gathered on the flightline to watch as the 25 or so brand new assigned aircraft of the first Super Sonic Squadron in the USAF took off; in "trail" formation; all landing gears down and



A group of pilots from the 413th FDW gather around LtCol. George Laven, Jr. as he talks about flying with his hands. LtCol. Laven was an Ace with the 49th FG, flying P-38 Lightnings in World War 2. (credit - SabreJet Classics collection)

locked as they flew low-level (limited by special one-time flight clearance) through the Cajon Pass back into LAX where they spent months undergoing major modifications of the empennage.

Meantime, a number of us needing to stay active and current in fighters moved over to a new fighter group flying the also new F-86H Sabres. It would be years before I would build time in what lovingly became known by the believers of the intrepid "Hun," truly "The Last of the Sports Models."

George Welch was the hero of all Sabre pilots. The first time we met was on an early trip he made to "Jolly George Air Patch." We had just had an incident where one of our young jet jockeys had punched out over the Mojave Desert. While engaged in a mock aerial tactics he had allowed the aircraft to fall into a spin at high altitude. Claiming later

An F-86H from the 34th Fighter Day Squadron, 413th FDW, at George AFB, California in 1956. The 413th FDW was one of only five Air Force wings to operate the F-86H Sabre. Does anyone have any color photos of the aircraft and crews of the 413th FSW during the F-86H era. Please contact the editor of SabreJet Classics, Larry Davis, 6475 Chesham Dr. NE, Canton, OH 44721, opr email sabreclsx@aol.com (credit - NAA).



'The Grey Eagle'

Colonel Vermont Garrison Ace in Two Wars

By Larry Davis

Born on 29 October 1915 in Mt. Victory, Kentucky, Vermont 'Gary' Garrison attended Eastern Kentucky State University and went home Mt. Victory to, as he put it "teach the 3 Rs at the county schoolhouse." In 1940 he tried to join the US Army Air Corps as a Flight Cadet but was washed out for reasons unknown.

He headed back to Mt. Victory. It was 1941 and he heard that the Royal Canadian Air Force was accepting personnel for flight training in the RAF that was embroiled in the Battle of Britain. Upon graduation from RCAF Flight Training, Gary Garrison went to England where he was assigned to no. 133 Eagle Squadron.

On 29 September 1942, all three Eagle Squadrons that had served in the RAF, were transferred into the US Army Air Force, as the newly formed 4th Fighter Group at Debden RAF Base. P/O Vermont Garrison stayed with the RAF until July 1943 when he was commissioned a 1st Lieutenant and transferred into the USAAF as a pilot in the service that he wasn't good enough for just two years previous. He was assigned to the 336th Squadron at Debden as part of the US 8th AF.

By March 1944, Garrison had shot down a total of 8 1/3 German aircraft. Returning from the first 8th AF attack on Berlin on 3 March 1944, after scoring three more times,

Major Vermont Garrison, 4th FIG, Kimpo AB, Korea, 1953. (credit - USAF)



Capt. Vermont Garrison, 4th FG, Debden, England 1943. Capt. Garrison shot down 11 German aircraft during World War 2. (credit - NMUSAF)

Garrison was shot down over France and crashed on the beach. Garrison finished the war with 11 1/3 victories.

He became a prisoner of the Germans for the next year before being liberated by advancing Soviet forces in May 1945. Following repatriation, Garrison was assigned to the fledgling 4th FG that was being formed at Selfridge AAB. The 4th transferred to Andrews AAB in August 1947, just in time to make the transition into jets, specifically the Lockheed P-80 Shooting Star.

Vermont Garrison made a name for himself throughout his early career with the 4th FG(Jet) as part of the first jet aerobatic team in the (now) Air Force. On 15 May 1948, Capt. Vermont Garrison, flew a special bag of mail from Andrews AFB to LaGuardia Airport to celebrate the 30th Anniversary of the introduction of Air Mail. When the 4th FG(Jet) made the transition into the North American F86A Sabre, Capt. Garrison was a major part, becoming one of the members of the Silver Sabres team that performed at the 1949 Gunnery Meet at Las Vegas AFB.

Garrison, now a major, was transferred to the 3596th Training Squadron stationed at (now) Nellis AFB in 1950, as Squadron Commander. The 3596th, known as the 'Cadillac Squadron', was responsible for getting the new jet fighter pilots ready for combat. In November 1950, Garrison former unit was sent 'for a short TDY to a theater of operations of temperate climate'. That temperate climate was Korea!

For the next two years, Garrison trained the pilots that were sent to Korea to fight the MiG-15, many of whom became aces in that war. In late October 1952, Major



Capt. Garrison returned to the 4th FG(Jet) after the end of the war, and flew F-86As with the Silver Sabres aerobatic team at the gunnery meet held in 1949 at Las Vegas AFB. (credit - Larry Davis collection)

Garrison rejoined his old outfit, the 4th FIW at K-14, Kimpo AB. "It feels good to be back again. I like being a fighter pilot; I like jets, and I'll keep right on being a fighter pilot. It's all I know." The Grey Eagle was back and the MiG pilots would learn that he was there with a purpose. He commanded the 335th FIS at K-14, the highest scoring squadron in Korea. On 17 December 1952, Garrison got his first credit when he damaged a MiG over the Yalu. He scored his first victory on 21 February 1953. On 5 June he made ace when he shot down two MiGs.

On 19 July 1953, Major Vermont Garrison scored his last MiG kill in Korea. It was his 10th victory, making him a double jet ace, one of only six pilots to make ace in two different wars. He was promoted to Lt Colonel in May 1955 and to full Colonel in March 1961.

When the Vietnam War heated up in 1964, PACAF

Major Vermont Garrison (3rd on left, back row) commanded the 3596th Training Squadron at Nellis AFB. The 3596th, known as the 'Cadillac Squadron', trained Sabre pilots that were destined for the combat in MiG Alley. (credit - Larry Davis collection)



The first aerobatic team of the 4th FG(Jet) consisted of (L-R) Sandy Hesse, Vermont Garrison, 'Mac' McCarthy, and Berger Anderson. (credit - Tom Ivie)

transferred the 8th TFW to Ubon RTAB under the leadership of Col. Robin Olds. The Vice Commander of the Wolfpack was 'The Grey Eagle', Col. Vermont Garrison. In January 1966, Col. Garrison took over command of the 405th TFW at Clark AB, Philippines.

On 15 September 1966, Col. Vermont Garrison retired from the Air Force after 23 years and three wars. He had 21 1/3 victories. His awards included two Silver Stars, three DSCs, nine Air Medals, and a Bronze Star Medal. The Grey Eagle folded his wings on February 14th, 1994 at Mountain Home, Idaho.

Your editor was privileged to have the opportunity to interview Col. Garrison many times in the early 1990s with regard to my book "The 4th Fighter Wing In The Korean War". He was a humble man and very outgoing with regard to talking about his experiences and relations with the many great pilots he trained and served with.

AN ACE AGAIN!

By Col. Vermont Garrison

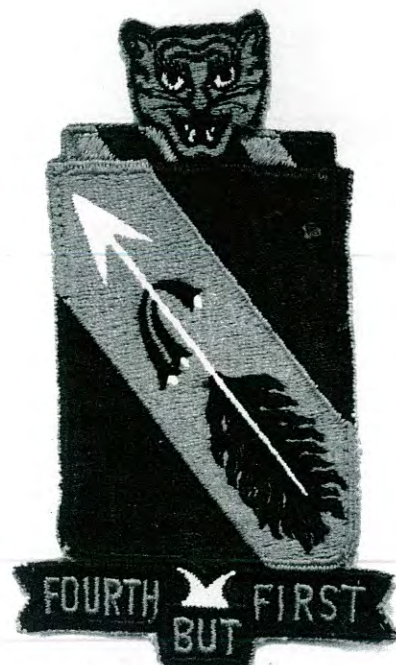
I was 37 years old when I arrived in Korea, supposedly too old for air combat in jets. But I fought like hell to get there and I finally made it. Now it was time for me to do what I had been trained to do all my life.

First let me tell you about one that I didn't get and one that almost got me. We were patrolling at about 40,000. My wingman and I got into a gaggle of MiGs on this day. I had MiGs in front, on which I was closing; and MiGs behind at about 5 o'clock high. I had the not so bright idea that I could get the MiG I was closing on before the MiGs behind me could get a shot at us. I intended to open fire at about 1500 feet.

My wingman kept calling out the MiGs behind us and saying they were starting to get into position, which of course I knew. However, I misjudged the speed of the MiG closing on me and all at once he's in hring range and those big golf balls are ripping past my canopy. I thought to myself, "Garrison, you stupid shit, you've blown it this time!"

With the MiG hring from about 200 feet!!, I could easily see the pilot. I yanked the stick over and went into a left turn as hard as the airplane could turn at that altitude. I turned so hard that the airplane began shuddering in a partial stall. My wingman was on the MiGs tail a few hundred feet back. I finally got the MiG low and behind me, but I didn't dare roll out as that would have given him a point blank tail shot at me.

LtCol. Garrison surveys the damage to his Sabre wing caused by an aggressive MiG pilot, as GE Tech Rep Irv Clark and Capt. Earl Ashton discuss the damage. (credit - Bill Grover)



My wingman called and said the MiG was rolling out in the opposite direction. I told him, "You take him and I'll cover you!" He did, started hring and the last we saw of that MiG was when he went into a layer of clouds trailing a heavy plume of smoke. I always figured that the MiG pilot had 'fired out' (used all his ammunition) trying to get me. I don't know if there's a moral to this story or not. But if there is, it ought to be "Don't get too damned cocky and you'll live to fight another day."

Ace Day, 5 June 1953

On the afternoon mission of 5 June 1953, it was the proverbial 'another day' that I spoke of previously. We were ready for a fight even if the Migs didn't want one. I had four MiGs to my credit and wanted that fifth one. It was set up to be a typical MiG sweep of the Yalu River area. We were Yellow Flight. I was Yellow Lead, Lt. Harry Jones was #2 on my wing, Capt. Lonnie Moore was Yellow 3 and Element Lead, and Lt Bill Schrimsher was #4.

We proceeded north to the Yalu and found no MiGs on OUR SIDE of the river. So, at a signal from me the flight turned off the IFF beacons that told our own radar on Chodo Island which side of the Yalu we were on, and I took the flight further north towards a Chinese airfield called Fengcheng that we knew the MiGs were using.

We arrived over Fengcheng at about 45,000. Looking down I observed about 30-40 MiGs taking off from the field. "This is too good to be true!", I thought. I told my guys to "Drop tanks!", and we peeled off and headed down towards the MiG base. As we passed through 20,000, I noticed about 15-20 MiGs orbiting the held at our altitude, undoubtedly there to provide top cover for those taking off.

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(L-R) Capt. Clyde Curtin, LtCol. Garrison, Maj. Foster Lee Smith, and Capt. Ralph Parr discuss the forth coming mission on 30 July 1953. Although the war was stopped on 27 July 1953, the pilots were still flying combat missions up to MiG Alley escorting RF-80 and RF-86 recon aircraft that were checking on Communist activities. (credit - USAF)

We continued down at a very high rate of speed. I leveled off behind two of the MiGs at about 500 feet altitude, opening fire on the nearest MiG. Due to our speed, my closure rate was terrific. I fired a long burst, hitting the MiG the whole time, and he blew up right in my face!

I immediately picked out a second MiG farther ahead and opened fire. My speed continued to let me close at a high rate. I hit the second MiG all the way in. I pulled up over his right wing and watched as he rolled over and crashed and exploded about 500 feet below me. I then observed a third MiG turning right, just ahead and low on the tree tops.

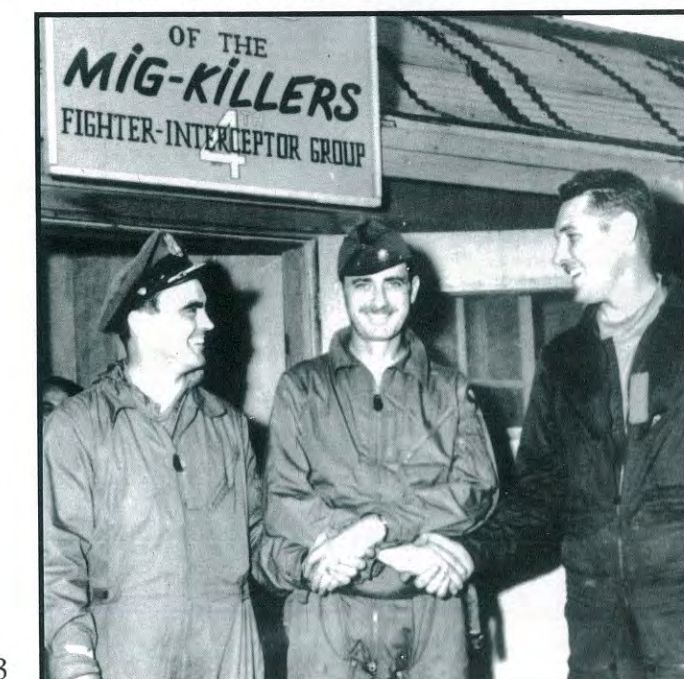
I figured I was about out of ammunition so I told my wingman, "Take him Harry, I'll cover you." Harry opened fire hitting the MiG in the aft section. His tail came off and we watched as he crashed in the hills below. Meanwhile, Lonnie and Schrimsher were also shooting. They destroyed two more, one of which I saw crash and explode. Then the roof caved in!

The MiGs we'd gone through on our way down to get the guys in the traffic pattern, were now streaming down on top of us. And they were pissed! I yelled for everyone to get out and take advantage of the few clouds that were around. With the speed we'd built up in the dive and attack, we were able to shake off the MiGs before we got back to the Yalu. We, a flight of four, had destroyed 5 MiGs in less than two minutes. I received the only damage to any of our birds when some pieces from the first MiG I had

exploded, hit my aircraft. Nothing serious however and everyone made it back safely.

The two MiGs that I shot down were my 5th and 6th, making me the 32d jet ace in the Korean War. Of course, as soon as we landed, the crew chief exposed the gun camera film since there were some strange objects like

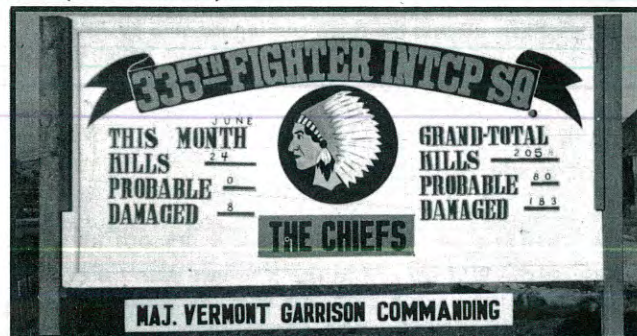
(L-R) Col. James K. Johnson, Maj. Garrison, and Col. Thomas DeJarnette, clasp hands following Garrison's 5th MiG kill on 5 June 1953. Col. Johnson was CO of the 4th FIW, while Col. DeJarnette commanded the 4th FIG. Major Garrison was CO of the 335th FIS. (credit - James K. Johnson)



13

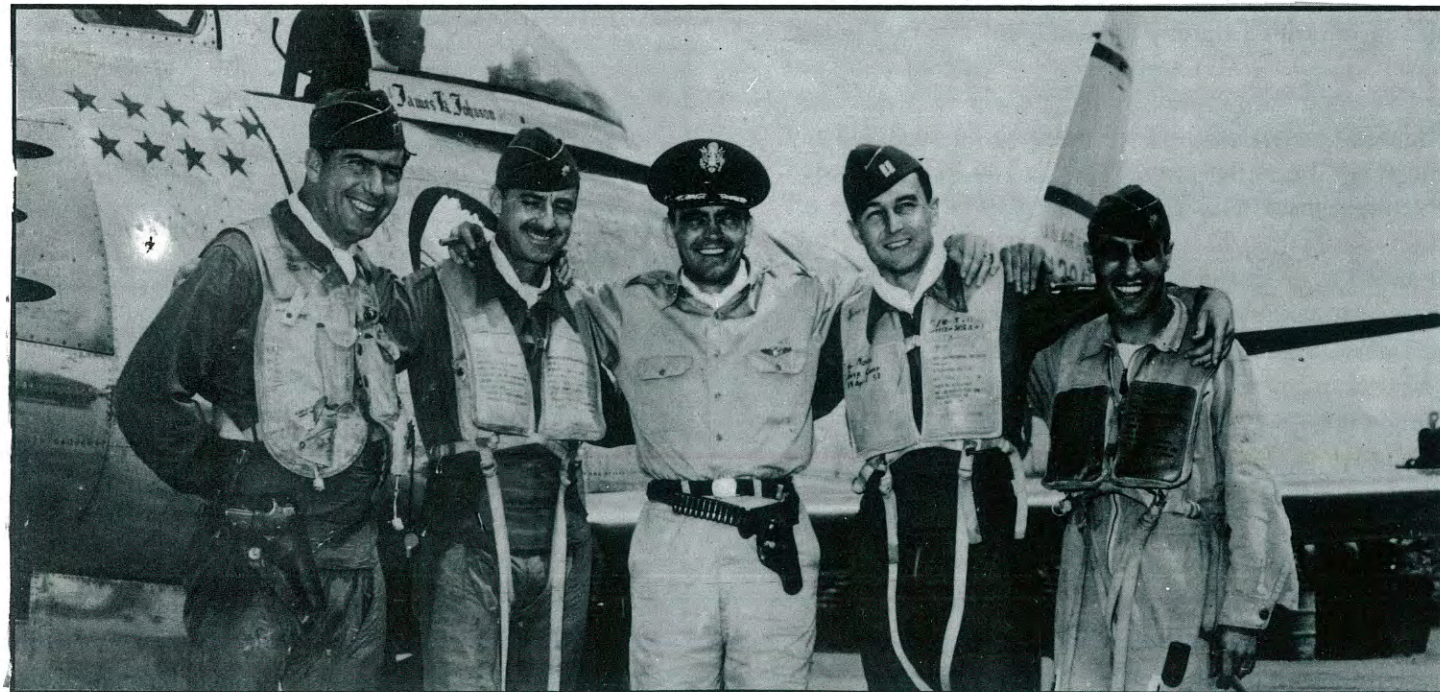


With dirty gun ports indicating a big fight in MiG Alley, LtCol. Garrison taxis to his parking spot at Kimpo following his 10th MiG kill, making him a double Jet Ace in Korea. Vermont Garrison is one of only five pilots to achieve aces in two different wars. (credit - NAA)



The sign in front of 335th FIS Headquarters at K-14 in 1953, shows a total of 205 MiG kills, with 24 for Jun 1953 alone. (credit - John Africa)

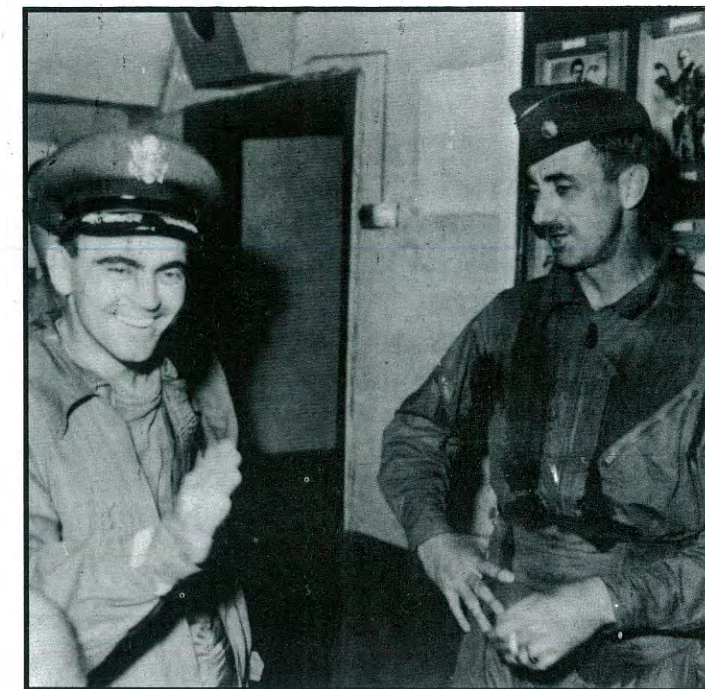
These five 4th FIG pilots shot down a total of 54 MiGs (and one IL-10) in Korea. (L-R) They are Capt. Lonnie More (10), LtCol. Vermont Garrison (10), Col. James K. Johnson (10), Capt. Ralph (9) and the IL-10), and Maj. James Jabara (15). (credit - USAF)



(L-R) Capt. Clyde Curtin, LtCol. Garrison, Capt. Ralph Parr, and Maj. Foster Lee Smith in the ready room of 4th FIG Headquarters at K-14 in late Summer 1953. (credit - NAA)

pilots that just got through sticking it to their commander right where it hurt the most - in my pocket book

This group of pilots represented the 4th FIG at the 1953 FEAF Gunnery Meet held in October 1953 at Johnson AB, Japan. LtCol. Garrison led the team, which included Capt. Ralph Parr (L in back). The 4th FIG team consisted of LtCol. Garrison and Capt Parr from the 335th FIS, Maj. Bob Knapp of the 334th, and Capt. John Roberts from the 336th. The team lost to the 41st FIS by 1.02 points. (credit - USAF)



LtCol. Garrison listens as Col. James K. Johnson describes the action that brought about his 5th victory in Korea. Col. Johnson was known as the "Mayor of Sabre City". (credit - Sylvia Johnson)



18th F-86 SABRE PILOTS
ASSOCIATION REUNION
April 10, 11, & 12 2011
GOLD COAST HOTEL, LAS VEGAS NEVADA

The 18th F-86 Sabre Pilots Association reunion will be held at the Gold Coast as the 17th reunion was in 2009. Register early and avoid the rush. If you register after March 26, 2011 a fee of \$25 will be charged. If you have to cancel please contact J.R. Alley at 702-363-9880 email alleyoop3@cox.net, Jerry Johnson at 702-458-7863 email jerdot56@cox.net, Pat Hughes at 702-870-4600 email hugpat@aol.com. Make sure you get a verbal or written confirmation of your cancellation. If you have last minute problems you may cancel up to 12:00 noon PST Saturday April 9th, 2011 and get a full refund. No refunds after that time.

Making and canceling of room reservations is your responsibility. You can book your room reservation by calling the Gold Coast Hotel (888) 402-6278 or on-line, <http://goldcoastcasino.com/groups>. Identify yourself as a member of the "F-86 Sabre Pilots Association" and group code "1F86C04". Cut-off date for room reservations using our guaranteed group discount, \$49 per day (\$69 in 2009) is Wednesday, March 9, 2011. After that date, the rooms may cost more.

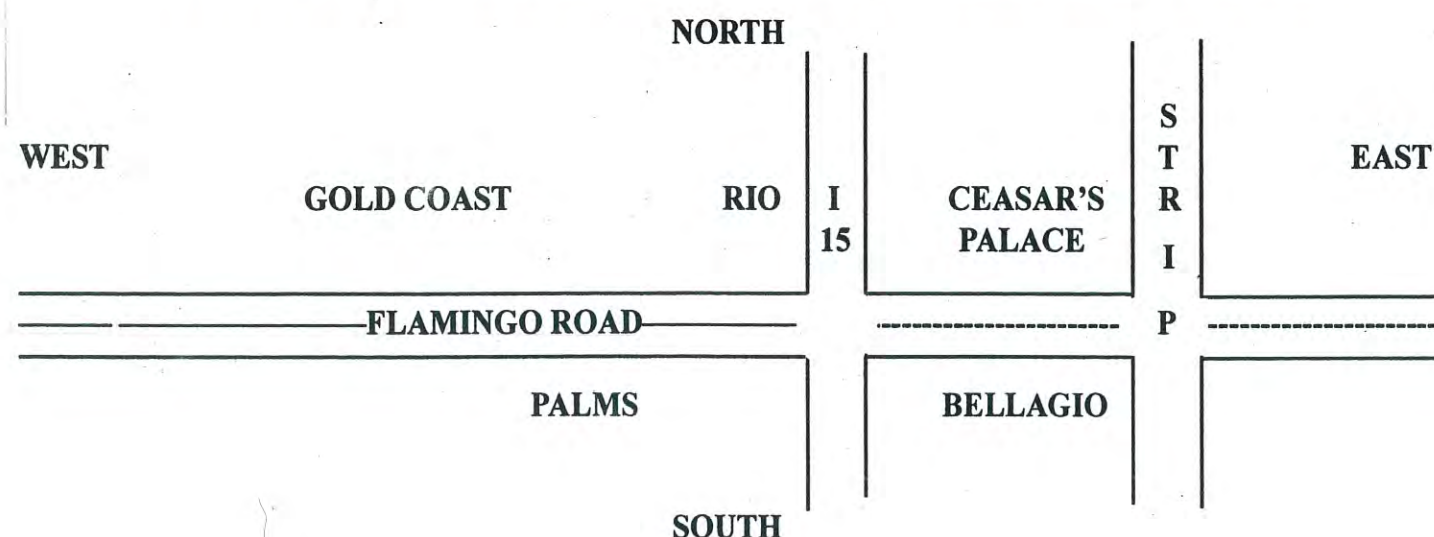
The cost of food and service has risen over 20%, but with the reduced room rates and other savings we are able to keep the overall cost of the 18th Reunion, to each of you, below that of 2009. There will be pay-as-you-go bars and drink tickets will not be provided.

Sign-in starts 10 AM Sunday April 10th, followed by a Cocktail Party 5PM to 7:00 PM. For other events see the registration form.

We will be voting on a new Board of Governors and President on Tuesday, so please attend the membership meeting. If you are interested in being on the Board of Directors contact Pat Hughes (702) 870-4600. If you are interested in running for President call J.R. Alley (702) 363-9880.

The Super Sabre Society reunion will be at the Gold Coast following ours as it was before. That arrangement worked well last time and many of our members, belonging to both groups, will again be able to participate in both events during the 2011 reunions.

DON'T MISS THIS REUNION. BOB HOOVER WILL BE OUR GUEST SPEAKER!!!!



REGISTRATION FORM
F-86 SABRE PILOTS ASSOCIATION
EIGHTEENTH REUNION, April 10, 11, 12, 2011
GOLD COAST HOTEL & CASINO, LAS VEGAS, NEVADA

LAST NAME _____ FIRST NAME _____ MI _____

ADDRESS _____ CITY _____ STATE _____

ZIP _____ PHONE () _____ E-MAIL _____

SPOUSE/GUEST, (FIRST & LAST) _____

EVENT FEE NO. IN PARTY TOTALS

SUNDAY, APRIL 10, 2011:

REGISTRATION: Starts at 10 AM (REQUIRED FOR ALL) \$50.00 x _____ = \$ _____

RAFFLE TICKETS (6 for \$5) \$5.00 x _____ = \$ _____

COCKTAIL PARTY (5PM to 7PM) \$13.00 x _____ = \$ _____

Hors D' Oeuvres & Cash Bar

MONDAY, APRIL 11, 2011:

NELLIS WEAPONS SCHOOL BRIEFING (0900 to 1200) \$12.00 x _____ = \$ _____

(Be at Bus for Departure @ 0730)

LADIES LUNCHEON (11:30 to 2PM) \$20.00 x _____ = \$ _____

BUFFETT (6PM TO 8PM) cash bar \$35.00 x _____ = \$ _____

TUESDAY, APRIL 12, 2011:

BRUNCH (9AM to 11AM) \$13.00 x _____ = \$ _____

BANQUET (6:30PM to 11pm) cash bar \$40.00 x _____ = \$ _____

Prime Rib of Beef

Chicken Cordon Bleu \$35.00 x _____ = \$ _____

REUNION FEES TOTAL \$ _____

MAKE YOUR TRAVEL AND ROOM RESERVATIONS EARLY. Call the GOLD COAST room Reservations @ 1-888 402-6278 or web site <http://www.goldcoastcasino.com/groups>. Identify yourself with the F-86 Sabre Pilots Association and use GROUP CODE "1F86C04" to receive the \$49 room rate. All reservations must be received the GOLD COAST by Wednesday MARCH 9, 2011.

Mail completed form and check to: F-86 Sabre Pilots Association

P.O. Box 34424

Las Vegas, NV 89133-4423

WE NEED VOLUNTEERS. Ladies and gentleman are needed to assist in registration processing . Please indicate availability by number volunteering in your party _____.

ALERT DUTY AT CHITOSE

By Michael Adams

After completing pilot training as an Aviation Cadet and graduating from T-33 Basic at Williams AFB, AZ, in March 1955, my advanced flying training assignment was B-26 transition at Vance AFB, Oklahoma, then pipe-line to Korea and a B-26 Wing. There were five of us from Williams AFB with this assignment. I was happily surprised to find that the B-26 had only one pilot! The aircraft at Vance had dual controls for the training phase.

When we arrived in Japan, we were told that there was no need for B-26 pilots as the current units were converting to B-57's. Since we had jet training, all five of us ended up in F-86F outfits. I was sent to Misawa and ultimately to Chitose Air Base on Hokkaido and the 4th Fighter Wing. Assigned to the 334th Fighter Squadron, I was checked out locally, completing air-to-ground gunnery at Chitose and air-to-air gunnery at Misawa.

I spent the next two years flying the F-86F with the 334th Squadron. Being a bachelor, there were many opportunities to fly to other bases in Japan, Korea, Okinawa, Formosa and the Philippines. We occasionally ferried recently IRAN F-86's from Japan to the Korean Air Force and to the Chinese Air Force on Formosa. The host country always welcomed us enthusiastically. These were opportunities to get to Hong Kong.

The flying on Hokkaido was really wonderful: almost no air traffic, fantastic scenery, a gunnery range close to the base and interesting weather. The winters were cold with the sea occasional freezing between Hokkaido and the Kurile Islands, and months of snow covered runways.

The primary duty was day alert, usually four F-86F's, two from the 334th Squadron and two from the 335th Squadron. There were F-86D's from the 339th Fighter Interceptor Squadron on 24-hour alert having the luxury of a Butler Hanger, while the Day Fighters were on a PSP ramp outside in the ice and snow and a coal oil heated shack! This became a great opportunity to learn to play Bridge!

We were scrambled occasionally for Russian MIG's from the Vladivostok area or from Sakhalin Island. Usually, we never actually saw the aircraft but their contrails were evident. We understood that the Russian flying activity was based on when they received fuel, usually once or twice a month. I luckily intercepted an IL-28 from the Vladivostok area and was able to get 16mm gun camera film of the aircraft (without shooting). Occasionally we flew escort missions with RB-29's over northern Hokkaido



Michael Adams at Chitose AB, Japan during 1956. (credit - Michael Adams)

and the Sea of Japan. At the termination of one mission I have photos of our flight with gear down, easily keeping up with the RB-29 (maybe embarrassing them?). On occasion, a stray Northwest Orient airliner was intercepted on its flight from the US to Japan. The northern most tip of Hokkaido was the Wakkanai Peninsula, famous for Wakkanai King Crab, similar to the Alaskan king crab.

There was a TDY trip to Clark Air Base in the Philippines to show the Philippine Air Force the F-86F they were about to receive. We would spend a month at a time in Formosa, sitting alert with clean F86's and enjoying air-to-air gunnery. We also spent month-long rotations to Korea with similar activities. The squadrons at Chitose had cashmere

The 334th FIS flew escort to the RB-29s that were monitoring Soviet activities near Northern Hokkaido. (credit- Michael Adams)



Mike Adams nicknamed his F-86F "Yosemite Sam" when he was assigned to the 334th FIS at Chitose. The two stripes on the nose of Adams' Sabre indicate he was an Element Leader. (credit Michael Adams)

blazers made in Hong Kong, red for the 334th and yellow for the 335th. All enjoyed the squadron rivalry. Both officers' clubs at Misawa and Chitose burned down during my tour. The alternative clubs were acceptable. I remember bottles of Johnny Walker Red Label for \$2.00 and Black Label for \$4.00, 25-cent beer and 25-cent hair cuts.

For a period of 6 months, we had three JASDF pilots assigned with their own Japanese F-86F's and ground crews. They were to train with us prior to their forming the first Japanese Fighter Wing.

When the 4th Fighter Wing was re-assigned to the states in 1957, I spent the last two months as an instructor assigned to the Japanese wing. An interesting part of that were the -40 models the Japanese were flying. A much

Members of the 334th FIS pose for the camera in their custom-made red blazers they had made in Hong Kong. (credit- Michael Adams)



more maneuverable aircraft at altitude than the hard-wing F-86s we had been flying.

I am aware of the spectacular history of the 4th Fighter Wing in WW II and Korea and am particularly proud of being associated with the 4th Wing for those two years in Japan.

I went on to fly F-100D's at Cannon, then the F-86L with the California Air Guard. I later spent a three-year tour with the 53rd Tac Fighter Squadron of the 36th Tac Fighter Wing at Bitburg Air Base in Germany, as an A/C flying the F-4D. By then I was a Flight Surgeon and a designated Pilot Physician.

I know the F-86F "Sabre" was the "sports car" of my flying career and I have a very fond memory of those years.

Motorcycles appear to be the mode of transportation of the day for these pilots at Chitose. After the 4th Wing was returned to the US in 1957, Michael Adams remained in Japan as an instructor for the JASDF. (credit- Michael Adams)



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F-86 Sabre Pilots Association, PO Box 34423, Las Vegas, NV 89133-4423.

Who Is It? This VERY colorful F-86H was assigned to a pilot at George AFB, California in the mid-1950s. He was known for having the most colorful markings on any aircraft he was assigned. The artwork is based on some good black and white photos and poor color shots. We'd love to see anyone's color photos of this airplane. Send your answer to Editor, SabreJet Classics, 6475 Chesham Dr NE, Canton, OH 44721, or email sabreclsx@aol.com.

