

SABREJET CLASSICS

A Publication of the F-86 Sabre Pilots Association

Volume 24, Number 2

Fall 2017



► Inside: Coverage of the 2017 Sabre Pilots Reunion, Web site update, Steve Hinton – Flying Legend, MAPS Museum F-86D, More!

SabreJet Classics

Published by:
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SabreJet Classics

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Questions and/or comments regarding articles or content, should be sent to:

Larry Davis, Editor, SabreJet Classics,
6475 Chesham Dr. NE, Canton, OH 44721
email: sabreclsx@aol.com

Questions and/or comments regarding the F-86 Sabre Pilots Assn., its members, memberships, or other Association business, should be directed to:

The President, F-86 Sabre Pilots Assn.,
PO Box 34423, Las Vegas, NV 89133-4423
Phone: 1-702-363-9880

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The President's notebook

As we move along in our cycle of life, time seems to move much faster. It doesn't seem it was that long ago, 2007, that I, with humble honor, signed on to be president of this great organization. Now, I am writing this column for the last time. So, here we go. What has happened and what have we done since the last SabreJet Classics winter issue. Foremost, we had a very successful reunion last April with over four hundred members, family and guests attending. I don't want to repeat many of the things we did here as it has been fully covered as you read on thru this issue. The three days were packed with events; the 336th Rocketeers Sqd. joined us during our Day One cocktail party, a great Nellis Day, a last chance to see an F-86 fly for many, super and fun entertainment, a Secret MIG Squadron briefing and topped off with a final banquet dinner that all will remember for years to come.

A project we had been working on for over a year was our gift to Nellis AFB in memory of the F-86 Sabre Pilots Association. That ended up being pretty awesome and one that will last into perpetuity. For details read our article, From the F-86 Sabre Pilots Association to Nellis AFB, also in this issue.

Another item of interest is the donations we have made in our efforts to promote our organization and the F-86. First, was the five thousand dollar donation we gave to the Smithsonian Air and Space Museum. In return, we received a very impressive stainless steel engraving that was mounted on the "Rock" we placed at Nellis. We donated five thousand

dollars to the Planes of Fame Air Museum to be used to support their, in progress, Korean War Memorial program that has been shown in previous issues. For clarity, we made two previous five thousand dollar donations the previous year to keep their project moving for a total of fifteen thousand dollars. Last, we made a three thousand dollar donation to the local Nellis Air Force Association Flight 189 to help them bring the flying replica of the "Wright Flyer" from Washington D.C. to Las Vegas's Rancho High School's Aviation Department. The "Flyer" is now at Las Vegas and will be flying soon and be a vehicle for students to study our history of flight.

We had an unfinished project that came to fruition. Back during our reunion 2011 Nellis Day, the Weapons School agreed to our recommendation to rename their World Class Lounge to the No Guts No Glory Lounge in memory of Boots Blesse. One thing that wasn't changed was the electronic sign "World Class Lounge." Our Association agreed to pay for new a sign. Col. Drowley, Commandant, agreed and had his team go to work on a design. Just prior



to our past reunion, the sign was completed and ready to be installed in the lounge.

For those of you who might visit Nellis AFB in the future, you might take in a short tour and see what our Association has left as our footprint for future generations. First, that beautiful F-86F proudly standing on its pedestal at Freedom Park.

Second, is our monument "Rock" with engraving standing in front of the Weapons School's Waxman Hall (see pictures



in this issue). Last, the Weapons Schools No Guts No Glory Lounge mentioned above including the beautiful framed print of Boots Blesse's "There Goes Number 10" and supporting pictures. It certainly would be worth your time.

Before closing, It would be remiss if I didn't recognized certain individuals who have been foremost in making this Association great. Up front and obviously, Larry Davis for

his many years of producing the SabreJet Classics. Behind the scenes, Polly and Duke Winesett for years of the tedious work of maintaining our membership data base. Thirdly, I want to express my deepest appreciation to Jerry Johnson who has given his most to this association. Before the Association Corporate Operation was moved to Las Vegas, Jerry was the Las Vegas Executive Director for several years. After the move to Las Vegas in 2001, Jerry took over as President and continued until I took became president in 2009. Jerry agreed to stay on as the Vice President/Secretary of the Association to support me. Jerry has been a key player and leader in this association for nearly twenty years. Thanks Jerry, for your dedicated, no nonsense, get the job done attitude. All Jerry will ever say is, "That's my job." We all owe you our deepest gratitude for the tremendous work you have done to make the F-86 Sabre Pilots Association the best in the world.

In closing, I want to express what an honor it has been for me and how proud I am to have been your president for nearly ten years and to have worked with such a great group of Sabre pilots. My challenge was to continue the great tradition this organization has built over the years. I think I met that challenge. Now, with sadness, it's time to move on and say good bye as your president as we stand down after thirty five years. Hopefully, I will meet many of you in the years to come.

***God Bless America! God Bless Our Troops!
God Bless Sabre Pilots!***

J.R. Alley
President

E-Mail Addresses **Board of Directors**

Pat Hughes, *Chairman*
hugpat@aol.com

Dan Druen, *Director*
Druens@aol.com

Bob Smith, *Director*
Rssmith957@cox.net

Association Officers

JR Alley, *President*
Alleyoop3@cox.net

Jerry Johnson,
Vice President & Treasurer
Jerdot56@cox.net

Bill Weiger, *Webmaster*
webmaster@sabre-pilots.org

Larry Davis, *editor*
sabreclsx@aol.com

from the **Editor**



Well guys, this REALLY is it. The Finis of your SabreJet Classics, at least as far as we have come to know and love it. With volume 24, number 2, we will close the books on your magazine. It has really been a wonderful run. I never envisioned that the magazine would run for almost 25 years when Hank Buttlemann asked me to be the editor.

Over those years I have met some of the greatest pilots the Air Force has ever produced. Men that became Ace's in Korea, and went on to become astronauts, test pilots, and high ranking officers in the Pentagon. And even though I was an "outsider", they all treated me with friendship and offered to help in any way.

And because of all you guys, I was able to produce a quality history magazine that documented your exploits throughout the Cold War era. We tried to cover every variant of the airplane, and as many units as possible that flew her, whether in the active Air Force, the Air National Guard, or in civilian roles in support of the Air Force. Hopefully, you all were happy with the end product.

Thanks for a great ride.
Larry Davis, *editor*



**Member Dave Wensley works with the
Lyon Air Museum at the Orange County
Airport, CA.**

He is looking to upgrade their Korean War exhibit and is looking for an F-86 pilot's helmet and other bits of memorabilia to include in their display. They can accept items on loan or as a gift.

CONTACT:

Dave Wensley
30 Beach Drive,
Newport Beach, CA 92663
or email at dcwensley@gmail.com

From the F-86 Sabre Pilots Association to Nellis AFB

By J.R. Alley

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► **Sabre Pilots Association Board Members/Officers and Weapons School Commandant**

L/R: Bob Smith, Bob Shawhan, Rich Geiger, Pat Hughes (Chairman), Col. Michael Drowley, J.R., Dan Druen, Dan Walsh, Hank Buttelmann, and Jerry Johnson. (Jack Seaman on vacation)

Photo credit: Susan Garcia

In our last issues of the SabreJet Classics, I have discussed dedicating something in lasting memory to Nellis AFB from our Association for all that Nellis has meant to our Association members and what Nellis has done in support of our reunions in Las Vegas. Just what that would be entailed a considerable matter of discussion shortly after our 2015 reunion in Las Vegas among our board members and some of you as well.

Several options were suggested, such as a plaque to be placed in an appropriate place, likely the Weapons School Headquarters or a small replica of the F-86 on a pedestal as we did at our Wright Patterson AFB memorial. Then it was suggested we might get the air combat scene taken from the famous Roy Grinnell painting of an F-86 Sabre shooting down a MIG-15 over the Yalu as done on our Associations Wall of Honor Foil at the Smithsonian Air and Space Museum's Udvar-Hazy Center in stainless steel. Instead of the word picture of the air war in Korea and the listing of our F-86 aces, it would be captioned with our words of appreciation to Nellis AFB. That engraving mounted in stone would be an everlasting memory of our Association to Nellis.

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All board members agreed that we should pursue that suggestion and contact Smithsonian to see if they would be willing to engrave that scene with our words on it. Glenn Carus, our point man near Smithsonian, took our question to Smithsonian with the option of giving Smithsonian a donation in- lieu of a payment as they cannot accept a direct monetary payment. The Board agreed that a \$5000.00 donation would be appropriate as we are planning on standing down the Association in the near future. In concurrence with the Smithsonian engraving, we made our proposal to the Commandant of the Weapons School, Col. Michael Drowley, to place our engraving mounted in stone in front of the Weapon School which he accepted. Smithsonian agreed to accept our offer and produce the engraving in 18in. x 18in. stainless steel. It was delivered in late summer of 2016.

The next step was to find a stone large enough to mount the engraving. Bob Smith, a Board Director, took that challenge. He could find no company in Las Vegas that could accommodate us. Then Bob asked his son-in-law who is a construction contractor in Utah if he could help us. BINGO! He was familiar with that kind of business and knew several quarries in that area that had a large variety of stones. Bob and his wife Nancy flew up to Utah and together with his son-in-law and daughter, Leland and Judy Call, toured one of the suggested quarries. In a short time a rock stood out from the rest and Nancy said, "That is the Rock."

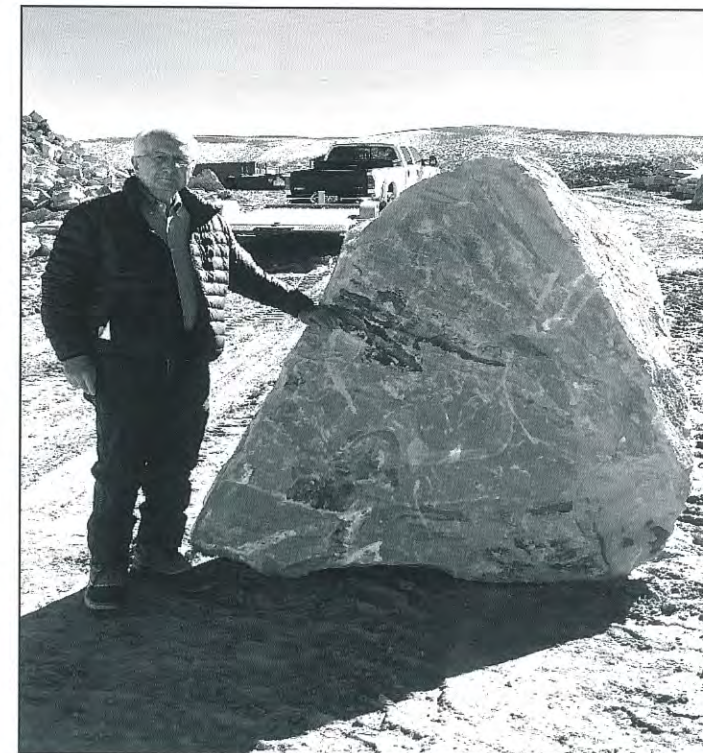
(Right, Bob Smith at the Quarry with the 4000lb Rock)

Now, what would be the process in getting that rock prepared and taken to Nellis AFB? Leland had the answer. First, the "Rock", all 4000 pounds, would be

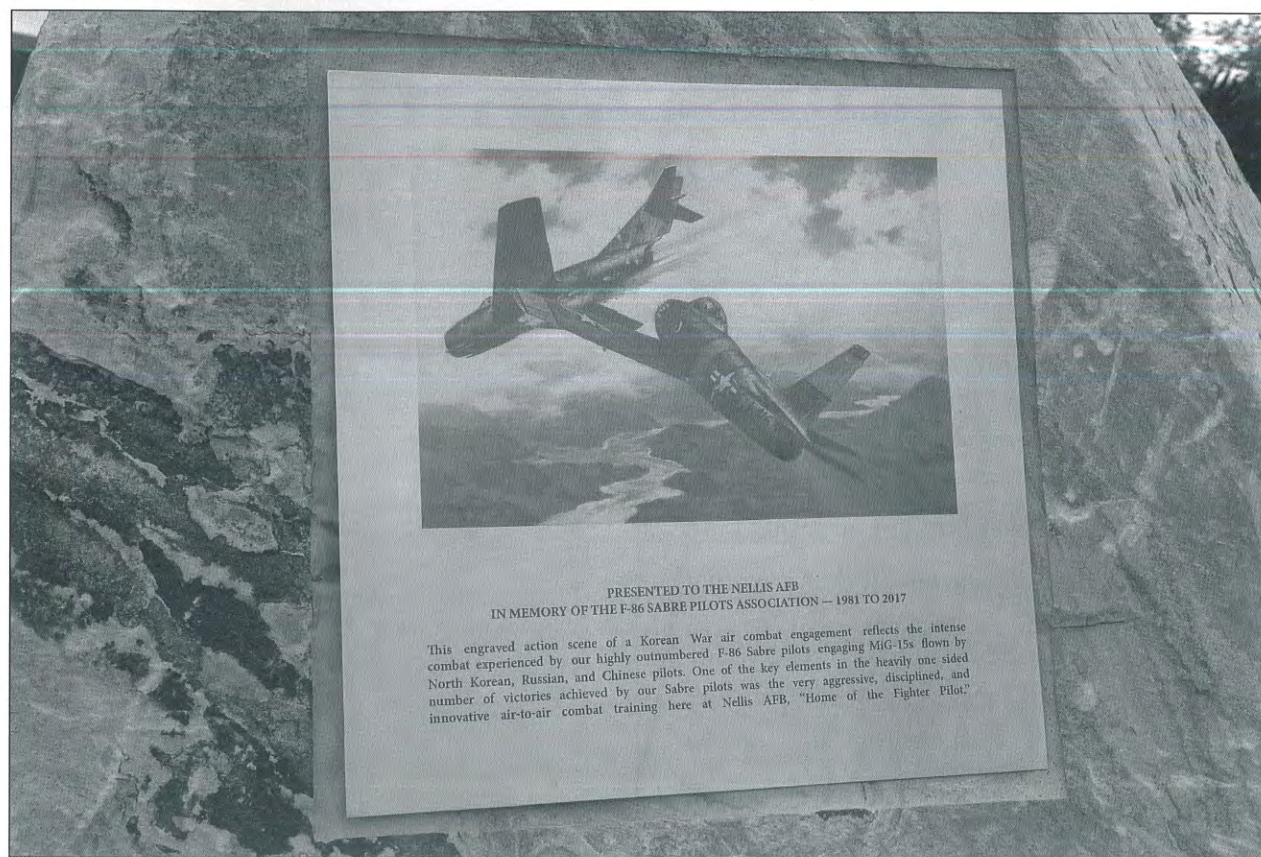
taken to a mason who would clean it up and grind out the area to accept the 18 x 18 inch stainless steel engraving. Then, Leland would load the "Rock" on his heavy duty flat bed trailer and tow it all the way to Nellis AFB.

The next step was to get co-ordination with the Nellis Base Civil Engineers to have a fork lift large enough to off-load the "Rock" and place it in the selected spot in front of the Weapons School's Waxman Hall. This was accomplished and Leland and Judy delivered the rock two weeks ahead of the reunion to Nellis. The "Rock" off-load and placing operation took place with our Board members, Col. Drowley, Capt. William Crowder, our 64th Aggressor Squadron Nellis reunion point of contact and coordinator.

Susan Garcia, the Weapons School publicist/photographer provided the following photographs.



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IN MEMORY OF THE F-86 SABRE PILOTS ASSOCIATION — 1981 TO 2017

This engraving of a Korean War air combat engagement reflects the intense combat experienced by our highly outnumbered F-86 Sabre pilots engaging MiG-15s flown by North Korean, Russian and Chinese pilots. One of the key elements in the heavily one sided number of victories achieved by our Sabre pilots was the very aggressive, disciplined, and innovative air-to-air combat training here at Nellis AFB, "Home of the Fighter Pilot."

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How would we formally present this display of our Association's appreciation to Nellis AFB had to be examined closely. After considerable thought, it was decided that having all of our nearly 350 aged members attending our reunion Nellis Day event out in front of Waxman Hall in the street, stepping off the curb and on the gravel would not be a very safe condition. It was agreed that we would have a photo shoot before the reunion with pictures for our attendees to see and present the engraving, by it's self, to Nellis (Col. Drowley) during our Red Flag briefing portion during our reunion Nellis Day Event. Also, this would reduce the time consuming of an additional off-loading and loading of our members on the buses during the time compressed activities at Nellis.

From a rather simple idea of leaving Nellis AFB with something of remembrance from our Association ended up being a rather complex and successful operation and one that Nellis gratefully appreciated. It was an aggressive plan that came together perfectly with the dedicated efforts of Bob Smith, Leland and Judy Call, Col. Michael Drowley, Capt. William "Sauer" Crowder, our 64th Aggressor Squadron point of contact and Nellis Day coordinator and Senior Airman Mathew Duffer, heavy equipment fork lift operator and the Nellis Team. It will stand for ever for generations of fighter pilots, Air Force personnel and viewers to see and reflect on the F-86 Sabre and it's dynamic effect on America's air superiority.



► An 83rd FIS F-86D on the ramp at Hamilton AFB, California in 1956. The 83rd stood "alert" at Hamilton against any possible threat to the aircraft plants in the Los Angeles area. The squadron traded its F-86Ds to become the first operational ADC unit in the double-sonic Lockheed F-104A Starfighter. (credit — David Menard)

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Boyhood Dream To A Flying Legend

Steve Hinton Flying the Sabre

By J.R. Alley



For nearly twenty five years, the SabreJet Classics magazine has been filled with over two hundred stories written by our members sharing their many experiences while flying the F-86 Sabre in combat or other military related flying operations.

Many articles were and are written by Larry Davis, our editor since 1994 as he is considered the archival expert on the F-86 with his vast collection of F-86 historical documents and photos. More recently, some of our members who flew Sabres in the civilian world have shared some of their stories with us. We, as an Association, about to stand down, need to follow one of our constitution's prime purposes; to preserve and perpetuate the proud history of the F-86 Sabre. What have we, as an Association, done over the years to meet our constitutional goal?

Most obvious is the publication of our SabreJet Classics magazine for all these years. Second, the Association's F-86 Memorial at the Air Force Museum's Memorial Park at Wright Patterson AFB became a reality in October of 1988. That was followed by the dedication of the F-86E

static display at Nellis AFB's Freedom Park in April of 1994. For the 1994 Nellis AFB Golden Tattoo air show, the Association donated \$32,000 to support the flying demonstrations of four F-86s and one MIG 15 for two days. The list of actions to perpetuate the history of the Sabre goes on to include Smithsonian Air and Space Museum's Udvar-Hazy Wall of Honor foils listing over 800 of our members names as well as more recent donations to the Planes of Fame Air Museum's Korean War Memorial still in progress. When it comes to perpetuating the history of the F-86 Sabre, nothing does it better for our nation's younger generations than to see the Sabre actually flying. As an Association, we do not have the financial resources or the longevity to make that happen. There are nearly a dozen Sabres flying today, but there is only one organization that has the organizational, financial and piloting skills to keep the Sabres flying for many years to come and that is the Planes of Fame Air Museum at Chino, California. The driver of flying the F-86 at P.O.F. is a guy by the name of Steve Hinton, a pilot who, as a very young boy, dreamed to fly the Sabre. He made that dream come true in a big way.

Steve Hinton clearly remembers, as a three year old boy, when his father, a former marine, took him to see the famous movie, "The Hunters." Steve fell in love with the F-86 Sabre at that young age. A few years later that passion was reinforced when an F-86 pilot by the name of Ross Diehl, with the California Air National Guard, took Steve under his wing and shared 8 mm movies and many Sabre stories with him.

Steve's admiration for the Sabre developed into a burning passion after he started working as a teen ager on several Sabres at the Planes of Fame Air Museum by disassembling, moving, painting, and ect.

In 1972, Steve started working for Leroy Penhall's Fighter Imports at Chino. At that time, the main project in the hanger was Gary Levitz's Sabre. Steve's previous experience with the "Museum's Sabre, fit him in as one of the crew. During 1974, Bob



► Steve Hinton holding his EAA War Birds of America Life Time Achievement Award.



► "Bob Hoover Paint Scheme, Reno 1974
Credit - Larry Davis

Hoover started to perform air shows in Penhall's Sabre and Leroy asked Steve if he wanted to be the delivery guy for Hoover? What a fantastic opportunity that was and impossible to turn down. At that time, Steve was flying the museum's Mustang, Hellcat and Leroy's P-51D. Leroy said Steve needed an instrument license. Steve borrowed money from his girl friend and had his instrument ticket in two weeks. Ross Diehl checked Steve out in the T-33 first. Steve flew ten hours solo before Ross checked him out in the Sabre in 1974. After flying about 70 hours in the Sabre, Canadair Mk. 5, Steve took the Sabre to Oshkosh, Fargo, Winnepeg, Salt Lake City, Great Falls, Reno Air Races, Mojave Air Races and Pt. Mugu. Steve flew Levitz's Sabre "86D" many times that year after Leroy was killed in January 1975. Then "86D" was sold to Bob Laidlaw's Flight Systems Inc. at Mojave, California. Steve's Sabre flying was just beginning. A few years later, he flew Jim Robinson's Mk 6 after it had been rebuilt at Chino by Bruce Goessling. Steve flew John Sandberg's Sabre while it was kept at the museum for about three years. During that time Steve flew it for a few TV shows including Blue Thunder, Space and others. Steve's Sabre flying went to a higher level when Tom Freidkin purchased his Sabre, F-86F-30, 52-5012 from the Argentina Air Force and kept it on and off at the Air Museum. Tom donated the Sabre to the Planes of Fame Air Museum in 2000 where it is a center piece of the Museum's jet flying operations. Steve and some of the Museum's other jet qualified pilots have been flying "012" for the last fifteen years for local demonstrations and air shows.



► How Sweet it is!

More recently, Steve has been flying in a new and exciting roll as USAF Heritage Flight performer in front of tens of thousand people all over North America. Flying in the Heritage program gave Steve the opportunity to fly the Sabre in the higher performance arena of 360 to 420kts without being restricted to the standard FAA flight restrictions below 10,000ft. Additionally, flying with F-15s/F-16s/A-10s at low level is about as good as it gets for civilian pilots these days.



► Steve Leading the F-22 and F-35



► 012 Leading the Phantom

In order to present to air show viewers what the Sabre was designed to do, Steve re-enacts dog fighting the MIG-15. He has spent many hours pulling "Gs" rolling scissors, zooming and diving trying to get that MIG-15 in his gun sight or reversing and zooming to keep that MIG off his tail. That aerial duel is a real crowd pleaser.



► Opponents of the Past

Another air show crowd pleaser is the more recent addition of the three ship Sabre formation team, "The Horsemen." This team is made up of P.O.F.'s Sabre with Steve leading, Dan Friedkin flying his Mk 6 and Ed Shipley in his F-86F flying the wings. Their show is not as dynamic as the Thunderbirds or Blue Angels, but it is a beautifully orchestrated series of low altitude formation acrobatics done in a flowing harmony that fully displays the beautiful lines of the Sabre.



► A Beautiful Show Pass



► L/R: Ed, Steve & Dan



► Up and Over the Top

Steve has been blessed with the opportunity to fly this great air machine for well over 40 years. In his “Fighter Rebuilders” shop, primarily to support the museum, Steve has rebuilt over 50 some warbirds including 4 Sabres for other owners. He has signed off the FAA Letters of Authorization for many Sabre pilots including the famous Skip Holm of Reno Unlimited air racing fame.

Steve was fortunate enough to be around people like Ross Diehl and Bob Hoover and soak-up so much of their great experiences flying the Sabre. He was able to get good training at a young age. He continued to build on that over the years and is fortunate to fly, for so many years, one of the most beautiful jet fighters ever built. But, Steve’s flying career was not just flying the Sabre. Actually, that was and is a small part of his world of flying.

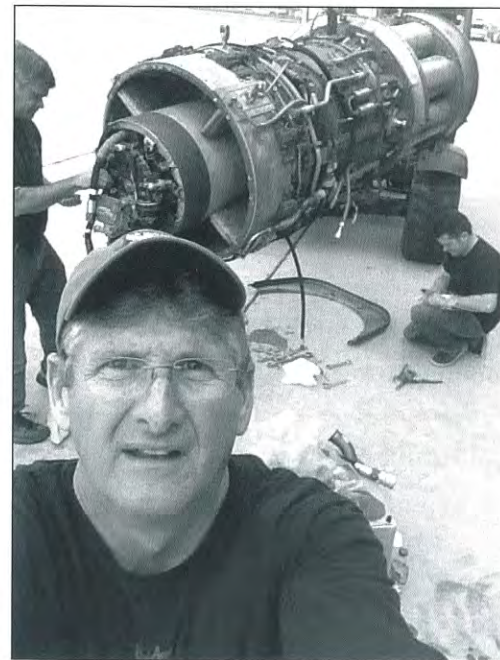
Steve has logged over 11,000 hours flying over 150 different types of war birds and vintage military airplanes. In 1979, he and his crew broke the 3-kilometer speed record for a piston engine aircraft when he flew the famous “Red Baron” a modified P-51 at an average speed of 499.018 mph.

Steve became a notable unlimited air racing champion at a young age. He won six unlimited-class air races and was the Unlimited National Champion in the Red Baron in 1978 and again in 1985 flying a Super Corsair. He won four consecutive Unlimited races in one year, and remains the only pilot ever to do so.

Steve Hinton, now 63 years old, was inducted into the California Aviation Hall of Fame in March of 2016. He has no plans on slowing down and flies the Sabre any chance he gets.

At the lead-in of this article, perpetuating the history of the F-86 Sabre was and is the goal of the F-86 Sabre Pilot Association. One might wonder at age 63 how much longer Steve will be able to continue flying the Sabre. Well, Planes of Fame Air Museum has a stable of other jet qualified pilots that can keep the tradition going.

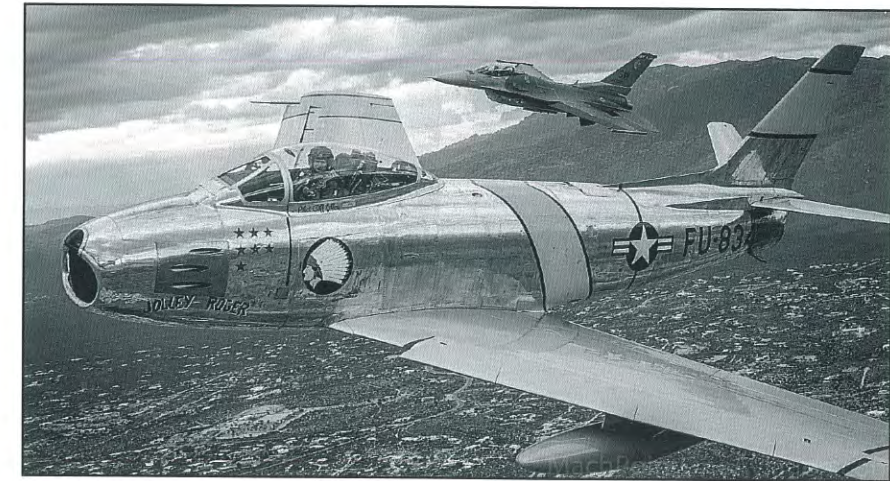
M/Gen Tommy Williams is now flying “012” and performing in Heritage Flight demonstrations. Coming along is Steve’s son, Steve Jr. following in his father’s foot steps. At age 21 he became the youngest person to win a Reno Unlimited Class air race and has a great racing career ahead of him. Young Steve Jr. is chomping at the bit to get checked out in the F-86 so he can fly that beautiful bird for the world to see many years come.



► Steve in his “Fighter Rebuilder’s Shop

For those attending our reunion this April, we will get a chance to see Steve fly that beautiful Sabre. On behalf of the Planes of Fame Air Museum he has agreed to bring their Sabre to Nellis AFB and fly at our Nellis Day reunion event next April. Steve, we will be looking forward to seeing you and the Sabre then.

(All photos, except the Hoover F-86, credit - Steve Hinton)



► Tommy Williams leading the F-16



Folded Wings

Paul E. Bell ~ November 16th, 2016

Harold G. Gibson ~ April 17th, 2017

Donald A. Kaehlert ~ March 4th, 2017

John Martin ~ October 22nd, 2016

Charles E. Meeker ~ November 22nd, 2016

Edgar N. Powell ~ May 19th, 2017

Ron Saunders ~ March 17th, 2017

Harold G. Speer ~ September 20th, 2017

Bobby E. Walls ~ December 14th, 2016



Reunion "2017"

Gold Coast Hotel Casino Las Vegas

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Reunion "21", our last and final reunion held 23 thru 25 April, 2017 can be said to be one of the best reunions this Association has ever had. There were several reasons for this. It was our final reunion prior to standing down the Association and so many of you wanted be able to see many old friends and buddies, possible for the last time. Also, we had a jam packed agenda that would make this reunion really one to remember. To make that even better, being financially able to subsidize, we cut the prices of every event by over fifty percent to make this more affordable to attend. That said, nearly four hundred and fifty of you members, family and guests attended and by all the favorable comments, a great time was had by all.

Being a full three days of activities, the best way to recap the event to share with all our members is to divide up the activities by day one, two and three. Before starting our reunion recap, I would like to re affirm that we chose the Gold Coast Hotel/Casino off-strip hotel as we had since 2009 because of their lower prices, great service and their loyalty to our Association for being long time customers. Because of all this, the G.C. gave us extra savings in room rentals and added features that we wouldn't have had at other hotels.

As for a full three days of packed activities, that happened due to a lot of thought, planning and plain hard work. The planning stage for this reunion commenced shortly after our reunion in 2015 and those efforts continued up to just before this past April 23rd. Fortunately, nearly all the desired and planned activities came together at the right time. With all that said, here we go.

Day One, Sunday the 23 of April, started off with the usual and necessary registration at 10:00 am with a larger than normal team of support ladies to handle the larger number of members, spouses, family members and guests. Getting everyone signed-in, passing out each member's reunion packet and answering the wide variety of attendee's questions is time consuming, takes a lot of patience and was accomplished by our team very efficiently throughout the day until time for the evening cocktail hour. By the way, each member received an F-86 Sabre hat, a Sabre Pilots Association Challenge Coin and a 14 carat gold plate F-86 lapel pin.



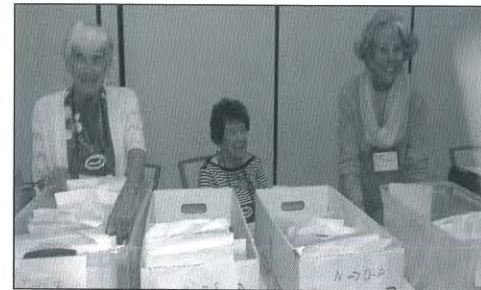
► Don Lyon and Jan Giroir



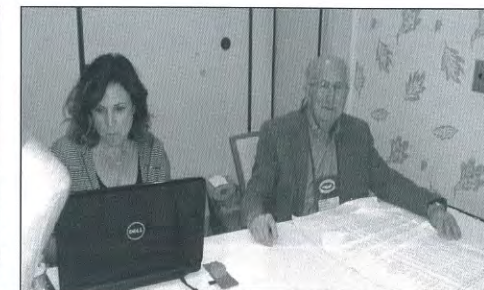
► Avis Alley and Helge Geiger



► Sheila Seaman, Helge & Rich Geiger & Jack Seaman



► Beverly Mosser, Dorothy Johnson & Jan Giroir



► Polly Winesett & Bob Smith



► John Vasilchin



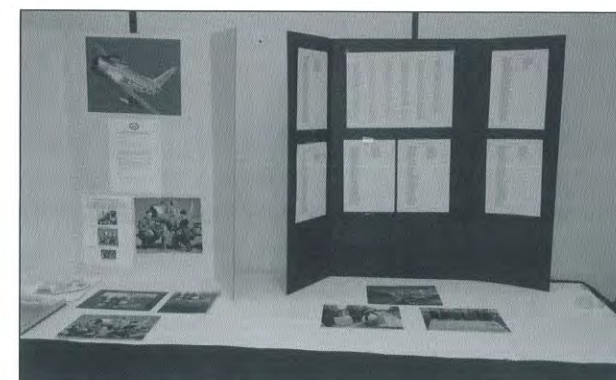
► Bob Smith and J.R. Alley



► Danny & Tedi Cox & Kenneth Vernon



► Time for a Drink



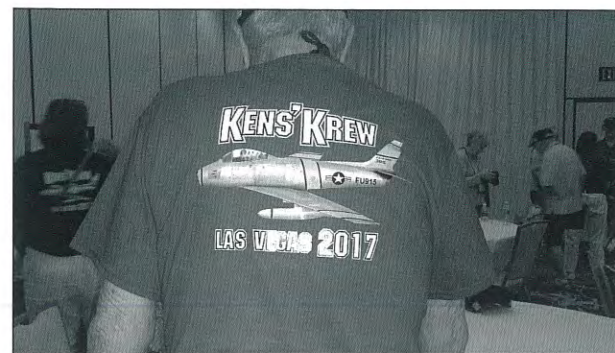
► F-86 Memorabilia and Rosters



► Association Photos of the "Rock Project for Nellis AFB"



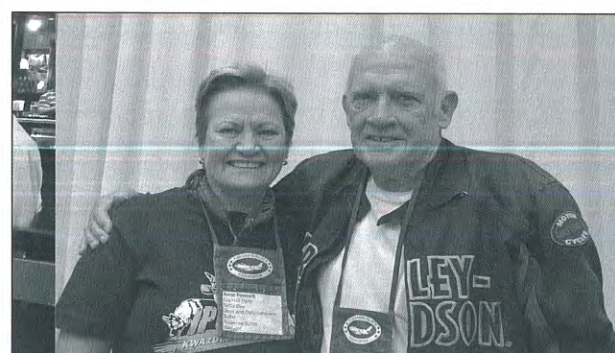
► Ken Vernon • Check that T-Shirt • He Came to Play



► Ken With His "Krew of 13" • Getting Together Again



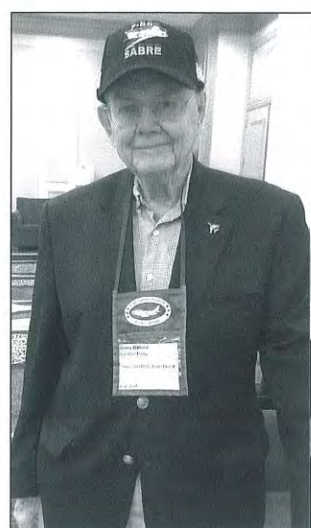
► Les Elmer, Vic Figalan, Pete Carpenter, Bill Hosmer



► Gavin and Ann Foxcroft. S. Africa



► L: Roger Richards
R: James Harvey



► Gary Willard

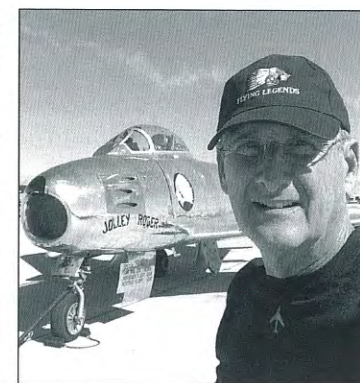


► L: J.R Alley
R: Chuck Toynbee



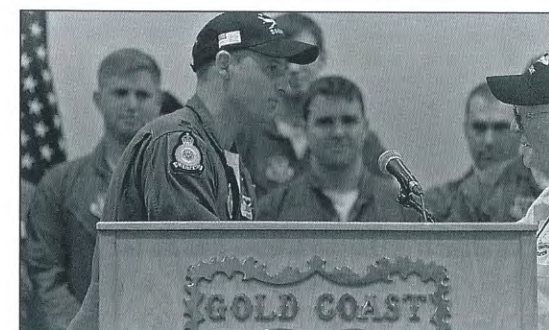
► Ladyhawk Freeman

During mid afternoon, Steve Hinton, President of the Planes of Fame Air Museum, landed their F-86F at Nellis AFB to be on static display and fly-bys the following day. As a special note, M/Sgt USAF ret. Don Lyon, a subscriber to our SabreJet Classics magazine and friend of our Association, volunteered to be Steve's crew chief at Nellis. More about Don later.



At past reunions, "Day One" has been to get registered as fast as possible and get into the process of getting together with old friends and buddies. To accommodate that, we increased the number of tables in our hospitality suite. In the past, our evening cocktail party was that of getting together with heavy hors d'oeuvres, having a few drinks, re-igniting old friendships and making new ones. This reunion followed that same tradition, but a late planning addition turned this cocktail party into a totally different event.

I received an urgent email from Ray Kleber, a life member, with a proposed addition to our reunion for our consideration. Ray, living in Goldsboro, NC and having a close relationship with the 4th Fighter Wing squadrons, said



► Ray Presenting the Congressional Gold Medal To Lt. Col. Lucas "Shack" Teel (336th Cmdr)



► Bob Taylor Surrounded By Rocketeers

the 336th Squadron Rocketeers (F-15E Strike Eagles) would be at Nellis during our reunion and that their commander, Lt. Col. Lucas "Shack" Teel had expressed a desire for his squadron mates to join us during one of our events. Our Sunday evening cocktail party would be an ideal time for Col. Teel's nearly forty squadron pilots and bomb-navs to join us. That happened and we all had a great time.

In conjunction with Col. Teel's squadron members joining us, Ray had a special presentation he made to the 336th Squadron: He presented the Congressional Gold Medal to Col. Teel recognizing that the 336th Fighter Squadron had the youngest Ace in the history of our Armed Forces from WW-1, WW-2, Korea and Vietnam. His name is Van E. Chandler. He shot down five ME-109s at the age of 19 and went on to shoot down several MIG-15s flying the Sabre in Korea. He died in 1998 as a Colonel.



► Going For the Gold



► Lady Hawk Freeman and the Gal Jocks

For all of us to be a part of this presentation with the 336th Rocketeers made this evening cocktail party very special and one we would never forget. Thanks Ray for making this happen.

Earlier, I mentioned Steve Hinton's bringing Planes of Fame's F-86 to Nellis for us. Additionally, Steve joined us at our cocktail party when, on behalf of our Association, we pledged a five thousand dollar donation to Planes of Fames Korean War Memorial project.

By the end of our usual rather mundane cocktail party, this one turned out to be a very exciting and memorable event.

DAY TWO (24 APRIL)

Monday morning was an early get up to be at the hospitality suite by 06:00am, grab a cup of coffee and a couple pastries and start loading all 330 of us on to the six buses for our trip to Nellis. Surprisingly, that effort went much better than expected and we were on our way by 0715. This early departure was necessary as we had to drive to a much further gate for commercial vehicles and inspections and still meet our goal of being at the Red Flag briefing room by 0830. The Nellis Base Commander, Col. Murray gave us special consideration by expediting the bus inspections and giving us an escort all the way from the gate/inspection site to Red Flag. By my time line, we were ten minutes ahead.

The Nellis Team escorted and supported us during our entire Red Flag/Weapons School briefings and our presentation to Nellis. To our surprise, not in my agenda, the 57th Wing



► Col. Jason Hinds



► Col. Michael Drowley

Vice Commander, Col. Hinds, kicked off the event with the Red Flag Briefing. It was very informative and well received by our attendees. The next surprise was that Col. Michael Drowley, Weapons School Commandant gave the Weapon School briefing and it was well received as well. As the reunion planner, I hadn't planned on these two briefings for our Nellis agenda. Having a pretty tight flight line schedule, the situation became a bit tense as to getting there on time.

Our Association's first presentation to Nellis, was to share Royce William's story of the "Unbelievable Dog Fight" with the young generation of fighter pilots. He, as a Navy Lieutenant flying an F-9F-5 Panther off the aircraft carrier Oriskany, shot down four Russian MIGS during the Korean War that was kept secret for fifty years. His story was well received and an eye opener for every one in that briefing room. Larry Davis published Royce's story in our SabreJet Classics Fall, 2016 issue.



► Royce Williams Kicks Back and Tells His Story



Our final event at Red Flag was our presentation to the Weapons School Commandant of the Smithsonian stainless steel plaque to be permanently installed on the "Rock" we placed in front of the Weapons School's Waxman Hall in memory of the F-86 Sabre Pilots Association. This was a very proud event for our Association as a lot of time, effort went into making this presentation to Nellis AFB happen.



► J.R. Presenting the Stainless Steel Engraving to Col. Drowley



► L/R: Dick Bertrandt, Glenn Nordin, Unkown, Barney Landry



► Lester Elmer and Chick Cleveland

Next on our agenda was to load up the buses with the help of Nellis's Airfield Management Team to take us to the flight line to see static displays of an F-35 Lightning II, F-15 Eagle in aggressor colors, and P.O.F's F-86 in its new Cliff Jolley's "Jolley Roger" 335th chief paint scheme.





► Aggressor F-15 Eagle



► F-35 Lightning II

In what seemed like a very short forty five minutes, it was time to clear the area for Steve Hinton and Don Lyon to start up to make the take off window. It was with much anticipation for all to hear that J-47 start winding up into that high pitched howl. The engine start and checkout went well. It was time to taxi.

As Don waved Steve off, the bird moved out of it's parking spot and made it's turn to the taxi way, a search of faces all anxiously watching could be soberly observed with many eyes tearing up. It was definitely an emotional moment.



After about fifteen minutes, fortunately Nellis flying activity had stopped, we heard the sound of that J-47 screaming followed by Steve and "Jolley Roger" passing by on take off followed by it's long smoke trail. Steve made a right turn out to the west and we waited for the first fly by. Steve wasn't permitted to do any aerobatics, but he did do a beautiful show fly-by followed by a return fly by. Then he departed and was southwest bound back to Chino Airport, California and home.



Even on the Nellis flight line, things seemed to be much quieter and the scene among our members was solemn and one of deep thought. A thousand memories were flashing across those minds as they walked back and climbed aboard the buses.

A lot of planning and coordination took place to make this event happen and when it comes time, it seems to go so quickly and it's over leaving some sad feelings backed by very strong and happy feelings. This was a great event for our Association and all those attending. Our hats were off to entire Nellis AFB Team that so appreciated hosting us and wanted to make this such a memorable and lasting event. Thank You Nellis AFB!

The bus ride back to the hotel went smoothly with light chatter and some sober moments of thought. We hadn't eaten since our early morning snacks so everyone was anxious to get inside the ball room for the next event: a served lunch of Chicken Cordon Bleu entertained by Dolly Parton impersonator, Sandy Vee Anderson.

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The food was great and we all anxiously waited for Sandy (Dolly) to come on stage.

Right: Dan Druen J.R. Alley, Bob Smith and group.

She hit it off right away with full up Dolly's persona and favorite songs. Sandy skillfully worked on stage and off into the large crowd of well over three hundred people. She chattered, hugged and gave kisses on many of the men's cheeks and bald heads. The entire ballroom was filled with excitement, laughter and picture taking. She had captivated the audience and wouldn't let go. She zeroed in on one of our gentlemen and took him on stage with her for a lot of fun. Sandy made a hit by singing Dolly's famous song, "Nine to Five" followed by more great ones and her finale was "God Bless the USA." I think the entire audience would agree with Dolly Parton's family, who said, "Sandy plays Dolly better than Dolly." Sandy had performed in the past with Dolly herself, Kenny Rogers and more in the music world.



► Sandy Singing and Having a Lot of Fun with the Guys , Chuck Toynbee, center, Don Harten, right.



► Wes Performing His Magic On and Off the Piano



By this time, it was mid afternoon and time for a combat nap before being back in the ball room for a buffet dinner and enjoying Wes Winters repeat performance from reunion 2015 with his fantastic piano playing and singing. Again as a refresher, Wes was a self taught pianist from age five and does not read music. He has been playing professionally for over thirty years with a repertoire of over fifteen hundred songs and lyrics by memory. With that, Wes captivated us with the great songs of our past and present for our listening pleasure and dancing. Occasionally, he would play a great piano piece such as Phantom of the Opera and more.

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The last day of our reunion was more relaxing than the previous day and started off with our customary Gold Coast breakfast buffet at 0930. That was followed by our membership meeting that was rather short and consisted mostly of our work during the prior two years bringing to fruition our lasting gift to Nellis AFB, our final edition of the SabreJet Classics and the stand-down of our Association after thirty five years. A suggestion was brought up that we put all of our published SabreJet Classics articles on the Web for future generations to read. It was pointed out that Bill Weiger did put all our Sabre stories on our web site up to 2009. He stopped doing that as we had very few web hits which showed little interest for the work involved. Larry Davis pointed out that a copy of every issue of the Classics has been sent to the Air Force Historical Archives. It was agreed to not continue with such an additional effort.

In the area of special recognition, J.R. Alley felt it was uniquely appropriate to present M/Sgt. USAF(ret), Don Lyon, with the Association's special hand carved wooden wall plaque. Don, during his Air Force and follow-on aviation career, had been a crew chief alongside several different Sabre pilots at this meeting. He was an SR-71 crew chief with Dave Fruehauf, a former SR pilot. Don was a crew chief in the Secret MIG Squadron working for Col. USAF(ret) Gail Peck, commander of the Squadron. Also,



an F-86 crew chief for J.R. Alley and several Flight Systems Inc/Tracor pilots during Don's post Air Force career. This cannot be said of any other known crew chief and Don was highly applauded by all. The final membership business meeting of the F-86 Sabre Pilots Association was closed. Immediately following and open to all, Gail Peck presented a very informative briefing on the Secret MIG Squadron that he was influential in forming at the Air Staff level and the first to command the squadron. The briefing was an eye opener to many in the room and well received. Gail held a book signing session immediately following his presentation for those interested in purchasing America's Secret MiG Squadron (The Red Eagles of Project Constant Peg.)

Next and final on the agenda was the banquet dinner that evening and final event of Reunion "21." Approaching banquet time, the Gold Coast foyer outside the Nevada Ball Room was jam packed. Due to a slight delay in catering getting all the tables set up, the doors had to be kept locked until ready.

Once this near capacity ball room was filled, J.R. welcomed distinguished guests and everyone to the 21st F-86 Sabre Pilots Association final banquet dinner. The evening events began with the presentation of the colors by the Nellis AFB Honor Guards which set the patriotic scene for our event.



That was followed by Rich Geiger giving the invocation. The traditional toasts were made including one to Bill Demint, who was prime in having the first F-86 Sabre Pilots reunion back in 1981. Bill was excited about attending this last one, but due to his medical situation, he had to cancel.



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We had a long list of distinguished guests from Nellis joining us as follows:

- M/Gen Glen Vanherck, USAF Warfare Commander
- B/Gen Jeannie Leavitt, Commander of the 57th Wing
- Col. Paul Murray, commander 99th Air Base Wing
- Col. Gary Rose, former Commander of the 57th Adversary Tactics Group and presently the Chief Advanced War Fighter Integration Division, HQ PACAF, Hickam AFB, Hawaii
- Capt. Grant Georgulas, Weapons School Commander's Exec.
- Capt. Daniel Kay, 64th Aggressor Sqd Weapons Officer
- Capt. William Crowder, 64th Aggressor Sqd. Stan-Eval
- C/Msgr Ronda Davis, 57th Wg Airfield Manager
- Susan Garcia, Weapons School Senior Editor/Publicist.



With the usual formalities out of the way, it was time to eat a well prepared and served filet mignon/chicken dinner.



After a short dinner break, J.R. took the opportunity to recognize and thank the Gold Coast catering staff led by Misty Morris and Chef, Michael Kamai, a tear in his eye, and his team for the tremendous job they have done in supporting our reunion.

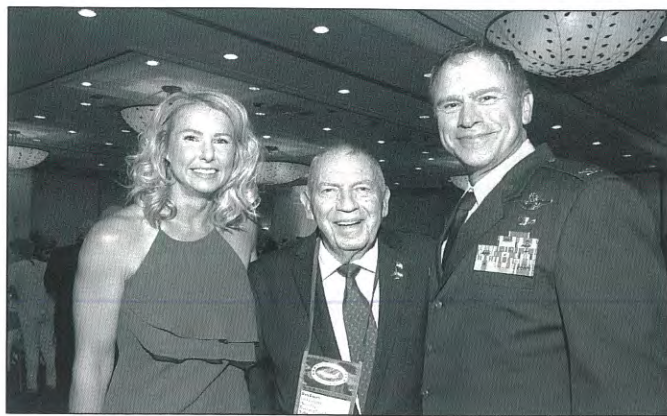
Next on our agenda was to recognize M/Gen Glen Vanherck and B/Gen Jeannie Leavitt who were instrumental in making this reunion a special and commemorative event. General Leavitt's support and guidance to personnel of the 57th Wg in support of our Nellis Day was in today's vernacular, awesome. This began with accepting our association's gift to Nellis AFB at the Weapons School, receiving the

Planes of Fame's F-86, the Red Flag and Weapons School briefings and our flight line displays and activities. Col. Murray was extremely helpful making sure all three hundred and thirty some of our attendees, six bus loads, were cleared on base and escorted to each event smoothly and expeditiously. C/Msgr Ronda Davis and her team of Air Field Management of personnel made our flight line event truly a wonderful experience by their total professional support throughout.



► Generals Vanherck and Leavitt

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► Top R/L: Col. Rose, Dan Druen, Leah Sprecher

getting our F-86 cleared on to Nellis, briefing locations for our events, approval to place our "Rock" and engraving to Nellis and much more. It ended up being a heavy additional duty. About two months before the reunion, Dex had to go TDY to Morocco in North Africa to fly F-16s with their Air Force. To continue his work as our coordinator, Capt. William "Sauer" Crowder (*picture not available*) took over until Dex returned just prior to the reunion.

Capt. Crowder jumped in eagerly and efficiently, kept the ball rolling even as time drew down and several challenges needed attention. From all actions and comments, this Nellis Day event was the best ever and could not have happened without Col. Rose's, Capt. Kay's and Capt. Crowder's dedicated efforts.

There are some special groups of former Sabre pilots that we had the pleasure of joining us for the three days. The largest group was from Canada and members of their F-86 Sabre Pilots organization, Sabre Pilot Association of the Air Division Squadrons (SPAADS) (*picture not available*). They were led by Walter Pirie, Nat'l Chairman of the Canadian Sabre Pilots Association and Dick Dunn, SPAADS Secretary and Chairman of the SPAADS reunion 2018 organizing committee. Larry Mosser, former RCAF Sabre pilot living here in Henderson, NV was their coordinator for our reunion.



Another group (below) of considerable size was those who flew Sabres in the 388th Fighter Bomber Wing at Etain France. They were led by Chuck Zeitner and Jim St. Claire. Their biggest challenge during the reunion was keeping Dave Castagno in-line. From other countries we were fortunate to have Gavin Foxcroft and Darryl Lee join us from the Republic of South Africa. Gavin and his wife, Ann, were especially unique in that they combined this reunion trip in conjunction with there motorcycle tour of much of the U.S.. Brian Dirou and his wife, Diane, joined us from way down in Australia. Tore Bristol and his wife Torril, regular attendees are from Norway and part time residents of Florida.

Then there were those from Nellis who were in the planning stages of our reunion from early on. Col. Gary Rose, a long time supporter of our Association, provided hands on support and guidance for all our reunion activities at Nellis since 2009. His support continued even after he was reassigned from Nellis as the 57th Adversary Tactics Gp Commander to his new position in Hawaii. He, along, said he would make the trip to attend our reunion if at all possible. He did.

Of special recognition, we were fortunate to have Capt. Jonathan "Dex" Kay, a weapons instructor in the 64th Aggressor Squadron volunteered to be our point of contact and coordinator throughout the planning of our Nellis event. This involved every action from



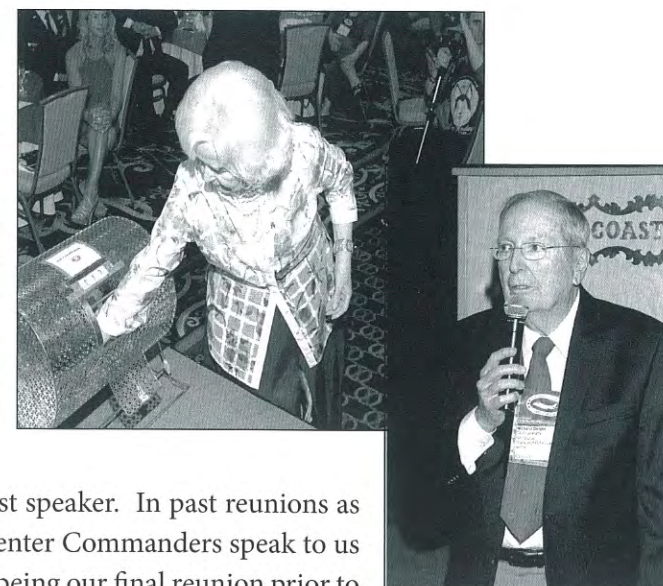
► Capt. Kay and wife Angelique



dollars to each lucky winner. There were many smiling faces that came forward to accept their prizes.

As all the preliminary events were completed, it was time for our guest speaker. In past reunions as far back as 2005, we have been fortunate to have the USAF Warfare Center Commanders speak to us and keep us updated on the current situation in tactical aviation. This being our final reunion prior to stand down, the Board felt we should have one of our own who could speak in more personal terms pertaining to our Association for the past thirty five years. It was unanimous that the one who has been a driving force in our Association and well known in the F-86 fighter community was Dan Druen.

Before our guest speaker main event, Rich and Helge Geiger conducted our traditional raffle drawing. In the past we gave one dozen raffle drawing prizes of one hundred dollars each. Being our last reunion, the Board agreed to double that amount to two hundred



Introducing Dan Druen was Glenn Carus, a class mate of Dan's in Cadets and a close friend through all the years.

Dan spoke to each and every one of us from the heart and showed the great love he has for the F-86 Sabre, this organization and everyone in it. He recognized many of the key players who made and kept it the premiere fighter pilot organization for the past thirty five years. He humored us with stories and anecdotes that made us chuckle as well as bring back old memories of the days of flying the Sabre. Throughout Dan's speech, he either said or implied how much he loved being a part of and taking great pride in the Sabre Pilot Association.

In preparation for his speech, Dan, being the true gentleman he is, kept saying he would keep his comments short so as not to bore anyone. There wasn't anyone in that ballroom who was bored. Dan kept our entire attention throughout his twenty minute or so speech. He was honored by a rousing applause after his final remarks. When Dan Druen walked off that stage and the applause calmed down, a sense of silence could be noted. This was the last of a great organization, a great reunion and the last time many of these great people would, very likely, be together as a group.

Before closing, J.R. was reminded by some of our Canadian SPAADS friends, Walt Pirie and Dick Dunn (right), that they had requested a few moments to thank us for inviting them to our reunion and to convey a special invitation to all our members to join them at their upcoming reunion in September of 2018 in beautiful Vancouver, British Columbia. See registration and activity details included in this issue.



The final hour arrived and the time had come for J.R. to make his closing remarks for the 21st and last reunion of the F-86 Sabre Pilots Association. It didn't seem that long ago that planning for this reunion had begun. During that nearly two years a lot of work by many had taken place and before long it was reunion time. Then, the three days went by so quickly, the time had come to thank all for coming and being a part of this great reunion and to say Good Bye, Farewell, Travel Safe and God Bless Sabre Pilots.

The following pages are more pictures of our members, family and guests having a great time.
Credit for all the pictures in this article are to:

David Cherkis Professional Photography	Victor and Alice Figalan, Association Members
Susan Garcia, Weapons School Senior Publicist/editor	Nancy Smith and Bob Smith, Association Members
John Vasilchin, Association Member	



► Avis & J.R. Alley



► Alice & Vic Figalan



► Chick Cleveland
Ginie Rybos



► Bob Smith
Vic Figalan



► Les & Faye Elmer



► L/R: Fred Frizzell, Brad Sharp, Bill Hozmer
Pete Carpenter & Peter Page



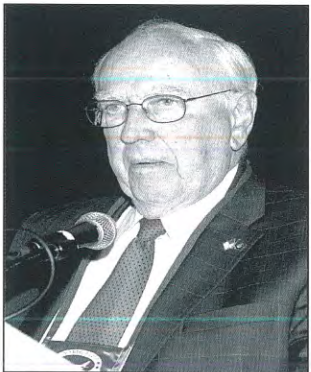
► L/R: Don Rahn, Dave Castagno,
Darrol Schroeder, Robert



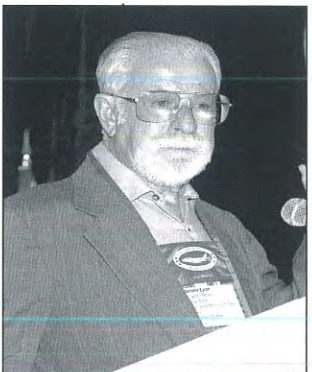
► Ted Tweet, Jim Elkinton & Robert Groszer



► George Welch, Don Hollingsworth,
Ralph Wise



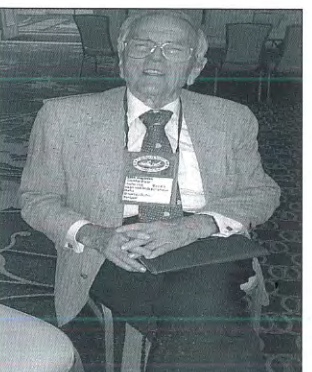
► Glenn Carus



► Don Lyon



► Ladyhawk Freeman
Beverly Herman Standing



► John Vasilchin



► M/Gen Vanherck, Hank Brodsky, Dan Walsh



► Dan Druen, and Jan Giroir



► Nellis



► Alice Figalan



► Chuck Toynbee, Pete



► Avis & J.R. Alley



► Dave and Daria



► Dan "Firecan" Walsh and one of The Ken Vernon Family



► Don and Sue Lyon



► George and Nancy Wallace



► Bottom: Bob and Nancy Smith, Leland and Judy Call, Hank and Audrey Buttelmann, Standing: John Vaslichin, Larry Davis



► Ken Vernon and Family



► Helge Geiger, Bob Shawhan



► Avis and J.R. Alley



► Bob and Donna Miller



► The 62nd FIS Rocket Team pose proudly with their trophies won in the World Wide USAF Rocket Meet held at Yuma AFB in 1956. The 62nd FIS was based at O'Hare Airport outside of Chicago until 1959 when the squadron transitioned to F-10B Voodoos and moved to K.I. Sawyer AFB. (credit – SabreJet Classics)

• • • • •



1998 Ogden Avenue,
Vancouver, BC V6J 1A2
Canada

spaads-reunion.ca

Hello fellow F-86 Sabre Pilot,

The National & Vancouver Committees extend an warm invitation to F-86 Sabre Pilots and their significant others to attend our 2018 reunion.

SPAADS REUNION

(Sabre Pilots Association of Air Division Squadrons)

Friday, September 7th to Monday, September 10th, 2018

PLEASE REGISTER NOW!

Early registration & payment prior to June 30, 2017 entitles you to:

- *A chance to win a door prize valued at \$400, and
- *A flight with George Miller's Fraser Blues at the Battle of Britain Flypast.
(subject to weather and your health condition)

**** You need not pre-pay, but please register early ****

This will be a great occasion to experience our acclaimed SPAADS camaraderie as well as the opportunity to enjoy a memorable vacation with local side trips, an Alaskan or Hawaiian cruise.

*Note: all prices are in Canadian dollarettes- Approximately us\$.75

Richard Dunn
Chair - Treasurer SPAADS 2018

BTW: If you happen to have a computer, you can register online at the link shown above.

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1. REGISTRATION

The Postal Registration Form is attached.

Registration cost is \$185 per person. Please enclose a cheque or money order to cover the total amount for registration, made out to "SPAADS 2018" and mail with the completed form to the address shown below.

SPAADS 2018
1998 Ogden Avenue,
Vancouver, BC V6J 1A2
Canada

Registrations and payments may be by surface mail or electronically via Online Registration and Interac. Early registration is encouraged.

We are fully aware that health conditions may change and compel cancellation. If you cancel **prior to 72 hours** – i.e. 3 days before the event, you will receive a full refund.

2. PROGRAM SCHEDULE

For planning purposes – number of buses, tickets etc., it it would be most helpful if you would indicate your attendance or not at the *Optional* tours. Payment can be made at registration, preferably by cheque. Attending "YES" – we expect payment. Attending "Maybe" – will be as per space available.

Friday, 7th of September.

- 1200 -1600: **Registration:** Port of Vancouver Room – 2nd Floor.
- 1600 -1900: **Meet and Greet:** Foyer & Ballroom.
- Evening: Free time.

Saturday, 8th September.

- 0800 -1200: **Late Registration.** Foyer
- 0900 -1000: National Committee Meeting – Port of Vancouver Room.
- 0945 -1200: *Optional* **Ladies' Aquarium Tour** Cost is \$35 per person including bus transport. Board Bus at 0945.
- 1000 -1130: *Optional* **Mens Mystery Tour.** Cost is \$22 per person, Guaranteed you will like it – or your money back!
- 1330 -1600: *Optional* **Bard on the Beach* – Play TBA.** Cost is approx. \$65 per per-son. Bard tickets will be available at the SPAADS 2018 registration desk. Reserved seats are limited. Seating will be based on a first-come-first-serve basis. Bus Departs at at 1315 - returns at 1630.
- Evening: **Squadron and Wing Parties.**

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Sunday, 9th September.

- 0800 - 1100: Full buffet brunch - International Ballroom.
- 1230 - 1445: Board bus for *Optional* Battle of Britain Ceremony - Air Force Garden of Remembrance, Stanley Park. Return bus at 1445.
- 1800 - 1900: Pre-Dinner Dance cocktails. - International Ballroom Foyer. Cash Bar.
- 1900 - 2330: Gala Dinner Dance - International Ballroom. Complementary wine with dinner.

Monday, 10th September.

- 0800 - 1100: Farewell Buffet Brunch - International Ballroom.

Note: Program timing and changes may be necessary and will be posted on this web site. You will receive a fully detailed program when you register. For last minute changes you may wish to check the electronic notice board for daily program details – located near the check-in desk in the hotel lobby.

3. ACCOMMODATION

PINNACLE HARBOUR FRONT HOTEL

1133 West Hastings Street
Vancouver, BC, V6E 3T3
1 Local: 604.689.9211
2 Toll Free: 1.844.337.3118

A total of 160 City View rooms have been reserved for SPAADS 2018 at our special rate of \$195 per night. It is important to book early to ensure you receive the special rate. Harbour View rooms are available for an extra \$ 20 per night. Your booking is guaranteed with your major credit card. You will not be charged until 72 hours prior to your arrival.

You can cancel up to 72 hours beforehand without penalty.
The special SPAADS rate is available for 3 days before, and 3 days after the reunion, subject to availability.

For On-line booking, go to: <https://aws.passkey.com/event/49045060/owner/2075/home>
It may be more convenient for you to reserve your hotel room by phone.
Call 1-844-337-3118 and ask for the “SPAADS 2018” room block.

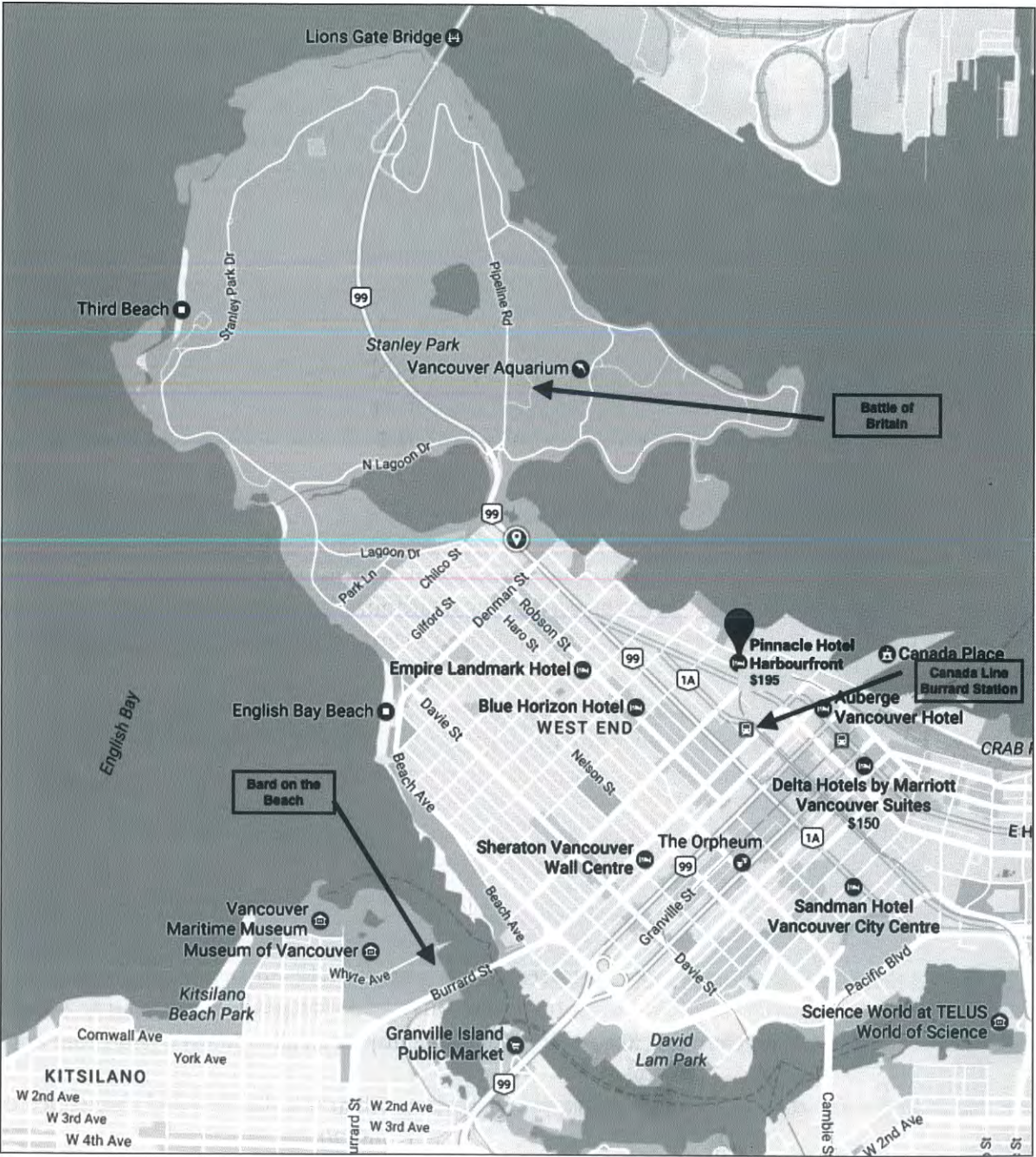
If you require a special disability “access” room, please call the hotel directly and ask for “reservations.” There are a few configuration options for your selection. If the line is busy, you may get routed to the Central Reservation Centre in the USA. If so, you should try later, or inform CRC of your requirements.

The Pinnacle Hotel does not own the parking facility, however they will arrange for and collect payment for parking. The cost is \$26 per day. Valet parking it is \$32 per day. (current 2017 cost)

4. TRAVEL

Air Canada has been selected as the “Official Airline of SPAADS 2018.” Air Canada is pleased to offer a special reduction of 5% on Tango fares and for 10% on all other categories of fares. These discounts are available from the xth of September through the xxth of September. To book your flight go to www.aircanada.com and fill in the details where it says “Book A Flight.” Enter the SPAADS 2018 Promotion Code which is: “TBA” in order to receive your discount. Click on “Search” and complete the transaction.

NOTE: The code will not be available until August 2017. Check the website for updates.



Location Map



The MAPS Museum F-86L

By Larry Davis



At the Akron-Canton Airport in Ohio is a little known but very good aircraft museum featuring military aircraft from all eras. And one of the nicest airplanes in the museum is the F-86L they recovered from a virtual graveyard in Florida – F-86D/L #53-658.

The Sabre was delivered to the Air Force in January 1955, where it was assigned to the 60th FIS at Westover AFB, which became the 337th FIS as part of Project Arrow in August 1955. In January 1956, the airplane was sent to North American Aviation's Fresno plant for conversion to F-86L, which included the SAGE system. From the Fresno plant, the Sabre went to the 49th FIS at Hansom Field. In the late 1950s the Air Force began phasing out the F-86D/L Sabres in favor of supersonic interceptors, and the jet went to the 158th FIS, Georgia ANG.

In 1962, the Sabre was removed from active duty and donated to the City of West Point, MS, where it was displayed on the city square, before being moved to a nearby park. In the early 1970s, the Sabre was moved to the Florida Museum of Military Aviation. But that museum was short-lived and the airplane was pushed into a field where it languished for many years.

Enter the MAPS Museum people. In 2007 they heard about the airplane and sent a team down to recover it and bring it back to their facility located at the Akron-Canton Airport in Ohio. It took over four years to completely restore the airplane to pristine condition. And when it was finished, they marked it as an F-86D assigned to the 496th FIS based at Hahn AB, West Germany. The MAPS restoration team is an all-volunteer, non-profit organization dedicated to the preservation of military aircraft and recognizing the people that flew and maintained them.

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► F-86 fully restored at the MAPS museum.



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EXCITING NEWS ALERT!

The F-86 Sabre Pilots Association web site has been reborn. A web site dedicated to our Association as well as links to other F-86 sites is operational. It will be the premier go-to site when searching for any F-86 info. To browse and see this site, go to <http://sweetrose.yocumusa.com/sabrepilots/index.htm>. *(May have to copy-paste/type into your browser)* All of our SabreJet Classics articles are posted as well as Folded Wings and much more.

Special thanks to Eric Yocum, son of Wally Yocum, former crew chief in the 336th Rocketeers during the Korean War for stepping up and keeping a history of our Association and the F-86 Sabre alive for many years to come.



- A 514th FIS F-86D during the Armed Forces Day show at Ramstein AB, West Germany in 1958. The pilots of the 514th FIS were Cold War Warriors against the Soviet threat to Europe.

(credit – David Menard)