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CANADAIR SABRE MK.1-6
COMMONWEALTH SABRE MK.30-32
IN RCAF·RAF·RAAF·SAAF·LUFTWAFFE & FOREIGN SERVICE



©WARD



Above: The first Sabre Mk. 2, 19102, of No. 410 Squadron complete with Leaping Cougar insignia in the early fin position. (RCAF)

Below: A pair of Sabre F.4's of No. 112 'Shark' Squadron, RAF, serial number of G is XB960 and D XB774. (RAF)



Sabre Mk. 1, No. 234 Fighter Squadron, Royal Air Force. Standard scheme with red nose, yellow trim, squadron badge black dragon on white disc with red claws and tongue; squadron marking red diamonds on black rectangle, white aircraft letter.



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CANADAIR SABRE MK.1-6 COMMONWEALTH SABRE MK.30-32 IN RCAF·RAF·RAAF·SAAF·LUFTWAFFE & FOREIGN SERVICE

Illustrated by Richard Ward

**Compiled by Richard Ward
and Gerhard W. Joos**

Text by Gerhard W. Joos

ACKNOWLEDGEMENTS

This book, the second volume on the evergreen Sabre, completes the pictorial history of the North American, Canadair and Commonwealth built aircraft. A third volume is in course of preparation covering the North American Fury, the navalised version of the Sabre. My thanks to all those who assisted with photographs and information, whose names are listed below in alphabetical order.

R. A. Brown, Canadair, G. Cattaneo, J. C. Cuny, Peter Doll, Flight International, Jerry Geer, Maj. A. P. de Jong, Gerhard W. Joos, G. H. Kamphuis, G. J. Letzter, S. P. Peltz, Hank Shakelaar, Frank F. Smith, Royal Air Force, Royal Australian Air Force, Royal Canadian Air Force, South African Air Force, Italian Air Force.

Sabre Mk. 2 (F-86E), 51st Fighter Interceptor Wing, 5th Air Force, Korea 1953. Natural metal scheme with black checks on fin and rudder, yellow bands with black outline round wings and fuselage.



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Above: Line-up of Sabre Mk. 2's of No. 441 Squadron, note unfinished paint jobs on many aircraft. (Flight International)

Below: Sabre Mk. 2 of No. 421 Squadron in early markings, the broad black bands round wings and nose probably indicate Squadron Commander's aircraft. (RCAF)



Below: Line-up of Sabre Mk. 6's of No. 421 Squadron, note one aircraft with and one without white outline to Indian Head insignia. (RCAF)





Fine flying shot of Sabre Mk. 2's of No. 410 Squadron, RCAF. Note all black nose to Squadron Commander's aircraft. (Flight International)

THE CANADAIR SABRE

On 22nd January 1970 a Sabre 5, serial number 23102, touched down at Trenton after a flight from Montreal-Cartierville to mark the finale of what was considered to be the "last official Sabre flight in Canada". It also meant the end of a brilliant career in its homeland of one of the finest—if not the best—day fighter aircraft of the post-war period, at least as far as its country of origin and the Royal Canadian Air Force was concerned. Having provided the major aircraft equipment of the RCAF for over twelve years as well as being utilized by several other air forces, it had played a dominant part on the stage of European air defence since 1951; and even today it is still flying in small numbers, and is expected to do so for some time to come before leaving the sky for ever. Its official retirement from RCAF service was marked by a ceremony held on 29th November 1968 at the Canadian air base of Chatham, New Brunswick. This concerned twenty-one Sabres Mk. 5, the last to remain on the RCAF inventory.

The service career of this formidable fighting machine was initiated when Canada joined the North Atlantic Treaty Organisation, thus creating the necessity to equip its Air Force with a modern day fighter which was then the sole weapon for air defence. The logical choice fell on the best aircraft the Western world had available at that time, and this was the North American F-86 Sabre. Licence production was planned in Canada by Canadair Ltd., of Montreal, and in 1949 a contract was signed between North American Aviation and Canadair to build an initial batch of 100 aircraft, these being the F-86A, which received the Canadair designation CL-13 Sabre Mk. 1. It was identical with the F-86A-5, powered by the General Electric J47-GE-13 turbojet engine, which delivered 5,200 lb. static thrust.

The first Mk. 1, serialled 191-010 (later changed to 19101) and coded CK-R, made its maiden flight just a year after the contract was signed, on 9th August 1950. This aircraft was, however, the sole Mk. 1 to be pro-

duced, because in the meantime North American had developed an improved version with better overall performance, the F-86E. In order to adopt this better aircraft, production preparations were switched to build the F-86E instead, this being designated CL-13 Mk. 2 Sabre. It used the same engine as the Mk. 1, and 350 aircraft were built, the first of which flew one month later than the F-86E, in October 1950. The F-86E/Sabre 2 was in general similar to the F-86A/Sabre Mk. 1, but had better controllability due to the introduction of the "all-flying tailplane", which was introduced with the new version after careful flight testing. It eliminated many undesirable compressibility effects of the Mk. 1, such as the loss of control sensitivity at high Mach numbers, and it gave more positive action and greater control effectiveness with less control surface movement.

In the meantime the Canadian engine manufacturers, Orenda Engines Ltd., were working on a new engine for the Canadair Sabres, and the first example of this, the Orenda 3, providing 6,000 lb. st. thr., was installed in the 100th production aircraft, s/n 19200. This engine was the prototype for the Orenda 10 engine, and the aircraft became the sole Mk. 3 version. Among other purposes it was used by the famous record-breaking woman pilot Jacqueline Cochran in a successful attempt to raise the women's speed record on 18th March 1953 at Edwards Air Force Base. She achieved 652.552 m.p.h. over a 100-kilometre course, and on 3rd June 1953, 675.471 m.p.h. over a 15-kilometre closed course.

The next version to emerge from the production lines at Montreal was the Mk. 4, the first example of which was completed in 1952. It introduced such improvements as compass system, cockpit air conditioning, pressurization controls and canopy jettison mechanism. The new flat windshield developed for the F-86E-10 was adopted for the Canadian Sabres and introduced during the production process. Besides this the Mk. 4 was similar to F-86E standards including the engine, although it was origin-



The one and only Sabre Mk. 1, note the presentation of serial on fin. (Canadair)

ally intended to use the Orenda 10. This engine, developing 6,355 lb. st. thr., was put in service with the next version, the CL-13A Mk. 5. This model introduced another important innovation developed by the North American design team headed by Fred R. Prill. This was the new wing with a fixed leading edge in preference to the automatically extending leading edge slats, as a result of studies to improve the Sabre's high-altitude performance, where the slats extended in turns due to the reduced air load at lower speeds, thus increasing the wing's drag. As a suggestion of test pilots three F-86s were fitted with an extension of the leading edge of six inches at the wing root and three inches at the wing tip (also referred to as the "6-3" extension), and this extended non-slatted wing showed immediate improvement in high altitude turns and at high Mach numbers, and thus in combat effectiveness. Since the airflow across the wing was changed it became necessary to add five-inch high wing fences at 70% of the span (a small feature which helps to identify the Mk. 5). This innovation increased the total wing area from 287.9 to 302.3 square feet, gave a slight increase in range and allowed a top speed increase from 688 to 695 m.p.h. at sea level, and from 604 to 608 m.p.h. at 35,000 feet due to the reduced drag resulting from the smoother wing entry.

Sabre Mk. 2's of No. 410 Squadron in early markings, note the presentation of code on the upper wing. (RCAF)



The new wing had a delayed buffet, allowing the pilot to pull more Gs before buffet and subsequent high-speed stall occurred, and consequently tighter turns could be flown, an advantage the MiG 15 enjoyed over the earlier F-86s in Korea. Turning ability at high altitudes was always a vital factor in air tactics for the day fighter, because in the thinner air the wing stalls earlier, and stalling speed increases, the latter even more with the amount of Gs pulled by the pilot. (One G is equal to the normal gravity on the earth's surface, two Gs is twice the earth's gravity or, in other words, everything weighs twice the amount of its normal weight due to vertical acceleration, and so on.) When an aircraft enters a stall at high altitude it requires more altitude for recovery than closer to the ground, and this is the reason why two aircraft engaged in an intense dogfight, which started high, usually ended up at lower altitudes. The only other cure, apart from improved aerodynamic characteristics, is a large amount of excessive engine power to help to reach flying speed as quick as possible, an advantage modern fighter aircraft enjoy today, with their favourable thrust-to-weight ratios. But this was not yet the case in the days of the early Sabres, and therefore the advantages of this new wing were evident. On the other hand, a penalty had to be paid for the omission of the extendable slats in the form of losing the excellent low-speed flying qualities of the slatted wing, which is naturally desirable during approach and landing. The stalling speed had risen by some fourteen m.p.h., and a yaw-and-roll effect preceded the stall, characteristics not particularly welcome to a pilot when flying just above the runway. Therefore the final approach speed had to be increased to about 173 m.p.h., and to about 138 m.p.h. at touch-down, resulting in a longer landing roll.

The first Mk. 5, s/n 23001, was completed on 21st July 1953, making its maiden flight on 30th July. The new engine gave it another clear performance advantage by reaching 40,000 ft. in nine minutes, half the time of the earlier Mk. 2. The Orenda engine was slightly larger in diameter than its General Electric J-47 predecessor, resulting in some minor structural changes and some 340 lb. weight increase.

On 20th April 1954 a ceremony marked the completion of the 1,000th Canadair Sabre. Production of the Mk. 5 was completed after 370 aircraft were built, and it gave way to the final production version of the Canadair Sabres, the CL-13B Mk. 6. This model proved to be the best of all Sabres in overall performance. It was equipped with the improved Orenda 14 engine, which delivered 7,275 lb. st. thr. and gave the Mk. 6 an impressive climb rate and altitude performance. With the exception of a few early production aircraft the Mk. 6 reverted to the slatted wing to combine the better slow-flying characteristics with the advantages of the "6-3" leading edge wing.

Export Sabres

The first Canadair-built Sabres to fly under a foreign flag were sixty Mk 2s delivered to the USAF to accelerate the build-up of fighter strength in Korea. They were flown to Fresno, California, between April and

July 1952, where they were fitted with U.S. equipment and then designated F-86E-6.

Next to use Sabres in their fighter inventory were the British. This started in 1952, when the decision was made, despite criticism, to adopt the Sabre for a number of fighter squadrons until the first British swept-wing fighter became available. In all 430 aircraft were delivered to the RAF, both Mk. 2 and Mk. 4 versions, under the MDAP programme, paid for out of U.S. funds; but only about half the number of Sabres received by the RAF were put in service, the remaining aircraft being held in reserve.

As the newer Mk. 5 and later the Mk. 6 became available for the RCAF, most Mk. 2s and Mk. 4s were fitted with "6-3" extended leading edge wings and otherwise modernized. They were then designated F-86E(M)—the M denoting modified—and delivered under the MDAP programme to other nations. Delivery began in 1954, when Greece received 104 and Turkey 105 of these fighters. This applied also to many of the RAF's Sabres, which were overhauled by civilian contractors, notably at Ringway and Stanstead but also at Speke and Yeovilton, and then transferred to other European air forces. Italy received 180, and Yugoslavia received 121 or 122 aircraft. The only Mk. 5s to be exported were 75 aircraft delivered to the Federal German *Luftwaffe*, which used them for pilot training only; they were not flown operationally. This duty was reserved for the Mk. 6, of which Germany received 225 examples, in fact the final production batch of the Mk. 6.

Six Sabre 6s were delivered to Columbia in 1956, and 34 Mk. 6s were sold to South Africa. A few ex-Italian Air Force Sabres were delivered to United Nations Forces in the Congo in 1963, but no details about their ultimate fate are known.

Ninety surplus *Luftwaffe* Sabres Mk. 6 were sold to a private Swiss company, which re-sold them to the Imperial Iranian Air Force in 1966. After some time some of these aircraft were seen flying in Pakistan, causing some political stir, since they were sold with the understanding that no re-sale would take place. It was then stated by Iranian officials that these aircraft were flown to Pakistan only for overhaul, for which the Iranians had no facilities, and afterwards returned to the Iranian Air Force. As it turned out eventually all 90 aircraft were in fact given to Pakistan, where they replaced some of the older F-86Fs, which were then cannibalized to provide spares for the remaining F-86Fs. The transaction was later admitted by the Iranians with the assurance that the Sabres were to be used in the best interests of Iran.

Portugal also showed interest in obtaining a number of ex-*Luftwaffe* Sabres, but delivery did not take place due to objections by the Canadian Government.

Argentina had ordered 36 Mk. 6s, but this contract was cancelled because the customer was unable to raise the necessary foreign exchange, and 24 Mk. 6s intended for Israel were also cancelled. The Sabre production line was closed on 9th October 1958 after the last Mk. 6 for the *Luftwaffe* was completed. The grand total of Sabres built by Canadair was 1,815, an impressive figure when measured by today's standards of fighter production scales.

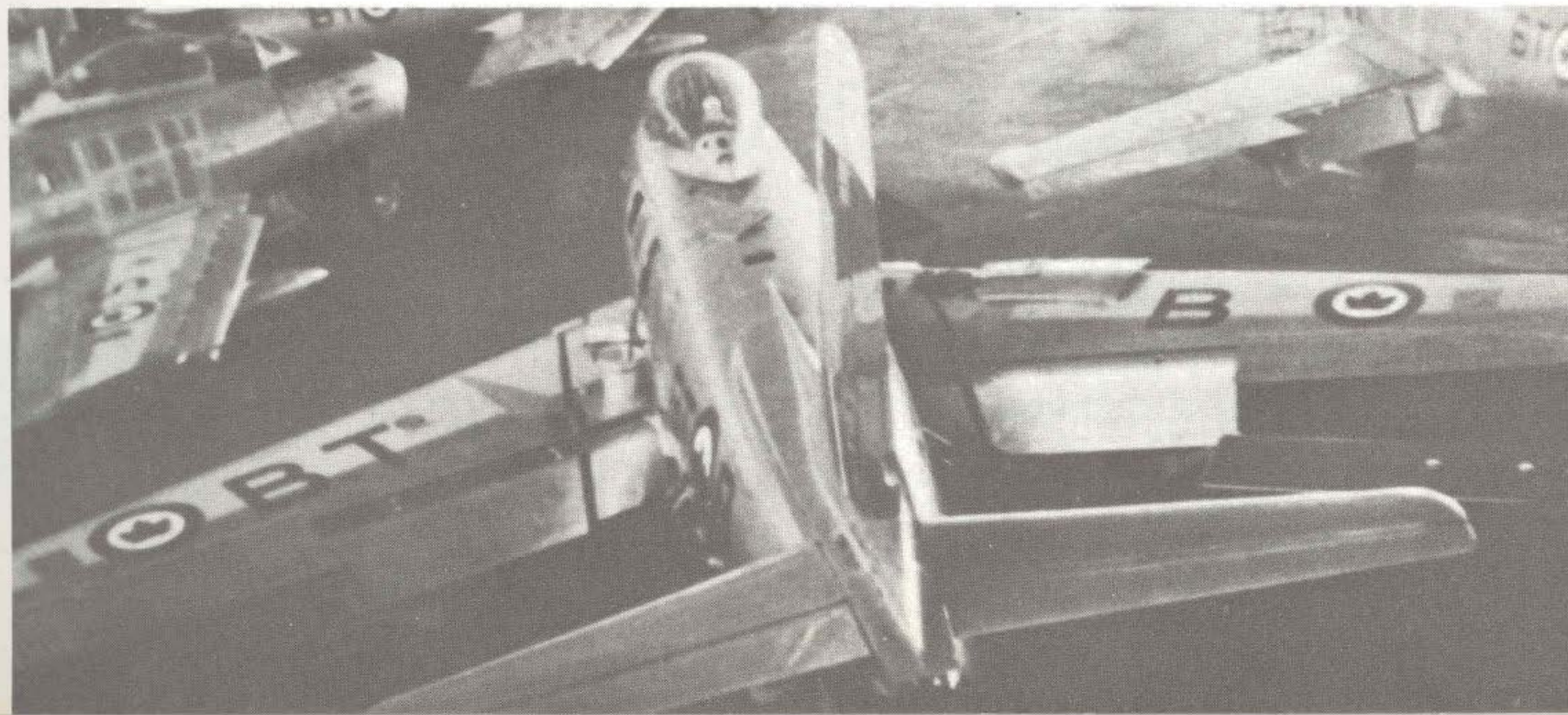
For completeness of the record mention should also be made of some Canadair Sabres still flying actively in civilian clothing, such as N8686F, the Boeing chase plane, which has been used by this company since about 1962 and sports a brilliant yellow-and-black colour scheme. An ex-Golden Hawk Mk. 5 is used by Flight Test Research an American company; another ex-Golden Hawk Mk. 5 was purchased by the Confederate Air Force. A number of ex-*Luftwaffe* Sabres Mk. 6 were modified to carry Del Mar tow targets and were operated by a civil contractor on target missions for the *Luftwaffe* out of Sylt Island. They wear *Luftwaffe* camouflage scheme with day-glo panels and civil registrations.

Service Record

The Sabres provided Canada's major front line equipment for more than a decade, serving with the RCAF's No. 1 Air Division, Canada's contribution to NATO, exclusively in Europe. For a number of years there were no Sabres stationed in Canada except those of the No. 1 (Fighter) O.T.U. at Chatham, New Brunswick, where the fighter pilots destined for the Sabre squadrons received their transition training. The Air Division in Europe comprised four wings with three squadrons each. These were No. 1 Wing with 410 "Cougar", 439 "Tiger" and 441 "Silver Fox" squadrons; No. 2 Wing with 416 "Lynx", 421 "Red Indian" and 430 "Silver Falcon" squadrons; No. 3 Wing with 413 "Tusker", 427 "Lion" and 434 "Blue Nose Sailboat" squadrons; and No. 4 Wing with 414 "Black Knight", 422 "Tomahawk" and 444 "Cobra" Squadrons.

The European Sabre story started on 1st November 1951 at North Luffenham, England, when No. 1 Wing was officially formed. The final destination of this unit was Marville in France, but until this base was readied to accommodate a complete fighter wing it was to operate from North Luffenham. The first Sabres coming off the assembly line were delivered to this wing, and the initial contingent for North Luffenham was cocooned and shipped across the Atlantic Ocean aboard H.M.C.S. *Magnificent*, an aircraft carrier of the Royal Canadian Navy. (RAF Training Command still operated at the base at that time, but on 15th November North Luffenham was officially handed over to the RCAF.)

Good shot showing position and size of lettering used for code on upper wing. (Marcel Sasseville)



With these aircraft 410 and 441 Squadrons were equipped. With 439 Squadron it was somewhat different; this outfit flew its Sabres over the Atlantic in an operation called "Leapfrog One". They took off from Uplands, near Ottawa, on 30th May 1952 for their long trip via Bagotville to Goose Bay, Labrador. From there on it was all water and air to Bluie West One, Greenland; then to Keflavik, Iceland, and on to RAF Kinloss. The final leg took them direct to North Luffenham. Due to bad weather the trip was delayed some days en route, but on 15th June twenty-one Sabre 2s landed safely at their new home base, making the first RCAF fighter wing's complement of three squadrons complete. The example set by 439 Squadron was soon to be followed by other squadrons as the fighter strength of the RCAF in Europe was built up. No. 2 Wing flew its Sabres over the Atlantic to Gros Tenquin, France, in October 1952; No. 3 Wing did so early in 1953, to Zweibrücken, Germany; and No. 4 Wing made it to Soellingen near Baden-Baden in Germany in September 1953 (the station was officially handed over to the RCAF on 26th September), bringing the Air Division to its operational strength of about 300 Sabres. No. 1 Wing moved to Marville, their final home base, early in 1955.

The early Mk. 2s and 4s were replaced by the Mk. 5 in 1954, and these took turns with the Sabre Mk. 6 in 1956. During the same year the first squadrons in Canada, Nos. 401 and 438, two non-regular units in Montreal, received some of the discarded Sabre 5s, and later on six of the auxiliary squadrons flew eight each of these fighters, together with Vampires, T-33s and Harvard Mk. 4s. The aforementioned Sabre Transition unit, No. 1 (Fighter)

O.T.U., operated its Sabres Mk. 2 and later Mk. 5 even into the CF-104 era, to provide future Starfighter pilots with initial experience in high subsonic performance and in low-level tactics before converting onto the Mach-2 CF-104.

As already mentioned, no active Sabre units had remained in Canada, leaving air defence there solely to the Avro CF-100 Canuck. When this aeroplane was operational in Canada, it was eventually also requested by NATO authorities to augment the RCAF's day fighter force with all-weather interceptors. It was decided to remove one Sabre squadron of each wing and replace it by a CF-100 unit from Canada. Of the nine CF-100 units Air Defence Command had available at that time, four well-established all-weather fighter squadrons flew their aircraft over the Atlantic to the four RCAF bases in Europe. The first squadron to move overseas was No. 445 Squadron, flying from Uplands to Marville in November 1956. It replaced No. 410 Squadron, which went back to Canada. Nos. 423, 440 and 419 Squadrons followed to replace Nos. 416 from Gros Tenquin, 413 Squadron from Zweibrücken, and 414 Squadron from Soellingen respectively. Fighter strength in Canada was maintained by re-equipping the four withdrawn Sabre squadrons with the CF-100.

In June 1957 the RCAF started to use a NATO armament range at Decimomanu, Sardinia, for gunnery training (previously carried out at Rabat, Morocco), which facility was shared with other NATO air forces. Squadrons were then regularly rotated to this range to keep their firing practice up to standard.

The direct ferrying of Sabres by their squadrons led



Sabre Mk. 2's in USAF markings, 22837 and 22848 of the Michigan Air National Guard and 22853 of the Maryland Air National Guard. (Photos D. W. Menard)





Sabre Mk. 2's of No. 410 Squadron in later markings. All aircraft with all-plastic nose piece and early curved windscreen. (RCAF)

to the formation of a special unit, designated No. 1 O.F.U. (Overseas Ferry Unit), RCAF, which was formed in October 1954 and which had the task of bringing the new aircraft from the manufacturer to the customer. This unit worked most successfully during the "Sabre Years" until it was disbanded in June 1957 after the last Sabre 6 had been flown to Europe and the last Sabre 5 been taken back to Canada. During the existence of this unit more than 1,000 Sabres and T-33s were flown across the Atlantic without any accident, the pilots of the O.F.U. thereby setting a safety record for thousands of accident-free jet hours, a trans-Atlantic ferry record and a cross-Canada speed record. The latter was set on a trip from Vancouver to Halifax on 29th August 1956. The flight was completed in five hours and 30 seconds with one intermediate landing at Gimli for refueling, which was completed in nine minutes.

Those sixty Sabres Mk. 2 which were built by Canadair for the USAF under contract AF-9386 to meet Korean war shortages were assigned to the 4th and 51st Wings and later handed over to Air National Guard units.

The next Air Force to use the Canadair Sabre in large quantities was the RAF. These aircraft were also flown to England in an operation named "Beechers Brook", which lasted from 8th December 1952 to 19th December 1953. The unit in charge was No. 1 Long Range Ferry unit (later No. 147 Squadron) of RAF Transport Command. The first three aircraft had already arrived in October 1952 at Prestwick, Scotland, and the first batch of Sabres was officially handed over to the RAF in January 1953. Nos. 3, 67 and 71 Squadrons were the first units to receive the type in May 1953, and other squadrons to follow were Nos. 4, 20, 26, 93, 112, 130 and 234. These ten units were all stationed in Germany as part of NATO's Second Tactical Air Force. UK-based squadrons equipped with Sabres were Nos. 66 and 92, as part of Fighter Command. One Sabre, XB982, was equipped with a Bristol Siddeley Orpheus engine and test-flown in 1958.

In the spring of 1955 the first Hunters reached RAF Germany, and started to replace the Sabres, and by the end of June 1956 all the RAF's Sabres had been withdrawn and replaced by the Hunter, the last one to leave being XB670 of No. 3 Squadron.

The Royal Hellenic Air Force received a total of 104

Canadair F-86E(M) Sabres to add an interceptor component to its combat strength, delivery starting in 1955. These were operated by the 337, 341 and 343 *Mire* of No. 111 Combat Wing. During subsequent years Sabre strength was gradually reduced due to normal attrition, and by 1965 341 and 343 *Mire* had re-equipped with the Northrop F-5A and F-5B. The third squadron, 337 *Mira*, used the Sabre for several more years because delivery of further F-5s by the U.S. was halted due to political reasons, but after this restriction was lifted again, it also exchanged its Sabres for the F-5.

The Turkish Air Force received 105 F-86E(M) Sabres which equipped a wing of three fighter squadrons. They were primarily based at Merzifon. By now they have also been withdrawn from service and replaced by the Northrop F-5.

In Italy units using the Sabre included the 4^a *Aero-brigata*, a day interceptor formation assigned to home defence, consisting of the 9^o, 10^o and 12^o *Gruppi*, and the 2^o *Stormo*, another independent unit for home defence.

The Sabres delivered to Yugoslavia equipped two day interceptor divisions, but no details about individual units are available. The Sabres Mk. 6 delivered to South Africa were flown by Nos. 1 and 2 Squadrons until being replaced by the Mirage IIICZ in 1964.

Largest foreign customer for Mk. 5 and 6 aircraft was the Federal Republic of Germany, where the Sabres provided the air defence force together with one wing of F-86Ks for all-weather interception. Three wings, JG (for *Jagd-Geschwader*) 71 *Richthofen*, 72 and 73 were established and equipped with the Mk. 6. When the F-104G became available, JG 71 completely re-equipped with the advanced Starfighter. During the transition period the Sabres were assigned to a temporarily formed third squadron (normal complement of a *Luftwaffe* wing is two squadrons), which continued to stand Zulu alerts, while the first and second squadrons were busy adopting the new type. JGs 72 and 73 continued to fly the Sabre. They were soon to be re-designated JABO-G (for *Jagd-Bomber-Geschwader*) 43 and 42 respectively, and started to operate in the fighter-bomber rôle. Eventually these wings were also to re-equip with a new type, the Fiat G-91R.3; during the transition period operations were split, one squadron of the wing operating the G-91 while the other squadron continued to fly the Sabre, until even-

Line-up of Mk. 2's of No. 410 Squadron (Flight International)





Sabre Mk. 2's of No. 439 Squadron lined-up before their departure from Uplands for the Atlantic crossing. Note absence of fuselage and wing codes. (RCAF)

tual complete re-equipment with the G-91 in about 1966. The 75 Sabres Mk. 5 delivered to the *Luftwaffe* were used solely by WS (for *Waffenschule*) 10, together with the Mk. 6 and T-33, for pilot transition training. They were in use until about 1961 and then gradually phased out, leaving only the Mk. 6 operational in Germany.

Apart from those Sabres still flying today in Germany and mentioned earlier in the text, there are some Mk. 6 still in use by the *Erprobungsstelle der Luftwaffe 61*, or *E-Stelle 61*, for various test programmes; and *Entwicklungsring Süd* used one as chase aircraft for the VJ-101 VTOL fighter prototype.

The ex-*Luftwaffe* Sabres Mk. 6 which found their way into the Pakistani Air Force inventory in 1966 replaced the F-86Fs of Nos. 17 and 18 Squadrons, and an additional unit, No. 19 Squadron, was formed to receive the Sabre 6. These aircraft are still flying today.

Mention should also be made of the various aerobatic teams using the Canadair Sabre for many years, thrilling countless spectators in many countries; these included the *Golden Hawks*, the *Skylancers* and the *Fireballs* of the RCAF; the *Cavallino Rampante* (during 1956-57), the *Lanceri Neri* (during 1958-59), and the *Frecce Tricolori* during the early 'sixties (which finally exchanged the Sabres for the Fiat G-91), all of the Italian Air Force; the *White Swans* of the Turkish Air Force, and the official Greek Air Force team.

CANADAIR SABRE SERIALS

Type	Manufacturer's Numbers	RCAF serials	Other serials
Sabre Mk. 1	1	19101	
Sabre Mk. 2	2-199, 201-352	19102-19199, 19201-19452	60 of these were* delivered to the USAF receiving serials 52-2833 to 52-2892.
Sabre Mk. 3	100	19200	
Sabre Mk. 4	353-790	19453-19890	
Sabre Mk. 5	791-1160	23001-23370	
Sabre Mk. 6 (RCAF)	1161-1590	23371-23760	
Sabre Mk. 6 (Luftwaffe)	1591-1815		
Sabre Mk. 6 (Colombia)			2021-2026
Sabre Mk. 6 (S. Africa)			350-383

* The 60 aircraft delivered to the USAF as F-86E-6-CAN Sabres originally bore the following serials: Ex-RCAF Sabre Mk. 2s, 19244,45, 51,52,56-64,66,79,80,82,84,95-97,99; 19306,08-11,13,14,16,19,21, 22,24,27-32,34,36,39-41,45,46,48,51,52; 19356-58,60-62,66,68,69 plus one.

RAF serial numbers of North American Sabre F.1/F.4, Canadair built and supplied under Mutual Defense Aid Pact (Sabre F.1 re-designated F.2 in May 1953):

XB530-550,575-603,608-646, F.1; XB647-650, F.4; XB664-713, 726-769, F.1; XB770-775, F.4; XB790-839, F.1; XB851-855, F.4; XB856-900, F.1; XB912-916, F.4 (initially numbered XB901-905); XB917-961, 978-990 (initially numbered XD117-129), 973-977, 991-999, F.4.

A further 60 received USAF serials 52-10177,10236 before construction; these became XD706-730 (ex-RCAF 19707-731); XD731-736 (ex-19749-754); XD753-771 (ex-19755-773); XD772-781 (ex-19793-802).

COMMONWEALTH SABRE SERIALS

Sabre Mk. 30 Prototype	A94-101
Sabre Mk. 30	A94-901-921
Sabre Mk. 31	A94-922-943
Sabre Mk. 32	A94-944-990 A94-351-371

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Mks. 30 and 31 modified to Mk. 32 standards.

RCAF SQUADRON CODES

Sqn.	Code	Sqn. Motif	Replaced by CF-100 Sqn. No. Remarks
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No. 1 Air Division

No. 1 Day Fighter Wing, North Luffenham/Marville

No. 410	AM	Cougar	445 Repl. by CF-100 Sqn. No.
439	IG	Tiger	
441	BT	Black/White checks	

No. 2 Day Fighter Wing, Gros Tenquin

No. 416	AS	Lynx	423 Repl. by CF-100 Sqn. No.
421	AX	Indian	
430	BH	Falcon	

No. 3 Day Fighter Wing, Zweibrucken

No. 413	AP	Elephant	440 Repl. by CF-100 Sqn. No.
427	BB	Lion	
434	BR	Sailboat	

No. 4 Day Fighter Wing, Soellingen

No. 414	AQ	Black Knight	419 Repl. by CF-100 Sqn. No.
422	TF	Tomahawk	
444	VH	Cobra	

Other codes/units in Canada

No. 400	GW	Auxiliary, Toronto/Downsview
401	AB	Auxiliary, Montreal/St. Hubert
411	KH	Auxiliary, Toronto/Downsview
431	?	became CF-100 unit in 1954
438	BQ	Auxiliary, Montreal/St. Hubert
442	?	Auxiliary, Vancouver/Sea Island
443	?	Auxiliary, Vancouver/Sea Island
CEPE	PX	Central Experimental & Proving Establishment
	SU	RCAF Station Summerville
	SL	
	PF	



Above: A pair of Sabre Mk. 2's of No. 441 Squadron flying over the UK. Note black fin fillet on 152. (RCAF)



Above: Sabre Mk. 5, 19343 with black rudder and nose band, No. 421 Squadron. (Gerhard W. Joos)



Left: A pair of Mk. 5's of No. 427 Squadron, note both pilots are flying without crash helmets.

Below: Immaculate Mk. 2 of No. 421 Squadron, black rudder, nose band and wing tips, black and white fuselage stripes, probably the Squadron Commander's aircraft. (RCAF)



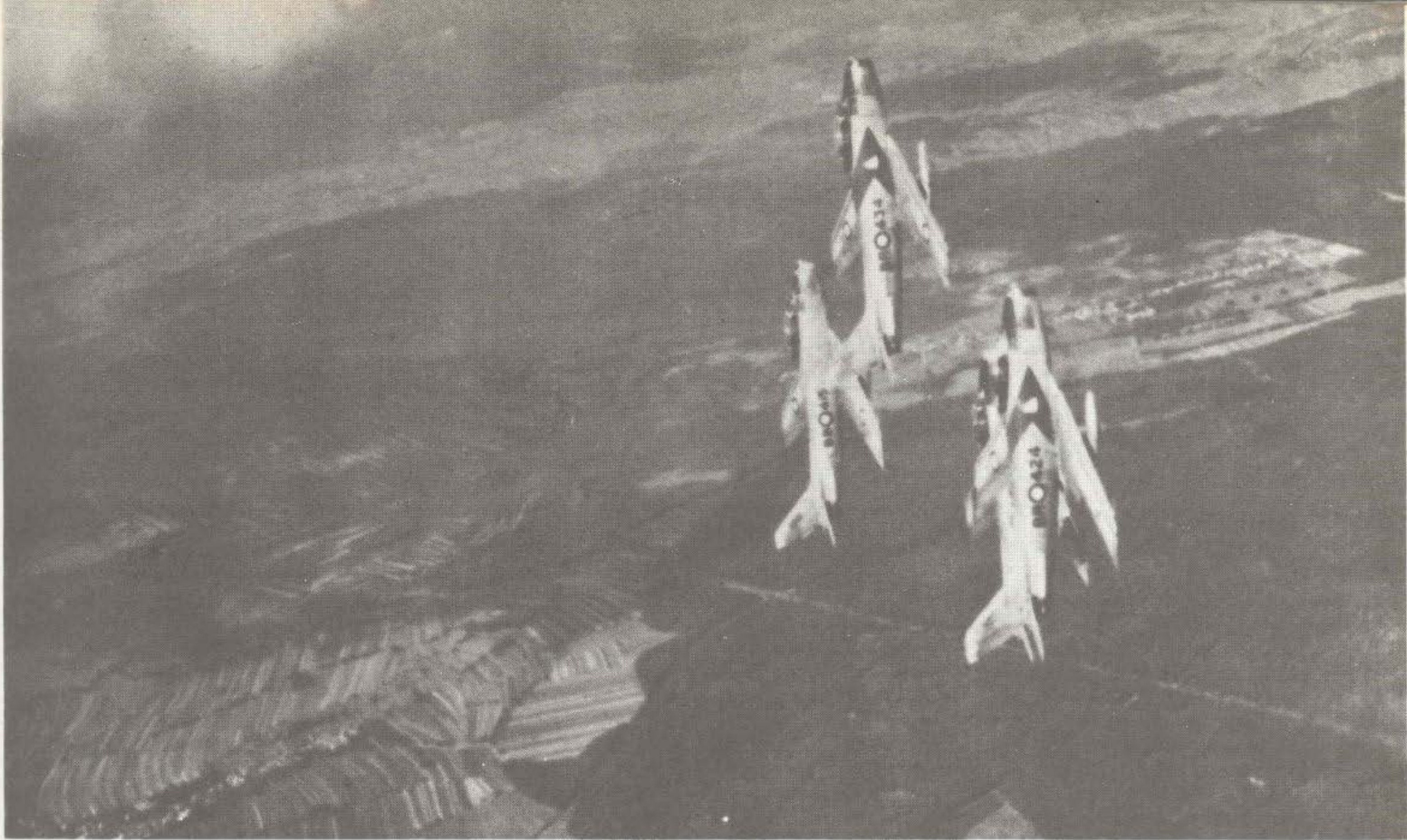


Left: Sabre Mk. 2 of No. 421 Squadron. (Gerhard W. Joos)

Centre: A pair of Mk. 2's of No. 421 Squadron taxiing past the tail of a Mk. 2 of No. 430 'Falcon' Squadron. Note at this period the starboard insignia always faced aft. (Flight International)

Bottom: Sabre Mk. 2's of No. 430 Squadron, note black nose and wing bands, red fuselage flash outlined in black.





Above: Neat diamond formation by Sabre Mk. 2's of No. 3 Wing, Zweibrucken. Lead and starboard wing aircraft from No. 434 Squadron, port wing aircraft from No. 427 and slot aircraft from No. 413 Squadrons. (Gerhard W. Joos)



Above & below: Sabre Mk. 4's of No. 414 Squadron, marking is black on white outlined with thick red stripe, insignia black head, red plume on white shield outlined black. (Photos RCAF)





Above: Sabre Mk. 5 of No. 1 Operational Training Unit, RCAF. (via Gerhard W. Joos)



Above: Formation of Sabre Mk. 5's of an Auxiliary Squadron in Canada. (RCAF)

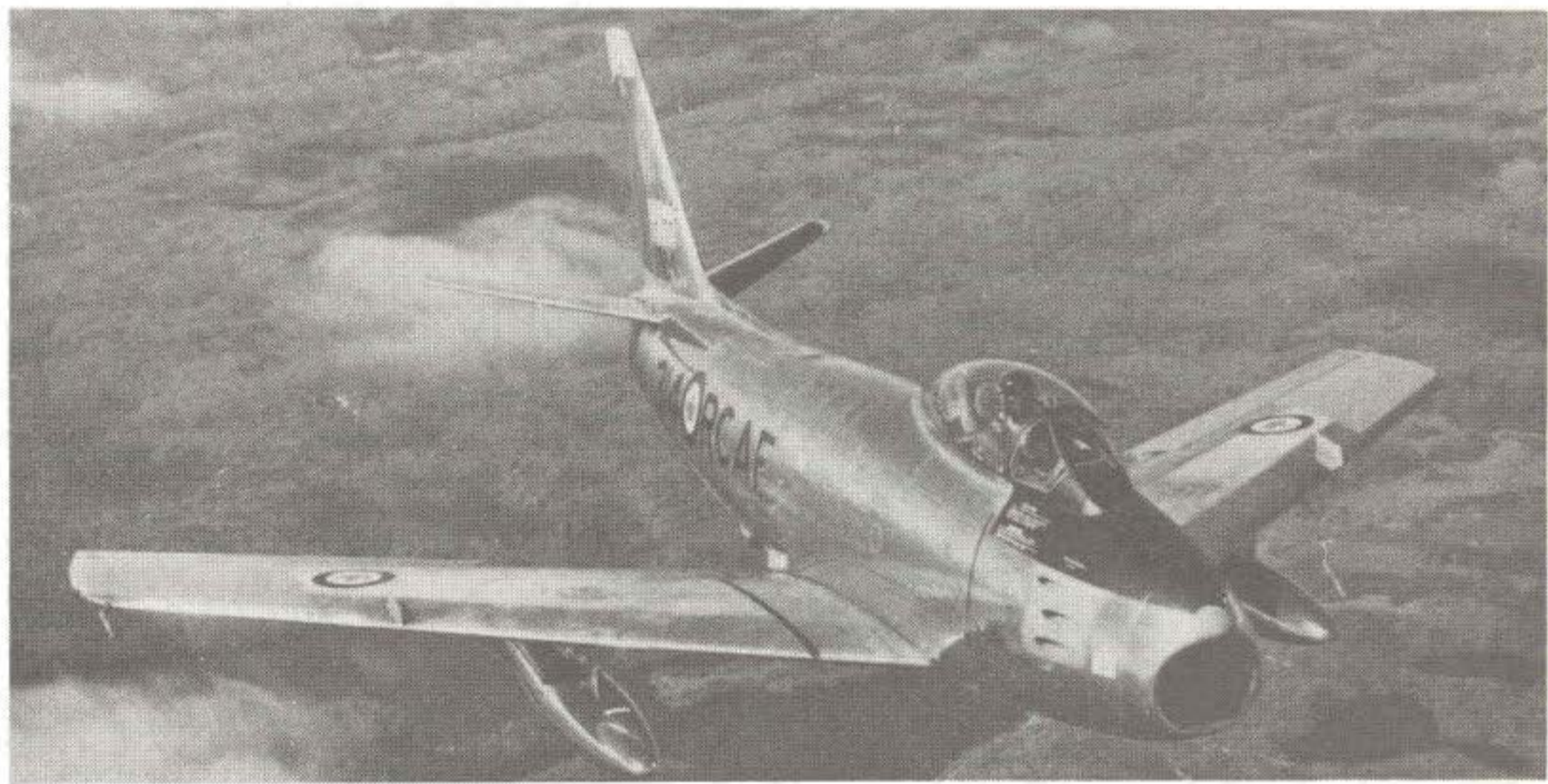
Below: Mk. 5 of RCAF Station Summerside, Prince Edward Island, 1955. (RCAF)





Above: Sabre Mk. 5's of an Auxiliary Squadron, note difference in lettering style on SL 071 and SL 222.

Right: Mk. 5 of an Auxiliary unit after the revision of markings ordered in 1958. (RCAF)



Below: Sabre Mk. 5's in factory finish flown by pilots of No. 1 OTU. (RCAF)

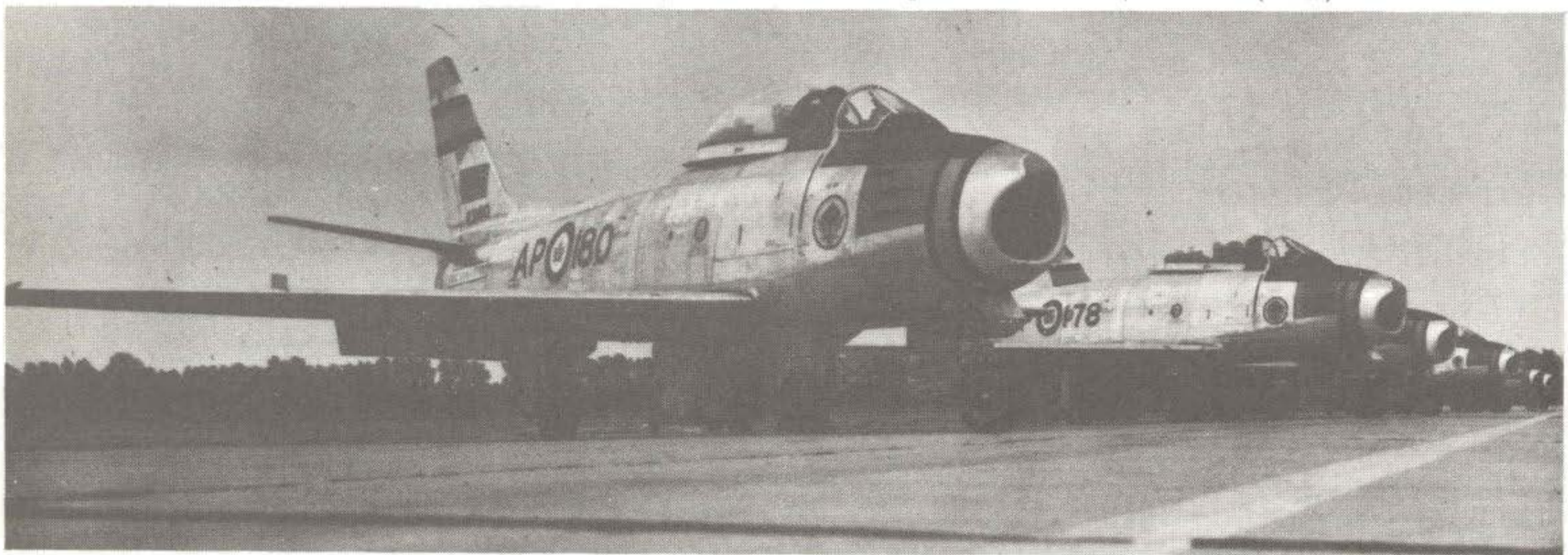




Above: Mk. 5's of No. 2 Wing after introduction of camouflage, note complete absence of squadron markings. (via Gerhard W. Joos)



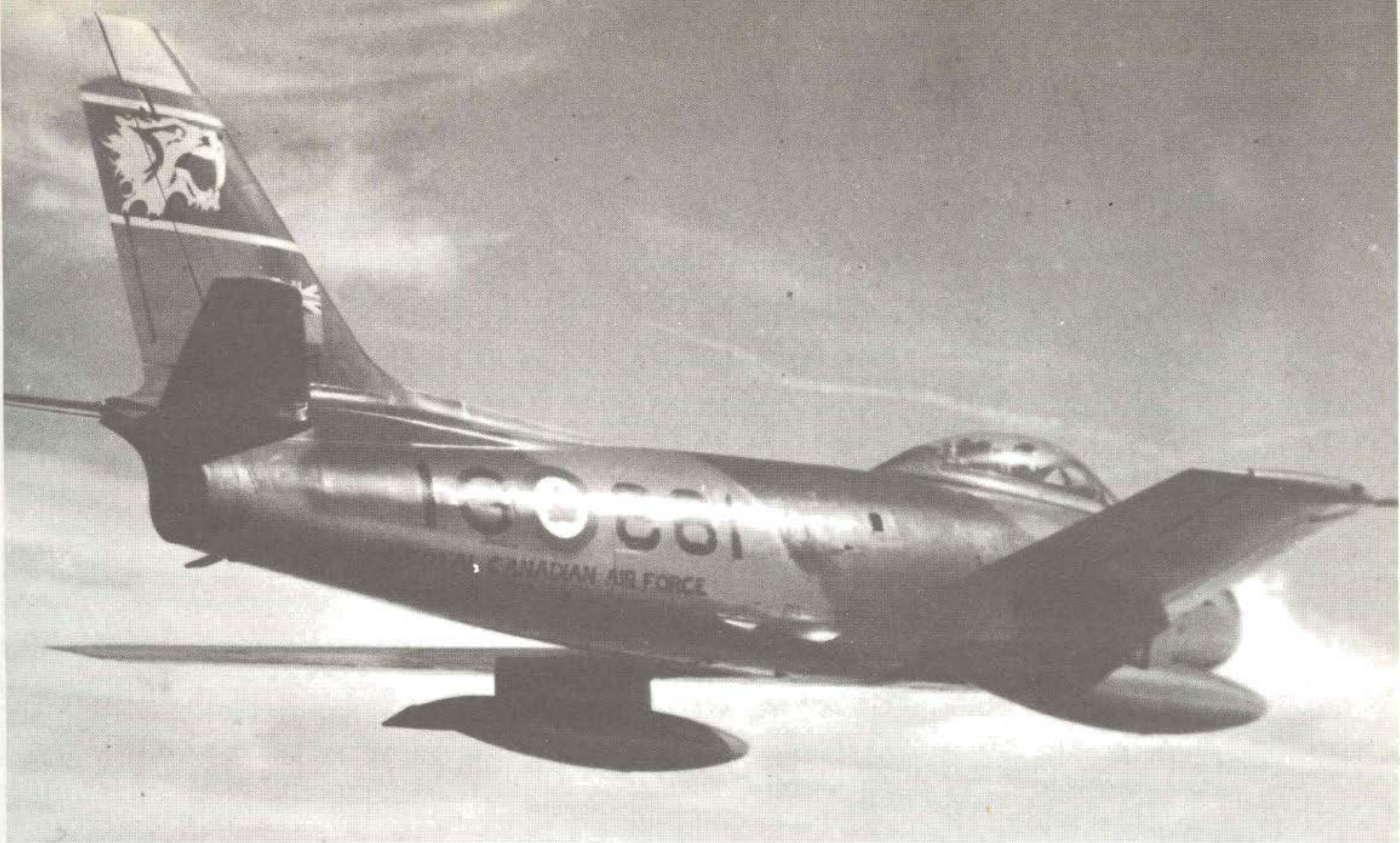
Above: Mk. 5 of No. 413 Squadron coming in to land. Note position of code and insignia well forward of speed brake. (RCAF)



Above: Line-up of Mk. 5's of No. 413 Squadron, tail and nose bands were standard for No. 3 Wing squadrons for some time. (RCAF)

Below: Mk. 5's of No. 413 Squadron during 'Carte Blanche' exercise with large cross markings applied to wings and fin. Note cross applied to tractor also. (RCAF and Gerhard W. Joos)



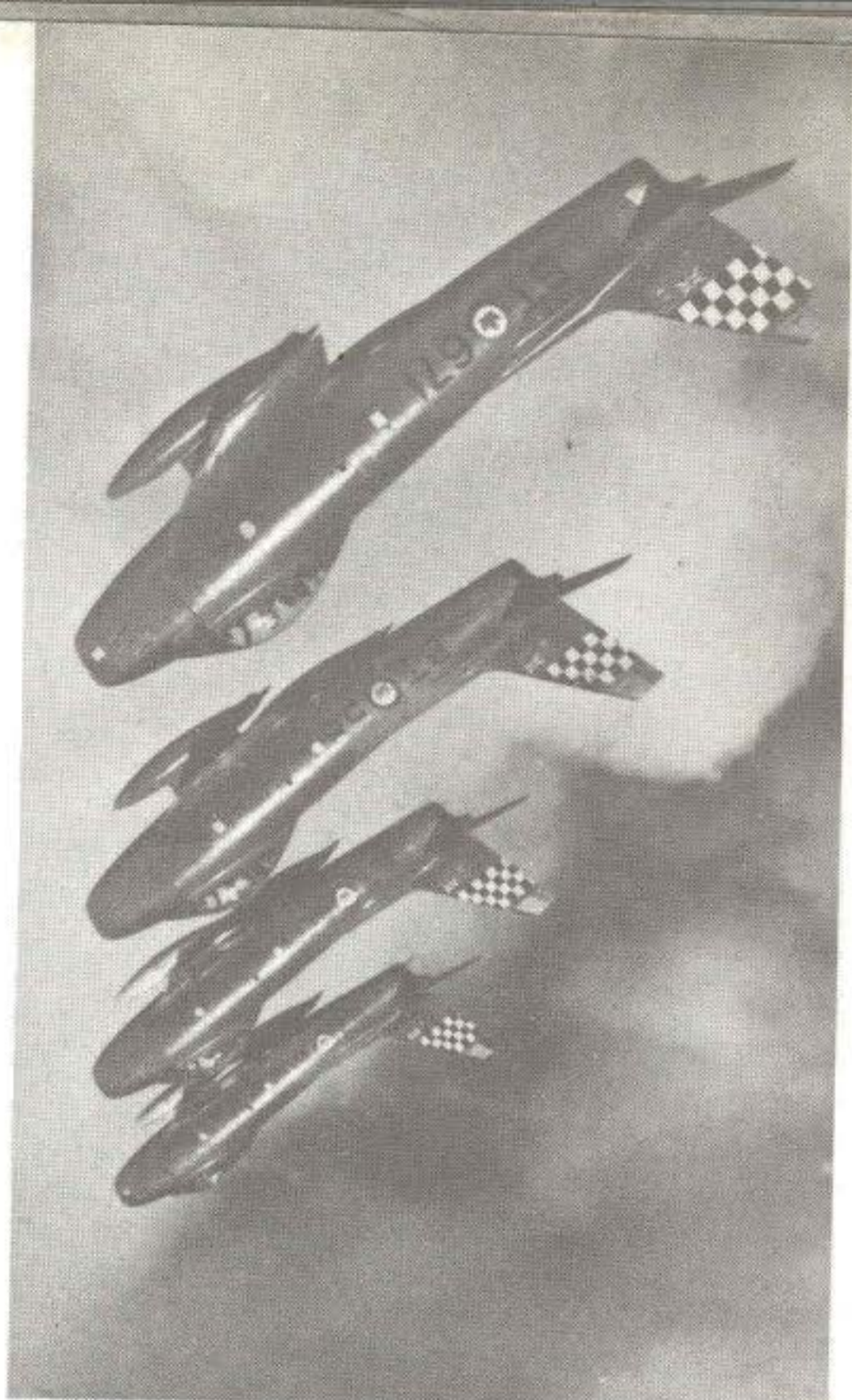


Top: Nice flying shot of a Mk. 6 of No. 439 Squadron, note absence of insignia on wing under surfaces. (RCAF)

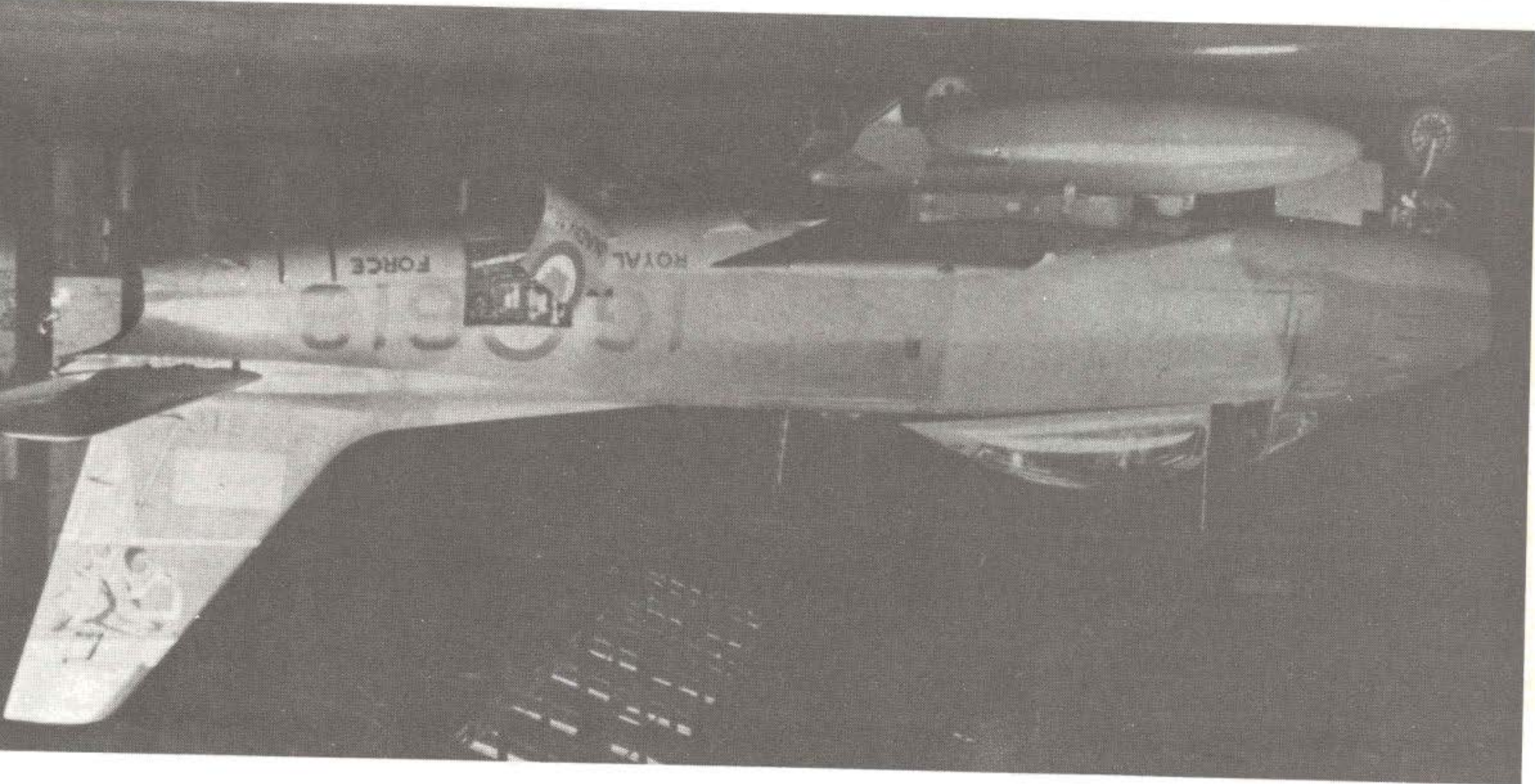
Centre: A neat flight of four Mk. 6's of No. 439 Squadron, this photo clearly shows all starboard side details. (RCAF)

Right: 'SCRAMBLE'! This shot nicely captures the scene of the alert crews running to their Sabres for a scramble mission. (Gerhard W. Joos)





Above, two pictures: A pair of Sabre Mk. 6's of No. 439 Squadron, note different type long-range tanks. (Photos S. P. Peltz)
Left: Neat formation by four Sabre Mk. 6's of No. 441 Squadron, (RCAF)
Below: Sabre Mk. 5, 23059 of No. 441 Squadron, note this aircraft still retains the 'Carte Blanche' crosses on the upper surface of the wings. (Ken Moreash via Gerhard W. Joos)



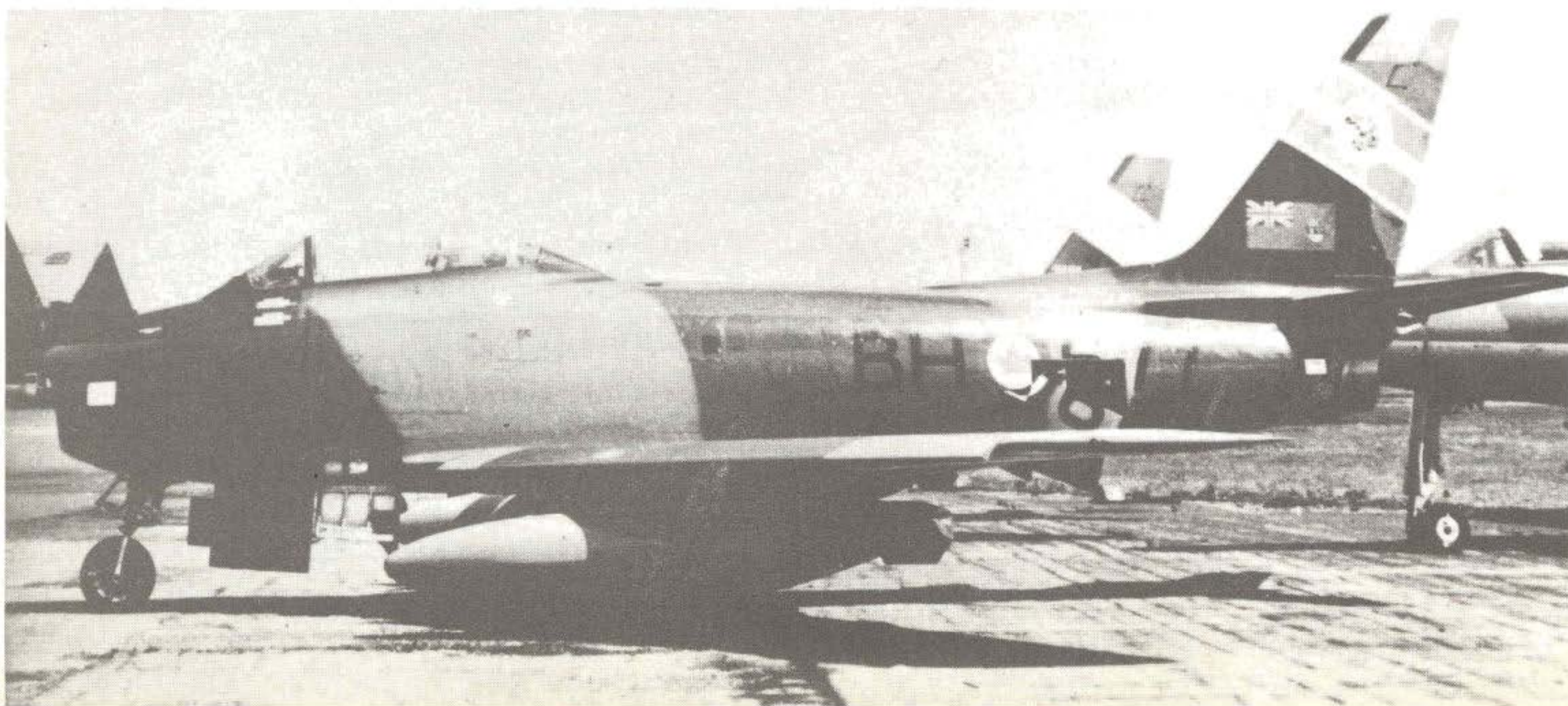


Above: Sabre Mk. 6 of No. 441 Squadron, No. 1 Wing, based at Marville. (S. P. Peltz)



Above: Sabre Mk. 6's of No. 421 Squadron, No. 2 Wing, Gros Tenquin. (RCAF)

Below: Mk. 6 of No. 430 Squadron, serial 23677, by this time the Falcon faced forward on both port and starboard tail surfaces. (S. P. Peltz)





Above & below: Selection of Sabres of No. 430 Squadron, note the Falcon insignia facing forward in all cases.

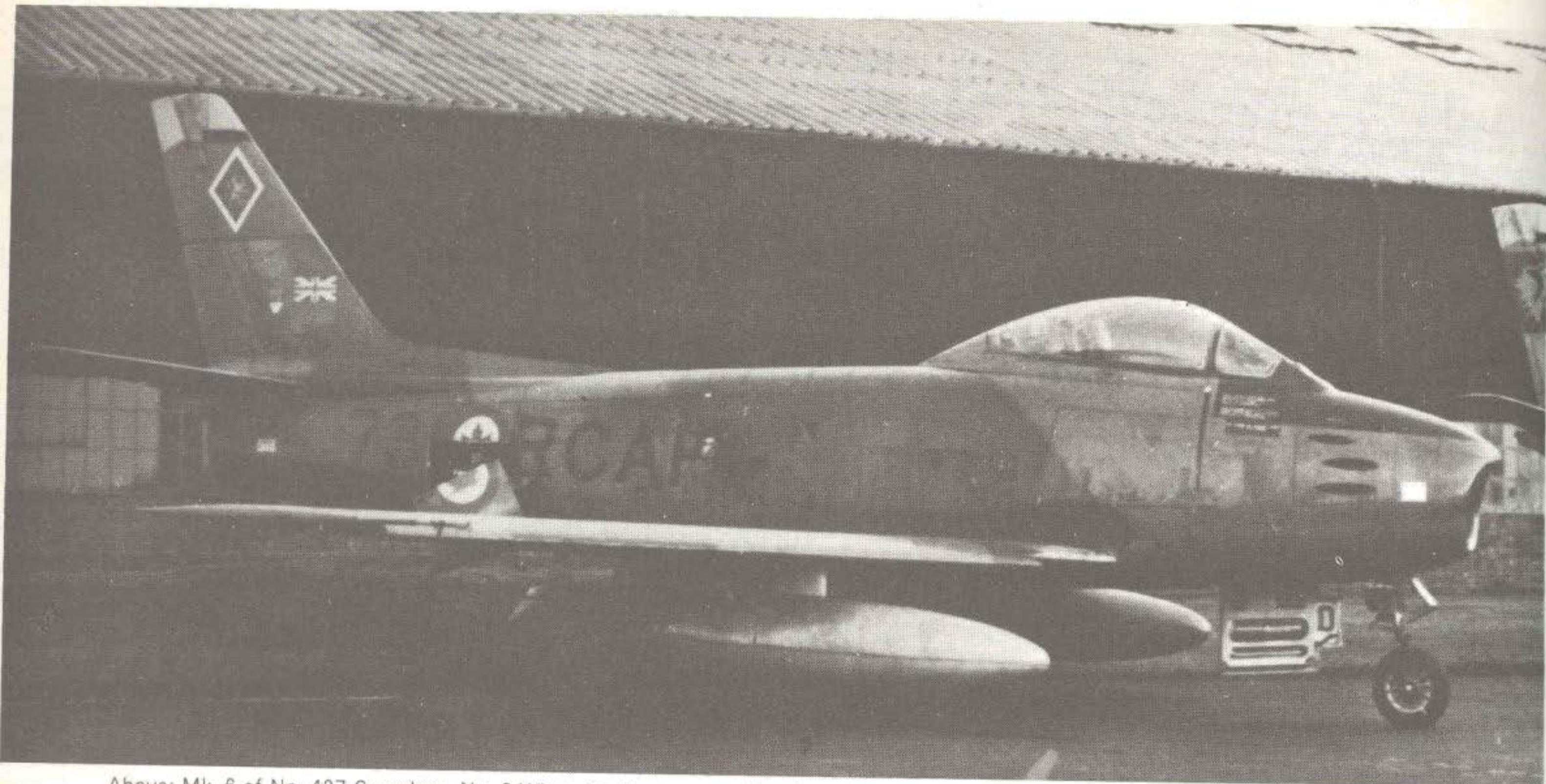


Below: Sabre Mk. 6 of No. 427 Squadron, the tail marking does not indicate a unit but appears to have been applied for a gunnery competition. (Gerhard W. Joos)



Below: Sabre Mk. 6 of No. 427 'Lion' Squadron, note the deeper than standard blue band on tail. (S. P. Peltz)





Above: Mk. 6 of No. 427 Squadron, No. 3 Wing, Soellingen, note Lion faces forward on both port and starboard side. (S. P. Peltz)



Above: Two shots of the early presentation of No. 434 Squadron's insignia, both aircraft are Mk. 6's.

Below: Sabre Mk. 6 in the final insignia style, note 'NO STEP' in black above first 6 of code, serial 23665. (S. P. Peltz)





Top: Neat diamond formation by Mk. 6's of No. 434 Squadron, note stencil style lettering on fuselage. (RCAF)

Above: Nice flying shot of a No. 434 Squadron Mk. 6, this shot clearly shows the latest markings as they were carried until phase out. (RCAF)

Below: Sabre Mk. 6 of No. 422 'Tomahawk' Squadron. (RCAF)





Above: Maintenance work being carried out on the magazines of a Sabre Mk. 6 of No. 444 Squadron at Soellingen. (RCAF)



Above: Sabres of Nos. 439, 441 and 444 Squadrons, No. 444 nearest camera. (S. P. Peltz)

Below: Sabre Mk. 6 of No. 444 Squadron in final markings. (S. P. Peltz)





Above: Sabre Mk. 5 of No. 444 Squadron, serial number 23162. (Hank Shakelaar)

Right: Sabre Mk. 5 showing new style fin flash, probably of No. 1 OTU. (S. P. Peltz)

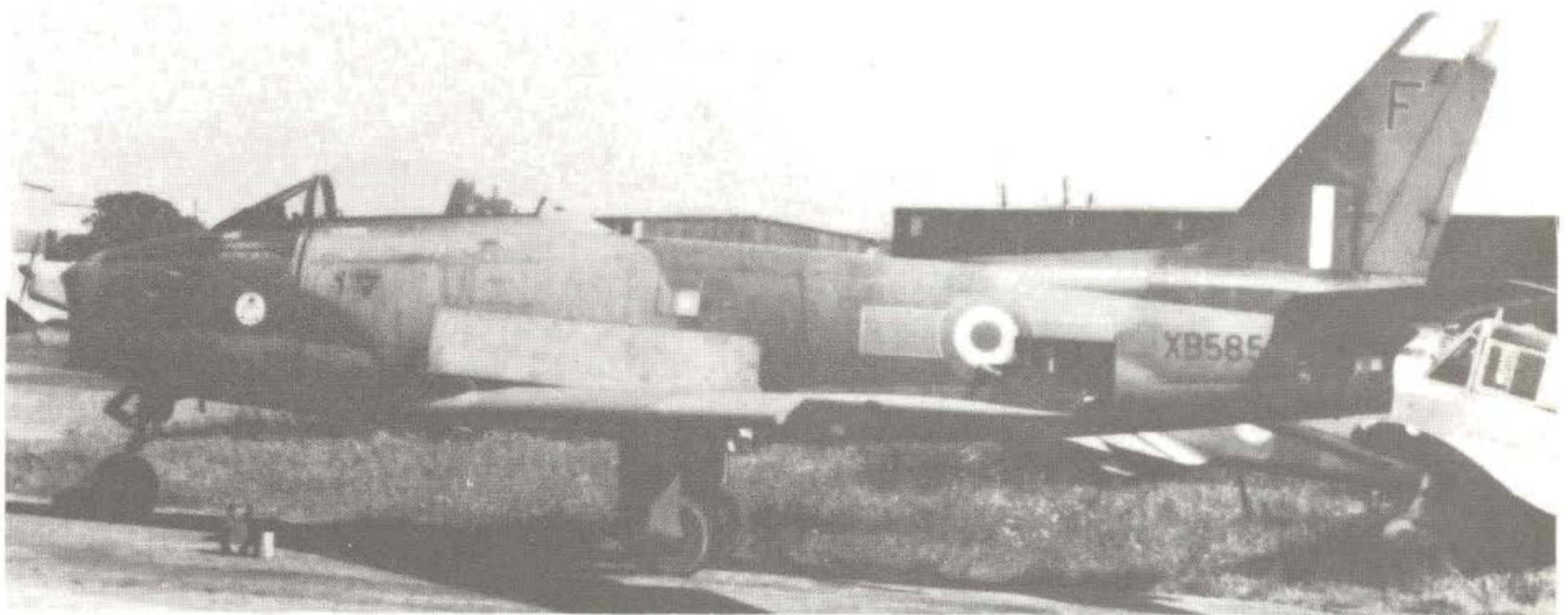


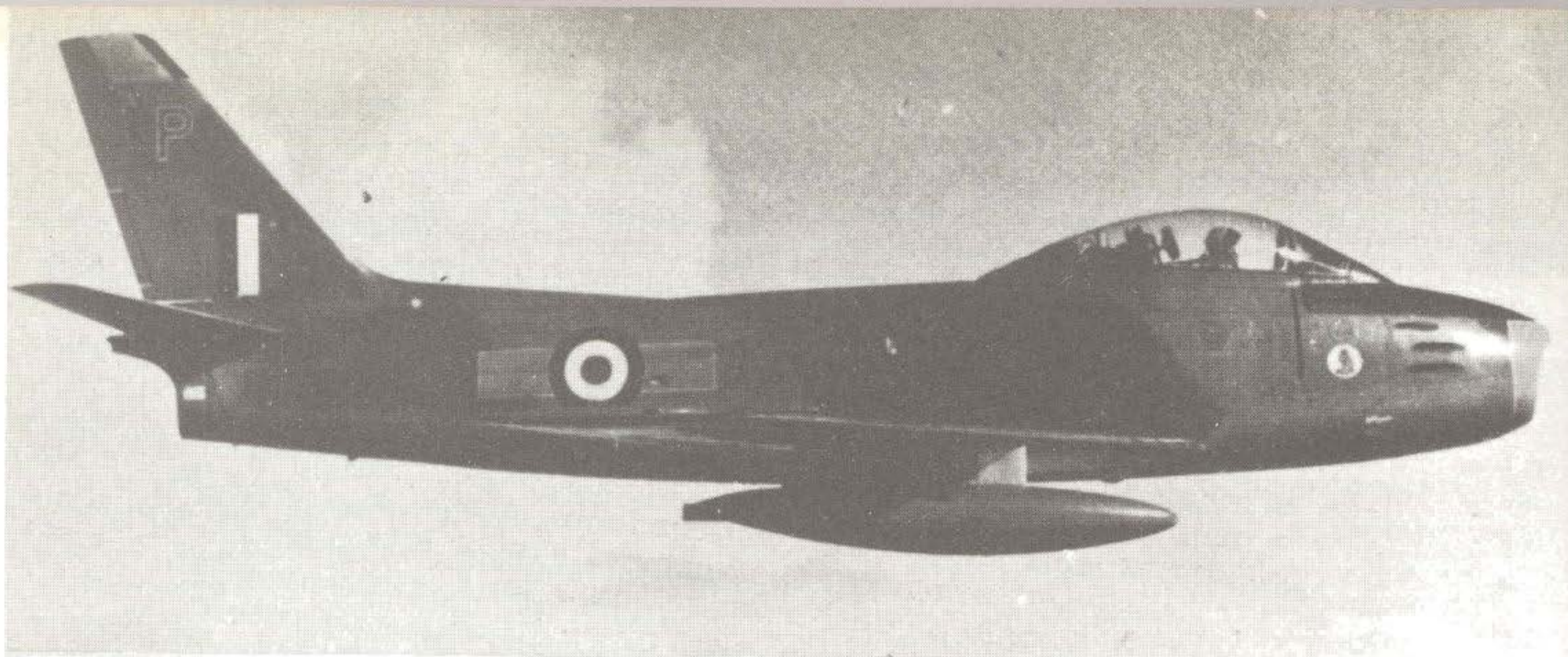
Below: Mk. 5 of No. 1 OTU, note new style fin flash, red band outlined black on tail and red panel where tail plane joins fuselage. (S. P. Peltz)



Below: Sabre F.4 of No. 3 Squadron, RAF, awaiting modification at Stanstead in August 1957. (Gerhard W. Joos)

Bottom: Sabre F.4 of No. 92 Squadron somewhat bent, note squadron badge on fin flash. Checks are red and yellow, yellow aircraft letter, serial XD771. (via Gerhard W. Joos)





Above: Sabre F.1 of No. 3 Squadron, see colour illustration. (Flight International)



Above: Neat formation by Sabre F.4's of No. 130 Squadron, RAF. Serials from nearest aircraft are: XB918, XB927, XB953 and XB929; aircraft letters white on black disc. (Flight International)

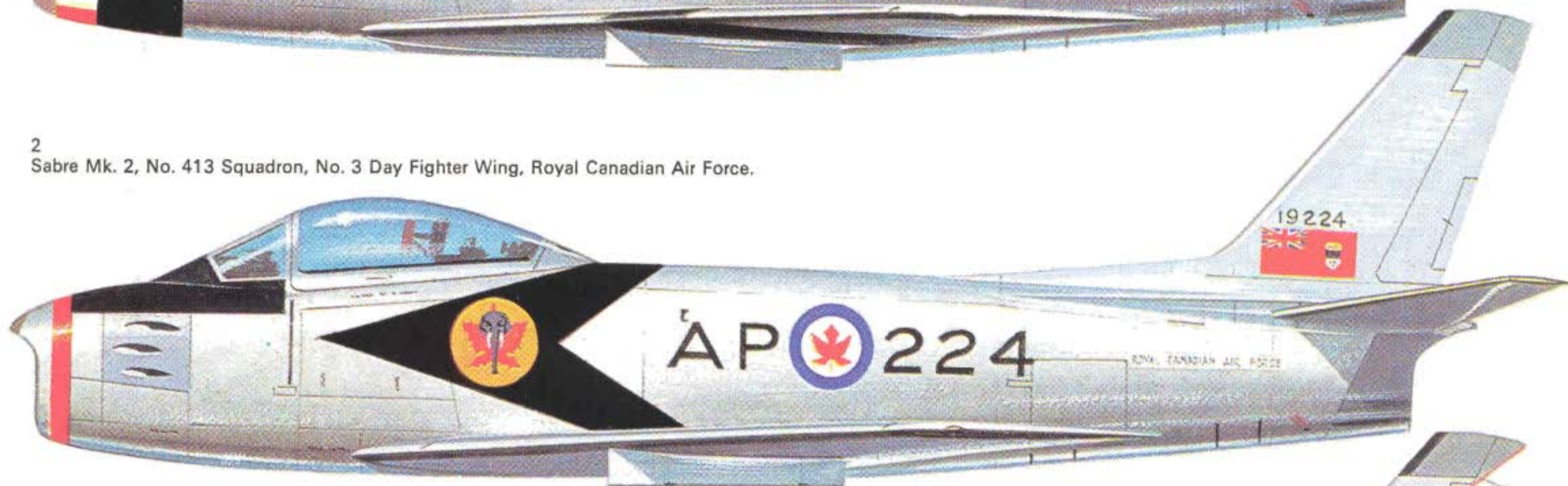
Below: Sabre F.4 of No. 66 Squadron RAF, taxiing down the runway at Linton-on-Ouse, see colour illustration (Flight International)



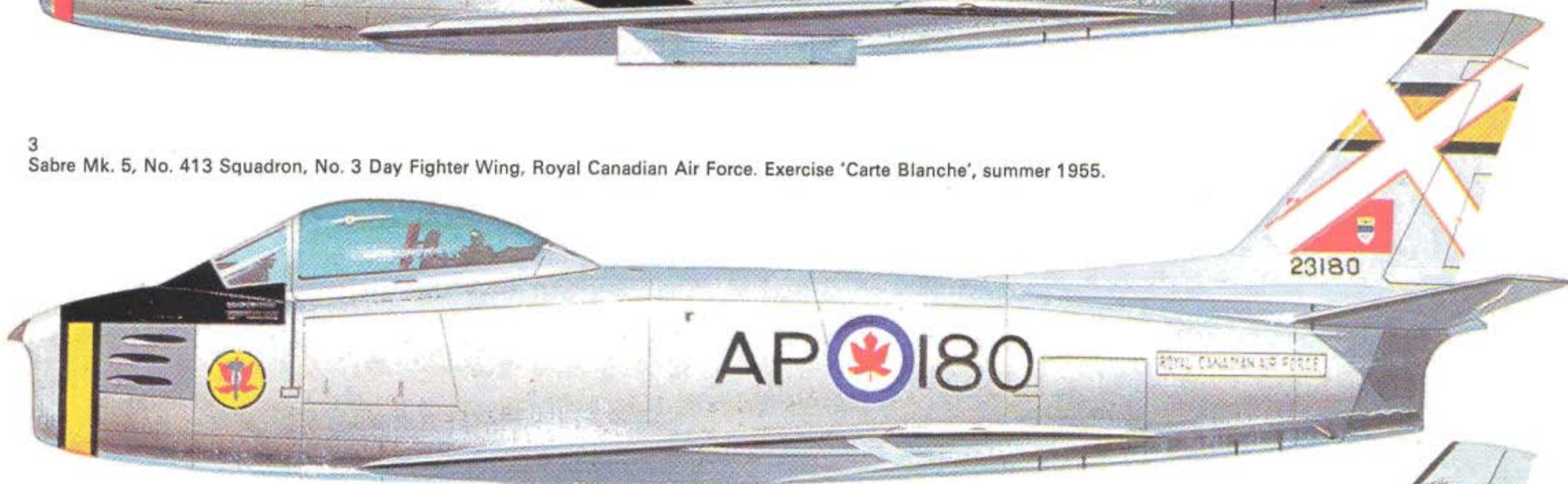
1 Sabre Mk. 2, No. 421 Squadron, No. 1 Day Fighter Wing, Royal Canadian Air Force.



2 Sabre Mk. 2, No. 413 Squadron, No. 3 Day Fighter Wing, Royal Canadian Air Force.



3 Sabre Mk. 5, No. 413 Squadron, No. 3 Day Fighter Wing, Royal Canadian Air Force. Exercise 'Carte Blanche', summer 1955.



4 Sabre Mk. 2, No. 427 Squadron, No. 3 Day Fighter Wing, Royal Canadian Air Force.



5 Sabre Mk. 2, No. 410 Squadron, No. 1 Day Fighter Wing, Royal Canadian Air Force.



1 Sabre Mk. 6, No. 439 Squadron, No. 1 Day Fighter Wing, Royal Canadian Air Force.



2 Sabre Mk. 6, No. 421 Squadron, No. 2 Day Fighter Wing, Royal Canadian Air Force.



3 Sabre Mk. 6, No. 427 Squadron, No. 3 Day Fighter Wing, Royal Canadian Air Force.



4 Sabre Mk. 6, No. 422 Squadron, No. 3 Day Fighter Wing, Royal Canadian Air Force.



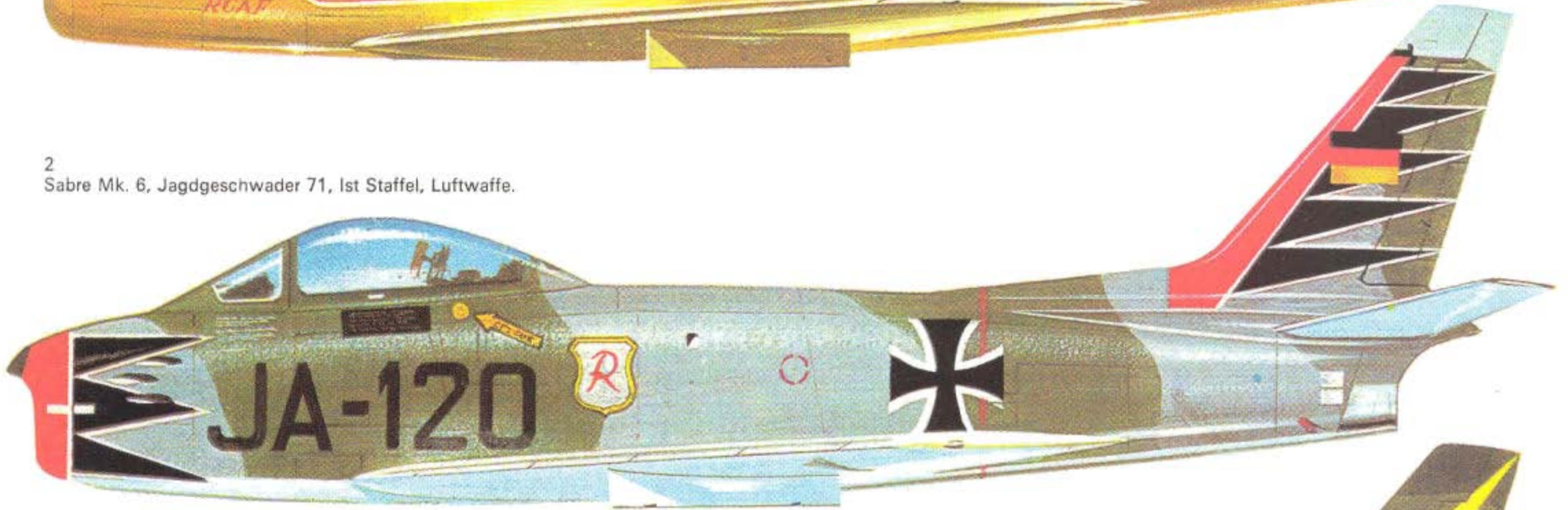
5 Sabre Mk. 6, 'Skylancers' Aerobatic Team, No. 2 Day Fighter Wing, Royal Canadian Air Force.



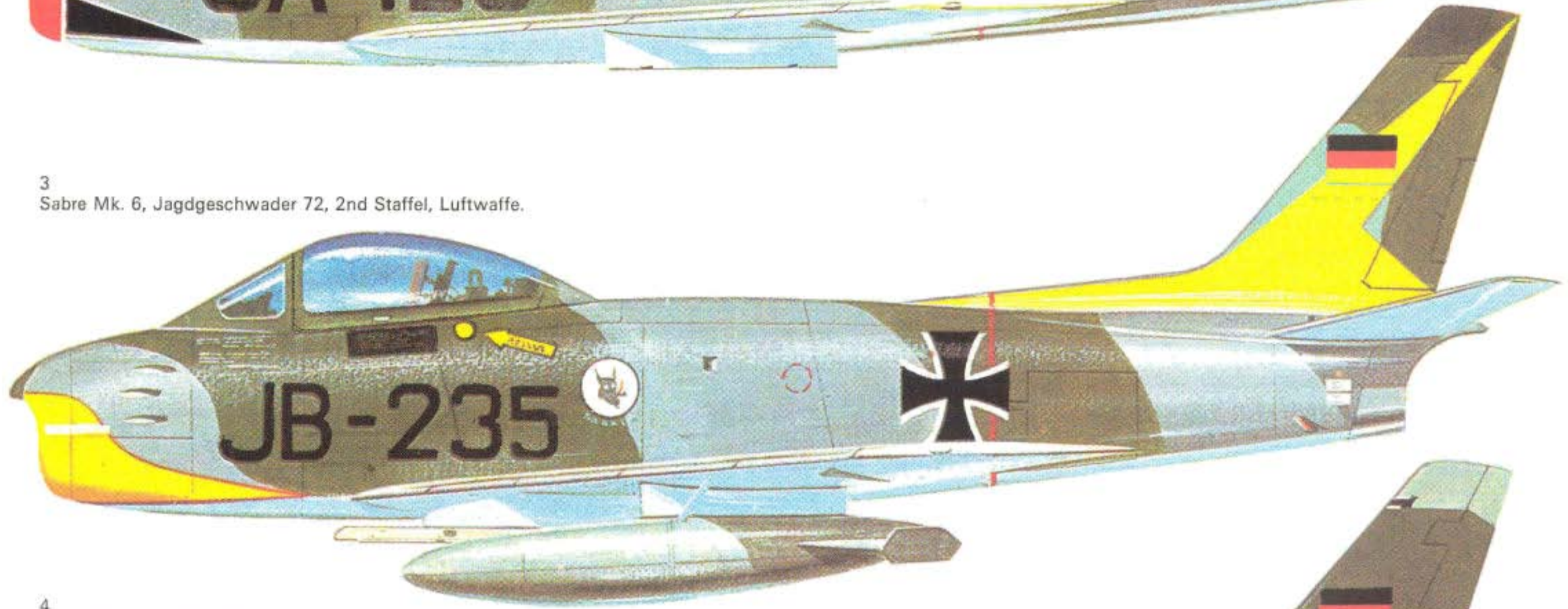
1 Sabre Mk. 6, 'Golden Hawks' Aerobatic Team, Royal Canadian Air Force.



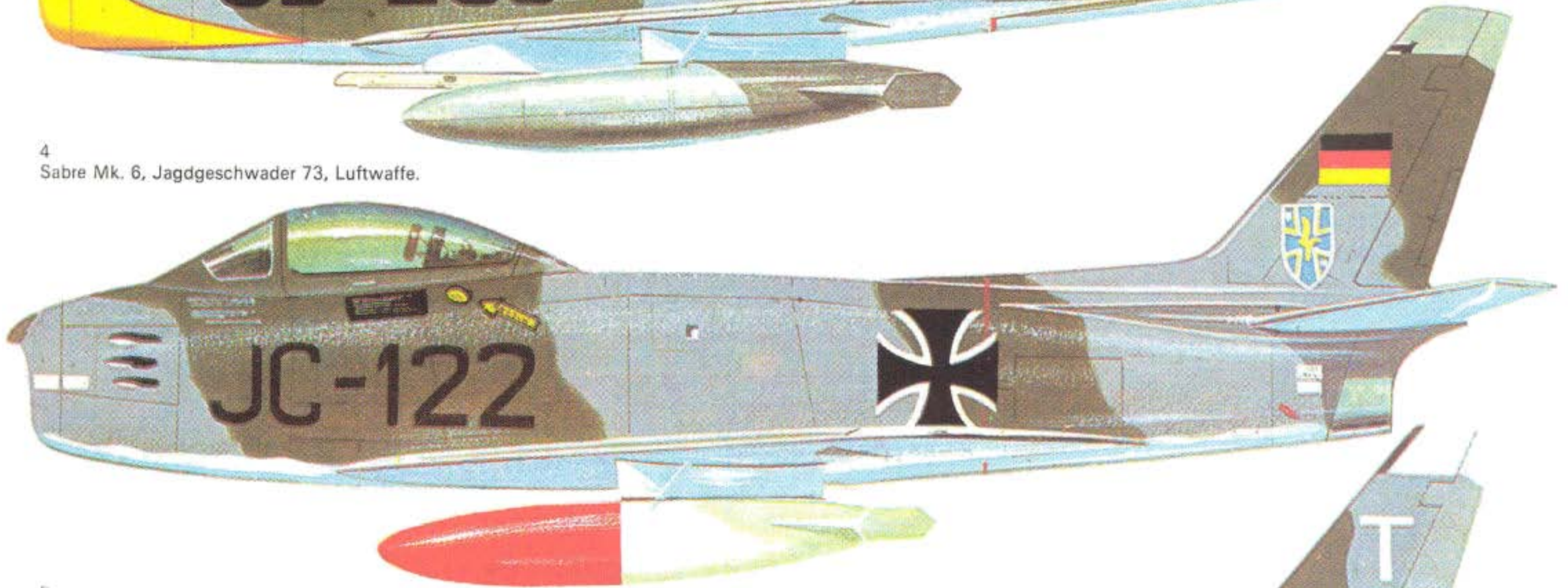
2 Sabre Mk. 6, Jagdgeschwader 71, 1st Staffel, Luftwaffe.



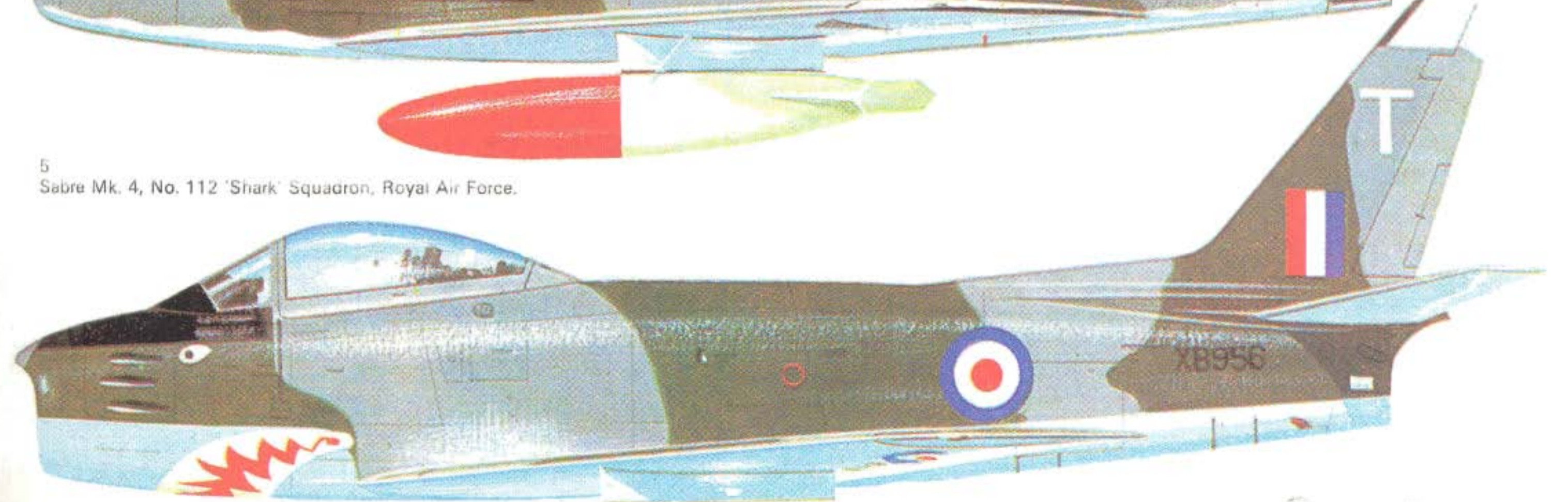
3 Sabre Mk. 6, Jagdgeschwader 72, 2nd Staffel, Luftwaffe.



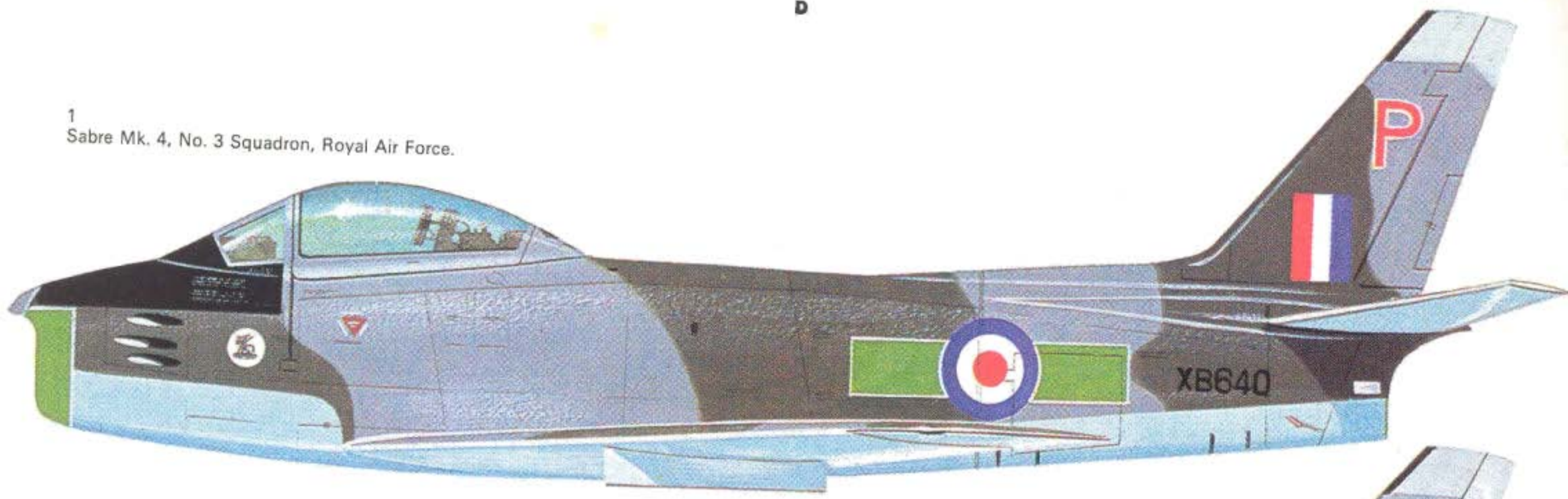
4 Sabre Mk. 6, Jagdgeschwader 73, Luftwaffe.



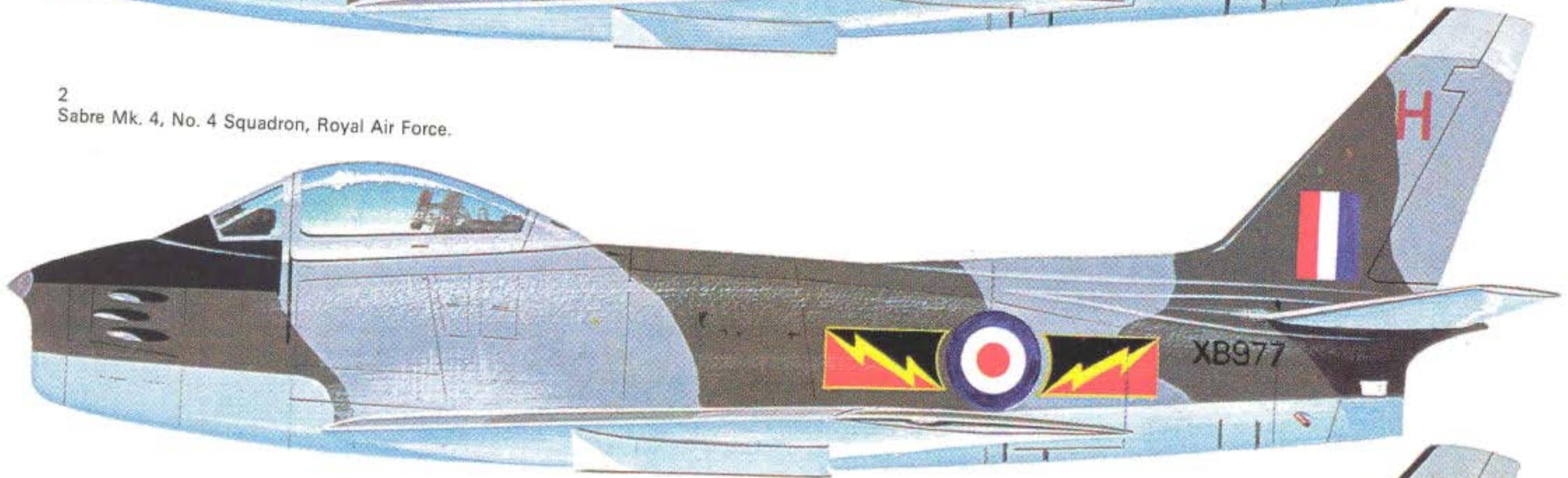
5 Sabre Mk. 4, No. 112 'Shark' Squadron, Royal Air Force.



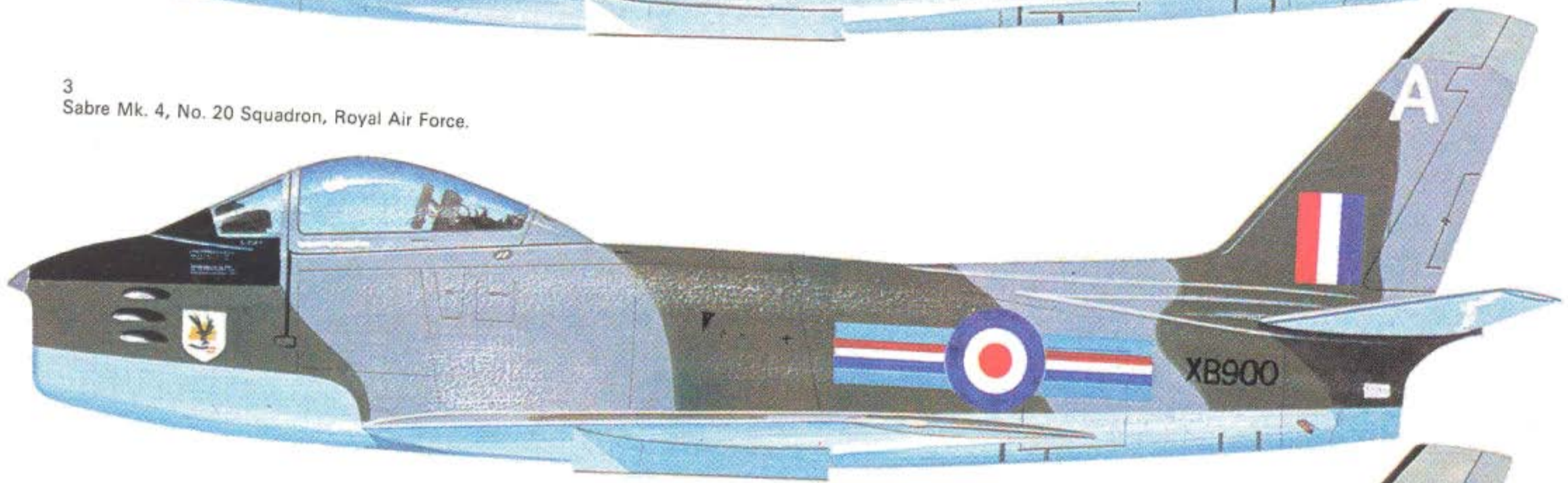
1 Sabre Mk. 4, No. 3 Squadron, Royal Air Force.



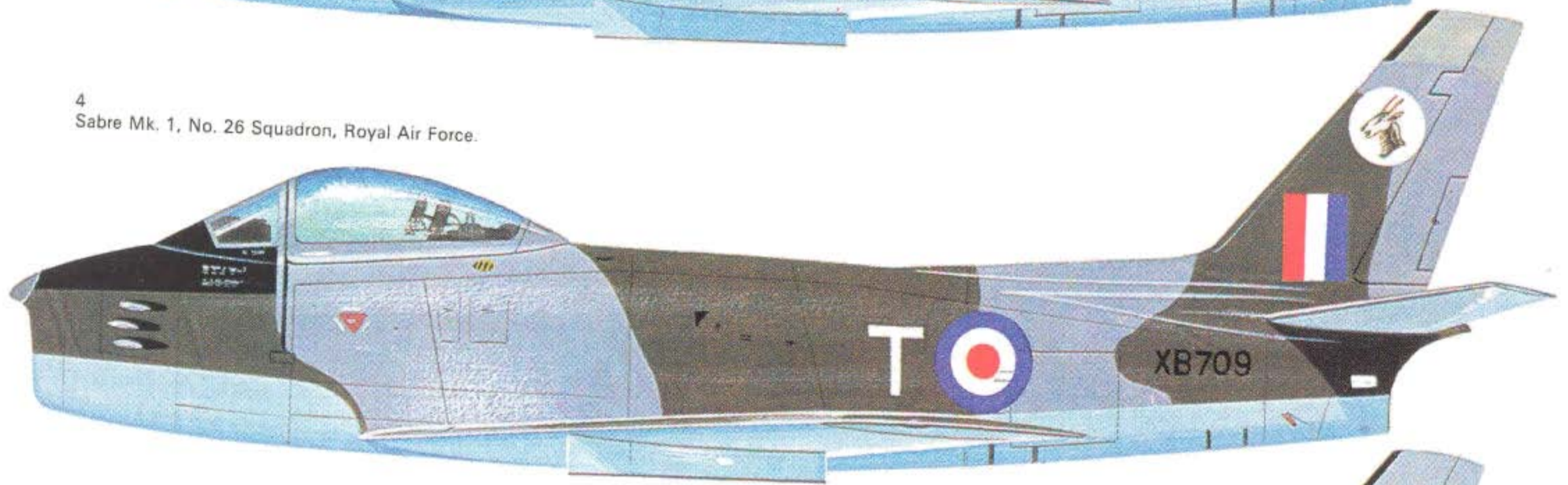
2 Sabre Mk. 4, No. 4 Squadron, Royal Air Force.



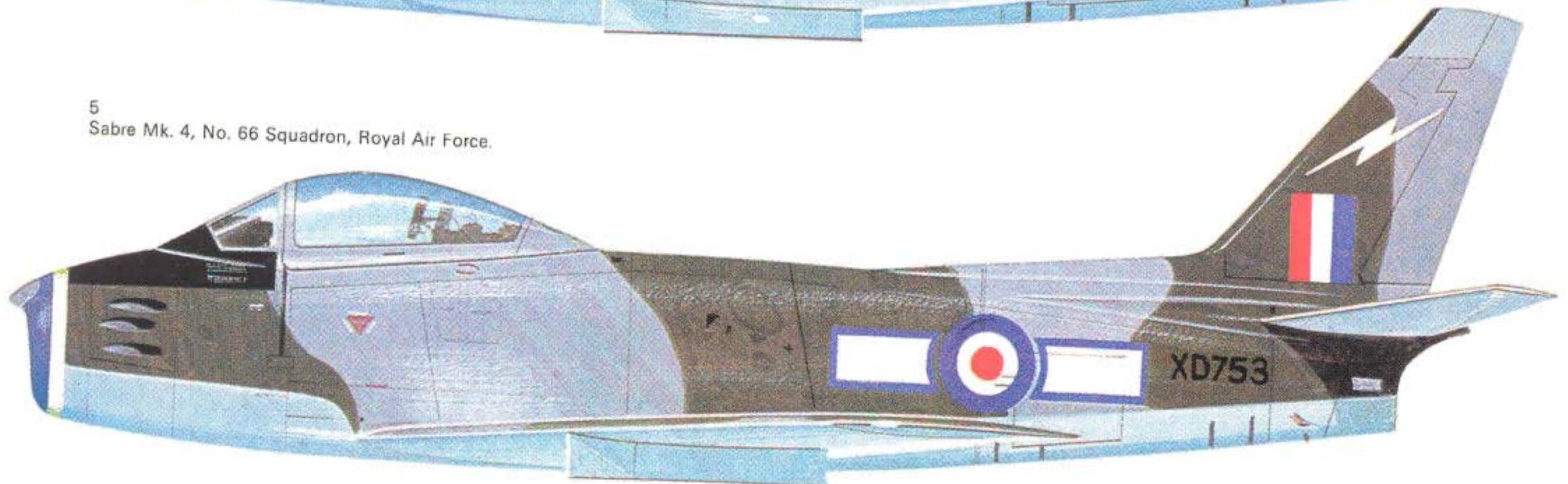
3 Sabre Mk. 4, No. 20 Squadron, Royal Air Force.



4 Sabre Mk. 1, No. 26 Squadron, Royal Air Force.



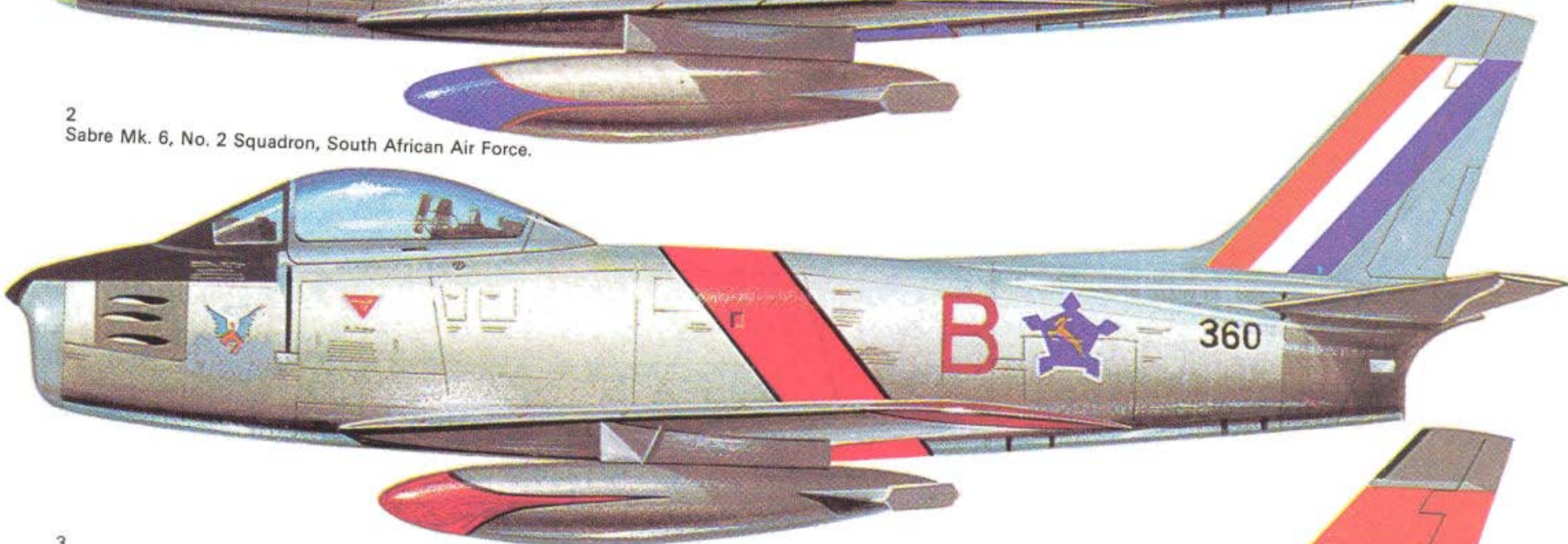
5 Sabre Mk. 4, No. 66 Squadron, Royal Air Force.



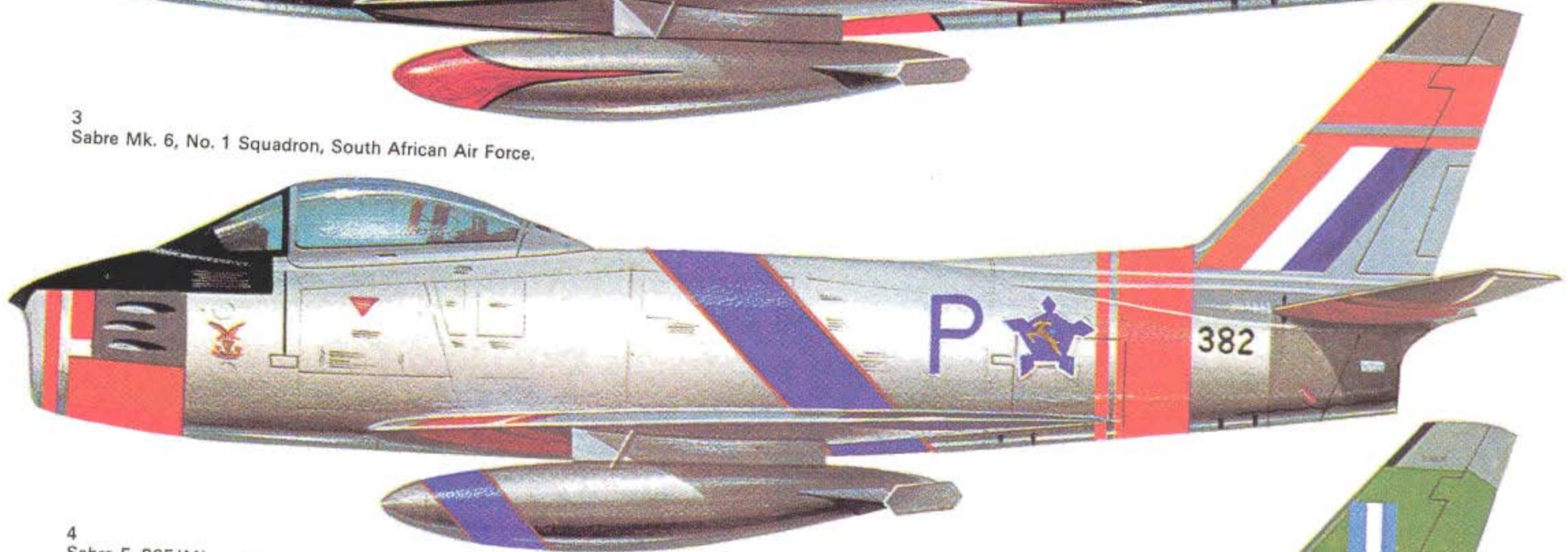
1 Sabre Mk. 6, No. 1 Squadron, South African Air Force.



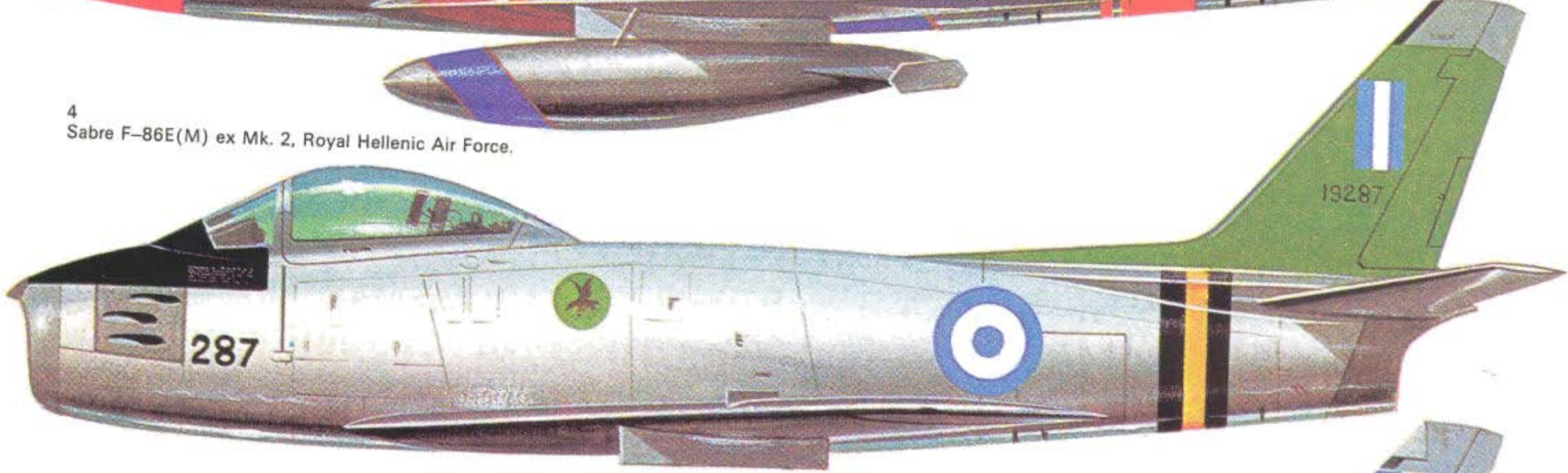
2 Sabre Mk. 6, No. 2 Squadron, South African Air Force.



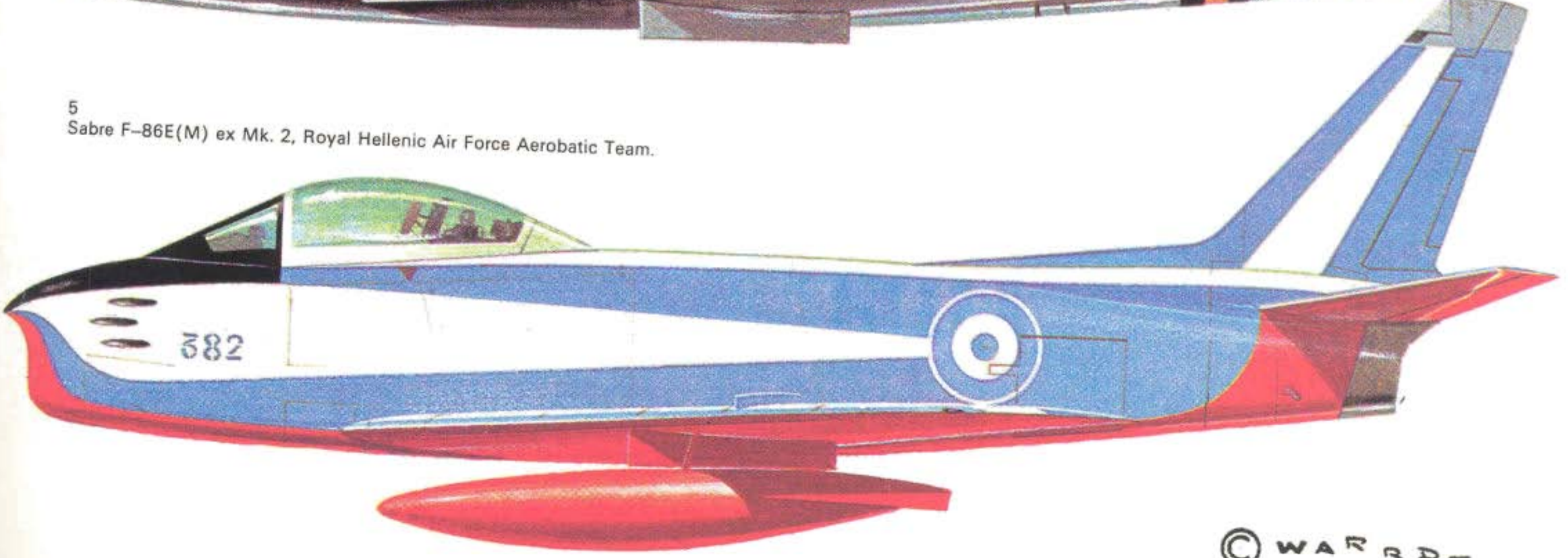
3 Sabre Mk. 6, No. 1 Squadron, South African Air Force.



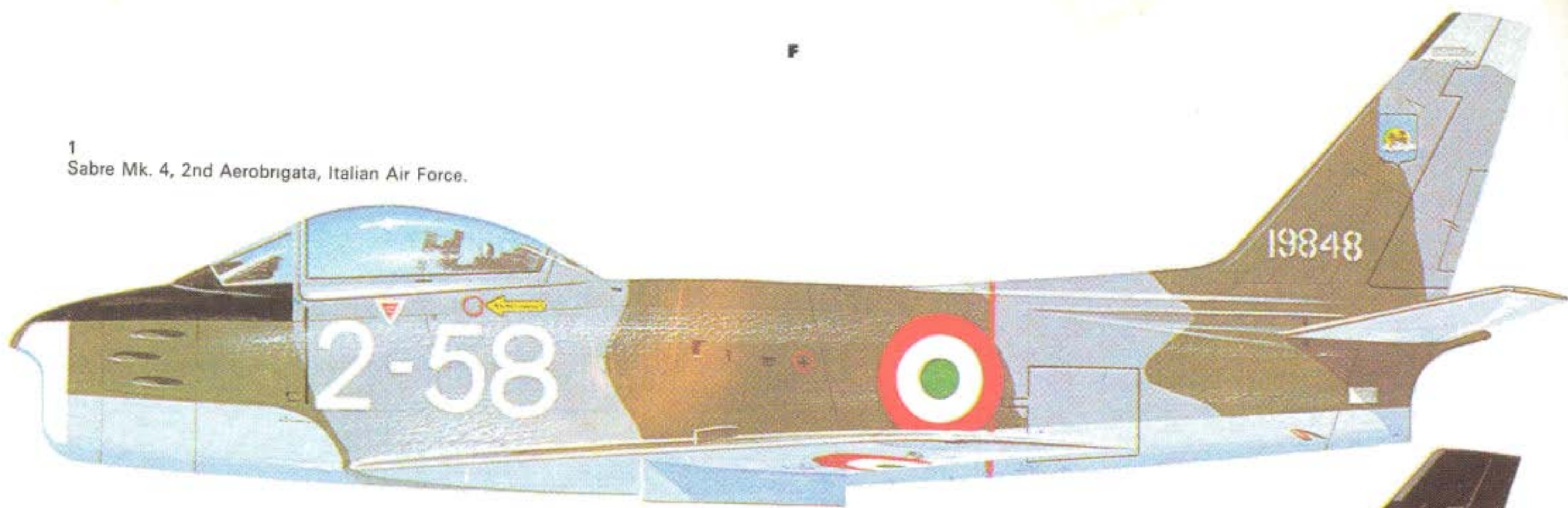
4 Sabre F-86E(M) ex Mk. 2, Royal Hellenic Air Force.



5 Sabre F-86E(M) ex Mk. 2, Royal Hellenic Air Force Aerobatic Team.



1 Sabre Mk. 4, 2nd Aerobrigata, Italian Air Force.



2 Sabre Mk. 4, 'Lanceri Neri' Aerobatic Team, 2nd Aerobrigata, Italian Air Force.



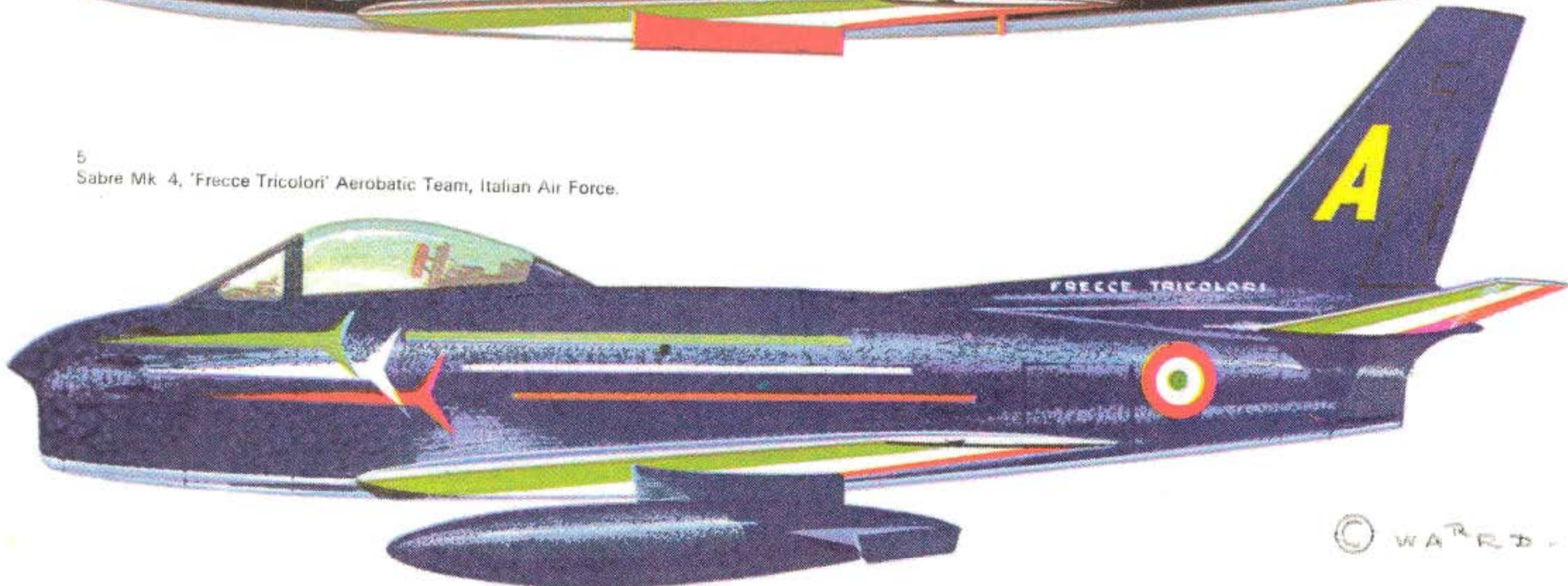
3 Sabre Mk. 4, 'Cavallino Rampante' Aerobatic Team, 4th Aerobrigata, Italian Air Force.



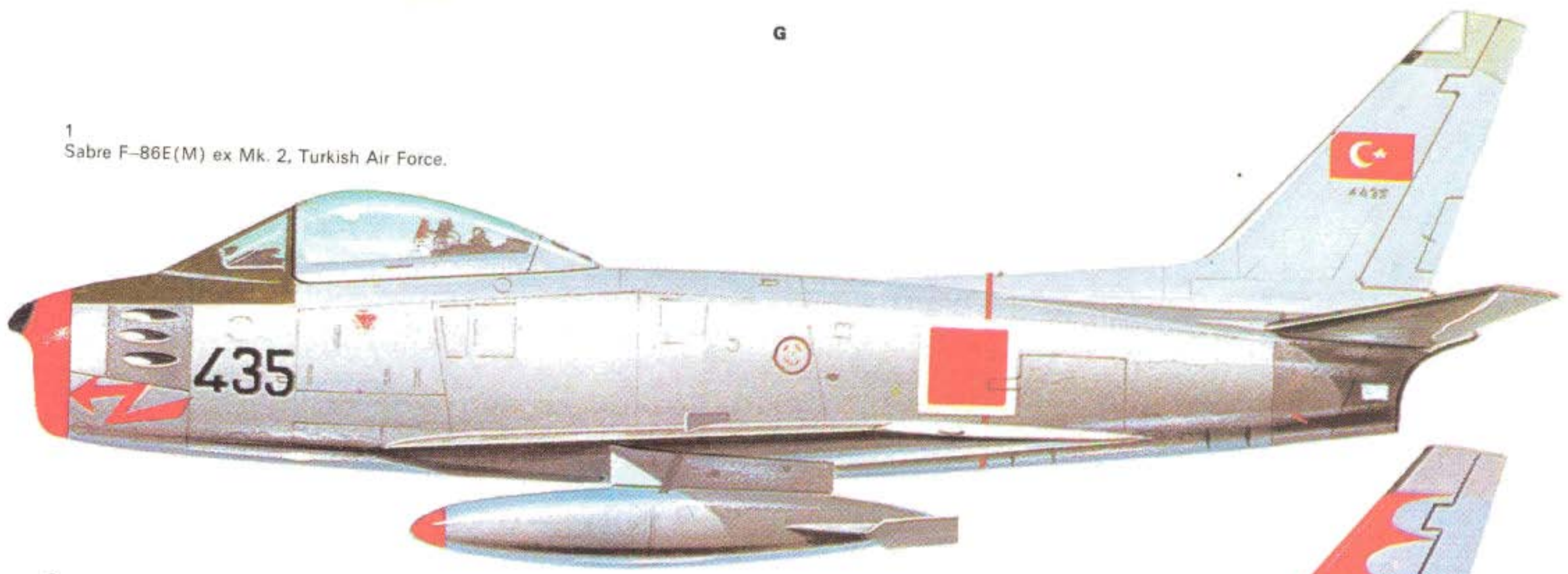
4 Sabre Mk. 4, 'Frecce Tricolori' Aerobatic Team, early markings, Italian Air Force.



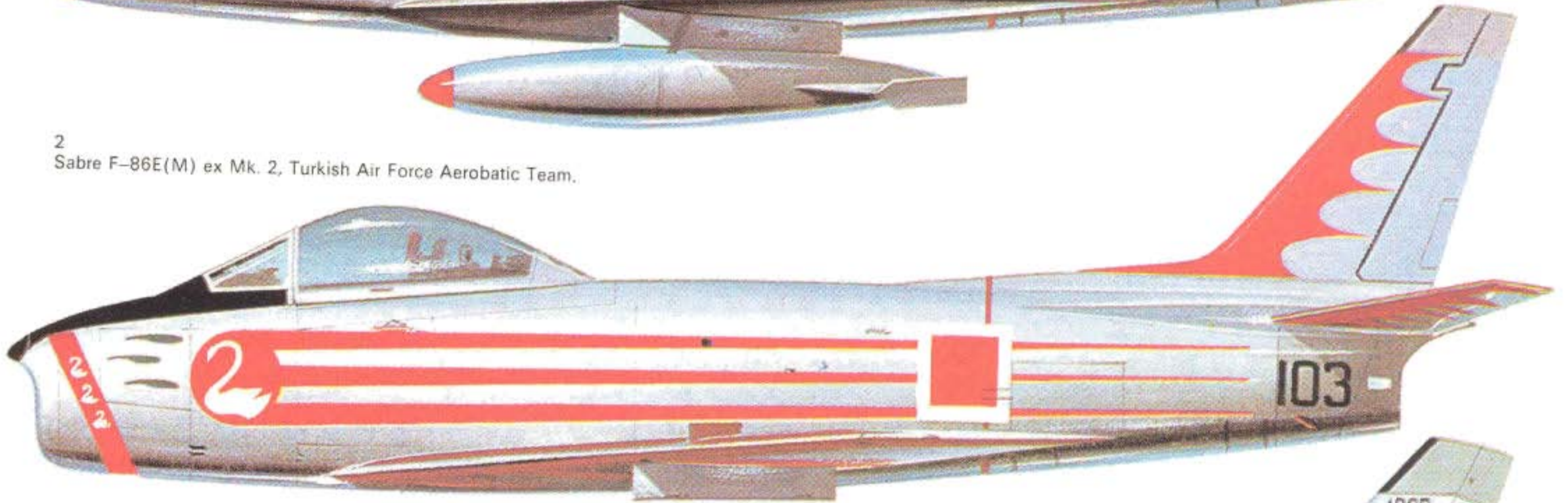
5 Sabre Mk. 4, 'Frecce Tricolori' Aerobatic Team, Italian Air Force.



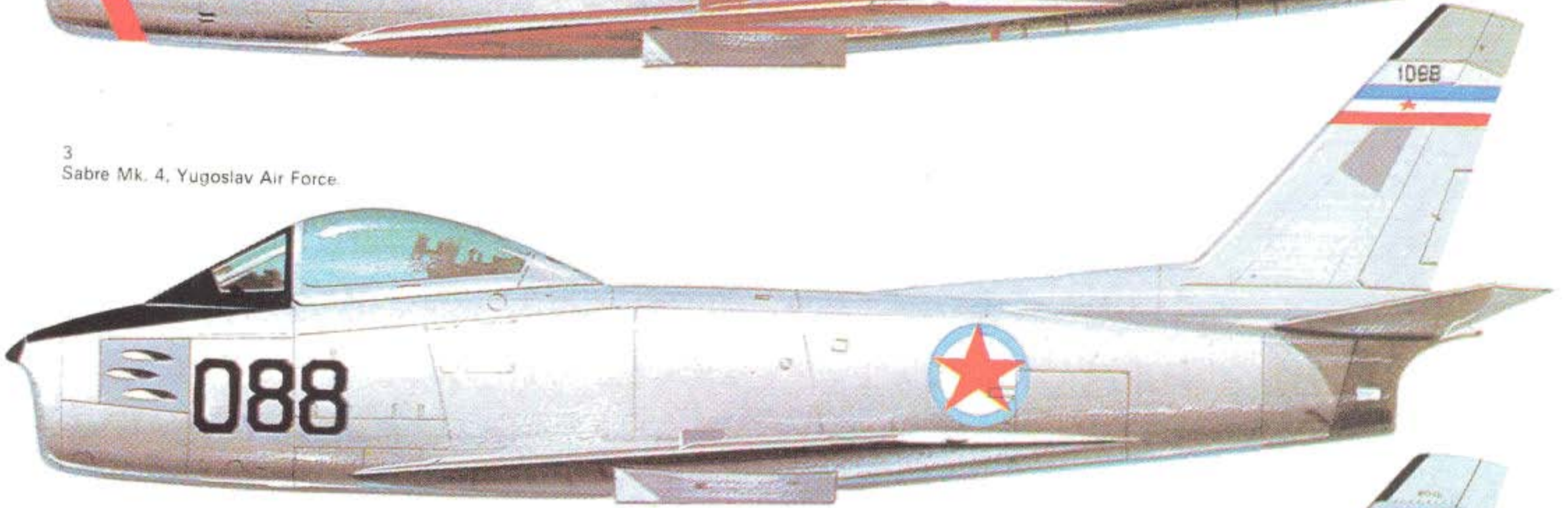
1 Sabre F-86E(M) ex Mk. 2, Turkish Air Force.



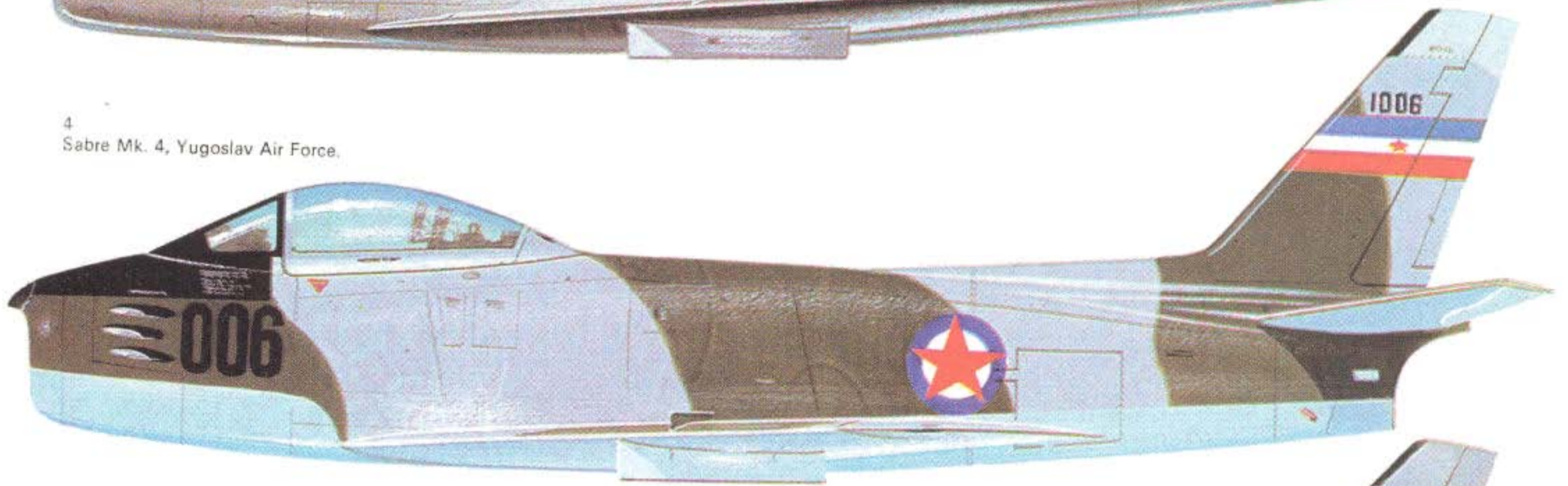
2 Sabre F-86E(M) ex Mk. 2, Turkish Air Force Aerobatic Team.



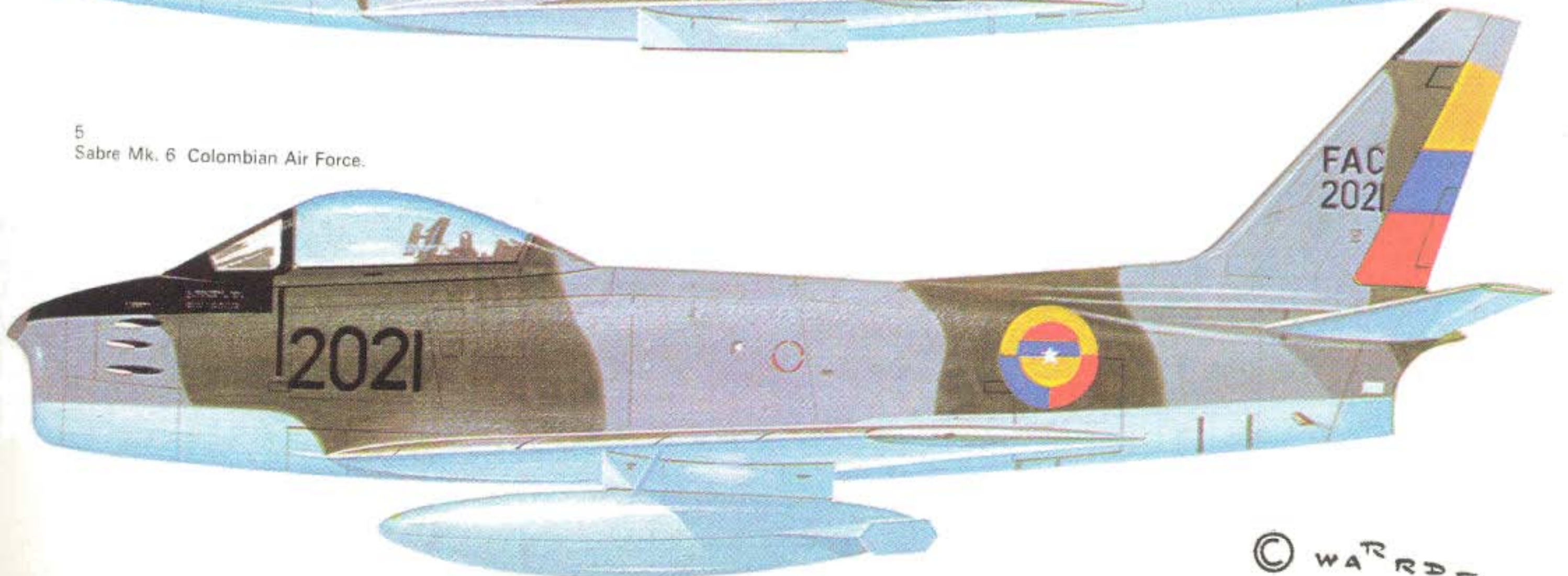
3 Sabre Mk. 4, Yugoslav Air Force.



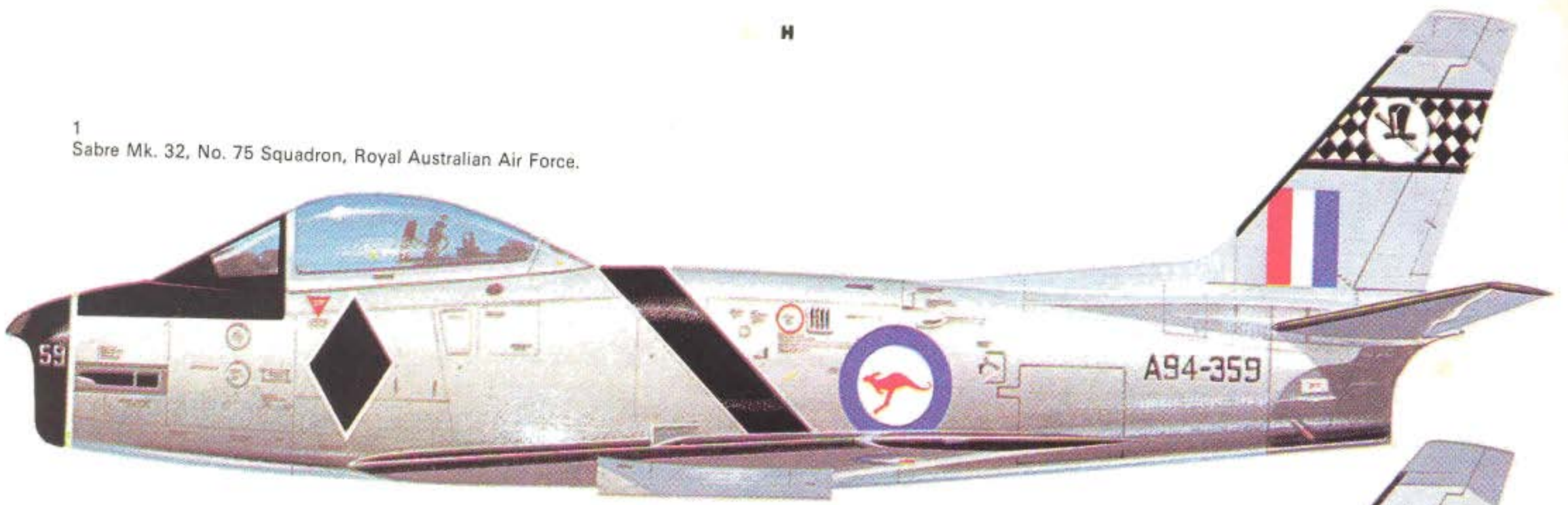
4 Sabre Mk. 4, Yugoslav Air Force.



5 Sabre Mk. 6 Colombian Air Force.



1 Sabre Mk. 32, No. 75 Squadron, Royal Australian Air Force.



2 Sabre Mk. 32, No. 76 Squadron, Royal Australian Air Force.



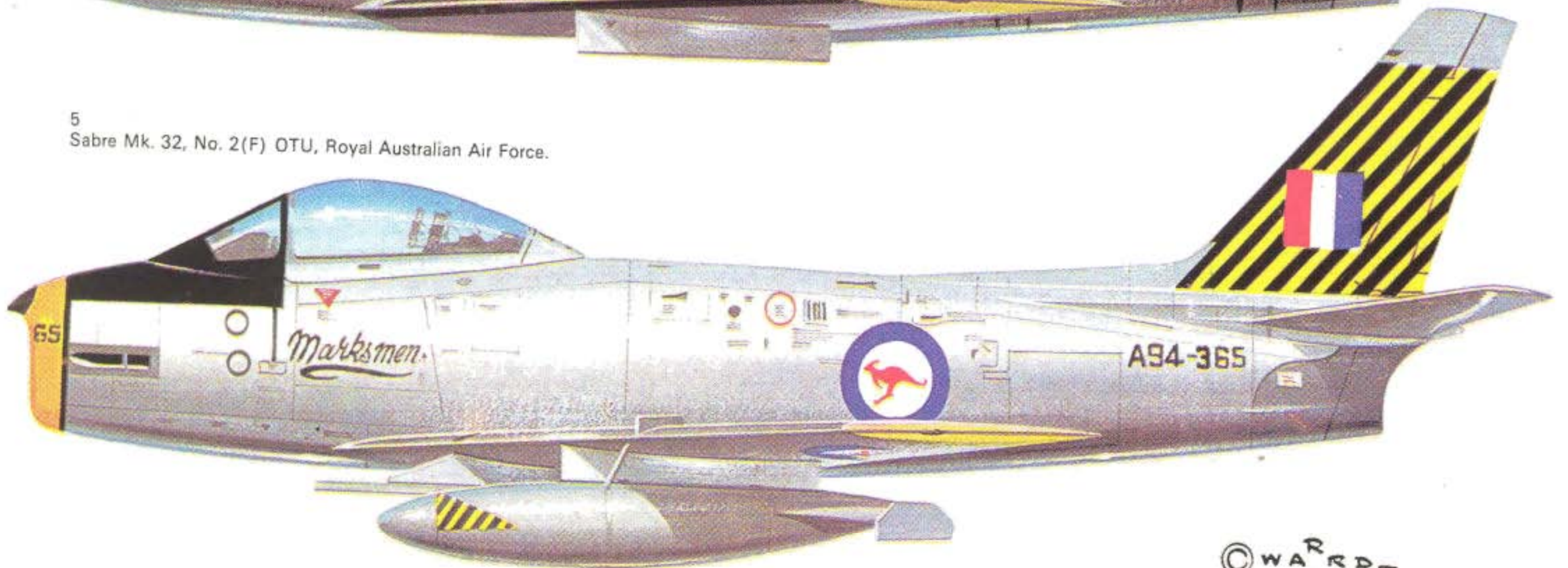
3 Sabre Mk. 32, No. 77 Squadron, Royal Australian Air Force.

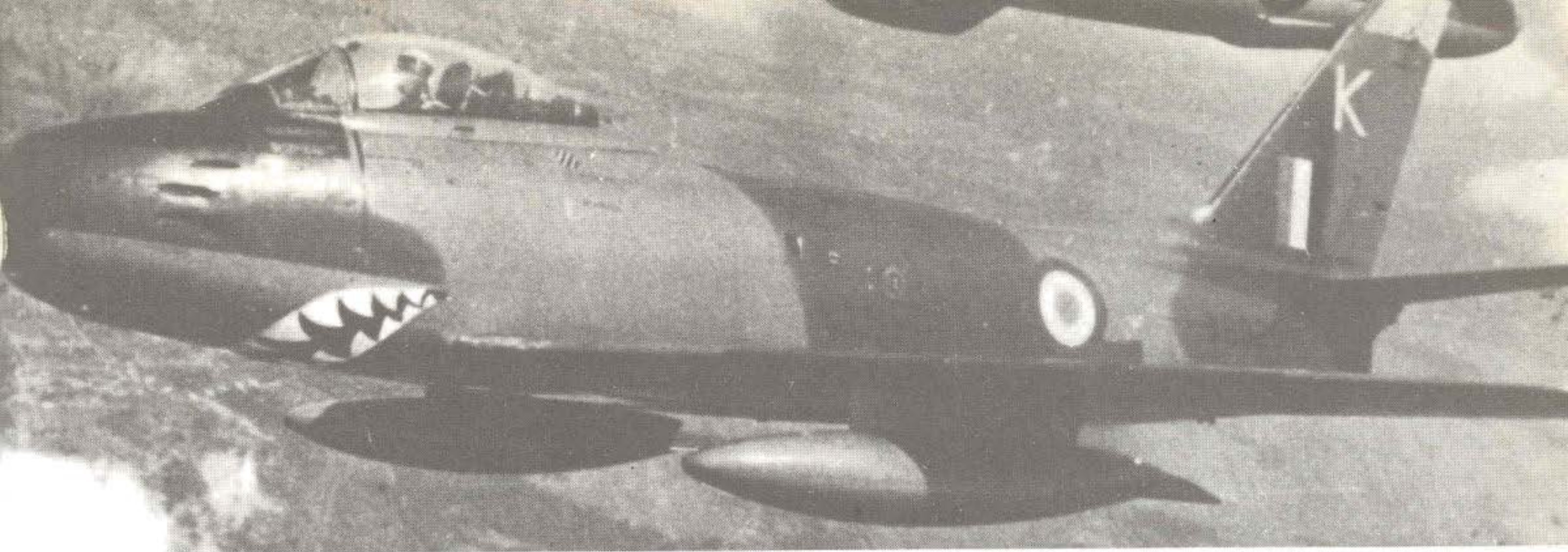


4 Sabre Mk. 30, No. 2(F) OTU, Royal Australian Air Force.



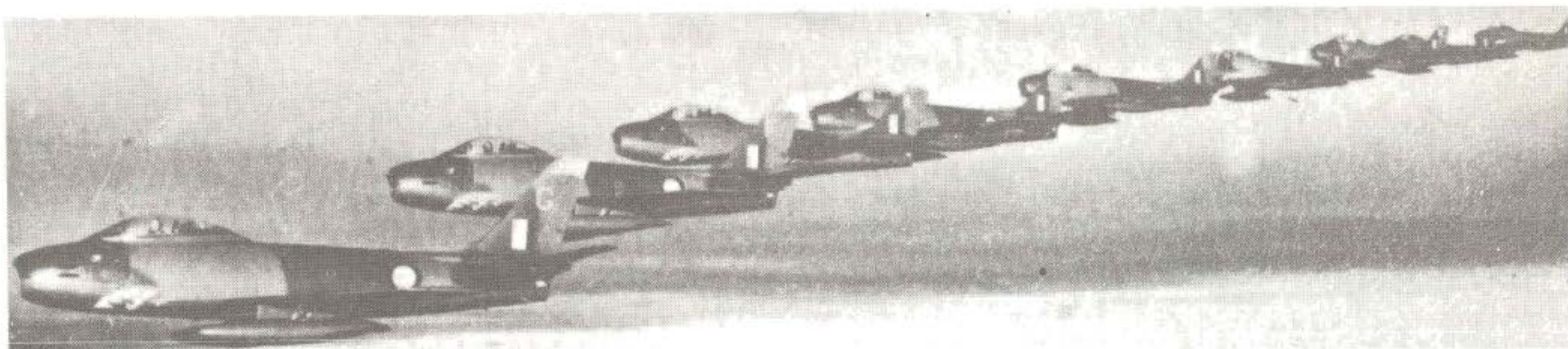
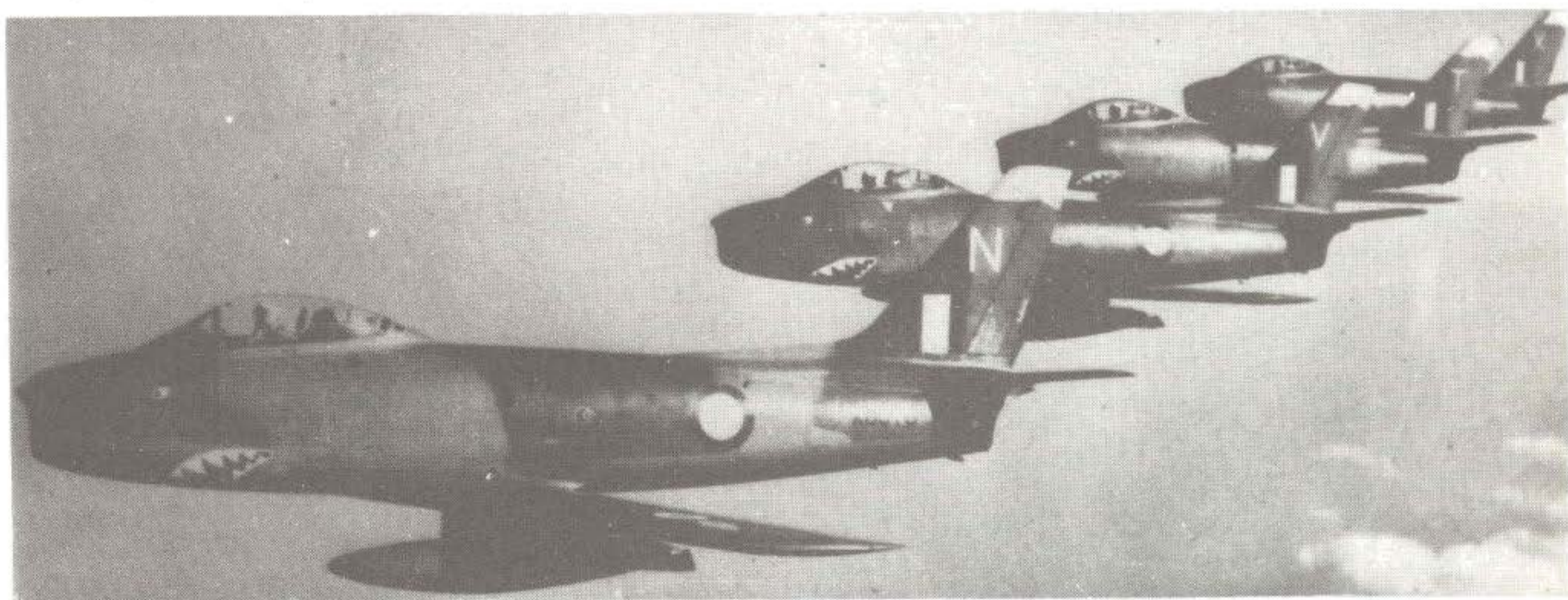
5 Sabre Mk. 32, No. 2(F) OTU, Royal Australian Air Force.





Above: Sabre F.4's of No. 112 'Shark' Squadron, 2nd TAF, RAF, Bruggen. Serial of K is XB920. (RAF)

Below, two pictures: A couple of neat formations by No. 112 Squadron. (RAF)



Below: Line-up of Sabre F.4's of No. 112 'Shark' Squadron on their home base of Bruggen, Germany. Nearest Sabre with 'Sharkmouth' is K XB920. (RAF)





Left: Neat formation by Sabre F.1's of No. 26 Squadron, note squadron badge on fin, aircraft T is XB708.

Right: Sabre F.4 flown by Wg/Cdr. Weighill, O.C. No. 138 Wing, 2nd TAF. Note Wg/Cdr's pennant under cockpit. Black and white checks on nose and tail, serial XB948. (R. A. Brown)

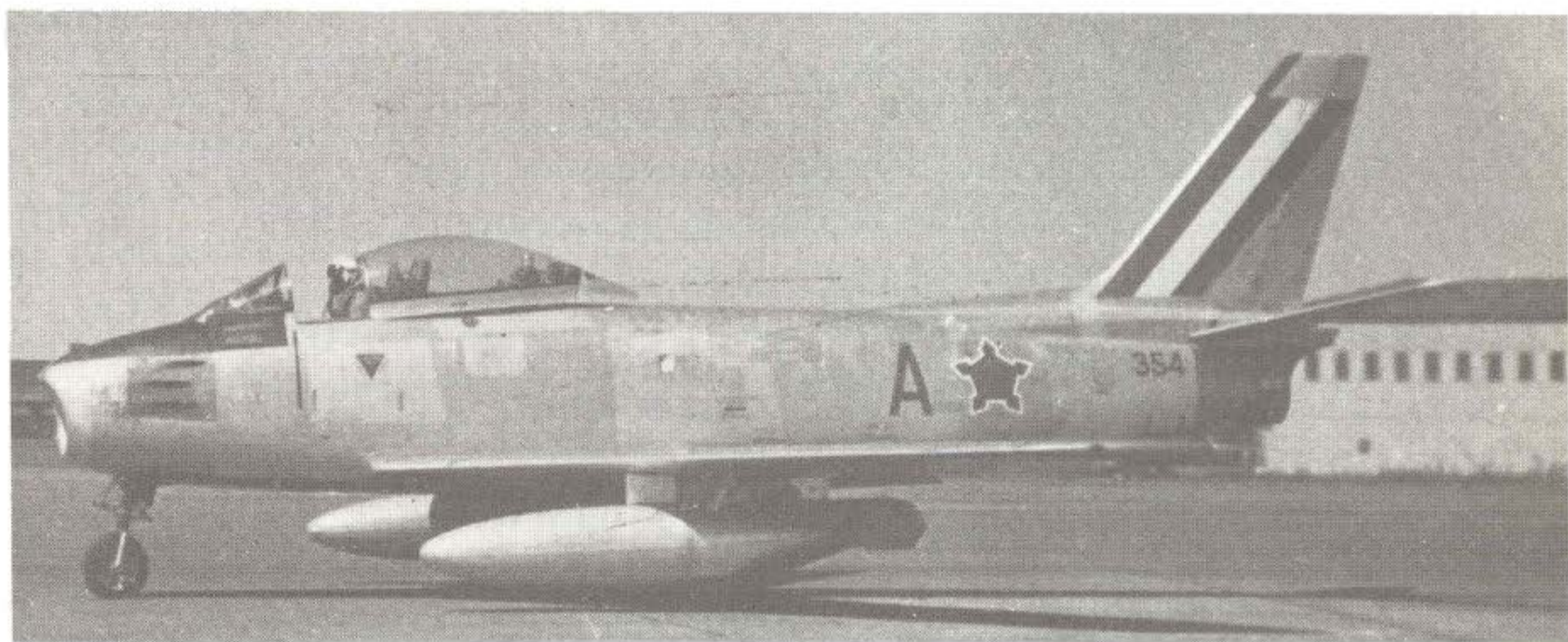


Below, left & right: Sabre F.1's of No. 71 Squadron, note squadron badge on nose, a black silhouette of an Eagle on a white disc, a connecting link from the mid-fifties to No. 71 'Eagle' Squadron of early World War II years.



Below, left & right: Sabre F.1's of No. 234 Squadron, early nose marking to left on V XB794, second aircraft in line-up to right. X is XB792.





Top: Line-up of Sabre Mk. 6's of No. 1 Squadron, South African Air Force. (SAAF)

Above: Undecorated Mk. 6 of No. 1 Squadron, SAAF. (SAAF)

Left: Mk. 6 of No. 1 Squadron, see colour illustration for details. (R. Becker)

Right: Sabre Mk. 6 of No. 2 Squadron, see colour illustration for details. (R. Becker)





Left: This photograph shows the temporary application of day-glo bands to a Sabre of No. 1 Squadron, note the other Sabres of No. 1 Squadron in the background have the squadron insignia in the early position on the fin. (R. Becker)



Left: Sabre Mk. 6 of Waffenschule 10. Flight identification colour above fin flash is red, anti-glare panel olive green. (Peter Doll)

Below: Nice flying shot of a Sabre Mk. 6 of Waffenschule 10. (Gerhard W. Joos)



Above: Sabre Mk. 6's of JG71, 2nd Staffel, in full markings, yellow and black. (Jerry Geer)

Below: Line-up of Sabre Mk. 6's of the 1st and 2nd Staffels of JG71, 1st Staffel red and black, note white wing tips.





Above: Line-up of Mk. 6's of the 2nd Staffel of JG72, yellow trim. (Maj. A. P. de Jong)



Left & below: Mk. 6 of the 1st Staffel, JG72, note close-up of Staffel insignia, side-winder rails and white and red trim on long-range tank. (via G. J. Letzter)



Below: Good shot of a yellow trimmed Mk. 6 of the 2nd Staffel, JG72. (S. P. Peltz)



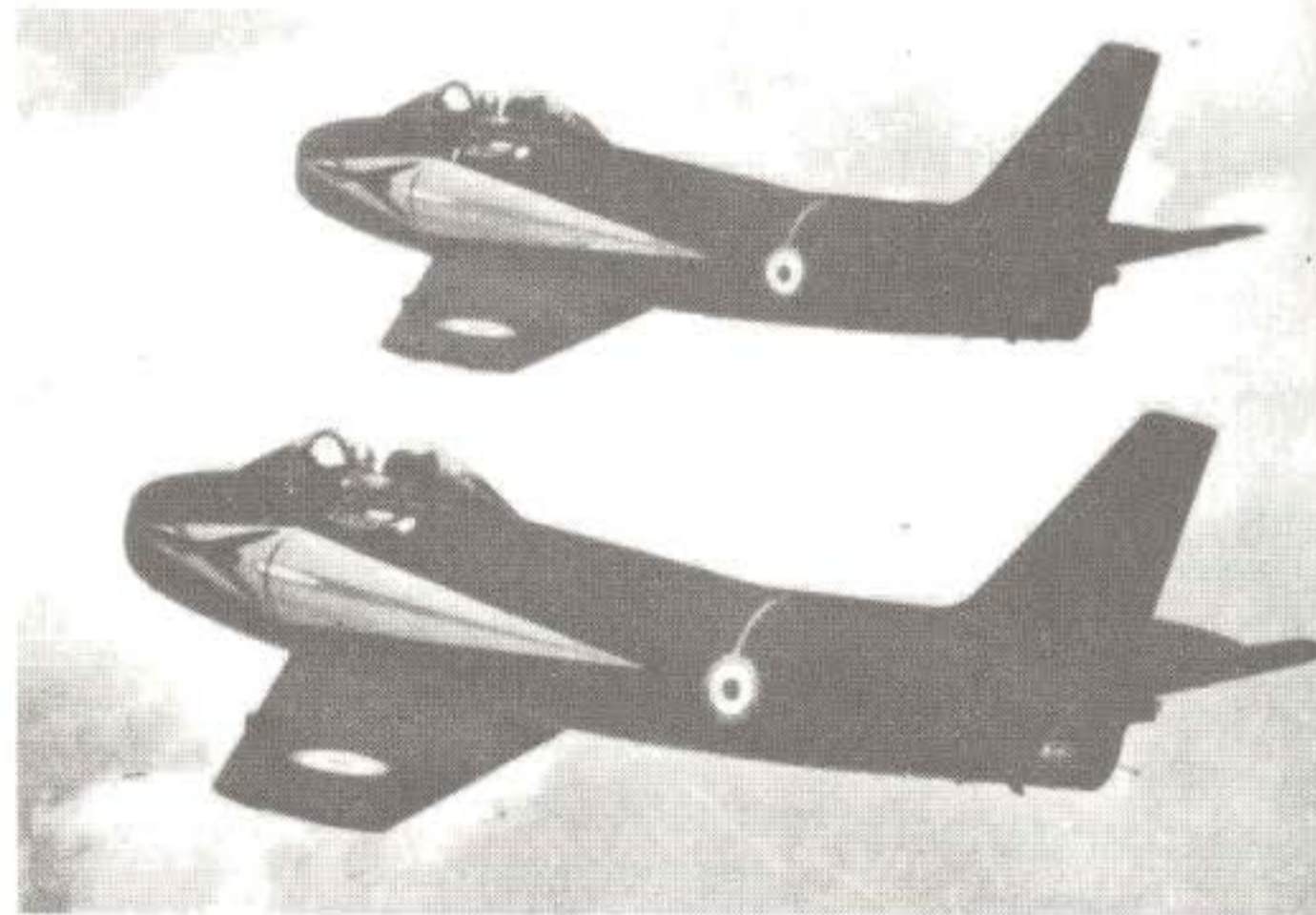
Below: Mk. 6 of JG73 in late markings, JB in black, 115 in black outlined white. (J. Cuny)





Sabre Mk. 6 of JG73, JC-233 top, JC-121 bottom, drop-tanks are red and white.
(Top, Gerhard W. Joos, bottom S. P. Peltz)

Below, left: Sabre Mk. 4 of the 4th Aerobrigata Aerobatic Team, 'Cavallino Rampante'
see colour illustration. (G. Cattaneo)

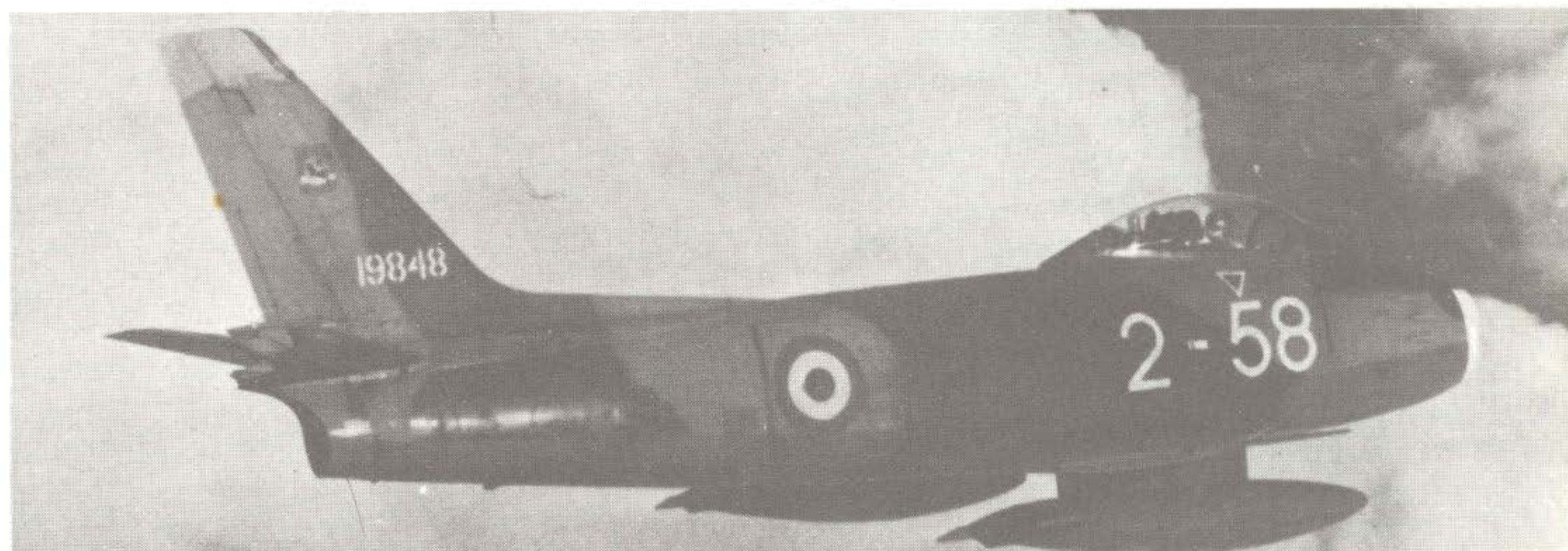


Above right & below: 'Freccia Tricolori' Aerobatic Team, above the early scheme and below the later, see colour illustrations. (Italian Air Force)

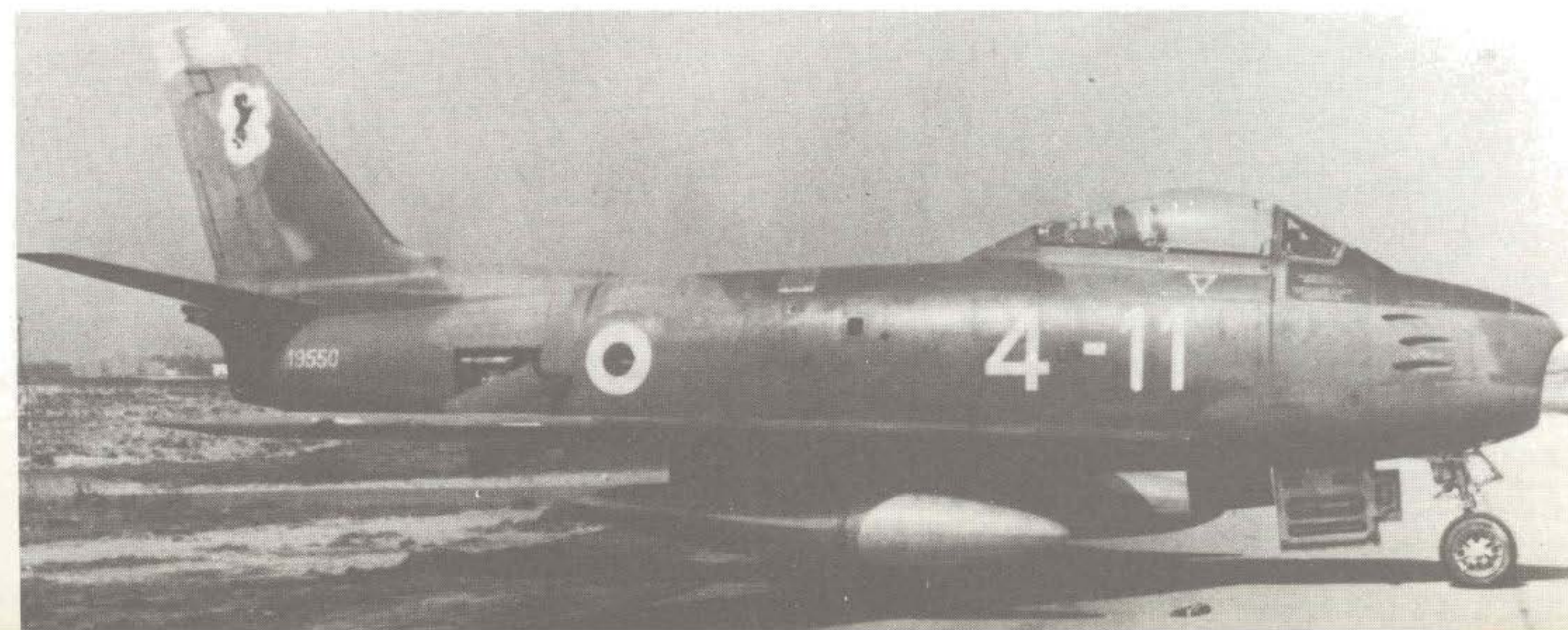


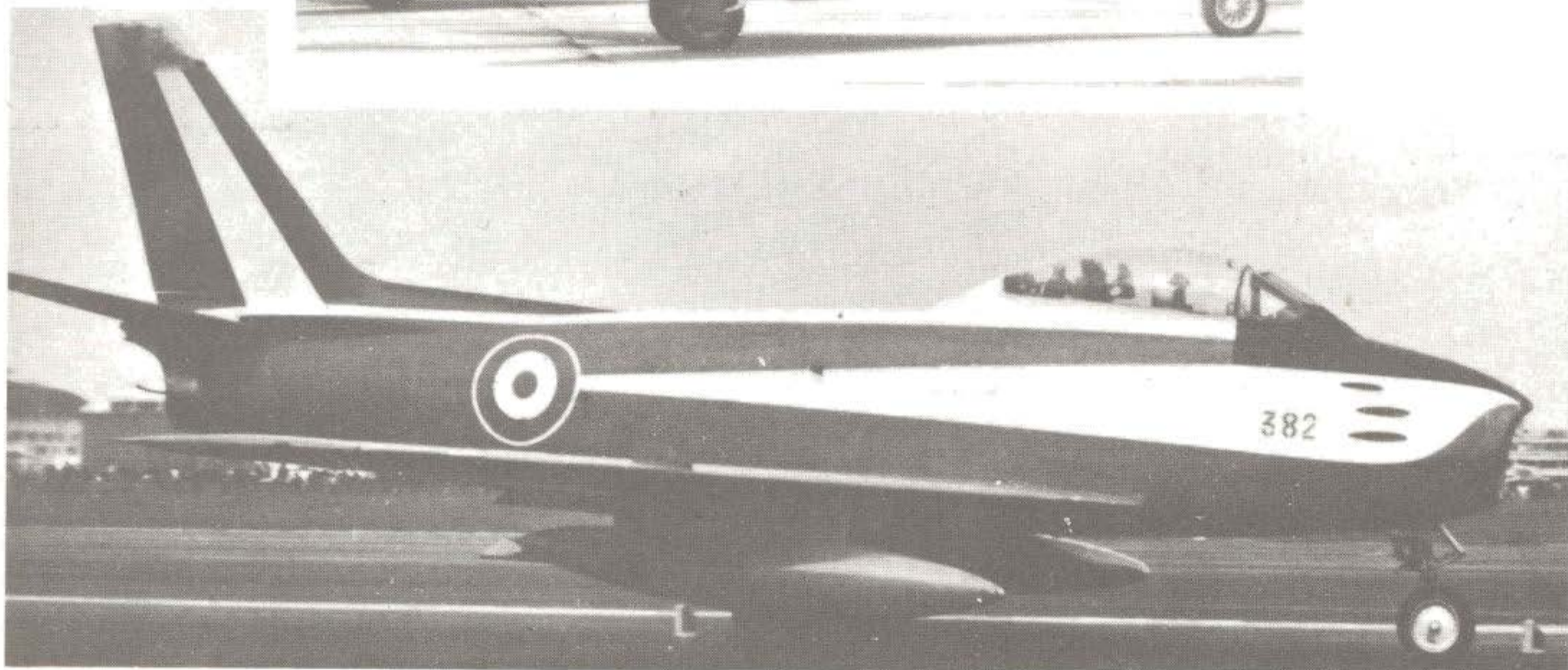


Above & below: Port and starboard views of a Mk. 4 of the 2nd Aerobrigata. (Italian Air Force)



Below & bottom: Sabre Mk. 4's of the 4th Aerobrigata 'Cavallino Rampante'. Serials; 11 19550, 50 19766, 44 19694. (Italian Air Force)





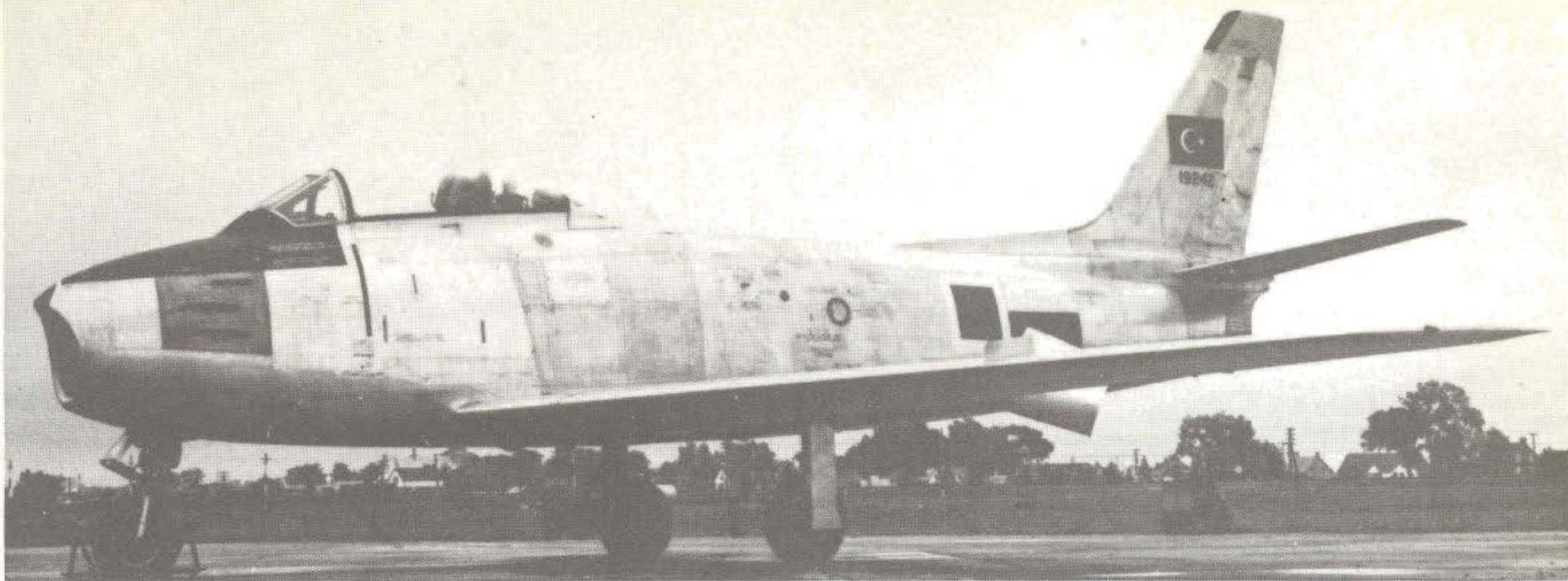
Top: Sabre Mk. 4 of the 'Lancer Neri' Aerobatic Team, 2nd Aero-brigata, see colour illustration. (Gerhard W. Joos)

Above & right: F-86E(M) of the Royal Hellenic Air Force Aerobatic Team, see colour illustration. (Photos, S. P. Peltz above, Peter Doll right)



Below: F-86E(M) of the Royal Hellenic Air Force, serial 19136 in black on fin.





Above & right: F-86E(M) ex. Mk.2's of the Turkish Air Force. (Lower photo via G. H. Kamphuis)



Below: Sabre Mk. 4 of the Yugoslav Air Force in standard RCAF camouflage. Serial on top of fin above flash 1006.

Bottom: Line-up of Mk. 4's of the Yugoslav Air Force. (Maj. A. P. de Jong)





Above; & right: A pair of Sabre Mk. 32's of No. 3 Squadron, RAAF at Tengah, Singapore, en route from Butterworth, Malaya to Ubon, Thailand, in August 1962. For this operation the normal squadron markings were deleted and a thin black stripe substituted on the tail. (R. A. Brown)



The Commonwealth Aircraft Corporation built a total of 112 Avon powered Sabres, serials as below:

- A94-101 Prototype
- A94-901-921 Mk. 30
- A94-922-943 Mk. 31
- A94-944-990 Mk. 32
- A94-351-371 Mk. 32

Power plant: Rolls Royce Avon of 7,500lb thrust.

Armament: 2 x 30mm Aden guns plus Sidewinder air to air missiles.



Above & below: A pair of Mk. 32's of No. 75 Squadron, RAAF. Note position of 'Top Hat' varies and black and white diamonds on long-range tanks. A94-359 equipped to make smoke.

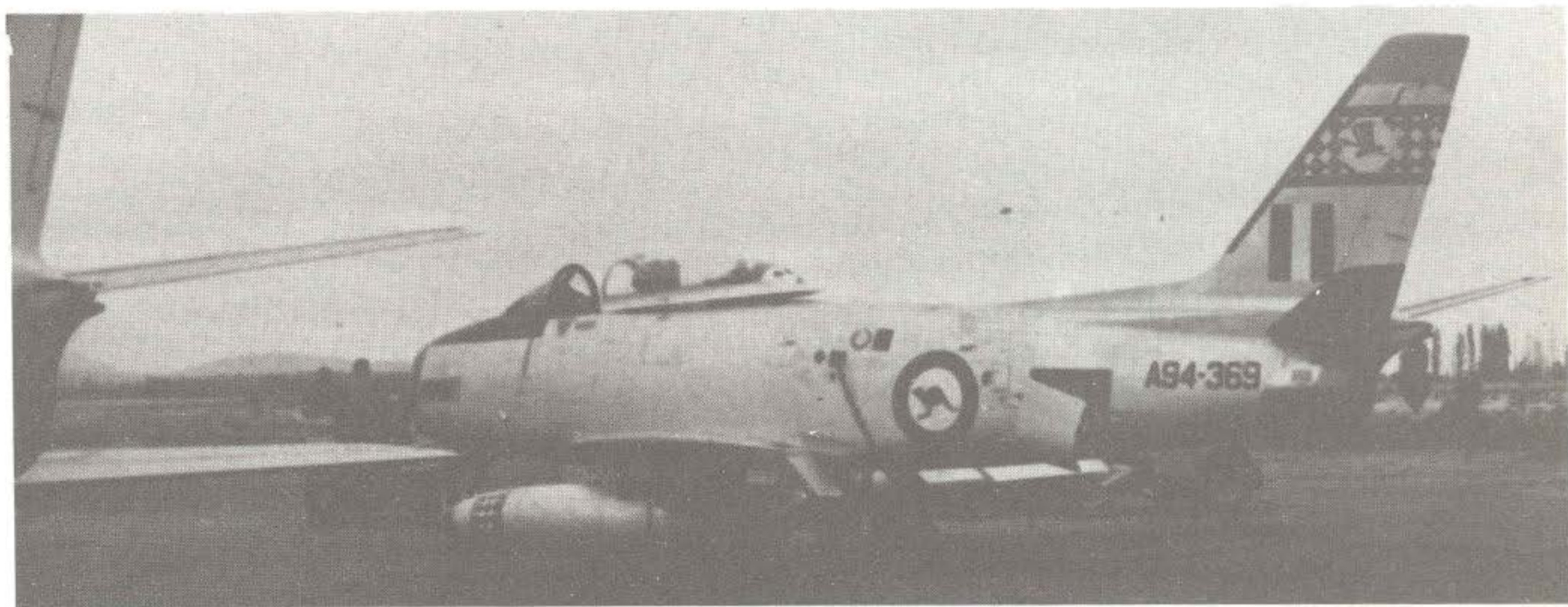




Above: Sabre Mk. 32 of No. 75 Squadron in early markings.



Above: Mk. 32 of No. 75 Squadron with later addition of 'Top Hat'.



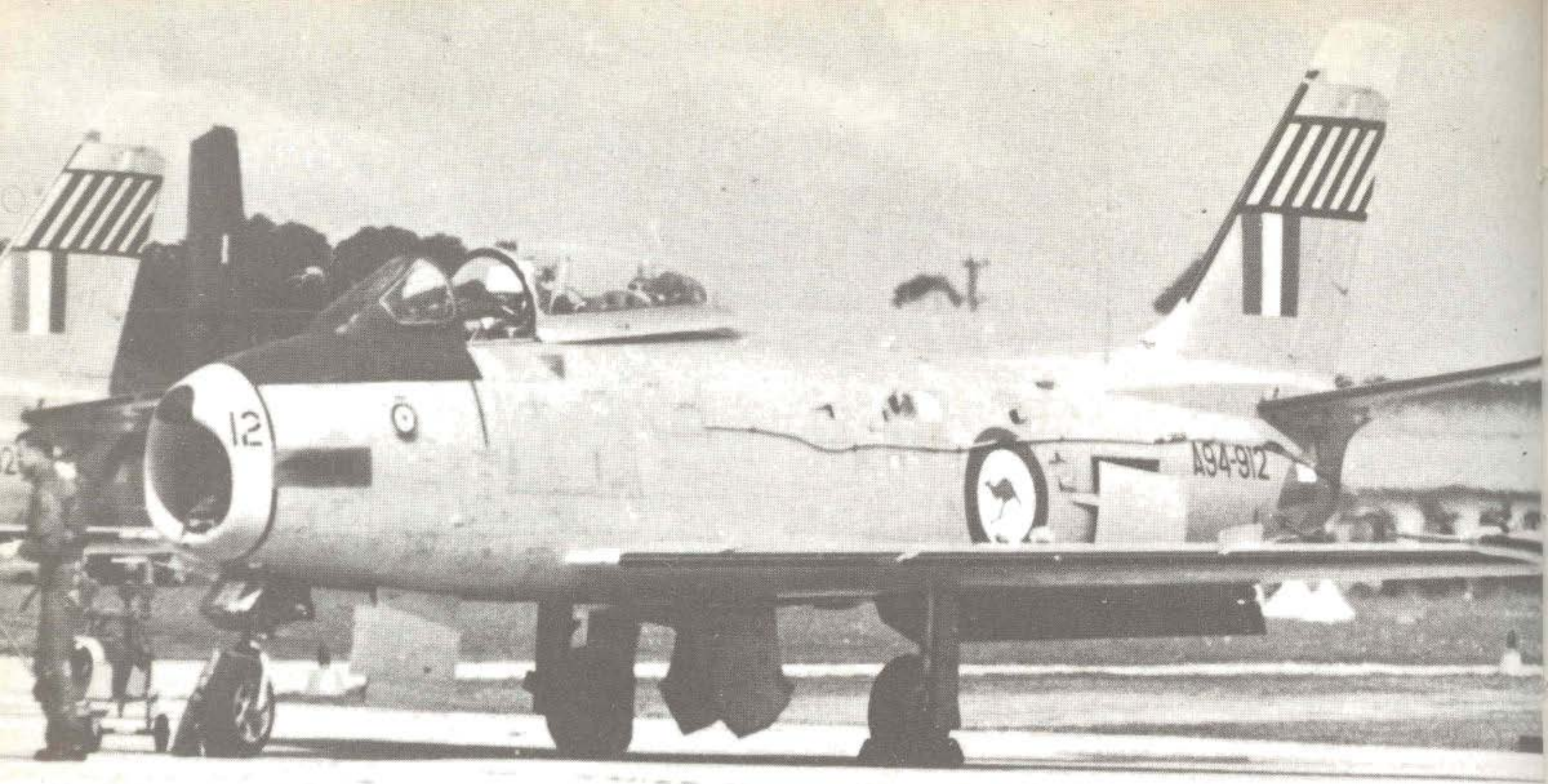
Above: Mk. 32 of No. 75 Squadron at Llanherne during 1963.

Right: Mk. 30 of No. 76 Squadron, Squadron Commander's aircraft, note pennant. (Frank F. Smith)



Below: Mk. 32 of No. 76 Squadron, see colour illustration. (S. P. Peltz)





Above: Mk. 30 of No. 2(F)OTU, Williamstown. (S. P. Peltz)

Below: Sabre Mk. 30 of No. 2(F)OTU showing early markings, see colour illustration. (via Frank F. Smith)



Below: Starboard side view of a Mk. 32 of the 'Marksmen' Aerobatic Team, No. 2(F)OTU.

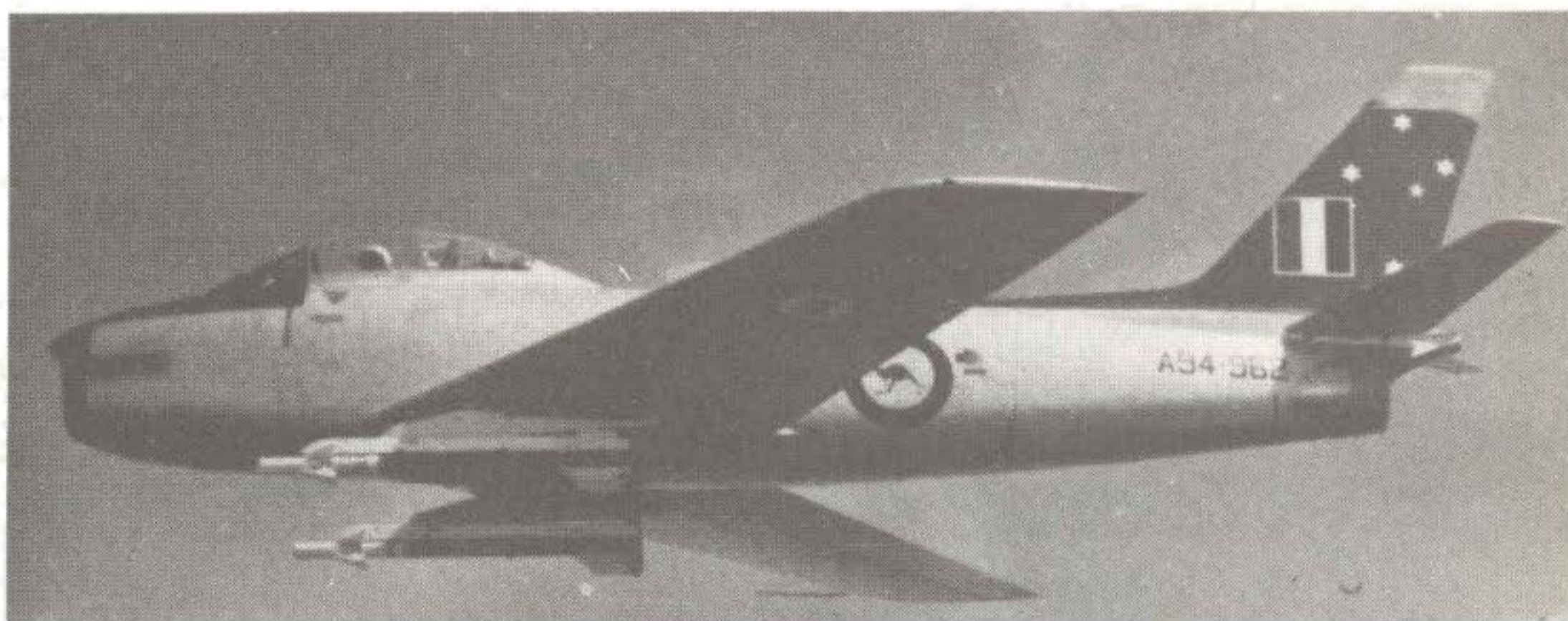




Above A94-365 and below A94-369 of the 'Marksmen' Aerobatic Team, No. 2(F)OTU, Williamstown. See colour illustration.



Right: Mk. 33 equipped with Sidewinders, fin and rudder red with the Southern Cross in white. (via Frank F. Smith)



Right: A94-101 the prototype Sabre Mk. 30. (via Frank F. Smith)

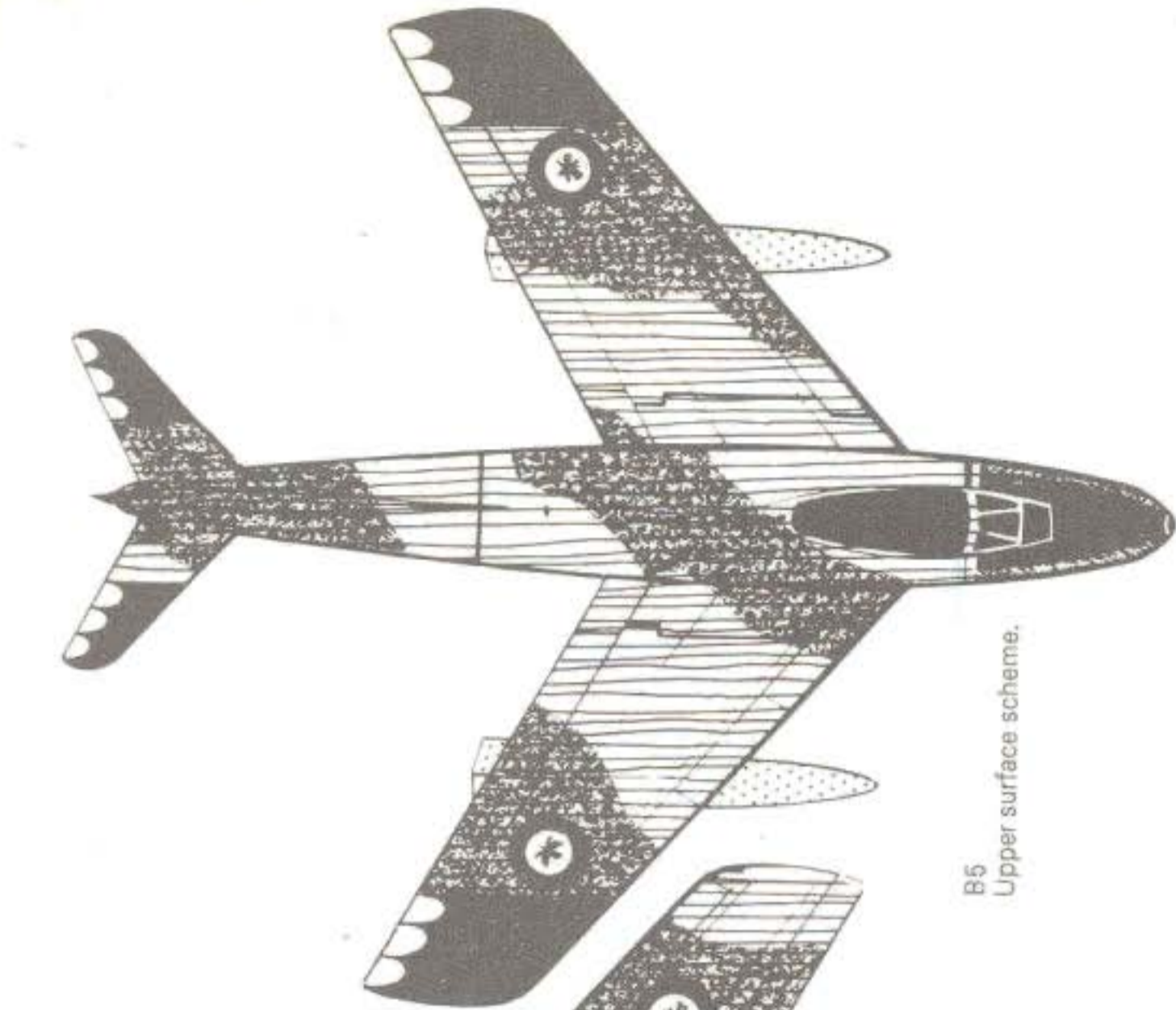


Natural metal

Green

Grey

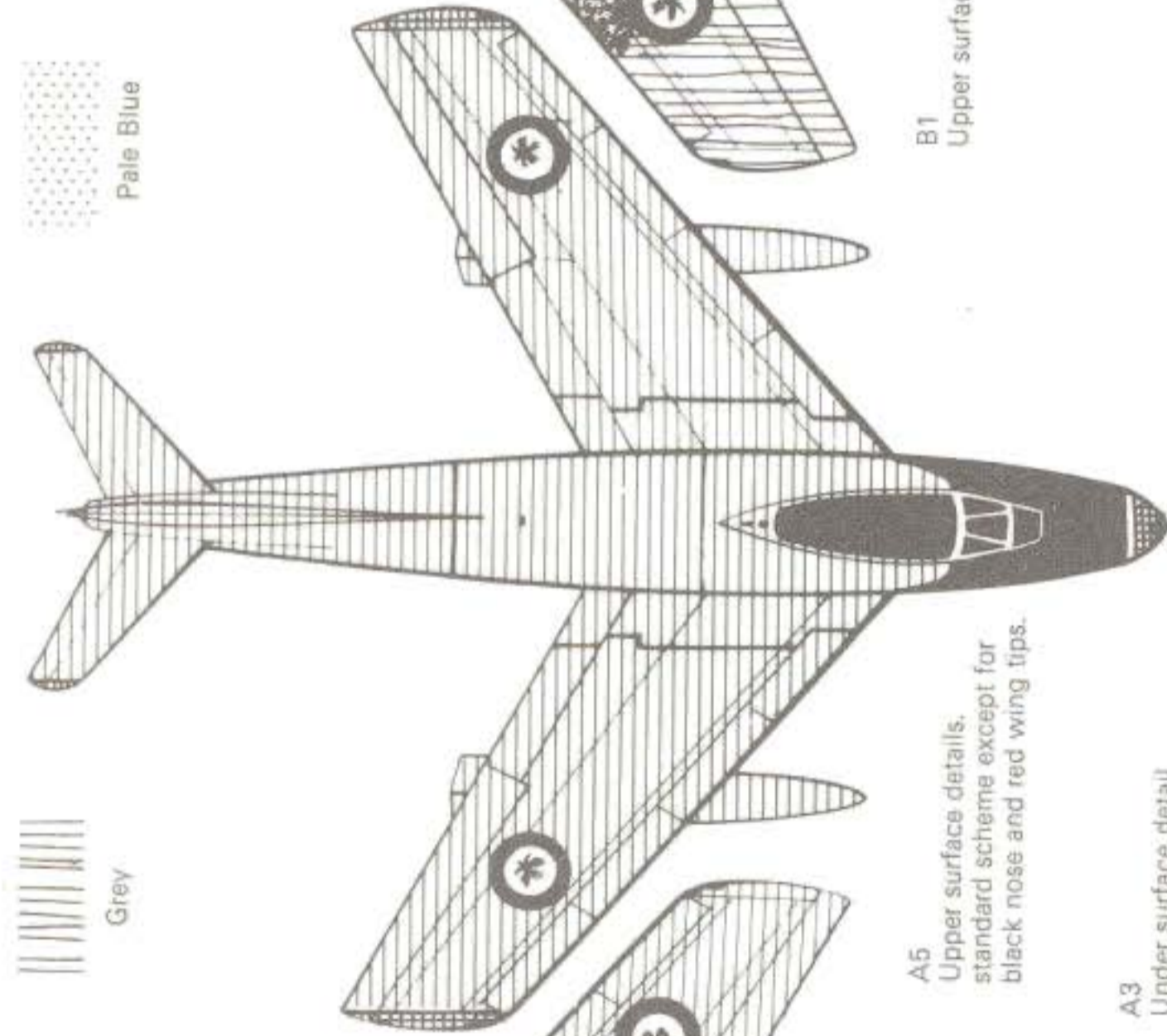
Pale Blue



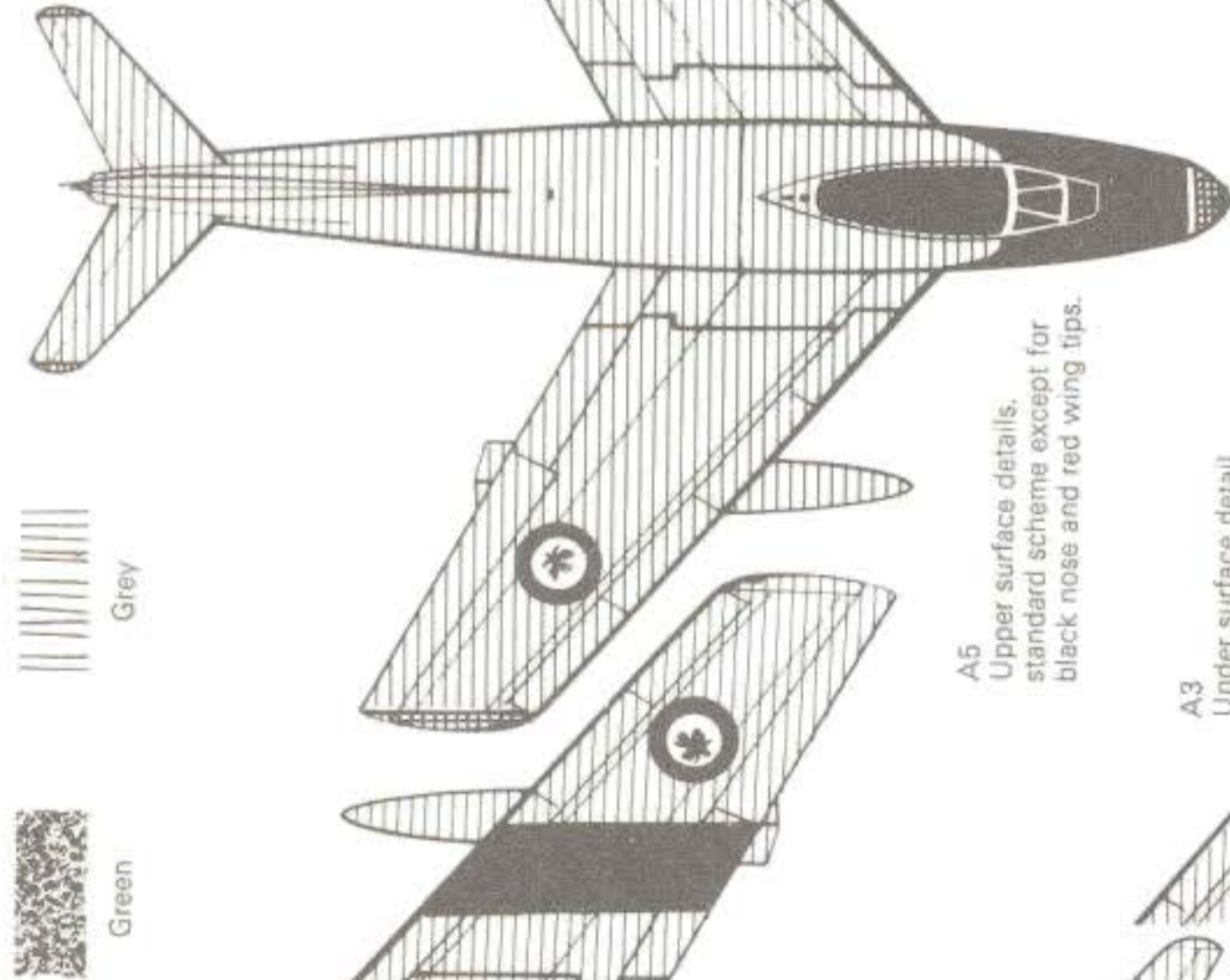
B5 Upper surface scheme.



B1 Upper surface scheme, standard.



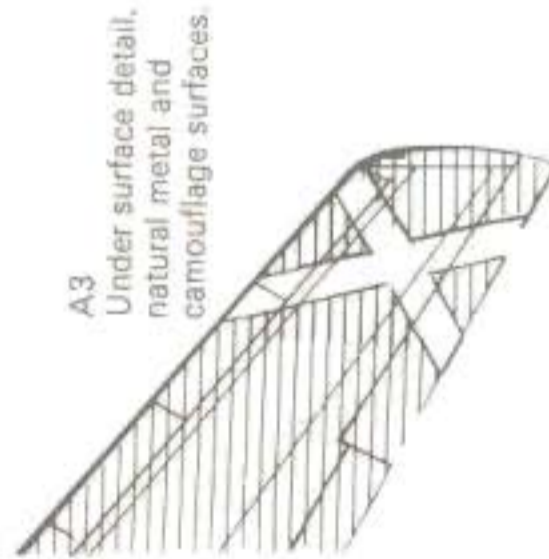
A5 Upper surface details, standard scheme except for black nose and red wing tips.



A1 Upper surface details.

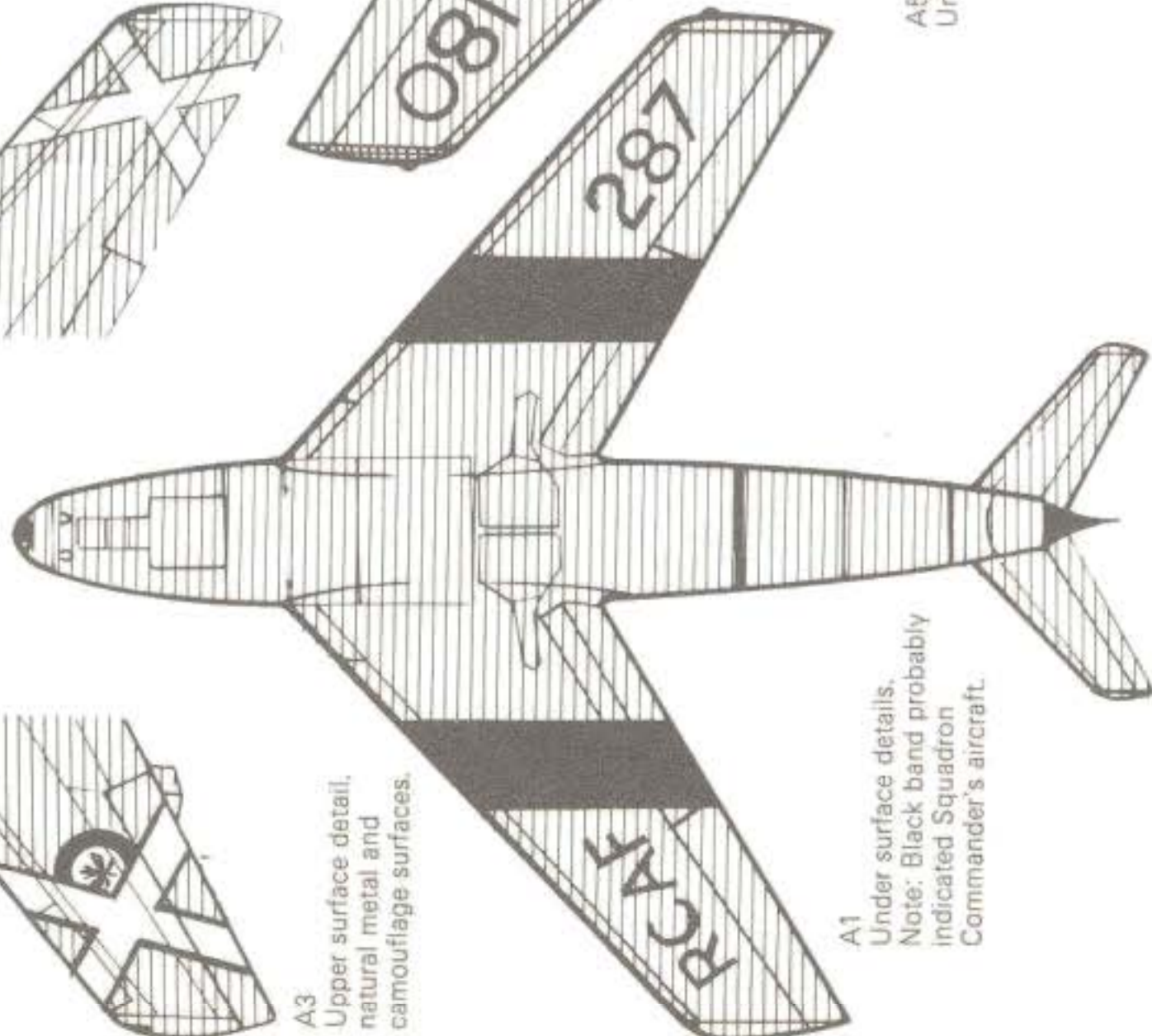


A3 Upper surface detail, natural metal and camouflage surfaces.

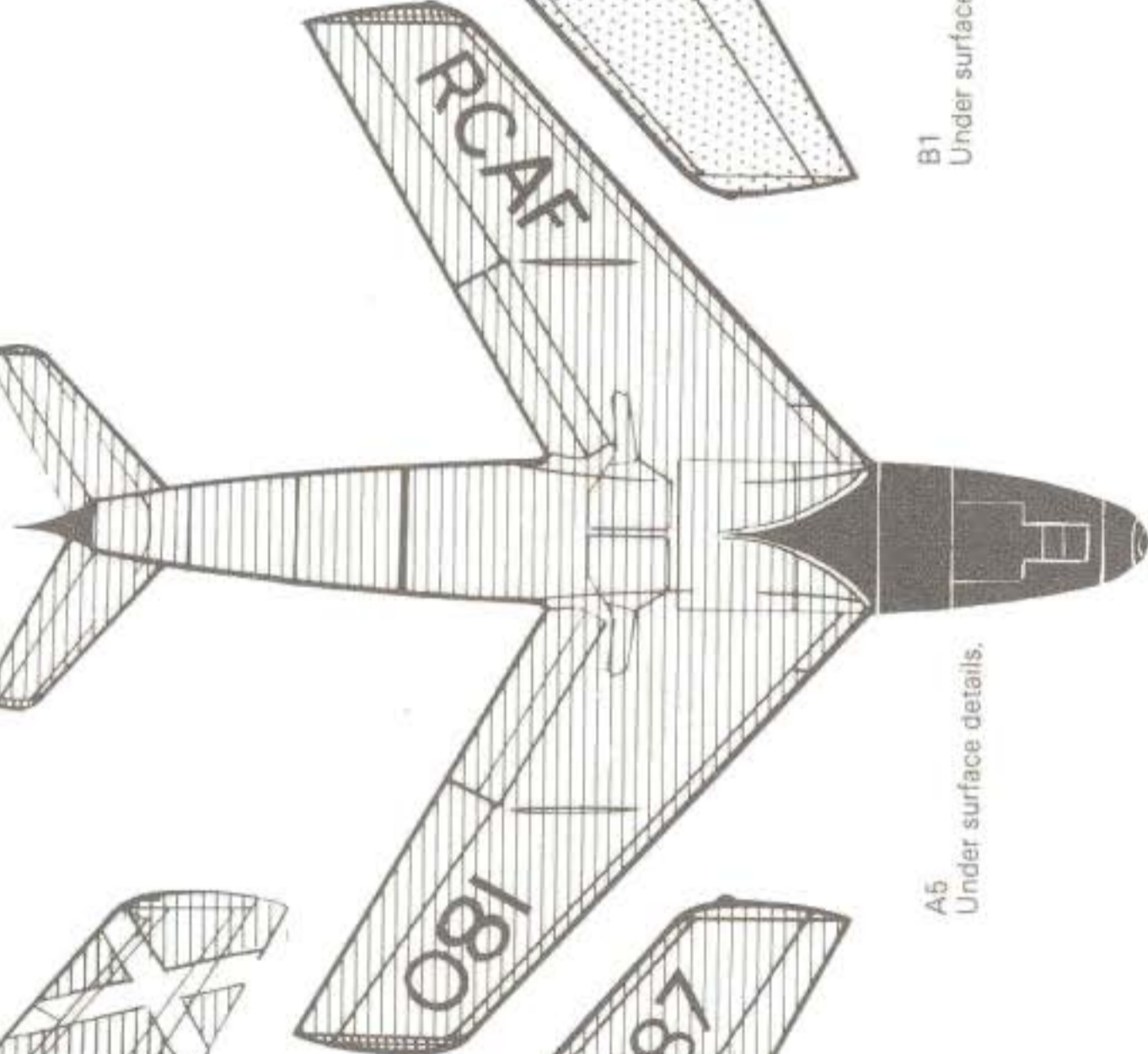


A3 Under surface detail, natural metal and camouflage surfaces.

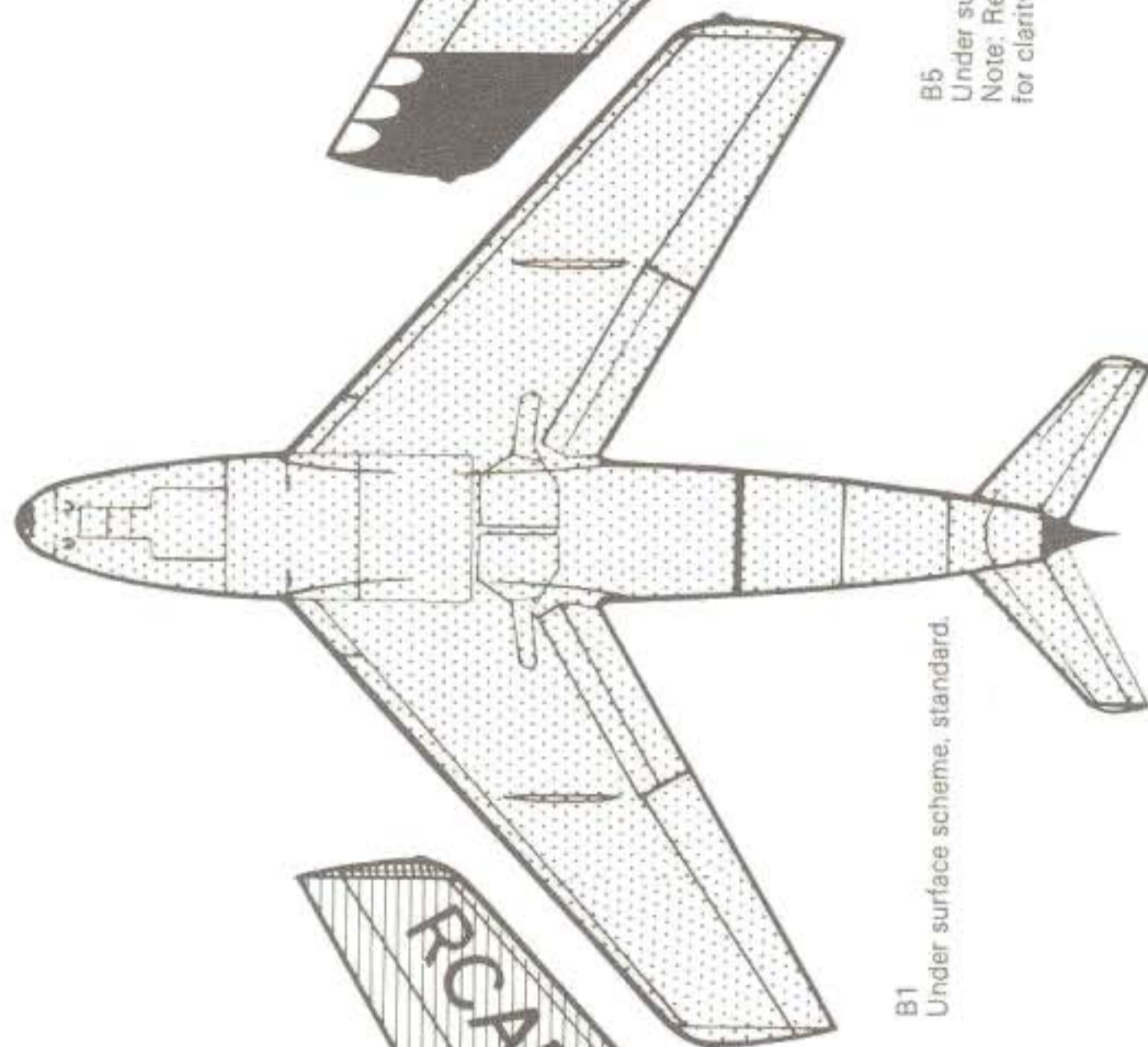
Gothsans IId



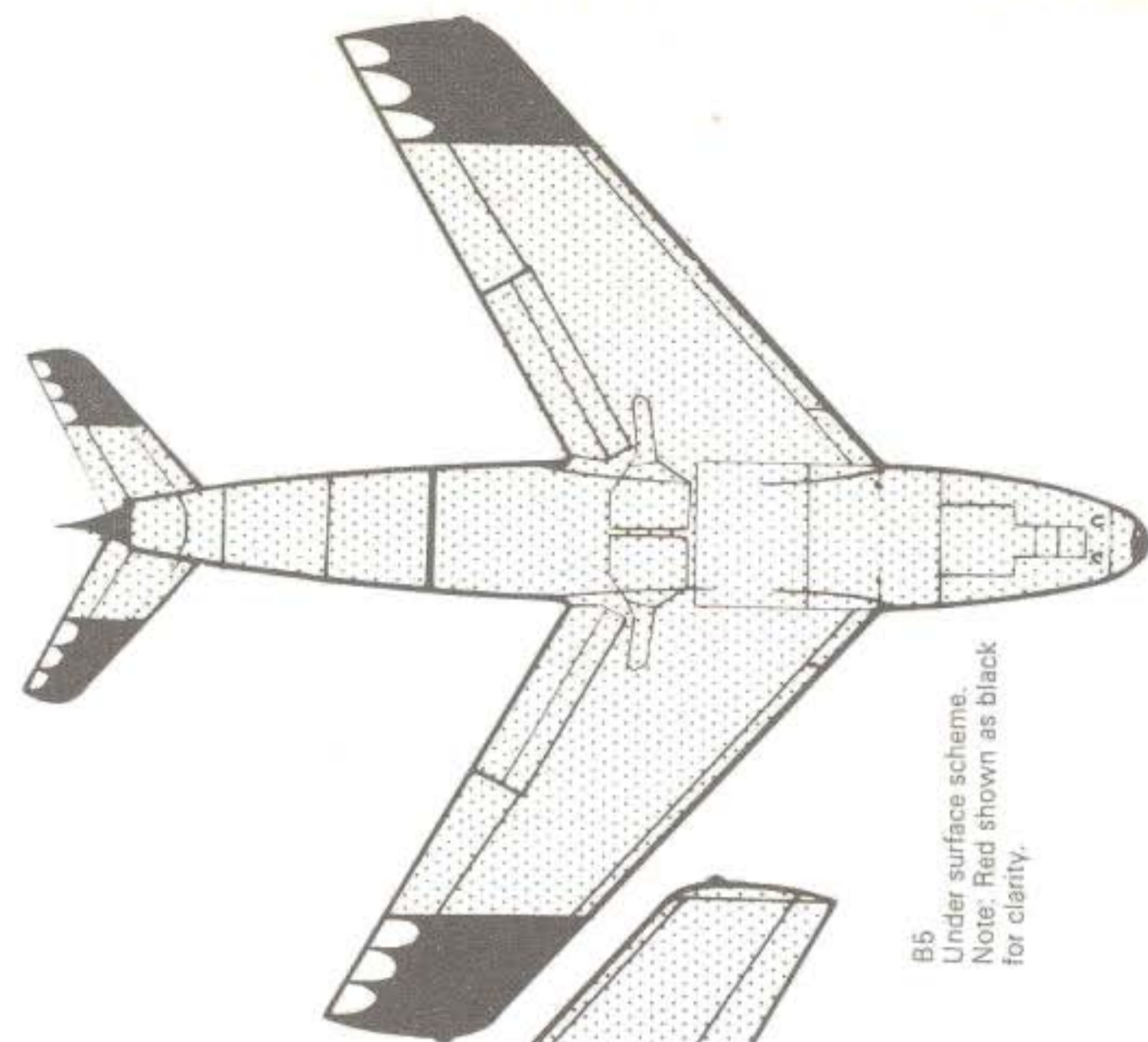
A1 Under surface details. Note: Black band probably indicated Squadron Commander's aircraft.



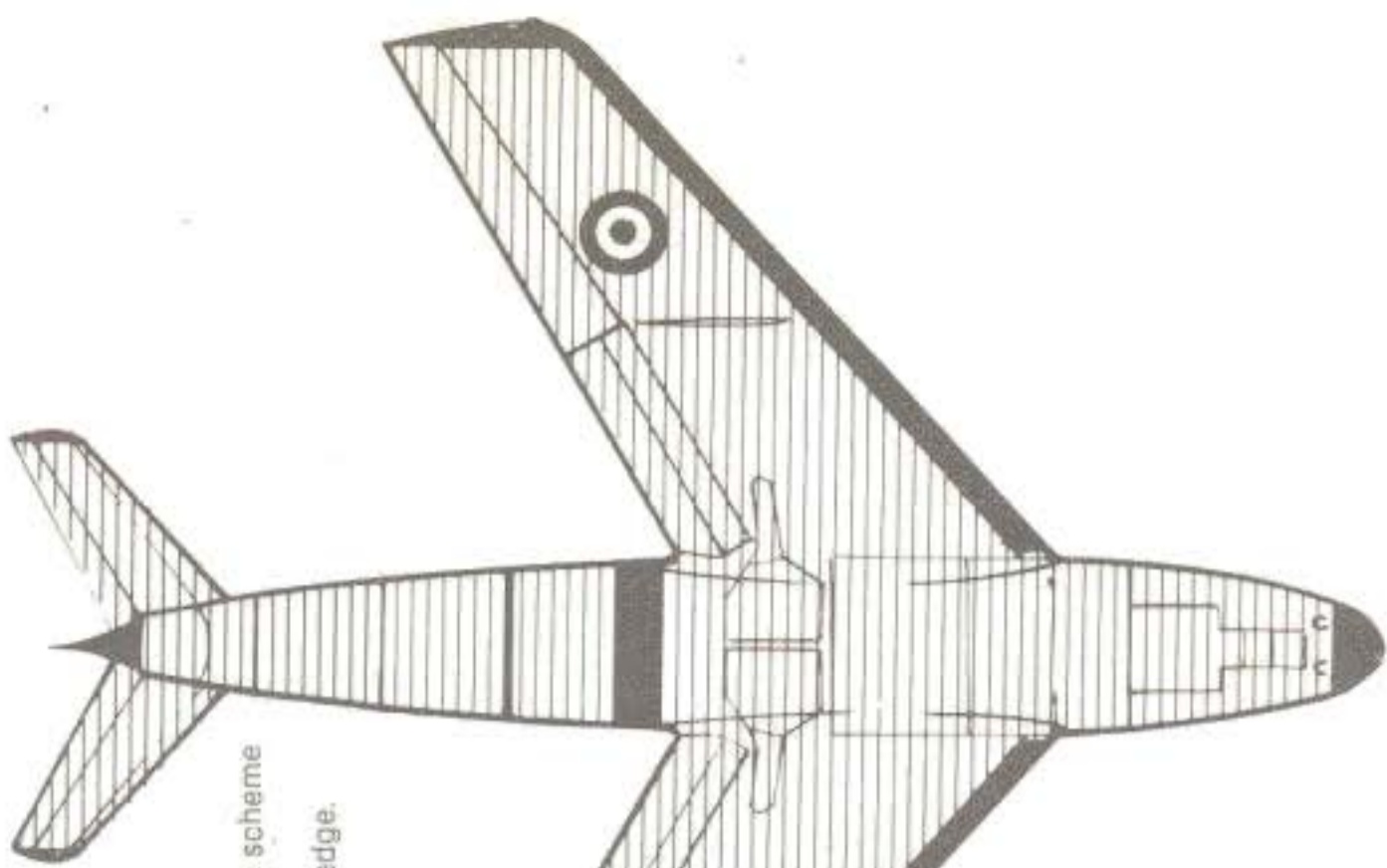
A5 Under surface details.



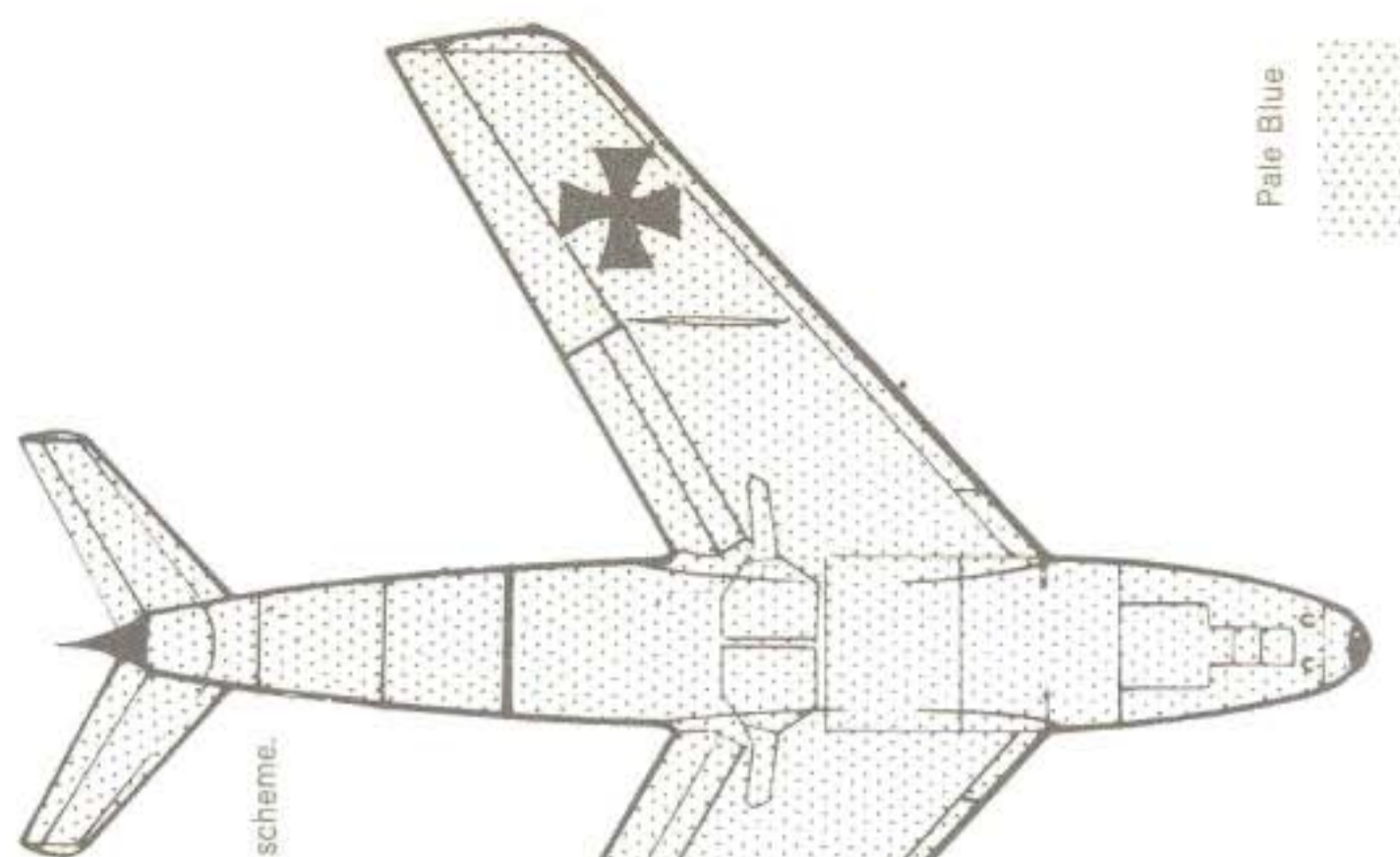
B1 Under surface scheme, standard.



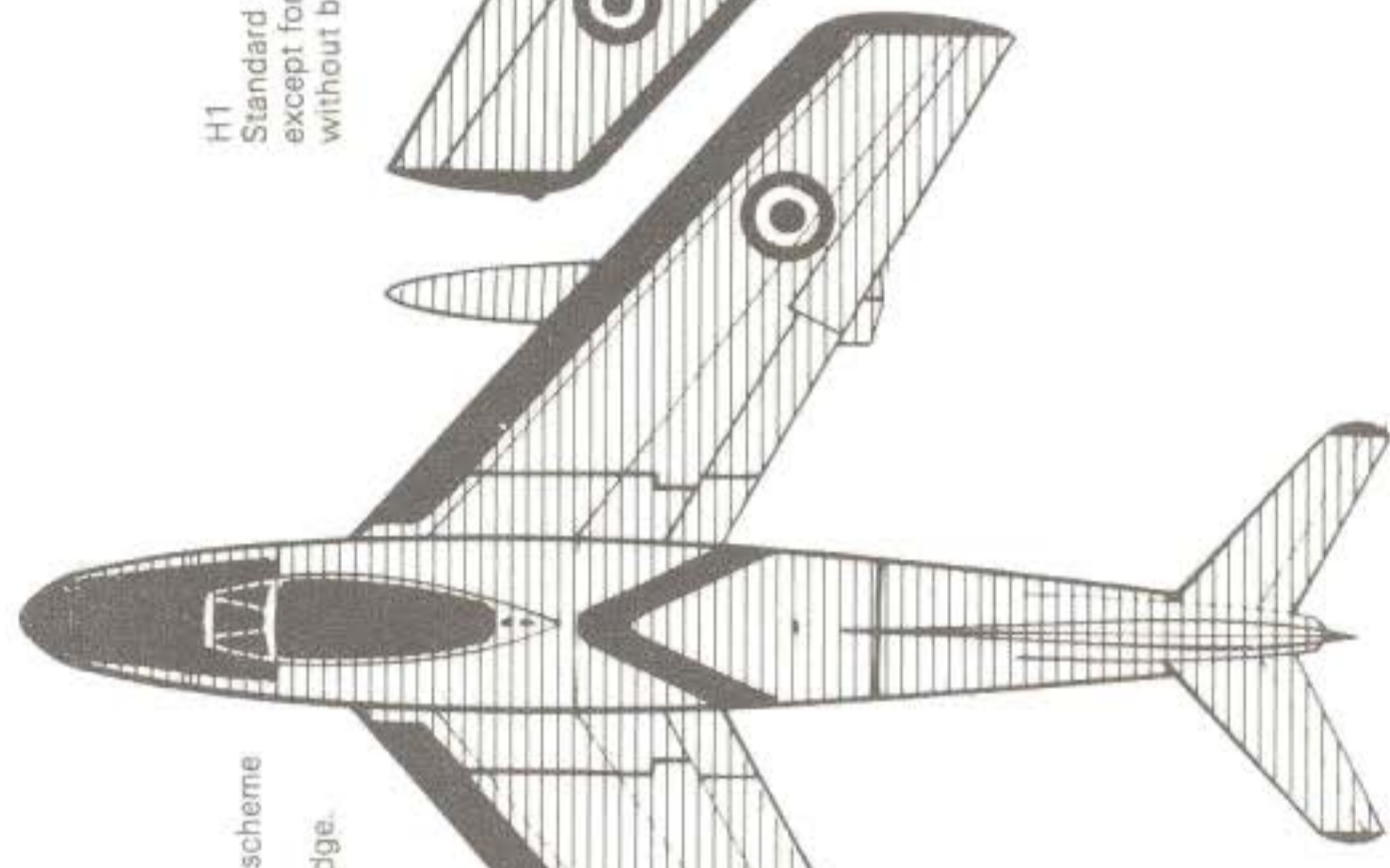
B5 Under surface scheme. Note: Red shown as black for clarity.



H1
Standard under surface scheme
except for H2/3
without black leading edge.



C2/3/4
Standard under surface scheme.



H1
Standard upper surface scheme
except for H2/3
without black leading edge.



C2/3/4
Standard upper surface scheme.



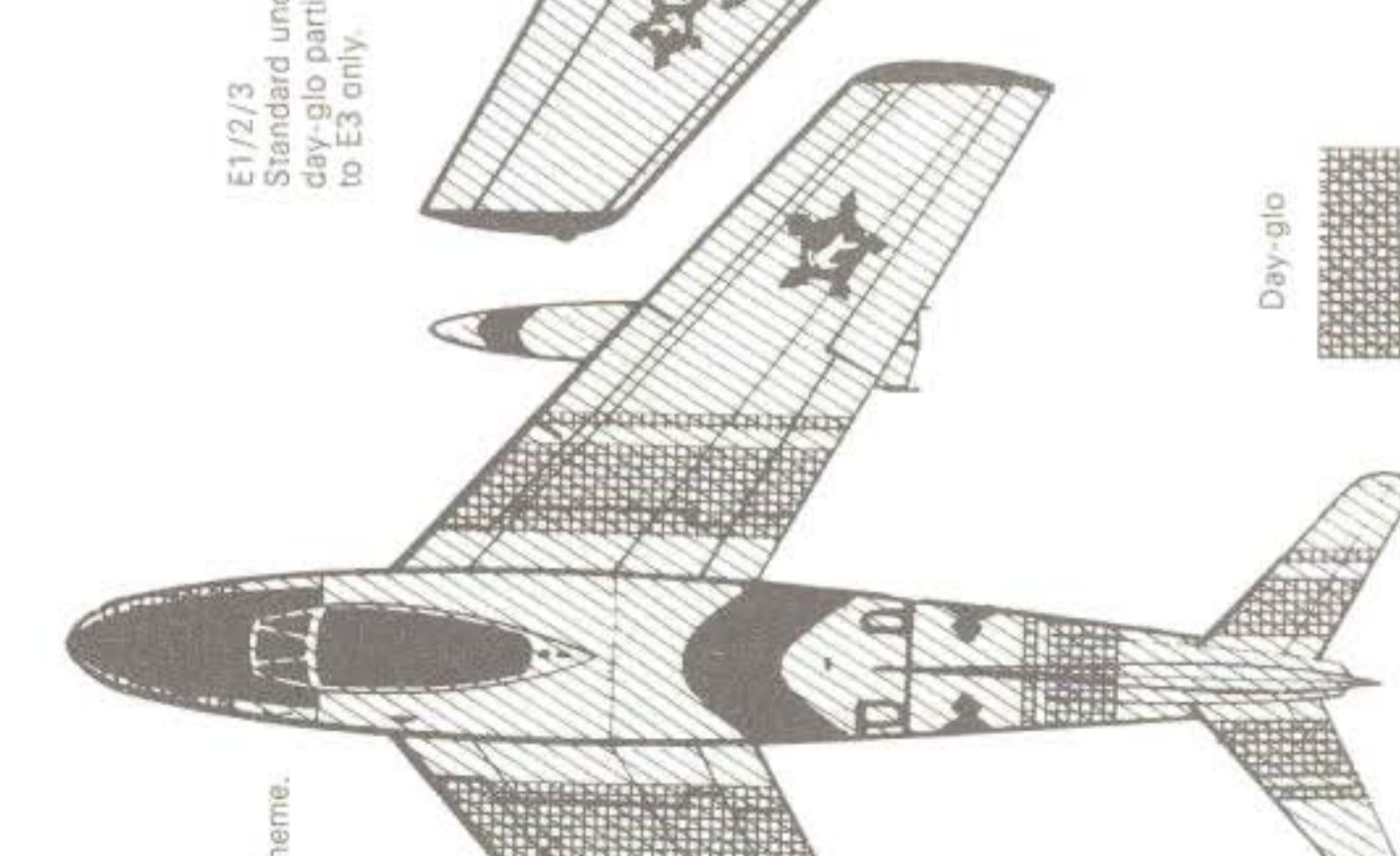
D1/2/3/4/5
Standard under surface scheme.
Particular illustration D1.



E1/2/3
Standard under surface scheme.
day-glo particular
to E3 only.



D1/2/3/4/5
Standard upper surface scheme.



E1/2/3
Standard upper surface scheme.
day-glo particular
to E3 only.



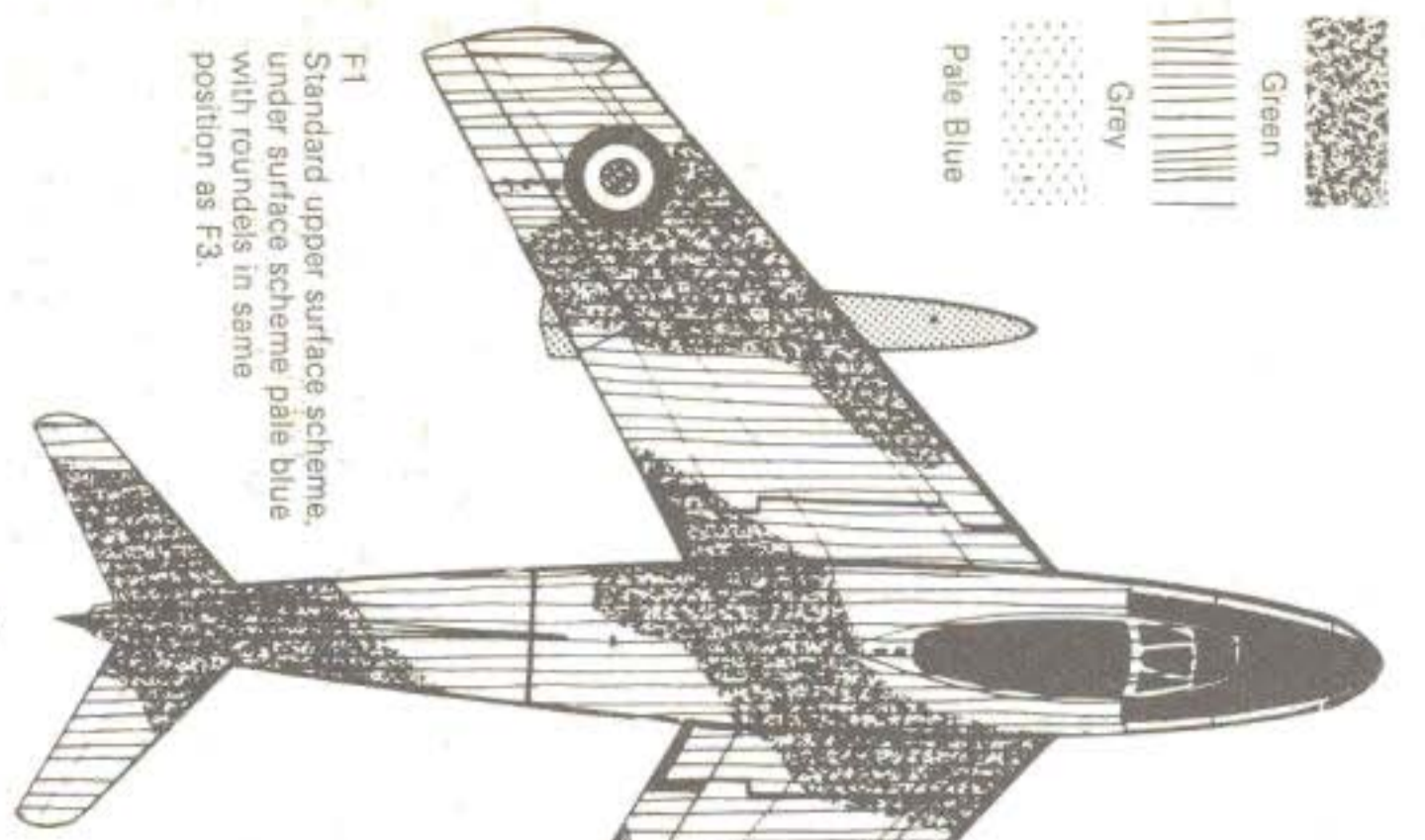
Pale Blue



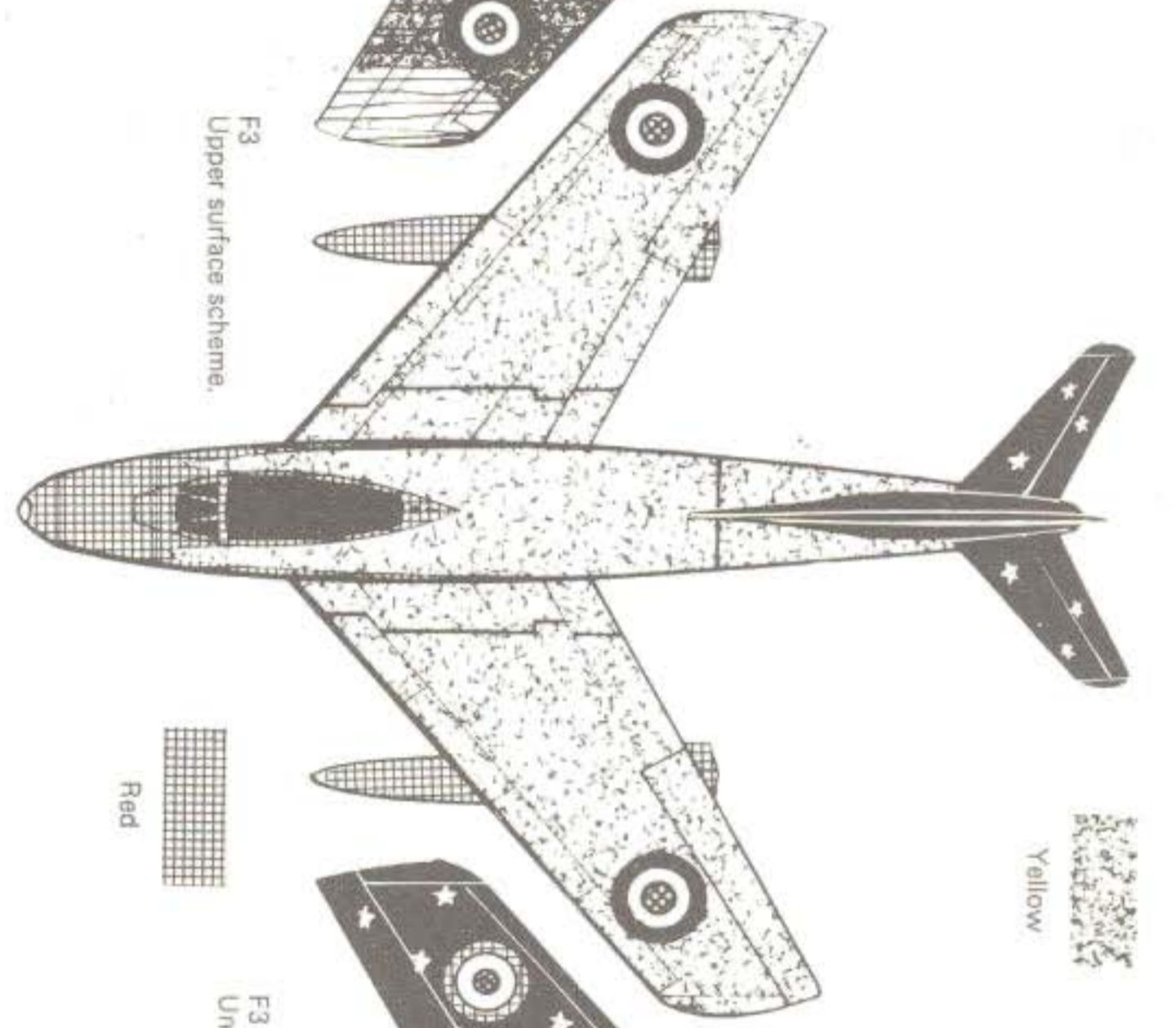
Day-glo



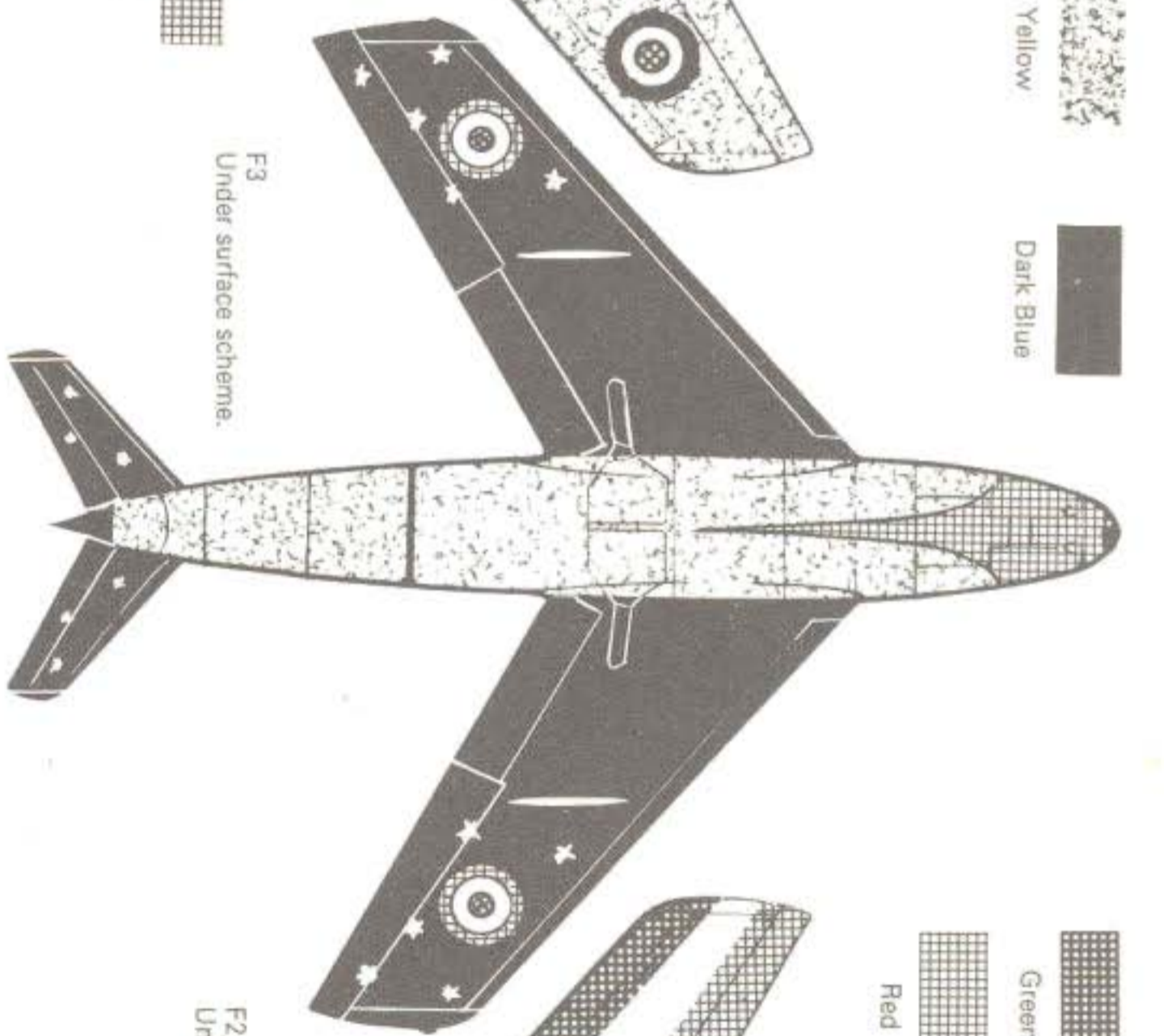
Natural metal



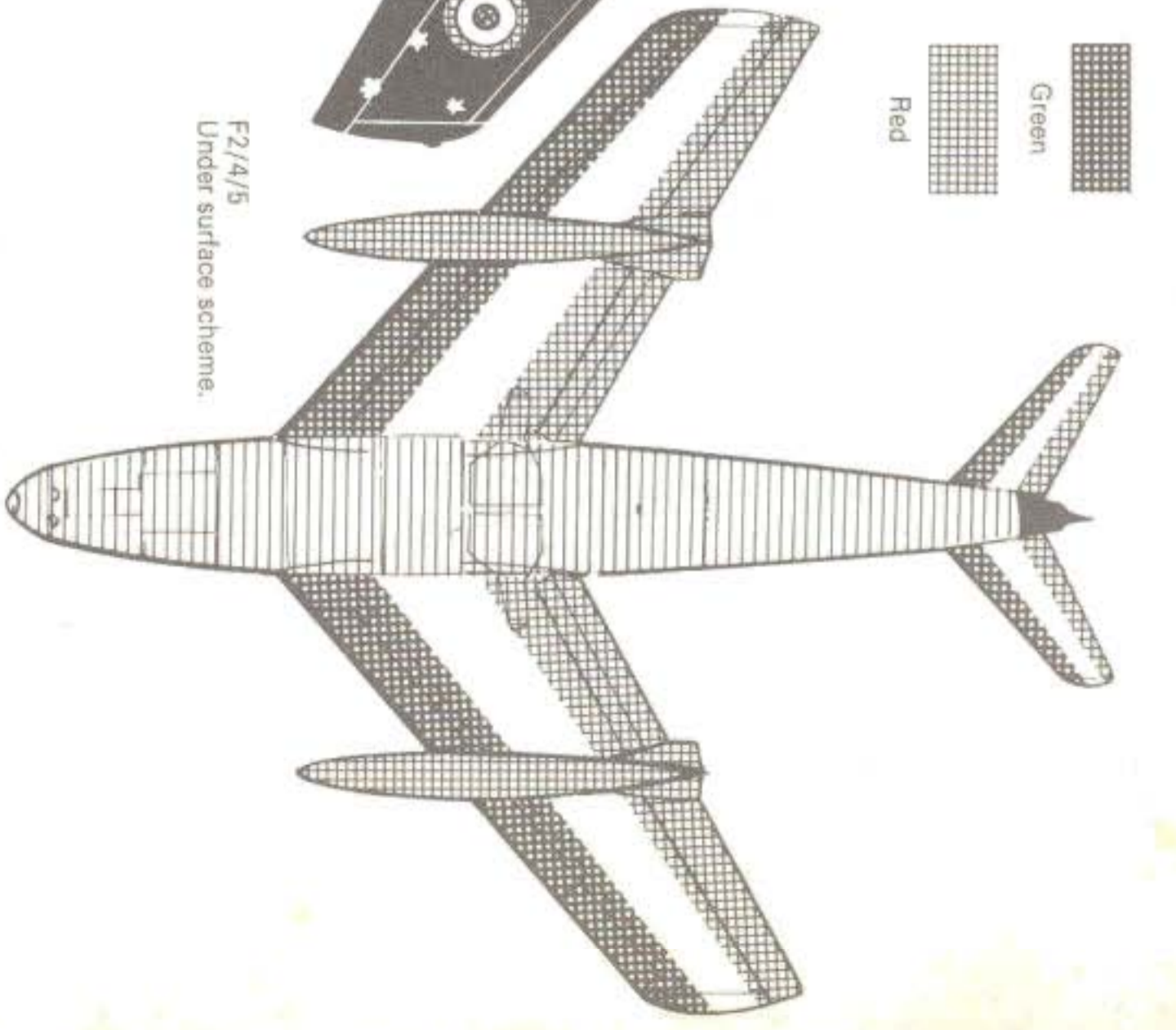
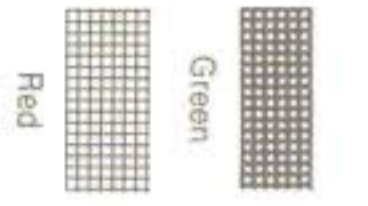
F1
Standard upper surface scheme,
under surface scheme pale blue
with roundels in same
position as F3.



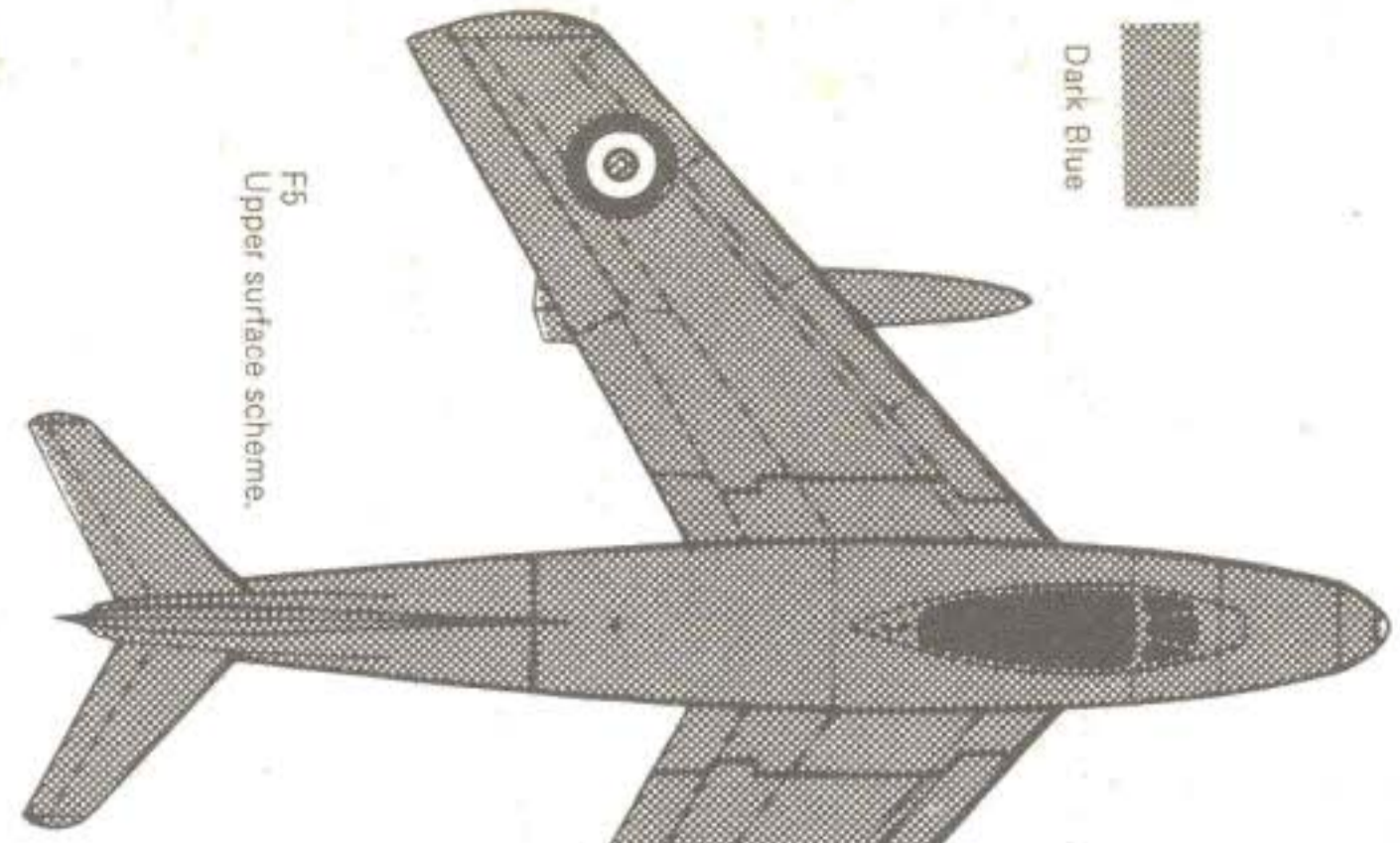
F3
Upper surface scheme.



F3
Under surface scheme.



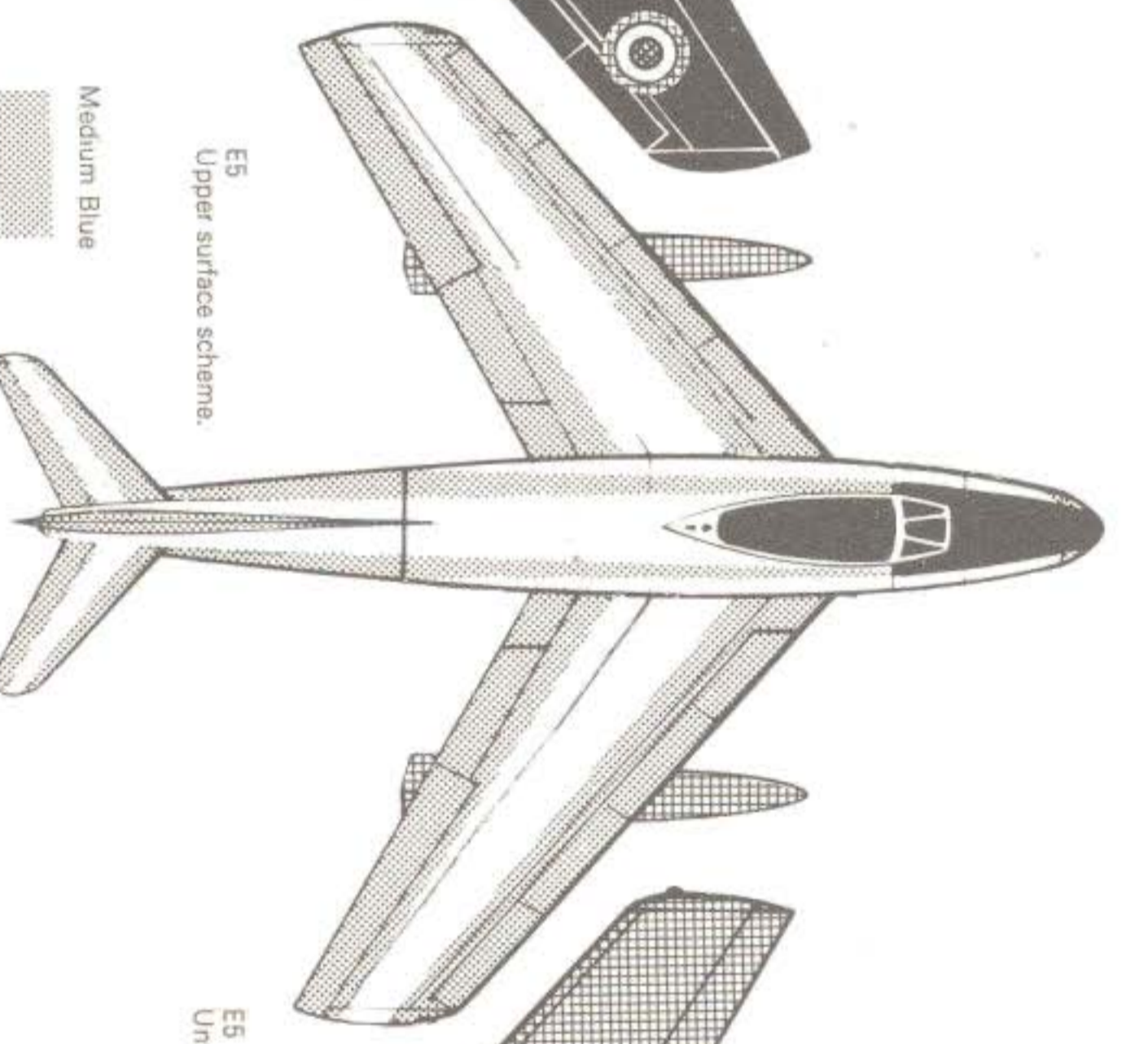
F2/4/5
Under surface scheme.



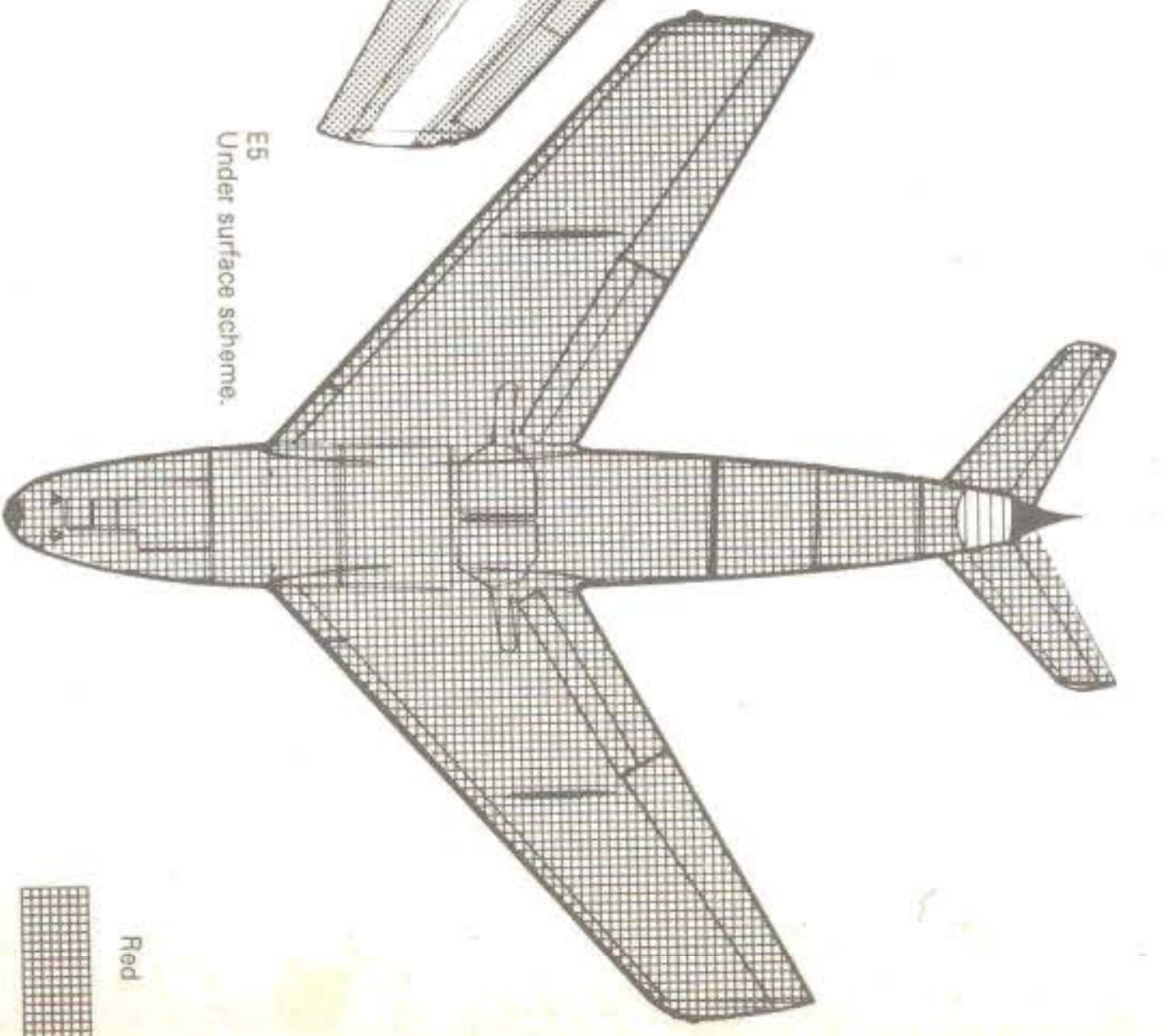
F5
Upper surface scheme.



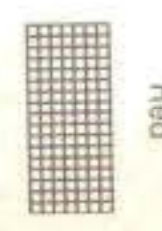
F2/4
Upper surface scheme.



E5
Upper surface scheme.

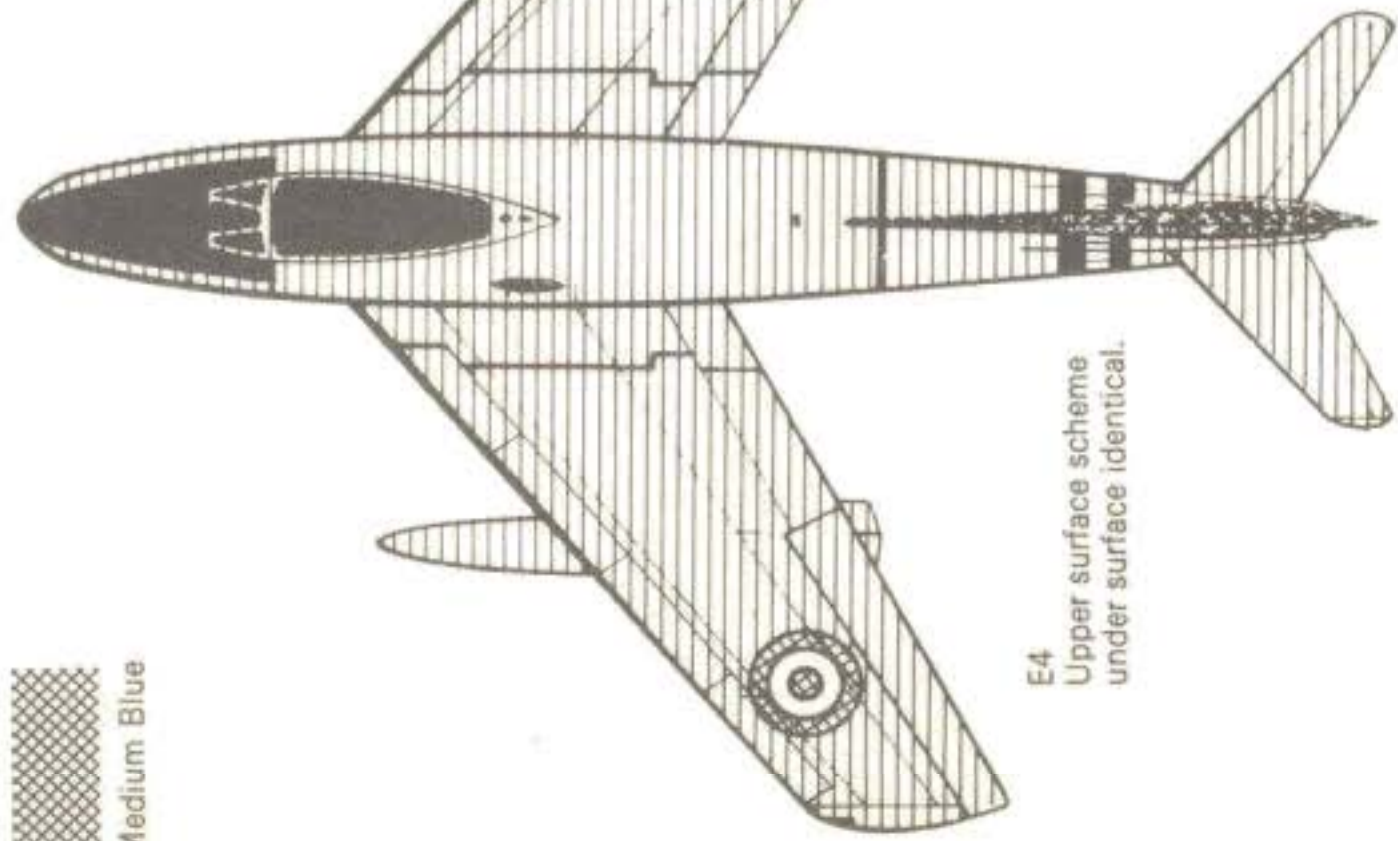


E5
Under surface scheme.

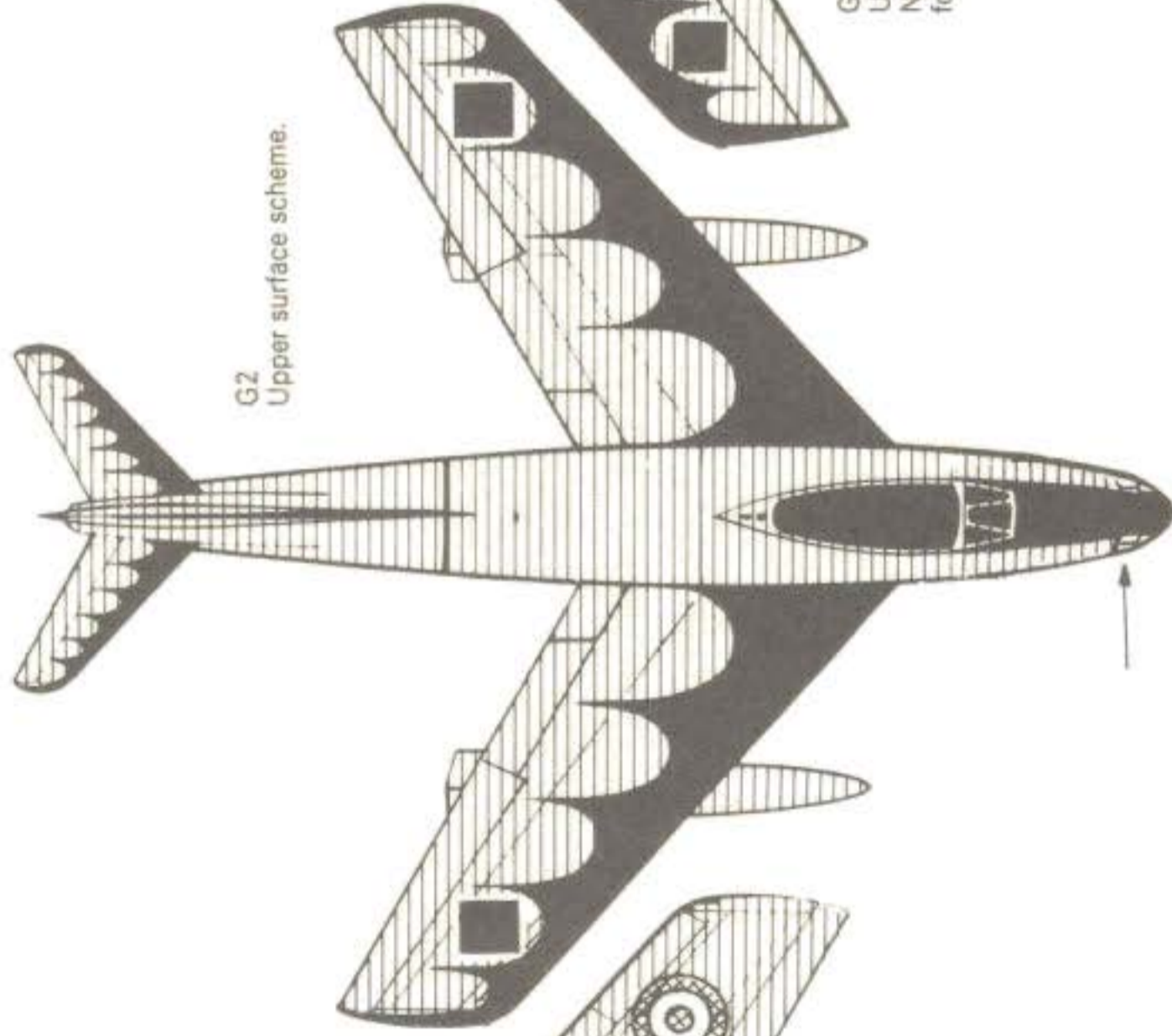




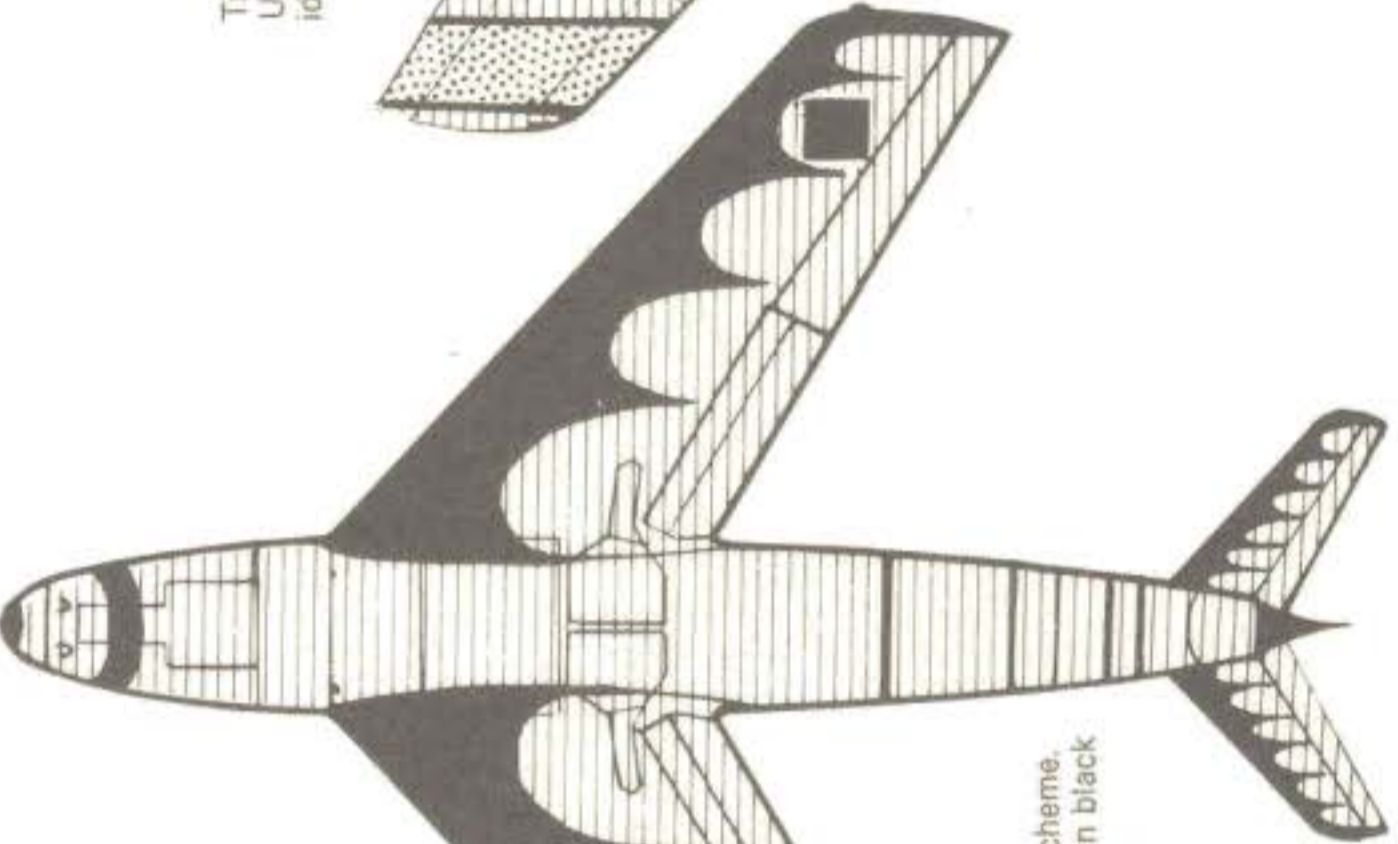
Medium Blue



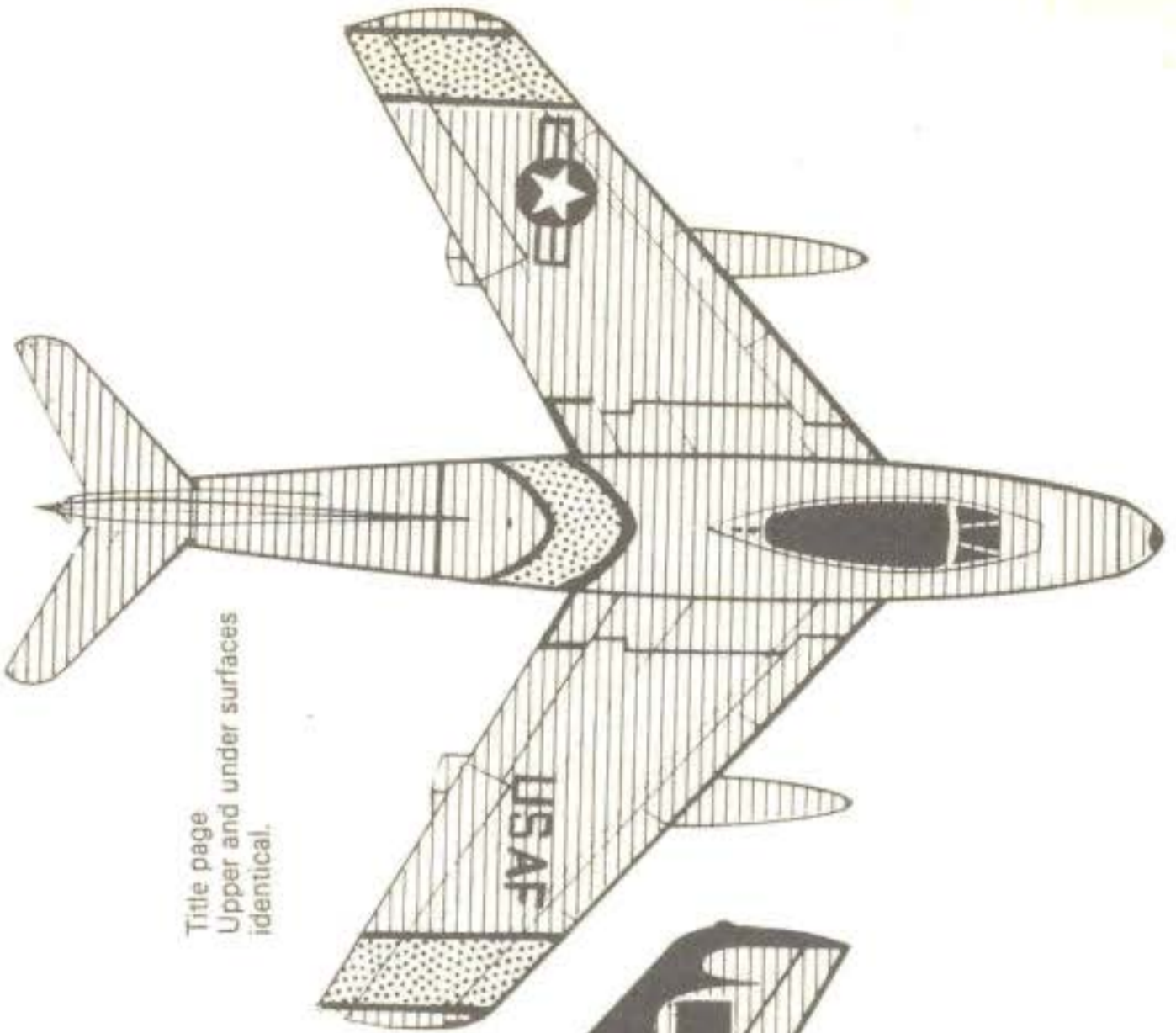
E4
Upper surface scheme
under surface identical.



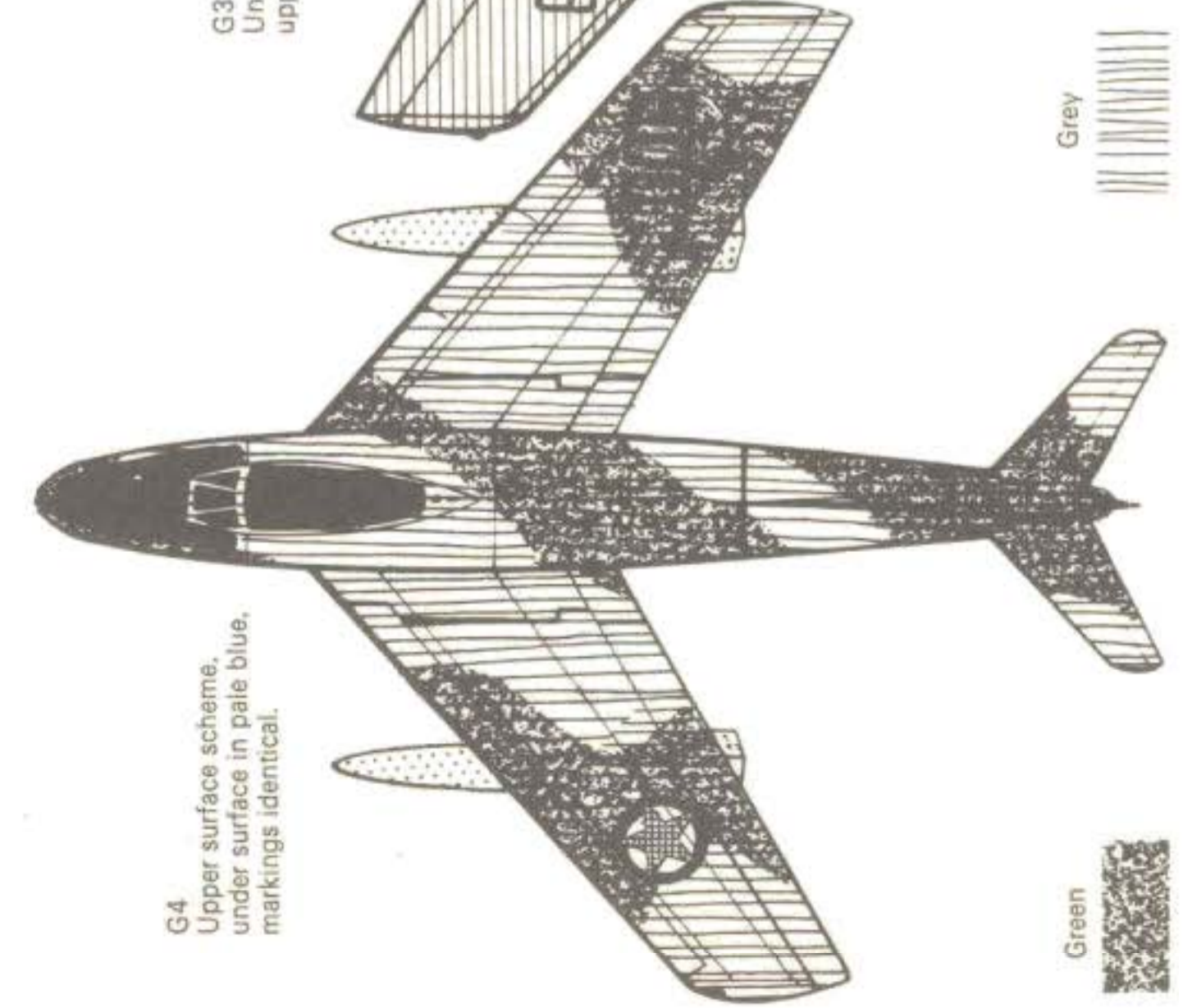
G2
Upper surface scheme.



G2
Under surface scheme.
Note: Red shown black
for clarity.

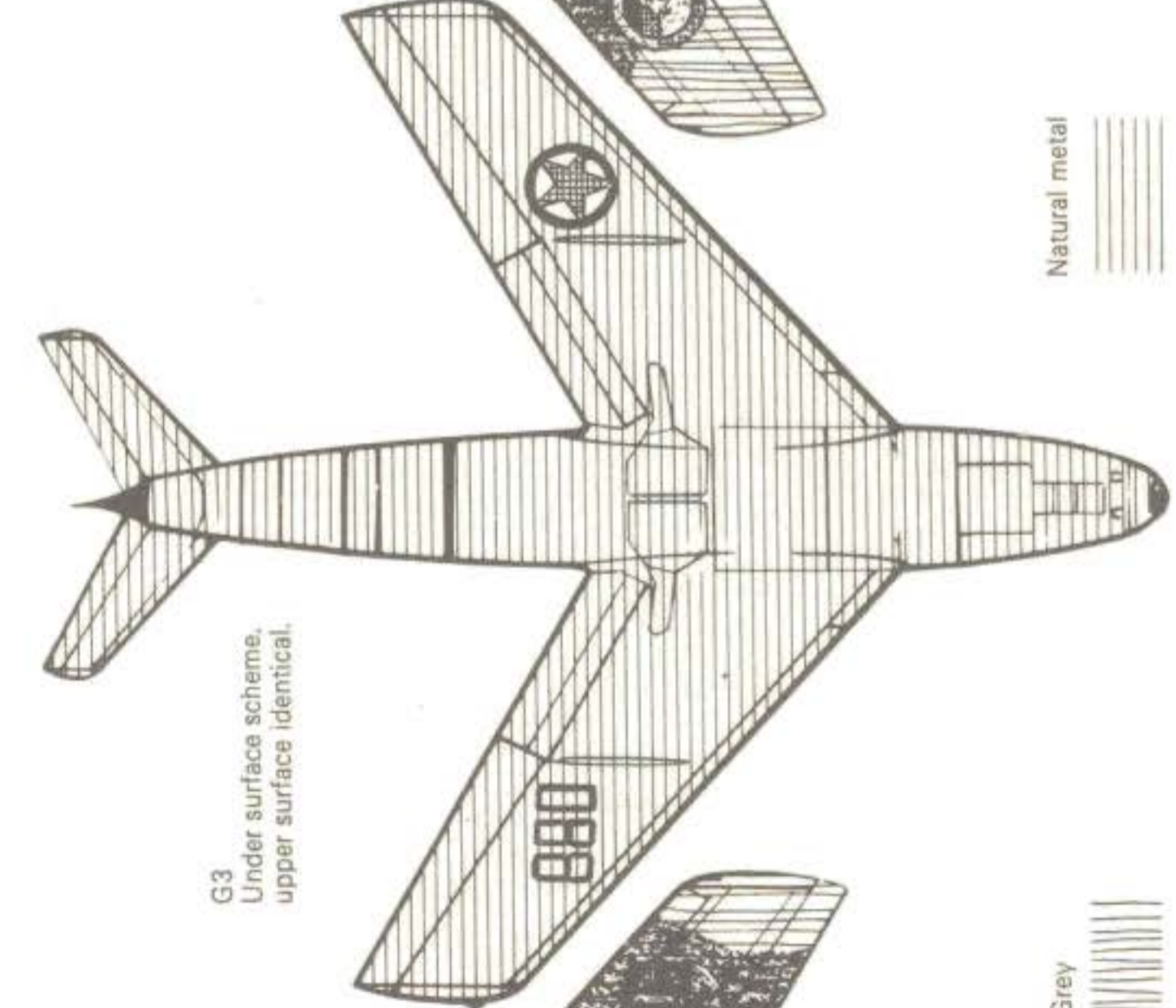


Title page
Upper and under surfaces
identical.



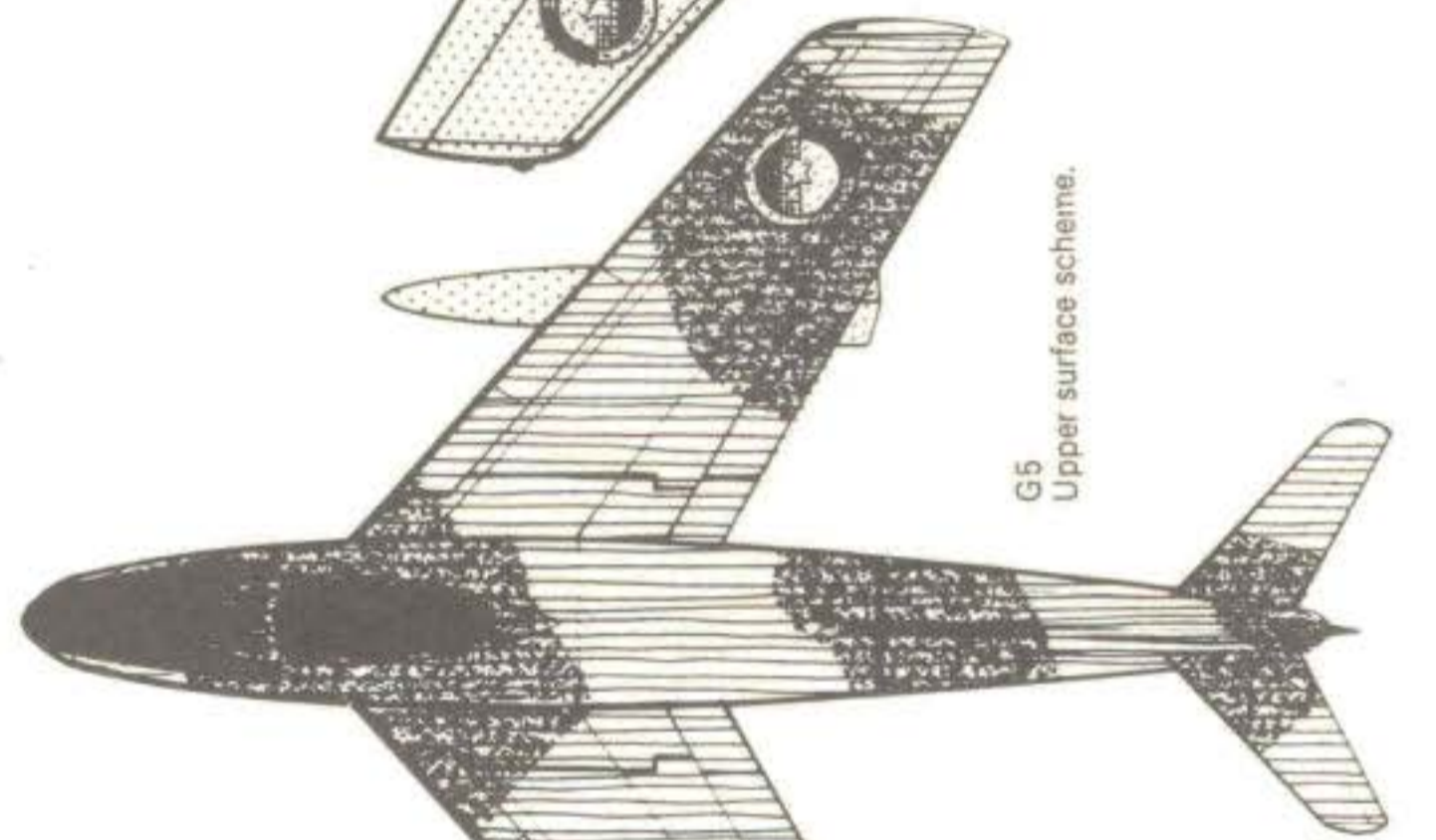
G4
Upper surface scheme,
under surface in pale blue,
markings identical.

Green

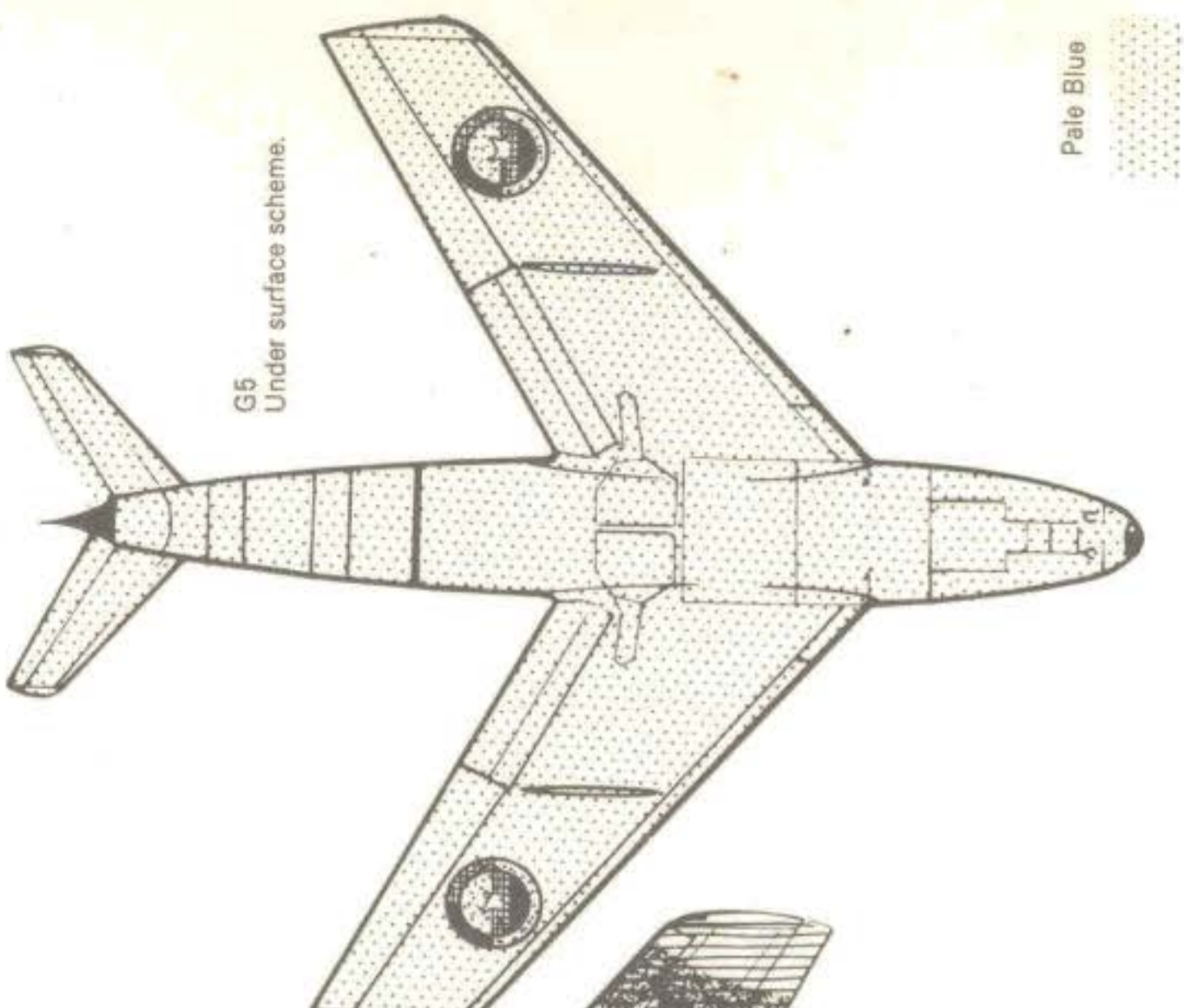


G3
Under surface scheme,
upper surface identical.

Grey



G5
Upper surface scheme.



G5
Under surface scheme.

Natural metal



Pale Blue



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Powerplant	Orenda 14 developing 7,275lb. s.t. at sea level.	Rolls Royce Avon 26 developing 7,500lb. s.t. at sea level.
Span	37 ft. 1 in.	37 ft. 1 in.
Length	37 ft. 6 in.	37 ft. 6 in.
Height	14 ft. 7 in.	14 ft. 6 in.
Wing Area	302 sq. ft.	312 sq. ft.
Weight empty	10,850 lb.	12,000 lb.
Weight loaded	17,315 lb.	17,300 lb.
Armament	6 x .50 Browning guns	2 x 30mm Aden guns
Performance	Maximum Speed 710 mph Rate of Climb 40,000 ft. in 6 min. Range 1,550 miles	Maximum Speed 700 mph Service Ceiling 55,000 ft. Range 1,150 miles

Front cover, top to bottom:

Sabre Mk. 4, No. 112 'Shark' Squadron, 2nd Tactical Air Force, Royal Air Force, Bruggen, Germany.
 Sabre Mk. 32, No. 76 Squadron, Royal Australian Air Force.
 Sabre Mk. 2, No. 441 Squadron, Royal Canadian Air Force.
 Sabre Mk. 6, JG72, 1st Staffel, Luftwaffe.