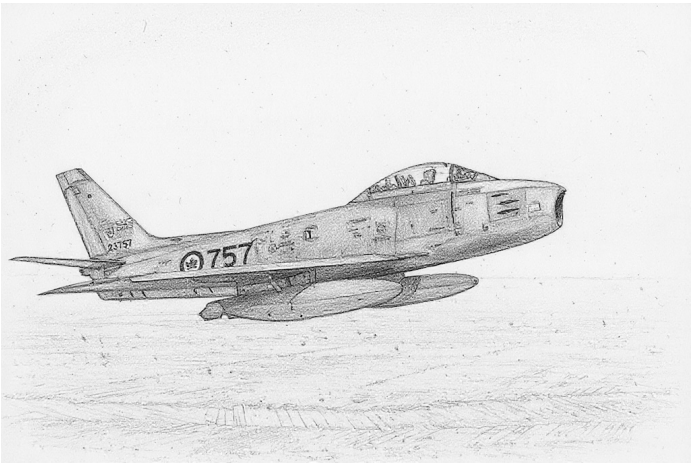
# Canadair Sabre



The Canadair Sabre was a day fighter derived from the North American F-86 Sabre. The initial versions were only lightly modified, but later versions incorporated the more powerful Orenda engine. All the production versions were fitted with the original F-86 armament of six .50 cal M3 guns.

## Versions

***Canadair Sabre Mk.1***

The single Mk.1 prototype was very similar to the F-86A.

***Canadair Sabre Mk.2***

The Mk.2 was the first production version and was essentially a license-built F-86E with the original slatted wing.

They were used by the RCAF in Europe and the USAF. Later, they were passed on to the air forces of Greece and Turkey. In USAF service, they saw combat in the Korean War.

***Canadair Sabre Mk.3***

The Canadair Sabres began to diverge from the North American originals with the single Mk.3 prototype, which used an Avro Canada Orenda 3 engine with significantly more thrust than that of the Mk.2.

***Canadair Sabre Mk.4***

The Mk.4 was very similar to the Mk.2. Later Mk.4s had the slatted 6-3 wing.

They were used in small numbers by the RCAF and in larger numbers by the RAF, where they were known as the Sabre F.4 and served alongside the Meteor F.8. They were the first swept-wing fighter in British service. Starting in 1954, they began to be refitted with the 6-3 wing. As Hawker Hunters became available in 1956, the RAF Sabres were transferred to the Yugoslav and Italian air forces.

***Canadair Sabre Mk.5***

The Mk.5 was a development of the Mk.3 prototype with the improved Orenda 10 engine and the unslatted 6-3 wing.

They were initially used by the RCAF, again mainly in Europe, replacing the Mk.2s. A number were later transferred to the Luftwaffe.

***Canadair Sabre Mk.6***

The Mk.6 was a development of the Mk.5 with the even more powerful Orenda 14 engine. Later Mk.6s had the slatted 6-3 wing. The Mk.6 competes with the CAC Sabre Mk.32 for the honor of being the very best day-fighter Sabre.

They replaced Mk.5s in RCAF service and also were used in large numbers by the Luftwaffe. These were later sold on to the Columbia, South Africa, and Pakistan. In PAF service, the Mk.6 was known, confusingly, as the F-86E and fought in the 1971 war with India.

## Armament and Stores

All the production versions were fitted with the original F-86 armament of six .50 cal M3 guns.

A typical air-to-air load was two 200-gallon (750L) FTs on the outer stations and, from 1960 on the Mk.6, two AIM-9B IRMs on the inner stations.

A typical air-to-ground load was two 1000-lb bombs carried on the inner stations along with two 200-gallon (750L) FTs on the outer stations. Alternatively, on the later versions, sixteen HVAR rockets might have been carried without fuel tanks.

For ferry flights, two 120-gallon (400L) FTs could be carried on the inner stations and two 200-gallon (750L) FTs to the outer ones.

## Combat

The Mk.2 saw combat with the USAF in the Korean War. The Mk.6 saw combat with the Pakistan Air Force (as the F-86E) in the 1971 war with India.

## ADCs

- Canadair Sabre Mk.2
- Canadair Sabre Mk.4
- Canadair Sabre Mk.4 (6-3 Wing)
- Canadair Sabre Mk.5

- Canadair Sabre Mk.6
- Canadair Sabre Mk.6 (Slatted 6-3 Wing)

## See Also

- CAC Sabre
- North American F-86 Sabre

## Photo Credit

- Canadair Sabre: Canadian Department of National Defence (Public Domain)

## *Canadair Sabre Mk.2*

**Crew:** Pilot

**Power APs/DPs:** ○

| | CL | 1/2 | DT | Fuel |
|---|---|---|---|---|
| AB | — | — | — | — |
| M | 1.0 | 1.0 | 1.0 | 1.0 |
| N | 0.0 | 0.0 | 0.0 | 0.5 |
| I | 1.0 | 1.0 | 2.0 | 0.0 |
| SPBR | 1.0 | 1.0 | 2.0 | — |

| | | | |
|---|---|---|---|
| Cruise Spd. CL: | 5.0 | Restr. Arcs: | — |
| Climb Spd.: | 3.5 | Blind Arcs: | 30– |
| Visibility: | 5 | Internal Fuel: | 145 |
| Size: | +0 | AtA Refuel: | No |
| Vulnerability: | +0 | Ejection Seat: | Early |

**Maneuver HFPs/DPs:**

| | | |
|---|---|---|
| LR/DR | 1.0 | 1.0 |
| VR | | 0.0 |

**Turn DPs:**

| | CL | 1/2 | DT |
|---|---|---|---|
| TT | 0.0/0.0 | 1.0/1.0 | 1.0/1.0 |
| HT | 1.0/1.0 | 1.0/1.0 | 1.0/1.0 |
| BT | 1.0/2.0 | 2.0/3.0 | 2.0/3.0 |
| ET | — | — | — |

Automatic leading-edge slats. If speed ≤ 3.5, use higher drag.

**Speeds and Ceilings**

| Alt. Band | Conf. Ceil. | CL 46 | 1/2 43 | DT 40 | Dive Speed |
|---|---|---|---|---|---|
| EH+ | 46+ | 3.0 – 5.5 | — | — | 6.5 |
| VH | 36–45 | 3.0 – 5.5 | 3.0 – 5.0 | 3.0 – 5.0 | 6.5 |
| HI | 26–35 | 2.5 – 6.0 | 3.0 – 5.5 | 3.0 – 5.0 | 7.0 |
| MH | 17–25 | 2.0 – 6.5 | 2.5 – 5.5 | 2.5 – 5.0 | 7.0 |
| ML | 8–16 | 1.5 – 6.5 | 2.0 – 6.0 | 2.5 – 5.5 | 7.5 |
| LO | 0–7 | 1.5 – 6.5 | 1.5 – 6.0 | 2.0 – 5.5 | 7.5 |

**Climb Capabilities**

| | CL | | 1/2 | | DT | | |
|---|---|---|---|---|---|---|---|
| | AB | Oth | AB | Oth | AB | Oth | |
| EH+ | — | 0.5 | — | — | — | — | EH+ |
| VH | — | 0.5 | — | 0.5 | — | 0.5 | VH |
| HI | — | 1.0 | — | 0.5 | — | 0.5 | HI |
| MH | — | 1.0 | — | 1.0 | — | 0.5 | MH |
| ML | — | 1.0 | — | 1.0 | — | 1.0 | ML |
| LO | — | 1.0 | — | 1.0 | — | 1.0 | LO |

| | |
|---|---|
| **Radar:** | APG-30 |
| ECCM: | — |
| Arcs: | — |
| Search: | — |
| Track: | — |
| Lock-On: | 6 |

| | |
|---|---|
| **ECM:** | |
| RWR: | — |
| DDS: | — |
| DJM: | — |
| AJM: | — |
| BJM: | — |

**Weapon Stations Diagram:**

| | |
|---|---|
| **Guns:** | Six .50 cal M3 |
| To Hit: | 6/3/0 |
| Ammunition: | 7.0 |
| Gunsight: | TT+0/HT+1/BT+2 |
| Ranging: | RE |
| AtA/AtG: | 4/4** |
| **Bomb System:** | Manual |

**Technology:**

None

**Load Point Limits:** CL : 0–2; 1/2: 3–6; DT : 7+

**Weight Limit:** 2,800

| Station | Limit | Allowed Loads |
|---|---|---|
| 1 and 2 | 1,400 | FT BB |
| 3–6 and 7–10 | 280 | RK |

**Load Notes:**

1. Either stations 1 and 2 or 3 to 10 may be used.
2. Stations must be loaded symmetrically.
3. May use 120 gal (450L) FTs. May also use 200 gal (760L) FTs, but only for ferry flights and not for combat.
4. May use two HVAR RKs on each of stations 3 to 10.

**Notes:**

1. The Canadair Sabre Mk.2 is a day fighter. It is a licensed version of the North American F-86E-1 Sabre and uses the early slatted wing.
2. High transonic drag (HTD).

**VPs:** 8/5/3/1

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## *Canadair Sabre Mk.4*

**Crew:** Pilot

**Power APs/DPs:** ○

| | CL | 1/2 | DT | Fuel |
|---|---|---|---|---|
| AB | — | — | — | — |
| M | 1.0 | 1.0 | 1.0 | 1.0 |
| N | 0.0 | 0.0 | 0.0 | 0.5 |
| I | 1.0 | 1.0 | 2.0 | 0.0 |
| SPBR | 1.0 | 1.0 | 2.0 | — |

| | | | |
|---|---|---|---|
| Cruise Spd. CL: | 5.0 | Restr. Arcs: | — |
| Climb Spd.: | 3.5 | Blind Arcs: | 30– |
| Visibility: | 5 | Internal Fuel: | 145 |
| Size: | +0 | AtA Refuel: | No |
| Vulnerability: | +0 | Ejection Seat: | Early |

**Maneuver HFPs/DPs:**

| | | |
|---|---|---|
| LR/DR | 1.0 | 1.0 |
| VR | | 0.0 |

**Turn DPs:**

| | CL | 1/2 | DT |
|---|---|---|---|
| TT | 0.0/0.0 | 1.0/1.0 | 1.0/1.0 |
| HT | 1.0/1.0 | 1.0/1.0 | 1.0/1.0 |
| BT | 1.0/2.0 | 2.0/3.0 | 2.0/3.0 |
| ET | — | — | — |

Automatic leading-edge slats. If speed ≤ 3.5, use higher drag.

**Speeds and Ceilings** / **Climb Capabilities**

| Alt. Band | Conf. Ceil. | CL 46 | 1/2 43 | DT 40 | Dive Speed | CL AB | CL Oth | 1/2 AB | 1/2 Oth | DT AB | DT Oth | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EH+ | 46+ | 3.0 – 5.5 | — | — | 6.5 | — | 0.5 | — | — | — | — | EH+ |
| VH | 36–45 | 3.0 – 5.5 | 3.0 – 5.0 | 3.0 – 5.0 | 6.5 | — | 0.5 | — | 0.5 | — | 0.5 | VH |
| HI | 26–35 | 2.5 – 6.0 | 3.0 – 5.5 | 3.0 – 5.0 | 7.0 | — | 1.0 | — | 0.5 | — | 0.5 | HI |
| MH | 17–25 | 2.0 – 6.5 | 2.5 – 5.5 | 2.5 – 5.0 | 7.0 | — | 1.0 | — | 1.0 | — | 0.5 | MH |
| ML | 8–16 | 1.5 – 6.5 | 2.0 – 6.0 | 2.5 – 5.5 | 7.5 | — | 1.0 | — | 1.0 | — | 1.0 | ML |
| LO | 0–7 | 1.5 – 6.5 | 1.5 – 6.0 | 2.0 – 5.5 | 7.5 | — | 1.0 | — | 1.0 | — | 1.0 | LO |

| | | | |
|---|---|---|---|
| **Radar:** | APG-30 | **ECM:** | |
| ECCM: | — | RWR: | — |
| Arcs: | — | DDS: | — |
| Search: | — | DJM: | — |
| Track: | — | AJM: | — |
| Lock-On: | 6 | BJM: | — |

| | |
|---|---|
| **Guns:** | Six .50 cal M3 |
| To Hit: | 6/3/0 |
| Ammunition: | 7.0 |
| Gunsight: | TT+0/HT+1/BT+2 |
| Ranging: | RE |
| AtA/AtG: | 4/4** |
| **Bomb System:** | Manual |

**Technology:**

None

**Weapon Stations Diagram:**

**Load Point Limits:** CL : 0–2; 1/2: 3–6; DT : 7+

**Weight Limit:** 2,800

| Station | Limit | Allowed Loads |
|---|---|---|
| 1 and 2 | 1,400 | FT BB |
| 3–6 and 7–10 | 280 | RK |

**Load Notes:**

1. Either stations 1 and 2 or 3 to 10 may be used.
2. Stations must be loaded symmetrically.
3. May use 120 gal (450L) FTs. May also use 200 gal (760L) FTs, but only for ferry flights and not for combat.
4. May use two HVAR RKs on each of stations 3 to 10.

**Notes:**

1. The Canadair Sabre Mk.4 is a day fighter. It is a licensed version of the North American F-86E-10 Sabre and uses the early slatted wing.
2. High transonic drag (HTD).

**VPs:** 8/5/3/1

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## *Canadair Sabre Mk.4 (6-3 Wing)*

**Crew:** Pilot

**Power APs/DPs:** ○

| | CL | 1/2 | DT | Fuel |
|---|---|---|---|---|
| AB | — | — | — | — |
| M | 1.0 | 1.0 | 1.0 | 1.0 |
| N | 0.0 | 0.0 | 0.0 | 0.5 |
| I | 1.0 | 1.0 | 2.0 | 0.0 |
| SPBR | 1.0 | 1.0 | 2.0 | — |

| | | | |
|---|---|---|---|
| Cruise Spd. CL: | 5.0 | Restr. Arcs: | — |
| Climb Spd.: | 3.5 | Blind Arcs: | 30– |
| Visibility: | 5 | Internal Fuel: | 145 |
| Size: | +0 | AtA Refuel: | No |
| Vulnerability: | +0 | Ejection Seat: | Early |

**Maneuver HFPs/DPs:**

| | | |
|---|---|---|
| LR/DR | 1.0 | 1.0 |
| VR | | 0.0 |

**Turn DPs:**

| | CL | 1/2 | DT |
|---|---|---|---|
| TT | 0.0 | 1.0 | 1.0 |
| HT | 1.0 | 1.0 | 1.0 |
| BT | 2.0 | 3.0 | 3.0 |
| ET | — | — | — |

**Speeds and Ceilings** / **Climb Capabilities**

| Alt. Band | Conf. Ceil. | CL 46 | 1/2 43 | DT 40 | Dive Speed | CL AB | CL Oth | 1/2 AB | 1/2 Oth | DT AB | DT Oth | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EH+ | 46+ | 2.5 – 5.5 | — | — | 6.5 | — | 0.5 | — | — | — | — | EH+ |
| VH | 36–45 | 2.5 – 6.0 | 2.5 – 5.0 | 3.0 – 5.0 | 6.5 | — | 0.5 | — | 0.5 | — | 0.5 | VH |
| HI | 26–35 | 2.0 – 6.0 | 2.5 – 5.5 | 2.5 – 5.0 | 7.0 | — | 1.0 | — | 0.5 | — | 0.5 | HI |
| MH | 17–25 | 2.0 – 6.5 | 2.5 – 5.5 | 2.5 – 5.0 | 7.0 | — | 1.0 | — | 1.0 | — | 0.5 | MH |
| ML | 8–16 | 2.0 – 6.5 | 2.0 – 6.0 | 2.5 – 5.5 | 7.5 | — | 1.0 | — | 1.0 | — | 1.0 | ML |
| LO | 0–7 | 2.0 – 6.5 | 1.5 – 6.0 | 2.0 – 5.5 | 7.5 | — | 1.0 | — | 1.0 | — | 1.0 | LO |

| | |
|---|---|
| **Radar:** | APG-30 |
| ECCM: | — |
| Arcs: | — |
| Search: | — |
| Track: | — |
| Lock-On: | 6 |

| | |
|---|---|
| **ECM:** | |
| RWR: | — |
| DDS: | — |
| DJM: | — |
| AJM: | — |
| BJM: | — |

**Weapon Stations Diagram:**

| | |
|---|---|
| **Guns:** | Six .50 cal M3 |
| To Hit: | 6/3/0 |
| Ammunition: | 7.0 |
| Gunsight: | TT+0/HT+1/BT+2 |
| Ranging: | RE |
| AtA/AtG: | 4/4** |
| **Bomb System:** | Manual |

**Technology:**

None

**Load Point Limits:** CL : 0–2; 1/2: 3–6; DT : 7+

**Weight Limit:** 4,000

| Station | Limit | Allowed Loads |
|---|---|---|
| 1 and 4 | 1,000 | BB FT |
| 2 and 3 | 1,000 | BB FT IRM |
| 5–8 and 9–12 | 280 | RK |

**Load Notes:**

1. Either stations 1 to 4 or stations 5 to 12 can be used.
2. Stations 5 to 12 can each carry two RKs.

**Notes:**

1. The Canadair Sabre Mk.4 is a day fighter. It is licensed version of the North American F-86E-10 Sabre. This variant is refitted with the unslatted 6-3 wing.

**VPs:** 9/6/3/2

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## *Canadair Sabre Mk.5*

**Crew:** Pilot

**Power APs/DPs:** ○

| | CL | 1/2 | DT | Fuel |
|---|---|---|---|---|
| AB | — | — | — | — |
| M | 1.0 | 1.0 | 1.0 | 1.0 |
| N | 0.0 | 0.0 | 0.0 | 0.5 |
| I | 1.0 | 1.0 | 2.0 | 0.0 |
| SPBR | 1.0 | 1.0 | 2.0 | — |

| | | | |
|---|---|---|---|
| Cruise Spd. CL: | 5.0 | Restr. Arcs: | — |
| Climb Spd.: | 3.5 | Blind Arcs: | 30– |
| Visibility: | 5 | Internal Fuel: | 145 |
| Size: | +0 | AtA Refuel: | No |
| Vulnerability: | +0 | Ejection Seat: | Std |

**Maneuver HFPs/DPs:**

| | | |
|---|---|---|
| LR/DR | 1.0 | 1.0 |
| VR | | 0.0 |

**Turn DPs:**

| | CL | 1/2 | DT |
|---|---|---|---|
| TT | 0.0 | 0.0 | 1.0 |
| HT | 1.0 | 1.0 | 1.0 |
| BT | 2.0 | 2.0 | 3.0 |
| ET | — | — | — |

**Speeds and Ceilings** / **Climb Capabilities**

| Alt. Band | Conf. Ceil. | CL 51 | 1/2 48 | DT 45 | Dive Speed | CL AB | CL Oth | 1/2 AB | 1/2 Oth | DT AB | DT Oth | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EH+ | 46+ | 2.5 – 5.5 | 3.0 – 5.0 | 3.0 – 5.0 | 6.5 | — | 1.0 | — | 0.5 | — | 0.5 | EH+ |
| VH | 36–45 | 2.5 – 6.0 | 2.5 – 5.5 | 3.0 – 5.0 | 6.5 | — | 1.0 | — | 1.0 | — | 0.5 | VH |
| HI | 26–35 | 2.0 – 6.5 | 2.5 – 6.0 | 2.5 – 5.5 | 7.0 | — | 1.0 | — | 1.0 | — | 1.0 | HI |
| MH | 17–25 | 2.0 – 6.5 | 2.5 – 6.5 | 2.5 – 6.0 | 7.0 | — | 1.0 | — | 1.0 | — | 1.0 | MH |
| ML | 8–16 | 2.0 – 6.5 | 2.0 – 6.0 | 2.5 – 5.5 | 7.5 | — | 1.5 | — | 1.5 | — | 1.0 | ML |
| LO | 0–7 | 2.0 – 7.0 | 1.5 – 6.0 | 2.0 – 5.5 | 7.5 | — | 2.0 | — | 2.0 | — | 1.5 | LO |

| | | | |
|---|---|---|---|
| **Radar:** | APG-30 | **ECM:** | IFF |
| ECCM: | — | RWR: | — |
| Arcs: | — | DDS: | — |
| Search: | — | DJM: | — |
| Track: | — | AJM: | — |
| Lock-On: | 7 | BJM: | — |

| | |
|---|---|
| **Guns:** | Six .50 cal M3 |
| To Hit: | 6/3/0 |
| Ammunition: | 7.0 |
| Gunsight: | TT+0/HT+1/BT+2 |
| Ranging: | RE |
| AtA/AtG: | 4/4** |
| **Bomb System:** | Manual |

**Technology:**

None

**Weapon Stations Diagram:**

**Load Point Limits:** CL : 0–2; 1/2: 3–6; DT : 7+

**Weight Limit:** 4,800

| Station | Limit | Allowed Loads |
|---|---|---|
| 1 and 4 | 1,400 | FT |
| 2 and 3 | 1,000 | FT BB IRM |
| 5–6 and 11–12 | 280 | RK |
| 7–8 and 9–10 | 280 | RK |

**Load Notes:**

1. Either stations 1 to 4 or stations 5 to 12 can be used.
2. Stations 5 to 12 can each carry two RKs.

**Notes:**

1. The Canadair Sabre Mk.5 is a day fighter. It is a development of the Mk.4 with a more powerful Orenda 10 engine replacing the General Electric J47 and the unslatted 6-3 wing.

**VPs:** 10/7/3/2

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## *Canadair Sabre Mk.6*

**Crew:** Pilot

**Power APs/DPs:** ○

| | CL | 1/2 | DT | Fuel |
|---|---|---|---|---|
| AB | — | — | — | — |
| M | 1.5 | 1.0 | 1.0 | 1.0 |
| N | 0.0 | 0.0 | 0.0 | 0.5 |
| I | 1.0 | 1.0 | 2.0 | 0.0 |
| SPBR | 1.0 | 1.0 | 2.0 | — |

| | | | |
|---|---|---|---|
| Cruise Spd. CL: | 5.0 | Restr. Arcs: | — |
| Climb Spd.: | 3.5 | Blind Arcs: | 30– |
| Visibility: | 5 | Internal Fuel: | 145 |
| Size: | +0 | AtA Refuel: | No |
| Vulnerability: | +0 | Ejection Seat: | Std |

**Maneuver HFPs/DPs:**

| | | |
|---|---|---|
| LR/DR | 1.0 | 1.0 |
| VR | | 0.0 |

**Turn DPs:**

| | CL | 1/2 | DT |
|---|---|---|---|
| TT | 0.0 | 0.0 | 1.0 |
| HT | 1.0 | 1.0 | 1.0 |
| BT | 2.0 | 2.0 | 3.0 |
| ET | — | — | — |

**Speeds and Ceilings** / **Climb Capabilities**

| Alt. Band | Conf. Ceil. | CL 54 | 1/2 51 | DT 48 | Dive Speed | CL AB | CL Oth | 1/2 AB | 1/2 Oth | DT AB | DT Oth | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EH+ | 46+ | 2.5 – 5.5 | 3.0 – 5.0 | 3.0 – 5.0 | 6.5 | — | 1.0 | — | 0.5 | — | 0.5 | EH+ |
| VH | 36–45 | 2.5 – 6.0 | 2.5 – 5.5 | 3.0 – 5.0 | 6.5 | — | 1.0 | — | 1.0 | — | 0.5 | VH |
| HI | 26–35 | 2.0 – 6.5 | 2.5 – 6.0 | 2.5 – 5.5 | 7.0 | — | 1.5 | — | 1.0 | — | 1.0 | HI |
| MH | 17–25 | 2.0 – 6.5 | 2.5 – 6.5 | 2.5 – 6.0 | 7.0 | — | 1.5 | — | 1.5 | — | 1.0 | MH |
| ML | 8–16 | 2.0 – 6.5 | 2.0 – 6.0 | 2.5 – 5.5 | 7.5 | — | 1.5 | — | 1.5 | — | 1.0 | ML |
| LO | 0–7 | 2.0 – 7.0 | 1.5 – 6.0 | 2.0 – 5.5 | 7.5 | — | 2.0 | — | 2.0 | — | 1.5 | LO |

| | | | |
|---|---|---|---|
| **Radar:** | APG-30 | **ECM:** | IFF |
| ECCM: | — | RWR: | — |
| Arcs: | — | DDS: | — |
| Search: | — | DJM: | — |
| Track: | — | AJM: | — |
| Lock-On: | 7 | BJM: | — |

| | |
|---|---|
| **Guns:** | Six .50 cal M3 |
| To Hit: | 6/3/0 |
| Ammunition: | 7.0 |
| Gunsight: | TT+0/HT+1/BT+2 |
| Ranging: | RE |
| AtA/AtG: | 4/4** |
| **Bomb System:** | Manual |

**Technology:**

None

**Weapon Stations Diagram:**

**Load Point Limits:** CL : 0–2; 1/2: 3–6; DT : 7+

**Weight Limit:** 4,800

| Station | Limit | Allowed Loads |
|---|---|---|
| 1 and 4 | 1,400 | FT |
| 2 and 3 | 1,000 | FT BB IRM |
| 5–6 and 11–12 | 280 | RK |
| 7–8 and 9–10 | 280 | RK |

**Load Notes:**

1. Either stations 1 to 4 or stations 5 to 12 can be used.
2. Stations 5 to 12 can each carry two RKs.
3. From 1960, may use AIM-9B IRMs.

**Notes:**

1. The Canadair Sabre Mk.6 is a day fighter. It is a development of the Mk.5 with a more powerful Orenda 14 engine and the unslatted 6-3 wing.

**VPs:** 11/7/4/2

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## *Canadair Sabre Mk.6 (Slatted 6-3 Wing)*

**Crew:** Pilot

**Power APs/DPs:** ○

| | CL | 1/2 | DT | Fuel |
|---|---|---|---|---|
| AB | — | — | — | — |
| M | 1.5 | 1.0 | 1.0 | 1.0 |
| N | 0.0 | 0.0 | 0.0 | 0.5 |
| I | 1.0 | 1.0 | 2.0 | 0.0 |
| SPBR | 1.0 | 1.0 | 2.0 | — |

| | | | |
|---|---|---|---|
| Cruise Spd. CL: | 5.0 | Restr. Arcs: | — |
| Climb Spd.: | 3.5 | Blind Arcs: | 30– |
| Visibility: | 5 | Internal Fuel: | 145 |
| Size: | +0 | AtA Refuel: | No |
| Vulnerability: | +0 | Ejection Seat: | Std |

**Maneuver HFPs/DPs:**

| | | |
|---|---|---|
| LR/DR | 1.0 | 1.0 |
| VR | | 0.0 |

**Turn DPs:**

| | CL | 1/2 | DT |
|---|---|---|---|
| TT | 0.0/0.0 | 0.0/0.0 | 1.0/1.0 |
| HT | 1.0/1.0 | 1.0/1.0 | 1.0/1.0 |
| BT | 1.0/2.0 | 1.0/2.0 | 2.0/3.0 |
| ET | — | — | — |

Automatic leading-edge slats. If speed ≤ 3.5, use higher drag.

**Speeds and Ceilings** / **Climb Capabilities**

| Alt. Band | Conf. Ceil. | CL 54 | 1/2 51 | DT 48 | Dive Speed | CL AB | CL Oth | 1/2 AB | 1/2 Oth | DT AB | DT Oth | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EH+ | 46+ | 2.5 – 5.5 | 3.0 – 5.0 | 3.0 – 5.0 | 6.5 | — | 1.0 | — | 0.5 | — | 0.5 | EH+ |
| VH | 36–45 | 2.5 – 6.0 | 2.5 – 5.5 | 2.5 – 5.0 | 6.5 | — | 1.0 | — | 1.0 | — | 0.5 | VH |
| HI | 26–35 | 2.0 – 6.5 | 2.0 – 6.0 | 2.5 – 5.5 | 7.0 | — | 1.5 | — | 1.0 | — | 1.0 | HI |
| MH | 17–25 | 2.0 – 6.5 | 2.0 – 6.5 | 2.0 – 6.0 | 7.0 | — | 1.5 | — | 1.5 | — | 1.0 | MH |
| ML | 8–16 | 1.5 – 6.5 | 2.0 – 6.0 | 2.0 – 5.5 | 7.5 | — | 1.5 | — | 1.5 | — | 1.0 | ML |
| LO | 0–7 | 1.5 – 7.0 | 1.5 – 6.0 | 1.5 – 5.5 | 7.5 | — | 2.0 | — | 2.0 | — | 1.5 | LO |

| | | | |
|---|---|---|---|
| **Radar:** | APG-30 | **ECM:** | IFF |
| ECCM: | — | RWR: | — |
| Arcs: | — | DDS: | — |
| Search: | — | DJM: | — |
| Track: | — | AJM: | — |
| Lock-On: | 7 | BJM: | — |

| | |
|---|---|
| **Guns:** | Six .50 cal M3 |
| To Hit: | 6/3/0 |
| Ammunition: | 7.0 |
| Gunsight: | TT+0/HT+1/BT+2 |
| Ranging: | RE |
| AtA/AtG: | 4/4** |
| **Bomb System:** | Manual |

**Technology:**

None

**Weapon Stations Diagram:**

**Load Point Limits:** CL : 0–2; 1/2: 3–6; DT : 7+

**Weight Limit:** 4,800

| Station | Limit | Allowed Loads |
|---|---|---|
| 1 and 4 | 1,400 | FT |
| 2 and 3 | 1,000 | FT BB IRM |
| 5–6 and 11–12 | 280 | RK |
| 7–8 and 9–10 | 280 | RK |

**Load Notes:**

1. Either stations 1 to 4 or stations 5 to 12 can be used.
2. Stations 5 to 12 can each carry two RKs.
3. From 1960, may use AIM-9B IRMs.

**Notes:**

1. The Canadair Sabre Mk.6 is a day fighter. It is a development of the Mk.5 with a more powerful Orenda 14 engine. This variant has the slatted 6-3 wing in place of the unslatted 6-3 wing of the original Mk.6.

**VPs:** 11/7/4/2

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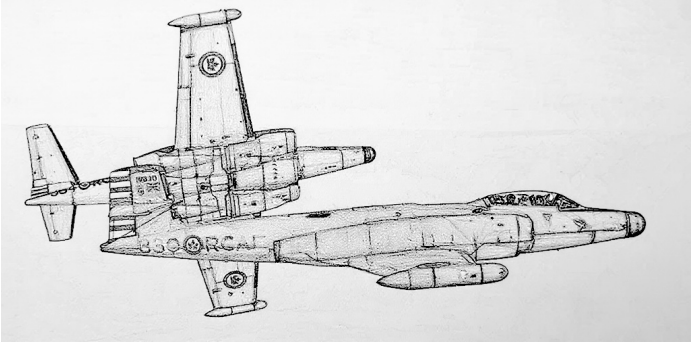
# Avro Canada CF-100 Canuck



The Avro Canada CF-100 was a twin-engined, straight-wing, all-weather interceptor designed specifically for the RCAF to intercept Soviet bombers at long range over Canada. It was similar in many respects to the F-89 Scorpion and F-94 Starfire, but was larger than both.

## Versions

***Mk 3***

The Mk 3 was the first production version. It was equipped with the APG-33 radar and Hughes E-1 fire-control system (which were also used on the F-94A/B) and armed with eight .50 cal M3 machine guns in a ventral pack.

It served in the RCAF from 1953 but was relegated to training duties shortly after the introduction of the Mk 4A.

***Mk 4A***

The Mk 4A was a development of the Mk 3, and had more powerful Orenda 9 engines. The radar and fire-control system were upgraded to the APG-40 and Hughes MG-2 (which were also used on the F-89D). The main armament was wing-tip pods each with 29 FFAR rockets, although it retained the ventral gun pack.

It served in the RCAF in Canada from 1953 and in Europe from 1956, and was retired as a fighter in 1962.

***Mk 4B***

The Mk 4B was similar to the Mk 4A, but used more powerful Orenda 11 engines.

It served in the RCAF in Canada from sometime after 1953 and in Europe from 1956, and was retired as a fighter in 1962.

***Mk 5***

The Mk 5 was a further development of the Mk 4B, with extended wings and horizontal stabilizers for better performance at high altitude. The gun pack, considered ineffective for attacking bombers, was omitted to save weight.

It served in the RCAF from 1955 to 1962, and began to be replaced by the CF-101 from 1961. The Belgian Air Force also flew Mk 5s from 1957 to 1964.

## Armament and Stores

The internal armament depended on the version and was a mixture of .50 cal machine guns and FFAR air-to-air rockets.

The wing-tip rocket pods could be swapped for 1200L fuel tanks for ferry flights.

## Combat

The CF-100 was not used in combat.

## ADCs

- CF-100 Mk 4B
- CF-100 Mk 5

## Photo Credit

- Avro Canada CF-100 Canuck: Canadian Department of National Defence (Public Domain)

## *CF-100 Mk 4B Canuck*

**Crew:** Pilot and Radar Officer

**Power APs/DPs:** ○○

| | CL | 1/2 | DT | Fuel |
|---|---|---|---|---|
| AB | — | — | — | — |
| M | 1.0 | 1.0 | 1.0 | 2.0 |
| N | 0.0 | 0.0 | 0.0 | 1.0 |
| I | 1.0 | 1.0 | 2.0 | 0.0 |
| SPBR | 1.0 | 1.0 | 2.0 | — |

**Maneuver HFPs/DPs:**

| | | |
|---|---|---|
| LR/DR | 1.0 | 1.5 |
| VR | | 1.0 |

**Turn DPs:**

| | CL | 1/2 | DT |
|---|---|---|---|
| TT | 1.0 | 1.0 | 1.0 |
| HT | 2.0 | 2.0 | 2.0 |
| BT | 2.0 | 2.0 | 2.0 |
| ET | — | — | — |

| | | | |
|---|---|---|---|
| Cruise Spd. CL: | 4.5 | Restr. Arcs: | — |
| Climb Spd.: | 3.0 | Blind Arcs: | 30– |
| Visibility: | 7 | Internal Fuel: | 525 |
| Size: | +0 | AtA Refuel: | No |
| Vulnerability: | –1 | Ejection Seat: | Early |

**Speeds and Ceilings**

| Alt. Band | Conf. Ceil. | CL 42 | 1/2 41 | DT 40 | Dive Speed |
|---|---|---|---|---|---|
| EH+ | 46+ | — | — | — | — |
| VH | 36–45 | 3.0 – 5.5 | 3.0 – 5.5 | 3.0 – 5.0 | 6.5 |
| HI | 26–35 | 2.5 – 5.5 | 2.5 – 5.5 | 3.0 – 5.0 | 6.5 |
| MH | 17–25 | 2.0 – 6.0 | 2.0 – 6.0 | 2.5 – 5.5 | 7.0 |
| ML | 8–16 | 2.0 – 6.0 | 2.0 – 6.0 | 2.0 – 5.5 | 7.0 |
| LO | 0–7 | 1.5 – 6.5 | 2.0 – 6.0 | 2.0 – 6.0 | 7.0 |

**Climb Capabilities**

| CL AB | CL Oth | 1/2 AB | 1/2 Oth | DT AB | DT Oth | |
|---|---|---|---|---|---|---|
| — | — | — | — | — | — | EH+ |
| — | 0.5 | — | 0.5 | — | 0.5 | VH |
| — | 1.0 | — | 1.0 | — | 0.5 | HI |
| — | 1.0 | — | 1.0 | — | 1.0 | MH |
| — | 1.0 | — | 1.0 | — | 1.0 | ML |
| — | 1.5 | — | 1.0 | — | 1.0 | LO |

| | | | |
|---|---|---|---|
| **Radar:** | APG-40 | **ECM:** | IFF |
| ECCM: | 1 | RWR: | — |
| Arcs: | 180+ | DDS: | — |
| Search: | 80–10 | DJM: | — |
| Track: | 40–8 | AJM: | — |
| Lock-On: | 8 | BJM: | — |

**Weapon Stations Diagram:**

| | |
|---|---|
| **Guns:** | Eight .50 cal M3 |
| To Hit: | 6/4/1 |
| Ammunition: | 5.5 |
| Gunsight: | TT+0/HT+1/BT+2 |
| Ranging: | RE |
| AtA/AtG: | 5/6** |
| **Bomb System:** | Manual |

**Technology:**

CC Rocket Attack

**Load Point Limits:** CL : 0–4; 1/2: 5–6; DT : 7+

**Weight Limit:** 4,400

| Station | Limit | Allowed Loads |
|---|---|---|
| 1 and 3 | 2,200 | FT RP |
| 2 | 0 | GP RP |

**Load Notes:**

1. Stations 1 and 3 are the wing-tip pods. They may carry RPs (each weight 500, load 3.0, and with 3.0 factors of air-to-air rockets) or 1200L FTs for ferry missions. The RPs and FTs may be jettisoned.
2. Station 2 is the internal weapons bay. These guns may be equipped either with a gun pack with eight .50 cal machine guns or a rocket pack. If the rocket pack is used, remove the guns and add 4 factors of air-to-air rockets. The rocket pack was tested but did not enter service.

**Notes:**

1. The Avro Canada CF-100 Mk 4B Canuck is an all-weather interceptor. The Mk 4B version is powered by two Orenda 11 engines and equipped with eight .50 cal M3 machine guns, two pods of FFARs, and a Hughes MG-2 fire-control system.
2. High transonic drag (HTD).
3. The configuration is considered to be CL with the wing-tip FTs or RPs if the internal fuel is 260 fuel points or less.

**VPs:** 12/8/4/2

v2 0000000
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## *CF-100 Mk 5 Canuck*

**Crew:** Pilot and Radar Officer

**Power APs/DPs:** ○○

| | CL | 1/2 | DT | Fuel |
|---|---|---|---|---|
| AB | — | — | — | — |
| M | 1.5 | 1.5 | 1.0 | 2.0 |
| N | 0.0 | 0.0 | 0.0 | 1.0 |
| I | 1.0 | 1.0 | 2.0 | 0.0 |
| SPBR | 1.0 | 1.0 | 2.0 | — |

| | | | |
|---|---|---|---|
| Cruise Spd. CL: | 4.5 | Restr. Arcs: | — |
| Climb Spd.: | 3.0 | Blind Arcs: | 30– |
| Visibility: | 8 | Internal Fuel: | 525 |
| Size: | +0 | AtA Refuel: | No |
| Vulnerability: | –1 | Ejection Seat: | Early |

**Maneuver HFPs/DPs:**

| | | |
|---|---|---|
| LR/DR | 1.0 | 1.5 |
| VR | | 1.0 |

**Turn DPs:**

| | CL | 1/2 | DT |
|---|---|---|---|
| TT | 0.0 | 0.0 | 0.0 |
| HT | 1.0 | 1.0 | 1.0 |
| BT | 1.0 | 1.0 | 2.0 |
| ET | — | — | — |

**Speeds and Ceilings**

| Alt. Band | Conf. Ceil. | CL 45 | 1/2 43 | DT 40 | Dive Speed |
|---|---|---|---|---|---|
| EH+ | 46+ | — | — | — | — |
| VH | 36–45 | 3.0 – 5.5 | 3.0 – 5.5 | 3.0 – 5.0 | 6.0 |
| HI | 26–35 | 2.5 – 5.5 | 2.5 – 5.5 | 3.0 – 5.0 | 6.5 |
| MH | 17–25 | 2.0 – 6.0 | 2.0 – 6.0 | 2.5 – 5.5 | 6.5 |
| ML | 8–16 | 2.0 – 6.0 | 2.0 – 6.0 | 2.0 – 5.5 | 7.0 |
| LO | 0–7 | 1.5 – 6.0 | 2.0 – 5.5 | 2.0 – 5.5 | 7.0 |

**Climb Capabilities**

| CL AB | CL Oth | 1/2 AB | 1/2 Oth | DT AB | DT Oth | |
|---|---|---|---|---|---|---|
| — | — | — | — | — | — | EH+ |
| — | 0.5 | — | 0.5 | — | 0.5 | VH |
| — | 1.0 | — | 1.0 | — | 0.5 | HI |
| — | 1.0 | — | 1.0 | — | 1.0 | MH |
| — | 1.5 | — | 1.0 | — | 1.0 | ML |
| — | 1.5 | — | 1.5 | — | 1.0 | LO |

| | | | |
|---|---|---|---|
| **Radar:** | APG-40 | **ECM:** | IFF |
| ECCM: | 1 | RWR: | — |
| Arcs: | 180+ | DDS: | — |
| Search: | 80–10 | DJM: | — |
| Track: | 40–8 | AJM: | — |
| Lock-On: | 8 | BJM: | — |

| | |
|---|---|
| **Guns:** | — |
| To Hit: | — |
| Ammunition: | — |
| Gunsight: | TT+0/HT+1/BT+2 |
| Ranging: | RE |
| AtA/AtG: | — |
| **Bomb System:** | Manual |

**Technology:**

CC Rocket Attack

**Weapon Stations Diagram:**

**Load Point Limits:** CL : 0–4; 1/2: 5–6; DT : 7+

**Weight Limit:** 4,400

| Station | Limit | Allowed Loads |
|---|---|---|
| 1 and 2 | 2,200 | FT RP |

**Load Notes:**

1. Stations 1 and 2 are the wing-tip pods. They may carry RPs (each weight 500, load 3.0, and with 3.0 factors of air-to-air rockets) or 1200L FTs for ferry missions. The RPs and FTs may be jettisoned.

**Notes:**

1. The Avro Canada CF-100 Mk 5 Canuck is an all-weather interceptor. The Mk 5 version is a development of the Mk 4B with longer wings but without the .50 cal machine guns.
2. High transonic drag (HTD).
3. The configuration is considered to be CL with the wing-tip FTs or RPs if the internal fuel is 260 fuel points or less.

**VPs:** 13/9/4/2

v2 0000000
0000-00-00T00:00:00