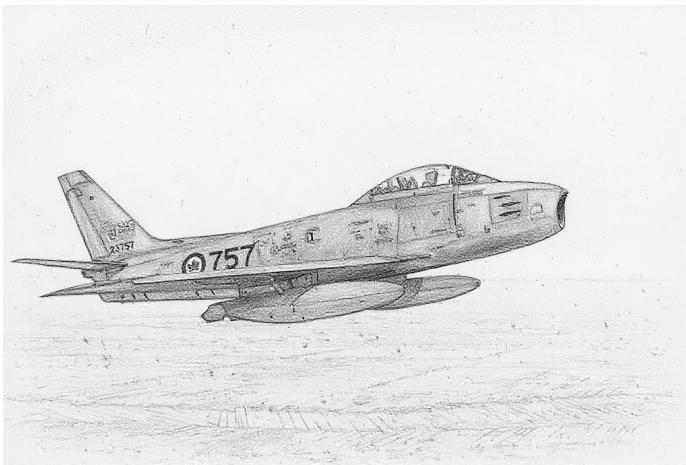


Canadair Sabre



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	
									Maneuver HFPs/DPs:	
									LR/DR	1.0
									VR	0.0
Power APs/DPs/FPs: ○					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	0.5	0.5	1.0	0.0						
SPBR	0.5	0.5	1.0	—						
					Cruise Speed:	5.0	Restr. Arcs:	—		
					Climb Speed:	3.5	Blind Arcs:	30–		
					Visibility:	5	Internal Fuel:	145		
					Size:	+0	AtA Refuel:	No		
					Vulnerability:	+0	Ejection Seat:	Early	Automatic leading-edge slats. If speed ≤ 3.5, use higher drag.	
									</	

Speeds and Ceilings						Climb Capabilities					
Alt.	Conf.	CL	1/2	DT	Dive Speed	CL	1/2	DT	Alt.		
Band	Ceil.	46	43	40		AB	AB	AB	Band		
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	—	VH
HI	26–35	2.5 – 6.0	3.0 – 5.5	3.0 – 5.0	7.0	—	1.0	—	0.5	—	HI
MH	17–25	2.0 – 6.5	2.5 – 5.5	2.5 – 5.0	7.0	—	1.0	—	1.0	—	MH
ML	8–16	1.5 – 6.5	2.0 – 6.0	2.5 – 5.5	7.5	—	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	—	LO

Radar:	APG-30	ECM:	Weapon Stations Diagram:
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	6	BJM:	—
Guns:	Six .50 cal M3	Technology:	Load Point Limits: CL : 0–2 1/2: 3–6
To Hit:	6/3/0	None	Weight Limit: 2,800 DT : 7+
Ammunition:	7.0		Station Limit Allowed Loads
Gunsight:	TT+0/HT+1/BT+2		1 and 2 1,400 FT RK BB
Ranging:	RE		Load Notes:
AtA/AtG:	4/4**		<ol style="list-style-type: none"> 1. Stations must be loaded symmetrically. 2. May use 120 gal (450L) FTs. May also use 200 gal (760L) FTs, but only for ferry flights and not for combat. 3. May use eight HVAR RKs on each station.
Bomb System:	Manual		
Notes:	<p>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.</p> <p>2. High transonic drag (HTD).</p>		
			VPs: 8/5/3/1
			v1.0000000 0000-00-00T00:00:00

Canadair Sabre Mk.4										Crew: Pilot								
										Maneuver HFPs/DPs:								
Power APs/DPs/FPs: ○										LR/DR	1.0	1.0						
AB CL 1/2 DT Fuel										VR	0.0							
M	1.0	1.0	1.0	1.0						Turn DPs:								
N	0.0	0.0	0.0	0.5						CL	1/2	DT						
I	0.5	0.5	1.0	0.0	Cruise Speed: 5.0 Restr. Arcs: —					TT	0.0/0.0	1.0/1.0	1.0/1.0					
SPBR	0.5	0.5	1.0	—	Climb Speed: 3.5 Blind Arcs: 30–					HT	1.0/1.0	1.0/1.0	1.0/1.0					
					Visibility: 5 Internal Fuel: 145					BT	1.0/2.0	2.0/3.0	2.0/3.0					
					Size: +0 AtA Refuel: No					ET	—	—	—					
					Vulnerability: +0 Ejection Seat: Early					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	CL AB Oth	1/2 AB Oth	DT AB Oth	Alt. Band	Climb Capabilities								
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:		Weapon Stations Diagram:														
ECCM:	—	RWR:	—															
Arcs:	—	DDS:	—															
Search:	—	DJM:	—															
Track:	—	AJM:	—															
Lock-On:	6	BJM:	—															
Guns: Six .50 cal M3		Technology:		Load Point Limits:					CL : 0–2									
To Hit:	6/3/0	None		1/2: 3–6														
Ammunition:	7.0			Weight Limit: 2,800					DT : 7+									
Gunsight:	TT+0/HT+1/BT+2			Station					Limit									
Ranging:	RE			1 and 2					FT RK BB									
AtA/AtG:	4/4**			Load Notes:														
Bomb System: Manual				1. Stations must be loaded symmetrically.					2. May use 120 gal (450L) FTs. May also use 200 gal (760L) FTs, but only for ferry flights and not for combat.									
Notes:		3. May use eight HVAR RKs on each station.																
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										v1.000000 0000-00-00T00:00:00								

Canadair Sabre Mk.4 (6-3 Wing)					Crew: Pilot												
					Maneuver HFPs/DPs:												
Power APs/DPs/FPs: ○					LR/DR	1.0	1.0										
CL 1/2 DT Fuel					VR	0.0											
AB — — — —					Turn DPs:												
M 1.0 1.0 1.0 1.0					CL	1/2	DT										
N 0.0 0.0 0.0 0.5					TT	0.0	1.0	1.0									
I 0.5 0.5 1.0 0.0					HT	1.0	1.0	1.0									
SPBR 0.5 0.5 1.0 —					BT	2.0	3.0	3.0									
Cruise Speed: 5.0 Restr. Arcs: —					ET	—	—	—									
Climb Speed: 3.5 Blind Arcs: 30—																	
Visibility: 5 Internal Fuel: 145																	
Size: +0 AtA Refuel: No																	
Vulnerability: +0 Ejection Seat: Early																	
Speeds and Ceilings																	
Alt.	Conf.	CL	1/2	DT	Dive	CL	1/2	DT	Alt.								
Band	Ceil.	46	43	40	Speed	AB Oth	AB Oth	AB Oth	Band								
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		ECM:		Weapon Stations Diagram:													
ECCM:	—	RWR:	—														
Arcs:	—	DDS:	—														
Search:	—	DJM:	—														
Track:	—	AJM:	—														
Lock-On:	6	BJM:	—														
Guns: Six .50 cal M3		Technology:		Load Point Limits:													
To Hit:	6/3/0	None		CL : 0–2													
Ammunition:	7.0			1/2: 3–6													
Gunsight:	TT+0/HT+1/BT+2			Weight Limit: 4,000													
Ranging:	RE			DT : 7+													
AtA/AtG:	4/4**			Station Limit Allowed Loads													
Bomb System: Manual		1 and 4 1,000 BB FT		2 and 3 1,000 BB FT IRM													
		5–8 and 9–12 280 RK															
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								v1.0000000 0000-00-00T00:00:00									

Canadair Sabre Mk.5								Crew: Pilot		
								Maneuver HFPs/DPs:		
								LR/DR	1.0	1.0
								VR	0.0	
Power APs/DPs/FPs: ○								Turn DPs:		
	CL	1/2	DT	Fuel		CL	1/2	DT		
AB	—	—	—	—	TT	0.0	0.0	1.0		
M	1.0	1.0	1.0	1.0	HT	1.0	1.0	1.0		
N	0.0	0.0	0.0	0.5	BT	2.0	2.0	3.0		
I	0.5	0.5	1.0	0.0	ET	—	—	—		
SPBR	0.5	0.5	1.0	—						
					Cruise Speed:	5.0	Restr. Arcs:	—		
					Climb Speed:	3.5	Blind Arcs:	30–		
					Visibility:	5	Internal Fuel:	145		
					Size:	+0	AtA Refuel:	No		
					Vulnerability:	+0	Ejection Seat:	Std		

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

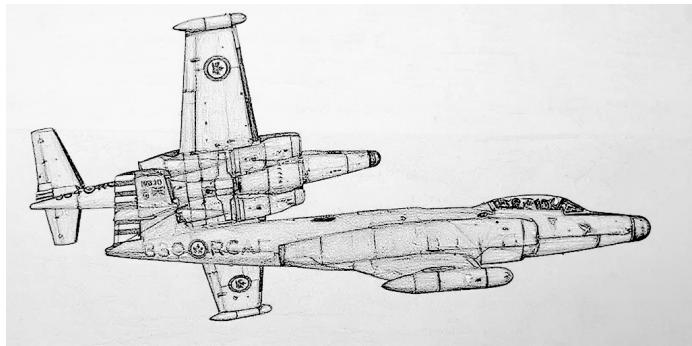
Radar:	APG-30	ECM:	IFF	Weapon Stations Diagram:
ECCM:	—	RWR:	—	
Arcs:	—	DDS:	—	
Search:	—	DJM:	—	
Track:	—	AJM:	—	
Lock-On:	7	BJM:	—	
Guns:	Six .50 cal M3	Technology:		Load Point Limits:
To Hit:	6/3/0	None		CL : 0–2
Ammunition:	7.0			1/2: 3–6
Gunsight:	TT+0/HT+1/BT+2			
Ranging:	RE			
AtA/AtG:	4/4**			Weight Limit: 4,800 DT : 7+
Bomb System:	Manual			Station Limit Allowed Loads
				1 and 4 1,400 FT RK
				2 and 3 1,000 FT RK BB IRM
Notes:				Load 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.			1. Either stations 1 to 4 or stations 5 to 12 can be used. 2. Stations 5 to 12 can each carry two RMs.

Canadair Sabre Mk.6									Crew: Pilot		
Power APs/DPs/FPs: ○									Maneuver HFPs/DPs:		
CL 1/2 DT Fuel									LR/DR	1.0	1.0
AB — — — —									VR	0.0	
M 1.5 1.0 1.0 1.0									Turn DPs:		
N 0.0 0.0 0.0 0.5									CL	1/2	DT
I 0.5 0.5 1.0 0.0									TT	0.0	0.0
SPBR 0.5 0.5 1.0 —									HT	1.0	1.0
									BT	2.0	2.0
									ET	—	—

Canadair Sabre Mk.6 (Slatted 6-3 Wing)									Crew: Pilot			
									Maneuver HFPs/DPs:			
									LR/DR	1.0		
									VR	0.0		
Power APs/DPs/FPs:									Turn DPs:			
					CL	1/2	DT	Fuel	CL	1/2	DT	
AB	—	—	—	—	TT	0.0/0.0	0.0/0.0	1.0/1.0	TT	0.0/0.0	0.0/0.0	1.0/1.0
M	1.5	1.0	1.0	1.0	HT	1.0/1.0	1.0/1.0	1.0/1.0	HT	1.0/1.0	1.0/1.0	1.0/1.0
N	0.0	0.0	0.0	0.5	BT	1.0/2.0	1.0/2.0	2.0/3.0	BT	1.0/2.0	1.0/2.0	2.0/3.0
I	0.5	0.5	1.0	0.0	ET	—	—	—	ET	—	—	—
SPBR	0.5	0.5	1.0	—	Cruise Speed: 5.0 Restr. Arcs: —				Automatic leading-edge slats. If speed ≤ 3.5, use higher drag.			
					Climb Speed: 3.5 Blind Arcs: 30–							
					Visibility: 5 Internal Fuel: 145							
					Size: +0 AtA Refuel: No							
					Vulnerability: +0 Ejection Seat: Std							

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

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/FPs: ○○										Maneuver HFPs/DPs:			
CL 1/2 DT Fuel										LR/DR	1.0	1.5	
AB — — — —										VR	—	1.0	
M 1.0 1.0 1.0 2.0										Turn DPs:			
N 0.0 0.0 0.0 1.0										CL	1/2	DT	
I 0.5 0.5 1.0 0.0										TT	1.0	1.0	1.0
SPBR 0.5 0.5 1.0 —										HT	2.0	2.0	2.0
										BT	2.0	2.0	2.0
										ET	—	—	—

CF-100 Mk 5 Canuck									Crew: Pilot and Radar Officer			
Power APs/DPs/FPs: ○○									Maneuver HFPs/DPs:			
CL 1/2 DT Fuel									LR/DR	1.0	1.5	
AB — — — —									VR		1.0	
M 1.5 1.5 1.0 2.0									Turn DPs:			
N 0.0 0.0 0.0 1.0									CL	1/2	DT	
I 0.5 0.5 1.0 0.0									TT	0.0	0.0	0.0
SPBR 0.5 0.5 1.0 —									HT	1.0	1.0	1.0
									BT	1.0	1.0	2.0
									ET	—	—	—