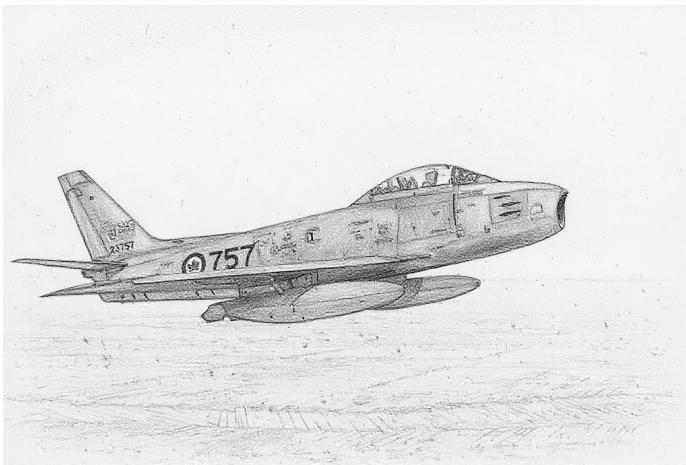


Canadair Sabre



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/FPs: ○										Maneuver HFPs/DPs:													
AB CL 1/2 DT Fuel										LR/DR 1.0 1.0	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										TT 0.0/0.0 1.0/1.0 1.0/1.0													
SPBR 0.5 0.5 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	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					Allowed Loads														
AtA/AtG:	4/4**			1,400 FT RK BB																			
Bomb System: Manual		Load Notes:																					
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									v1.0000000 0000-00-00T00:00:00														

Canadair Sabre Mk.4										Crew: Pilot									
Power APs/DPs/FPs: ○										Maneuver HFPs/DPs:									
AB CL 1/2 DT Fuel										LR/DR 1.0 1.0	VR 0.0								
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 —						Turn DPs:										
					Cruise Speed: 5.0	Restr. Arcs: —	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 — — —								
					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. Band	Conf. Ceil.	CL 46	1/2 43	DT 40	Dive Speed	CL AB Oth	1/2 AB Oth	DT AB Oth	Alt. 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	— 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 1 and 2						Limit 1,400	Allowed Loads FT RK BB								
Ranging:	RE			Load Notes:															
AtA/AtG:	4/4**			1. Stations must be loaded symmetrically.															
Bomb System: Manual				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									
										v1.0000000 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
AB	—	—	—	—				TT	0.0	0.0
M	1.0	1.0	1.0	1.0				HT	1.0	1.0
N	0.0	0.0	0.0	0.5				BT	2.0	2.0
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		
									Maneuver HFPs/DPs:		
									LR/DR	1.0	1.0
									VR	0.0	
Power APs/DPs/FPs: ○									Turn DPs:		
AB	CL	1/2	DT	Fuel					CL	1/2	DT
M	1.5	1.0	1.0	1.0					TT	0.0	0.0
N	0.0	0.0	0.0	0.5					HT	1.0	1.0
I	0.5	0.5	1.0	0.0	Cruise Speed: 5.0 Restr. Arcs: —				BT	2.0	2.0
SPBR	0.5	0.5	1.0	—	Climb Speed: 3.5 Blind Arcs: 30–				ET	—	—
					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.	54	51	48		AB	Oth	AB	Oth	Band		
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

Canadair Sabre Mk.6 (Slatted 6-3 Wing)					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 0.0/0.0 1.0/1.0
SPBR 0.5 0.5 1.0 —					HT 1.0/1.0 1.0/1.0 1.0/1.0
Cruise Speed: 5.0 Restr. Arcs: —					BT 1.0/2.0 1.0/2.0 2.0/3.0
Climb Speed: 3.5 Blind Arcs: 30—					ET — — —
Visibility: 5 Internal Fuel: 145					Automatic leading-edge slats. If speed ≤ 3.5, use higher drag.
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 Oth	1/2 AB Oth	DT AB Oth	Alt. Band
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	Weapon Stations Diagram:		
ECCM: —	RWR: —			
Arcs: —	DDS: —			
Search: —	DJM: —			
Track: —	AJM: —			
Lock-On: 7	BJM: —			
Guns: Six .50 cal M3	Technology: None	Load Point Limits:		
To Hit: 6/3/0		CL : 0–2		
Ammunition: 7.0		1/2: 3–6		
Gunsight: TT+0/HT+1/BT+2		Weight Limit: 4,800		DT : 7+
Ranging: RE				
AtA/AtG: 4/4**				
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.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.	1. Either stations 1 to 4 or stations 5 to 12 can be used. 2. Stations 5 to 12 can each carry two RMs. 3. From 1960, may use AIM-9B IRMs.			
	VPs: 11/7/4/2			
	v1.0000000			
	0000-00-00T00:00:00			