

LIMITED EDITION!

CED48023

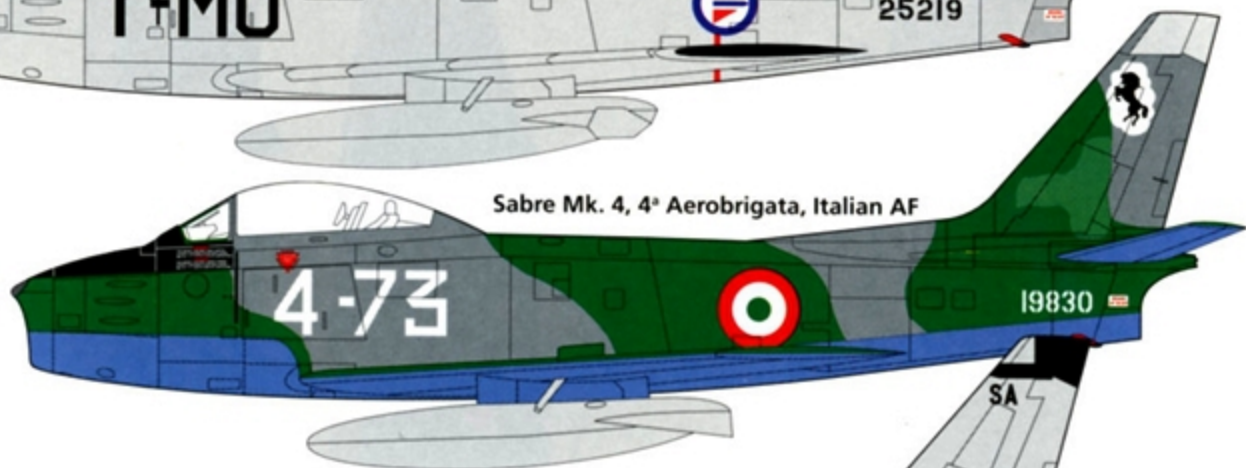
CED72025

F-86Fs & Sabres

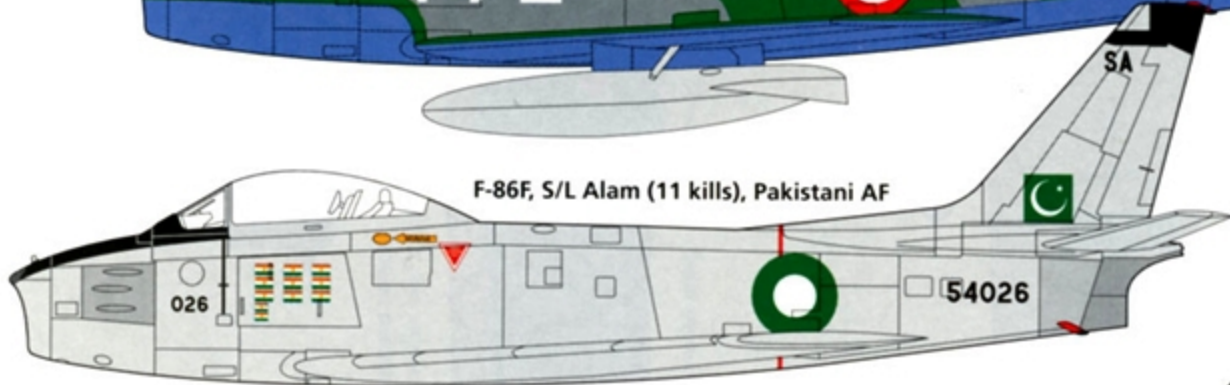
#3: Foreign aircraft



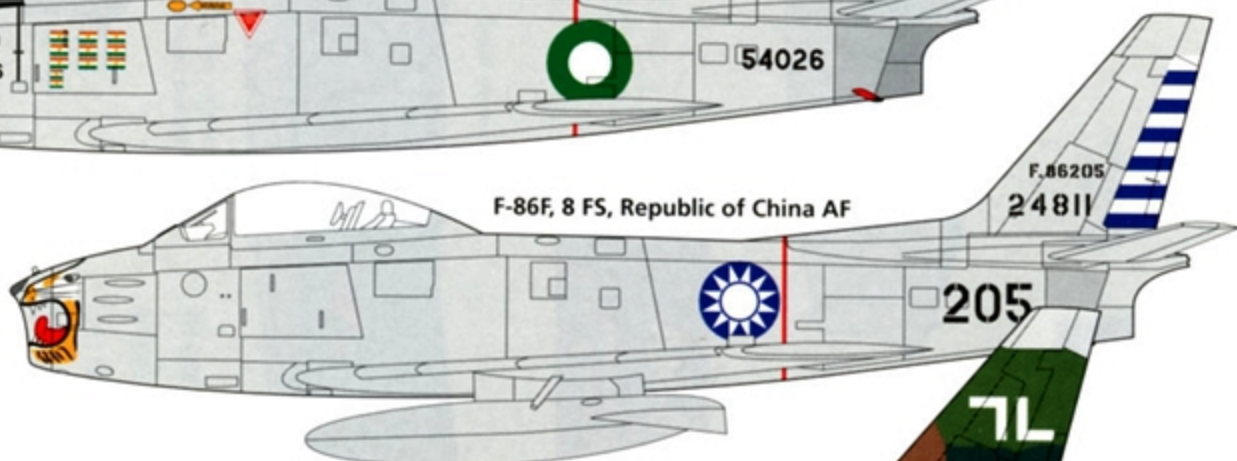
F-86F, 338 Sq, Royal Norwegian AF



Sabre Mk. 4, 4^a Aerobrigata, Italian AF



F-86F, S/L Alam (11 kills), Pakistani AF



F-86F, 8 FS, Republic of China AF



F-86F, Republic of Korea AF

Recommended kits:
1/48: Hasegawa F-86F-30 and F-86F-40
1/72: Hobbycraft and Fujimi

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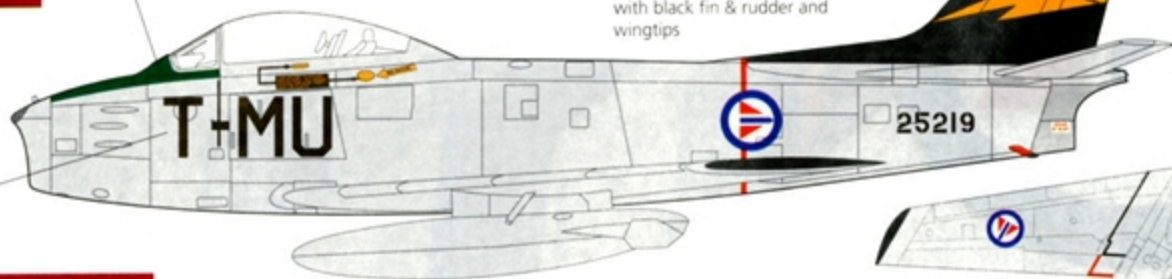
F-86F-35-NA

(52-5219)
338 Sq, Royal Norwegian AF
Ørland AB, Norway, 1965

Dark Green
FS 34092

Jet is overall natural metal finish
with black fin & rudder and
wingtips

Right side
arrangement
is MU-T



F-86F-40 wing fitted

F-86F-30-NA

(52-5061)
10th Tactical Fighter Wing
Republic of Korea Air Force, 1974



F-86F-40 wing fitted

See top view of
this jet on page 4

Standard USAF-type "SEA"
camouflage scheme

- FS 30219
- FS 34079
- FS 34102
- FS 36622

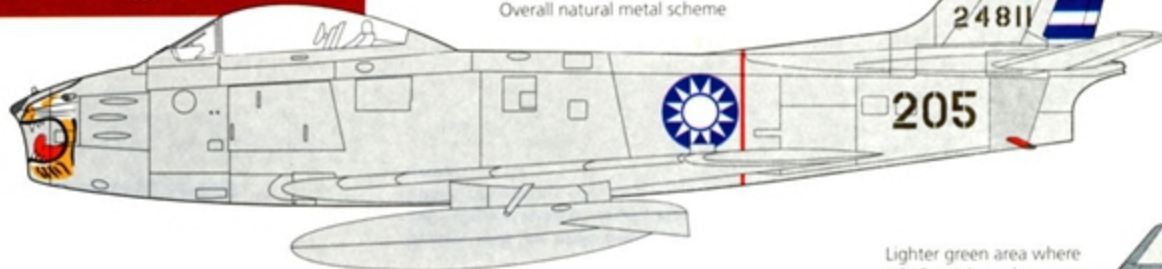
Sidewinder rails carried
on inboard pylons



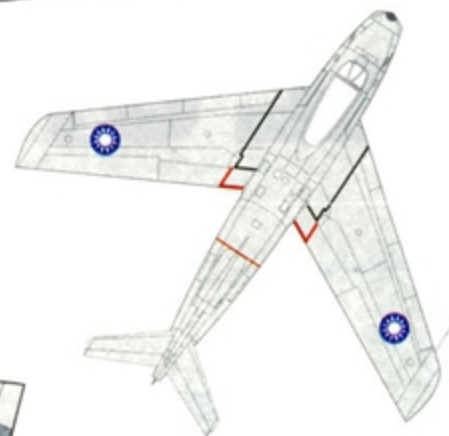
F-86-30-NA

8th Fighter Squadron, 3d Fighter Group
Chinese Nationalist Air Force
1957

Overall natural metal scheme



Lighter green area where
USAF serial number was
painted out



Sabre Mk. 4

4^a Aerobrigata
Italian Air Force
1957

Standard NATO camouflage scheme with closely
feathered edge between the gray and green, and a
hard edge between the PRU blue and topside colors



30
Nose gear
door number

- BS 381: 641 Dark green
- BS 381: 638 Dark sea grey
- BS 381: 636 PRU blue

Lighter green area
where USAF serial
number was
painted out

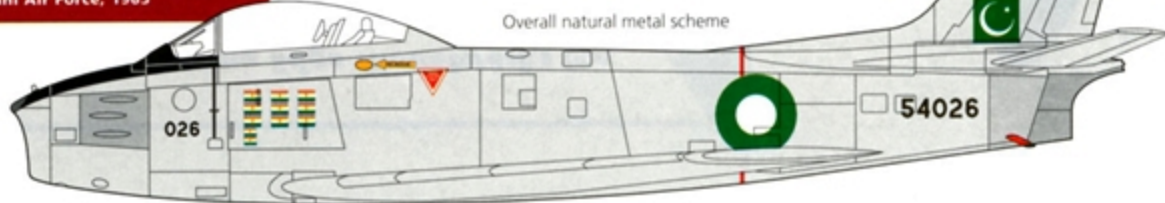
6-3 hard wing installed



F-86F-40-NA

Squadron Leader Mohammed Mahmood Alam
(11 IAF Hunter kills, Indo-Pakistani War, 1965)
Pakistani Air Force, 1965

Overall natural metal scheme

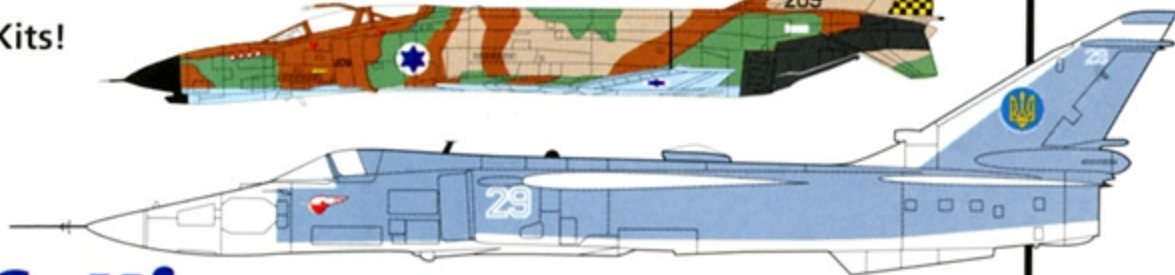
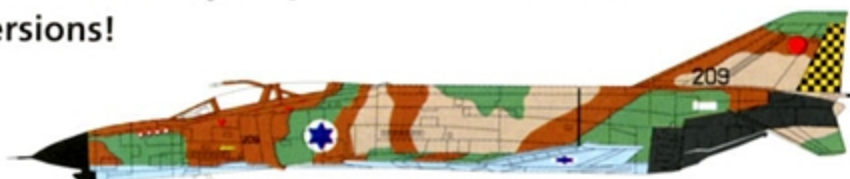


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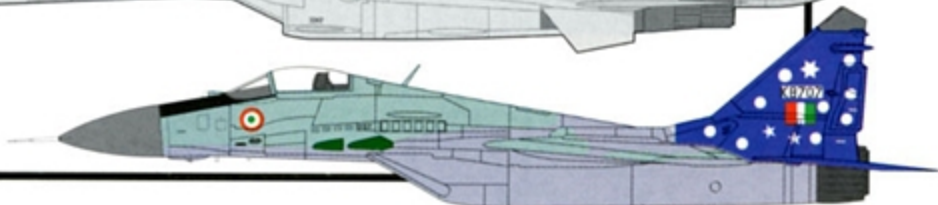
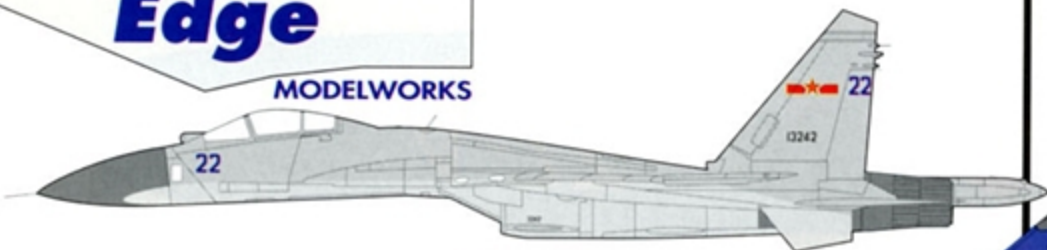
Decals!

Conversions!

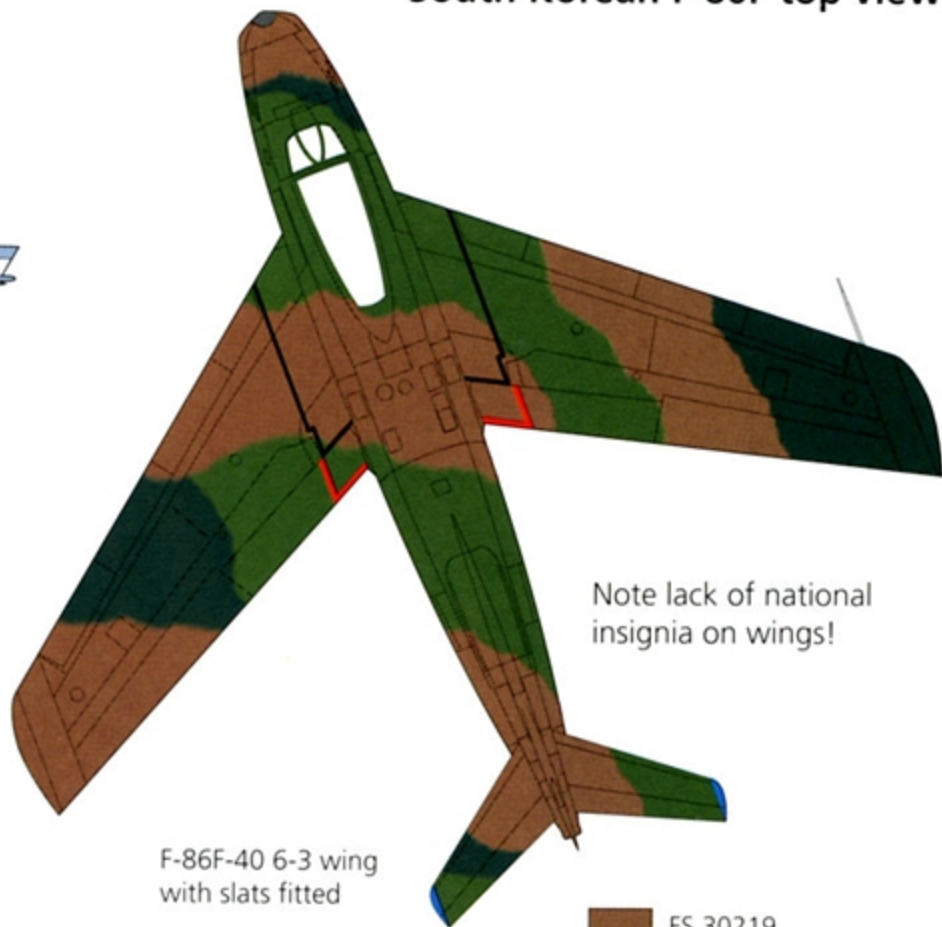
Kits!



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South Korean F-86F top view



Note lack of national insignia on wings!

- FS 30219
- FS 34079
- FS 34102
- FS 36622

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General Notes

- In general, the Hasegawa F-86F kits are gorgeous and will require only minimal corrections and possibly the addition of an aftermarket cockpit.
- Decal set CED48028 from **Cutting Edge Modelworks** contains a full set of accurate stenciling for the Sabre, along with accurate Korean War identification stripes.

• F-86F-25/30/35

- These variants can be built directly from the Hasegawa F-86F-30 box, except as follows:

— The air intakes on the fuselage at the wing trailing edge. On the kit they face the tail (e.g., they're exhausts) while they should open towards the nose (e.g., they are actually small auxiliary intakes). This will be fairly tough to fix and probably wouldn't be worth the effort except to the most fastidious modelers.

— The air scoop on the fuselage in front of the right side air brake must be removed (only the F-86F-40 has this scoop).

• Sabre CL-13 Mk. 4 (RAF Sabre F.4)

- The Mk. 4 was essentially a F-86E-10, but nearly all were retrofitted with the "6-3 hard wing" (as depicted in the Hasegawa F-86F-30 kit), which brought them essentially to F-86F-30 configuration. All the Canadair jets on this sheet used the 6-3 hard wing.

- Except for the Norwegian F-86F, all were equipped with the standard North American F-86 ejection seat.

- The Norwegian F-86Fs were retrofitted with the Martin-Baker R5 ejection seat. Since the Martin-Baker seat was slightly taller than the original North American seat, a small wedge was added to the canopy track to allow the canopy to raise just enough to clear the top of the seat (check your references for specifics).

Notes on Specific Aircraft

Norway

As noted above, this aircraft was fitted with the Martin-Baker R5 ejection seat, so check your references for details of the seat and canopy rail modifications.

Italy

- This was a refurbished ex-RAF Sabre F.4, freshly repainted when delivered to the Italian AF. Large USAF markings were applied for the ferry flight to Italy, and while one could presume the markings would have been temporary, apparently the Italians had difficulty removing the USAF serial number on the fin, as it was overpainted with a lighter shade of the dark green. Apparently the much larger USAF markings on the fuselage and wings weren't a problem to remove, as there's no evidence they were overpainted. In any case, later IRAN repaints in Italy restored the finish to a pristine state.
- The standard NATO dark green and dark gray colors on the upper surfaces were separated by a tightly feather edge, while the PRU blue undersurfaces were separated with a masked, hard edge.

South Korea

The camouflage finish on this jet was in pretty good shape, and no ROKAF markings were applied to the wings.

Pakistan

Lindsay Peacock's F-86 book (see Bibliography) has an excellent description of Squadron Leader Mohammed Mahmood Alam's epic air battle near Sargodha, Pakistan, on 7 September 1965. He shot down one Indian AF Hunter and a few minutes later shot down four more within the space of 30 seconds! He ended the war with nine confirmed kills (11 are painted on the jet). Although his jet was equipped with Sidewinder rails, he made eight of this kills with the .50 cal guns

and only one with a Sidewinder.

FS 595 Color Cross References:

(taken from the *IPMS Color Cross-Reference Guide*—used with permission)

BS 381:641	[FS 34079] Xtracolor X001, Gunze Sangyo H330, Floquil Classic Military 303143
BS 381:638	[FS 36173] Xtracolor X004, Gunze Sangyo H331 & H053
BS 381:636	[FS 35189] Xtracolor X008, Floquil Classic Military 303162
FS 34092	Xtracolor X114, Gunze Sangyo H302, Modelmaster 1764, Tamiya XF61
FS 34079	Xtracolor X110, Modelmaster 1710, Tamiya XF58
FS 34102	Xtracolor X116, Modelmaster 1713, Gunze Sangyo H073
FS 30219	Xtracolor X102, Modelmaster 1742, Gunze Sangyo H310
FS 36622	Xtracolor X140, Modelmaster 1733, Gunze Sangyo H311

These are common colors also produced by several other companies

Bibliography

- The Canadair Sabre*, by Larry Milberry. Canav Books, 1986.
F-86 Sabre. Koku-Fan Illustrated No. 2, Bunrin-Do, 1980.
North American F-86A-L Sabre in USAF & Foreign Service, by Richard Ward. Arco-Aircam No. 19, Arco, 1970.
North American F-86 Sabre. Famous Airplanes of the World # 20, Bunrin-Do, 1990.
Arabian Fledgling...the Royal Saudi Air Force. Air Enthusiast, June 1972.
F-86 Sabre, History of the Sabre and FJ Fury, by Robert F. Dorr. Motorbooks, 1993.
Aerobatic Teams of the World, by Adrian Balch. Osprey, 1989.
The North American Sabre, by Ray Wagner. Doubleday, 1963.
F-86 Sabre, by Maurice Allward. Ian Allen, 1978.
Jets, by Bojan Dimitrijevic & Milan Micevski. Spekter, 1990.
F-86 MiG Killer, by Withold Kowal & Przemyslaw Skulski. Ace Publication, 1995.
F-86 Sabre in action, Aircraft Number 33, by Larry Davis. Squadron/Signal Publications, 1978.
F-86 Sabre in action, Aircraft Number 126, by Larry Davis. Squadron/Signal Publications, 1992.
North American F-86 SabreJet Day Fighters, by Chris Hughes & Walter Dranem. Warbird Tech Series Vol 3, Specialty Press, 1996.
North American F-86 Sabre, by Lindsay Peacock. Gallery Books, 1991.
 Various IPMS publications

Applying the Decals

You probably already know all this stuff, so feel free to use your regular process...however, if you're new to aftermarket decals, here goes:

- Generally, use the Microscale Finishing System. We don't recommend extremely strong decal solvents such as Solvaset.
- Your model must have a smooth, glossy surface, as decals won't adhere well to matte surfaces. Use gloss paints or your favorite clear gloss overspray over matte or semigloss paint.
- Cut each subject out *without* trimming off the slight excess film (this helps the decal film disappear when dry).
- Put the decal in warm water that has a drop or two of liquid dishwashing soap or photo-flo for 10 seconds.
- When the decal will slide off the backing paper without forcing it, apply it to the proper position on your model. Slide the backing paper out from underneath
- Gently blot off excess water and smooth out bubbles under the decal surface. If you wish, carefully brush on a mild decal softener such as Micro-Sol.
- When all decals are completely dry, gently wash off all excess decal adhesive.
- Finally, overcoat your model with a good quality gloss coat, followed by your choice of matte or eggshell clear topcoat.

Credit where it's due

Jennings Heilig
 Dave Klaus
 Bruce Buchner
 Nils Mathrusud
 Jens Brandal