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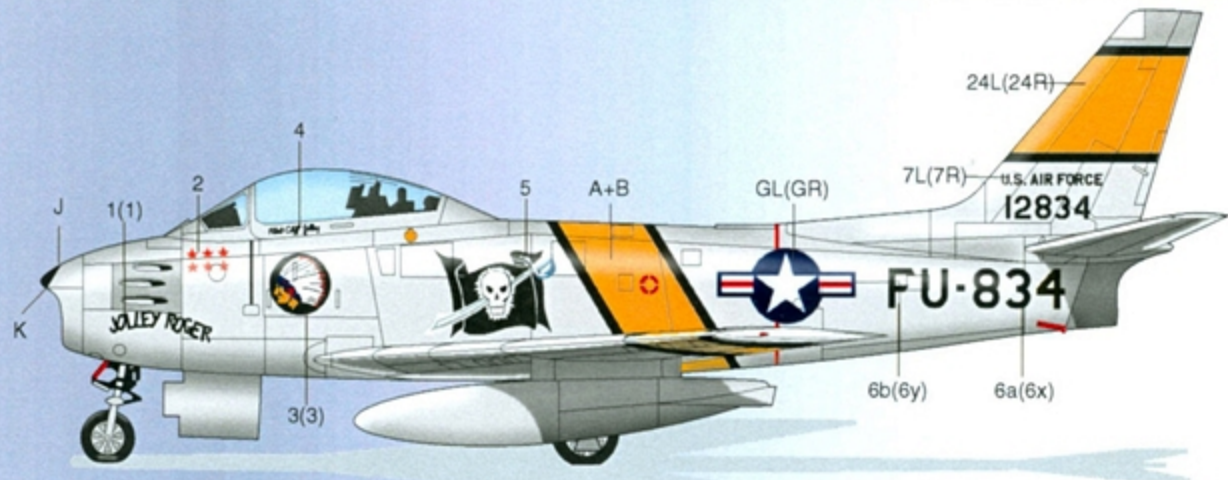
PRODUCTS

SABRES OVER KOREA

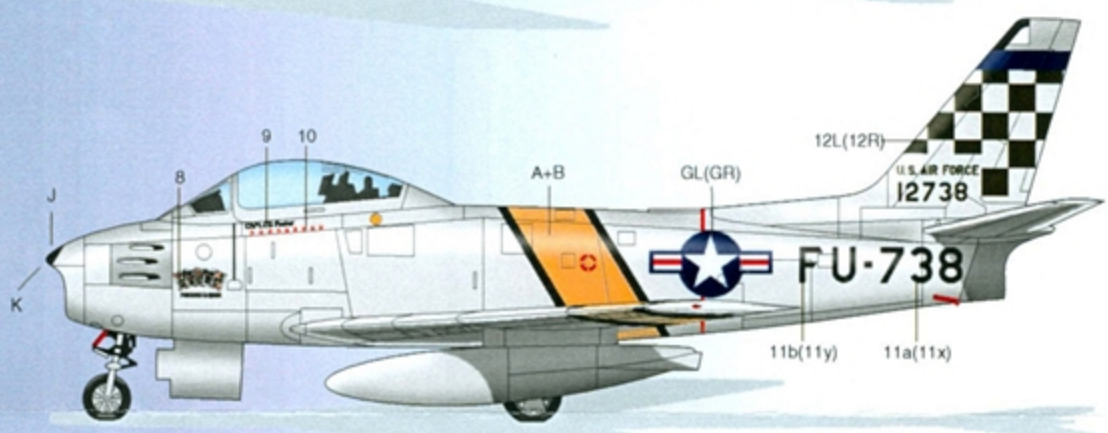
Pt. IV



Suggested Kit: Hasegawa F-86F



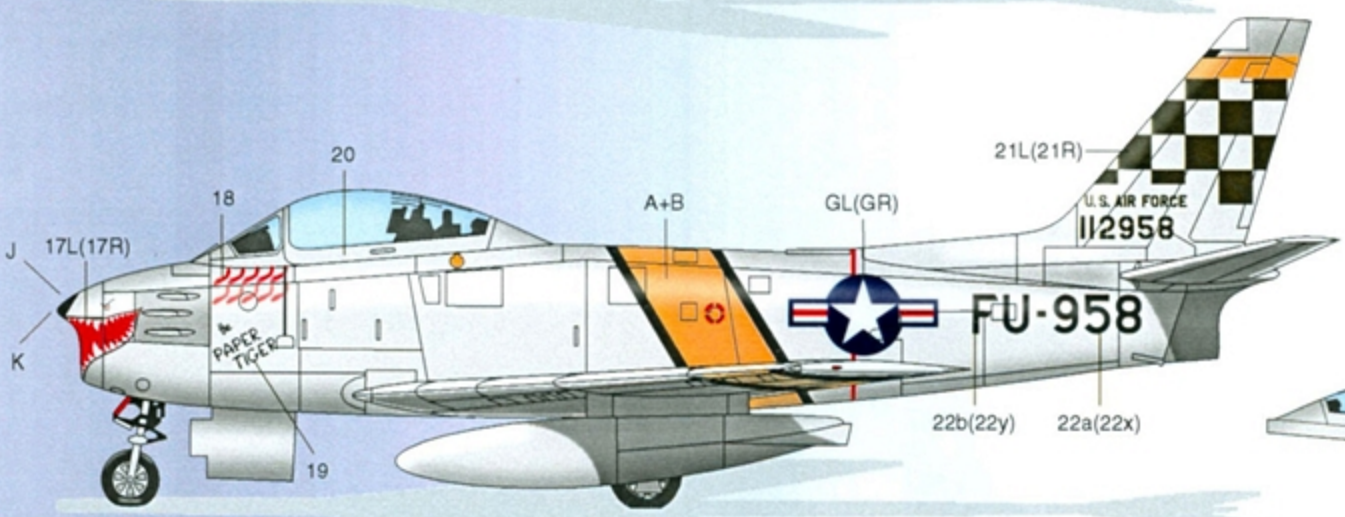
"JOLLEY ROGER"
Captain Clifford Jolley. F-86E-10, #51-28343. 35th. Fighter Interceptor Squadron, 4th. Fighter Interceptor Group. Kimpo, Summer 1952. Red nose gear front door. Slatted wing.



"FOUR KINGS & A QUEEN"
Captain Cecil G. Foster. F-86E-10 #51-2738. 16th. Fighter Interceptor Squadron, 51st. Fighter Interceptor Group. Suwon, 1952. Slatted wing.



"GABBY"
Colonel Francis Gabreski. Commander 51st. Fighter Interceptor Wing. F-86E-10 #51-2740. 25th. Fighter Interceptor Squadron. Suwon, January 1953. Slatted wing.



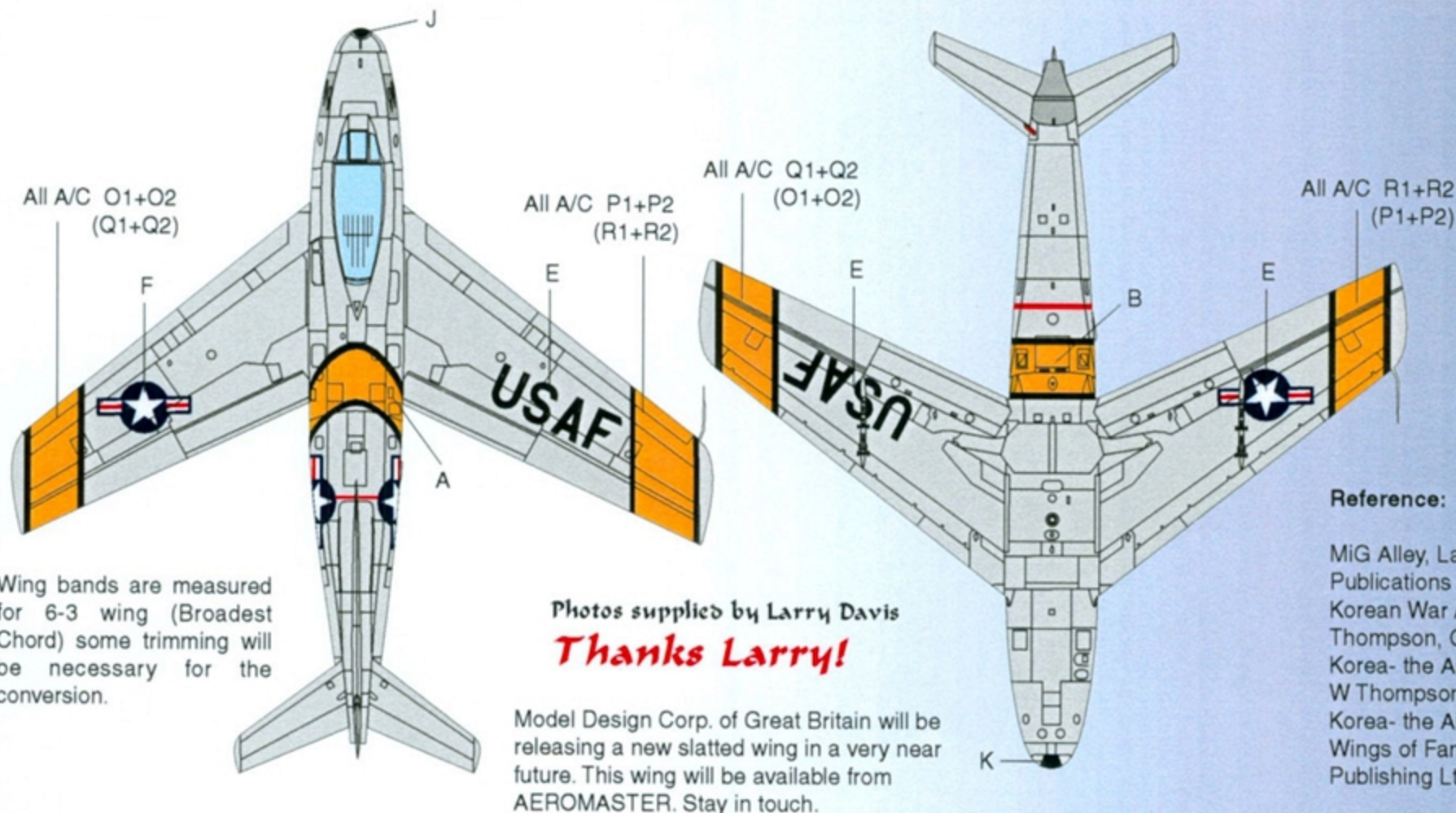
"THE PAPER TIGER/HEAVENS ABOVE"
Captain Harold Fischer. F-86F-10 #51-12958. 39th. Fighter Interceptor Squadron, 51st. Fighter Interceptor Group. Suwon, early 1953. Intake duct interior is Red to the first panel line. Slatted wing.



Right side scrap view of "THE PAPER TIGER/HEAVENS ABOVE" F-86F-10 #51-12958

All Fin caps are Lt. Gray (aprox. F.S. 26440) Some had polished metal front leading edges.

AeroMaster Decals™



Wing bands are measured for 6-3 wing (Broadest Chord) some trimming will be necessary for the conversion.

Photos supplied by Larry Davis
Thanks Larry!

Model Design Corp. of Great Britain will be releasing a new slatted wing in a very near future. This wing will be available from AEROMASTER. Stay in touch.



Recommended Kits:

Hasegawa F-86F-30
Kit # 7072 & 7213
Hasegawa F-86F-40*
Kit # 7014 & 7215
MCD slatted wing for
F-86A-F

F-86 Stencils are available on
AMD 148-026

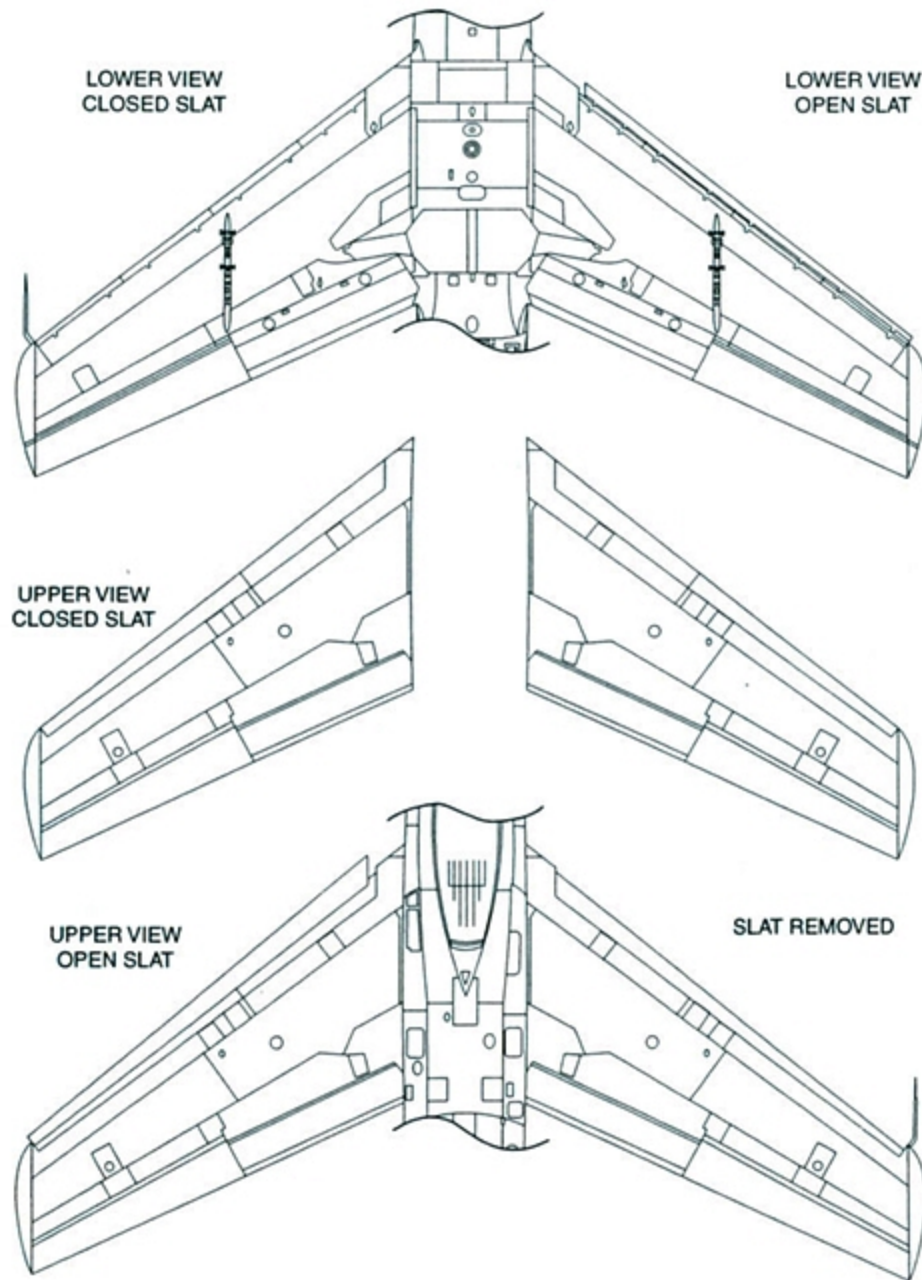
Reference:

MiG Alley, Larry Davis, Squadron/Signal Publications
Korean War Aces, RF Dorr, J Lake & W Thompson, Osprey
Korea- the Air War 1950-1953, J Nicholls & W Thompson, Osprey
Korea- the Air War (2), W Thompson, Osprey
Wings of Fame Vols 1-4, Aerospace Publishing Ltd.

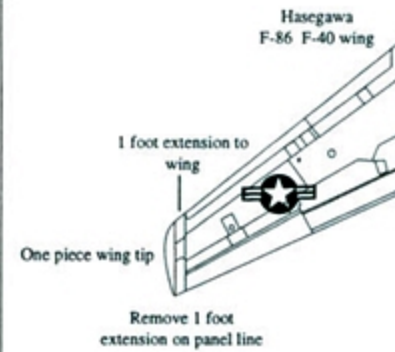
If you have suggestions for future subject matter, AeroMaster would like to hear from you. Our goal is to provide high quality, well researched decals of unusual and interesting subjects. We value our customers' input, so if you have specific suggestions or photographs of unusual subject matter which you would be willing to share, please contact:

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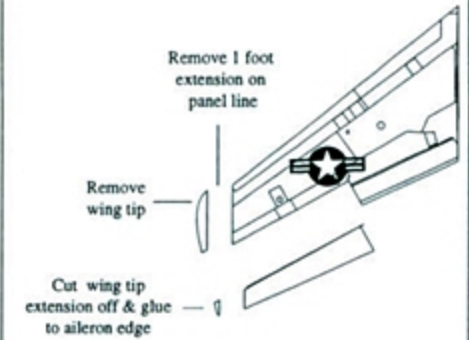
Quick & Easy steps to convert the F86 F-40 wing to a F86A-1 thru F-30 wing (slatted or hardwing).



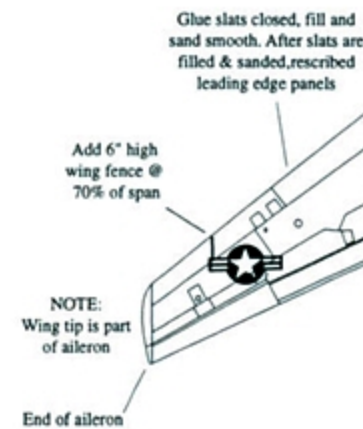
Applies to 1/48—1/32 scale kits



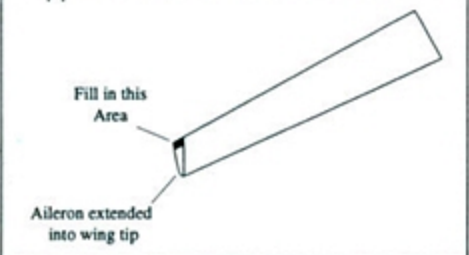
Applies to 1/48—1/32 scale kits



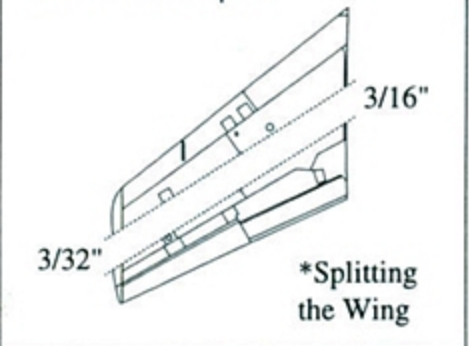
Applies only to 1/32 scale kits



Applies to 1/48—1/32 scale kits



For a real 6-3 wing (1/32) all of the above plus:



*In the case of the 1/32 scale Hasegawa kit, a real 6-3 wing can not be made unless you do some major surgery, splitting the wing along the center section and adding 3/16 inch chordwise at the wing root and 3/32 inch chordwise at the wing tip. You be the judge if this small dimensional change is worth the tremendous effort involved. Your choice. Happy Modeling.

Excerpts of Larry Davis letter to AMD plus a few construction notes.

All F-86As and Es in Korea have the slatted wing, period. That's the easy part. However, any F-86F in Korea could have the 6-3 wing, without slats, i.e. the hard wing with fences. The problem was that North American Aviation developed the 6-3 hard wing in October 1952. But tests kept it out of production and out of combat until late 1952.

The first Fs to have the 6-3 hard wing installed on the production line was part way through the F-25 and F-30 production runs, i.e. after the 171st F-25 and 200th F-30 were built. But the wing modifications could be added to any F-86F variants from F-1 through F-30. It all depended on the pilot. If he wanted the hard wing retrofitted to his airplane, the bird was ferried to Tachikawa and the new leading edge was installed in the form of a 'kit'. North American produced some 150 of these 'kits', all of which were sent to Korea.

All the aircraft of the 18th FBG were initial run F-30s with slatted wings, but having the dual store capability. But even these were retrofitted with the 6-3 kit later in the summer of 1953. Most of the 8th FBG F-30s arrived with the 6-3 wing factory-installed.

But the Fs of the two fighter interceptor groups, the 4th and 51st FIGs, were a mixed bag. They had Fs from the initial production runs of F-86F-1s, F-5s, F-10s, F-15s, F-20s, and F-30s. The first F-1s began arriving in Korea in mid-1952. Many of the aces that flew these airplanes wanted the 6-3 hard wing kits installed as soon as they became available. But many rotated home before the kits arrived.

So what's the answer - check the photo of the airplane depicted to see if the airplane has the 6-3 hard wing. If you can't see the wing in the photo, check the juncture of the wing leading edge and the fuselage. You won't be able to see the non-slatted wing. But you will be able to see if the wing juncture covers part of the lower ammunition bay door. All 6-3 airplanes did this, and they had a small triangular piece that was removed to access the ammo bay door. All non-6-3 airplanes have this leading edge-fuselage juncture just past the trailing edge of the ammo bay door. Of course, if you can't see any portion of the wing or forward fuselage, your guess is as good as mine as to whether the airplane has had the 6-3 wing installed.

You can't tell by the serial number unless it is in the following range - F-86F-30 from 52-4505 onward. On the F-25 it was factory installed from 51-13341 on. But no, repeat no F-86F-25s were involved in the combat in Korea. Some did arrive in late 53/early 54. But none actually flew combat during the war. Strange since all the historians say it was the F-86F-25 that turned the air war in Korea into a rout.

Just in case you need a serial list, here it is:

F-86F-1 51-2850/-2927
 F-86F-5 51-2928/-2943
 F-86F-10 51-12936/-12969
 F-86F-15 51-12970/-12976
 No F-20s or F-25s in Korea
 F-86F-30 52-4305/-5163

OK, now to what you have to do to a Hasegawa F-86F-40 to bring it back to a -30 or earlier airplane. I have drawings someplace which I'm trying to find for you. But I'll give you a description here;

First remove the actual wingtip from the -40 wing. Now remove the 1 foot splice between the wingtip and the original wing line. The 1 foot extension was another 'kit' and simply bolted on at the end of the original wing tip. Now glue the wingtip to the wing, aligning the leading edge part. You will see that there is a tail extending behind the the wingtip. Cut this off but do not throw it away.

Ailerons - the ailerons on the -40 wing are slightly shorter than on a -25/-30 wing. This is because on the -25/-30, the end of the aileron is also the end of the wingtip. So you take the 'tail' that you cut off the wing tip and glue it to the end of the aileron aligning it at the trailing edge. You'll need some sprue or something to fill in the forward edge, which is then rounded off. This gives you the correct ailerons for any of the short span wings. You'll also have to 'groove out' the inner edge of the trailing edge of the wing so the aileron will fit.

Pitot - the pitot on the -40 wing is a straight tube extending from the outer edge of the 1 foot extension. Remove the pitot completely. The pitot boom is then moved just outward of the outer edge of the original slat mechanism. But where the -40 boom is straight, all the short span Sabre wings have a cranked pitot boom - i.e. the boom extends out from the leading edge of the wing at a 90° angle, then bends forward to be straight into the air flow. If you are working in 1/48th scale you are finished.

However if you decide to show the slats in the extended position, just follow the drawings. Cut the slats of the wing, back up the opening with plastic card, smooth out and assemble. Remember, the slats were deployed when on the ground, since they were spring loaded. Our decals provide you Yellow/Black bands to do any choice you build. Of course if this sounds a little to much for you, or you do not have the time, remember Model Design Construction will have a Sabre slatted wing available soon.

Wing leading edge itself - This is actually the easiest part of the conversion. You simply glue the slats in place and fill in all the spaces with putty. You will note that the Hasegawa slats do not fit exactly right to make a smooth leading edge, You will need to fill the entire slat area and sand it smooth with the rest of the wing. Then add the leading edge fence at 70% of the wing span. There are some changes in panel lines but those can be added at any time. There are also some changes in the fuselage between the -40 and Korean War era Sabres. Things like additional cooling scoops which were added by Mitsubishi, and antennas that need deleted, etc.

Anyway, that's what it takes to build a Korean War Sabre from the Hasegawa 1/32 and 1/48 scale kit. With those changes, you can do any of the aces aircraft as long as they flew an F, as most of the aces F-86Fs had the 6-3 hard wing installed as explained at the beginning of this letter. It all sounds very confusing but once I locate my drawings and you read the letter with the drawings in front of you (or a 1/32•1/48 scale kit wing in front of you), it will all become very clear.

All for now

F-86 NOTES (48-446, 48-447, 48-448, 48-449)

The wing bands (parts P1, R1, O1, Q1) for this F-86 sheet are designed to fit the Hasegawa 6-3 hard wing, but will also fit the Minicraft kit. When you convert the wings to slatted wings, you will have to trim these decal parts to fit the new item. Extra oversized pieces of Yellow bands are provided (P2, Q2, R2, O2) so that you can decal the slats. Trim to size as necessary.