



1:48 North American F-86F-40 Sabre™

A08110 SCALE MODEL CONSTRUCTION KIT | Wingspan: 250mm Fuselage Length: 239mm | Two Decal Schemes Included

EN One of the most important aircraft of the early jet era, the North American F-86 Sabre was in many ways a jet powered version of the company's hugely successful P-51D Mustang from WWII and an aircraft which made full use of captured German aerodynamic research material. Featuring a distinctive 35 degree wing sweep, the Sabre also incorporated three nose mounted .50 calibre machine guns positioned on either side of the aircraft's nose, with this jet powered gunslinger sharing many design philosophies with its famous piston engined predecessor. On entering service with the U.S Air Force in 1949, the North American F-86 Sabre would have the distinction of not only being America's first swept wing fighter, but also the fastest fighter aircraft in the world at that time, a true aviation classic. A later development of the classic Sabre, the F-86F-40 variant was the ultimate day fighter version of this famous aircraft and featured a number of improvements which kept the Sabre at the forefront of world fighter technology. With a new engine giving the aircraft more power this variant re-introduced the leading edge slots to the '6-3' wing area increase, enhancing the dogfighting capabilities of this famous fighter, whilst at the same time reducing the aircraft's landing approach speed to a much more manageable 124 mph. These modifications proved so successful that many earlier variants of the Sabre were retrospectively upgraded to include these advancements.

FR L'un des avions les plus importants du début de l'ère des avions à réaction, le North American F-86 Sabre était, à bien des égards, une version à réaction du P-51D Mustang de la Seconde Guerre mondiale, qui avait connu un énorme succès. Il tirait aussi pleinement parti du matériel de recherche aérodynamique allemand capturé. Doté d'une flèche d'aile caractéristique de 35 degrés, le Sabre comprenait également trois mitrailleuses de calibre 50 montées de part et d'autre du nez de l'appareil. Ce chasseur à réaction partageait de nombreux éléments de conception avec son célèbre prédécesseur à moteur à piston. Lors de son entrée en service dans l'armée de l'Air américaine en 1949, le North American F-86 Sabre avait l'honneur d'être non seulement le premier chasseur à aile en flèche des États-Unis, mais aussi l'avion de chasse le plus rapide du monde à cette époque, un véritable classique de l'aviation. Développement ultérieur du Sabre classique, la variante F-86F-40 était la version ultime de chasse de jour de ce célèbre avion et comportait un certain nombre d'améliorations qui maintenaient le Sabre à l'avant-garde de la technologie mondiale des chasseurs. Avec un nouveau moteur plus puissant, cette variante a réintroduit les lamelles de bord d'attaque dans l'augmentation de la surface de l'aile « 6-3 », améliorant ainsi les capacités de combat aérien de ce célèbre chasseur, tout en réduisant la vitesse d'approche à l'atterrissage à une vitesse beaucoup plus gérable de 200 km/h. Ces modifications se sont avérées si efficaces qu'elles ont été ajoutées a posteriori à de nombreuses variantes antérieures du Sabre.

DE Die North American F-86 Sabre war sicherlich eines der bedeutendsten Flugzeuge in der Frühzeit des Düsenfluges. In vieler Hinsicht kann sie als strahlgetriebene Ausführung der im Zweiten Weltkrieg so erfolgreichen P-51D Mustang ihres Herstellers North American Aviation angesehen werden. Konstruktiv konnte die F-86 Sabre aerodynamische Forschungsergebnisse voll ausnutzen, die aus zu Kriegsende erbeuteten deutschen Quellen stammten. Die 35 Grad gefeilteten Flügel verliehen der Sabre ihr markantes Aussehen. Je drei 12,7 mm Maschinengewehre waren beidseitig an der Nase des Flugzeugs angeordnet, wobei die gesamte Konstruktion viele Gemeinsamkeiten mit ihrem weithin bekannten Kolbenmotorgetriebenen Vorgänger aufwies. Als die North American F-86 Sabre 1949 von der U.S. Air Force in den Dienst gestellt wurde, war sie das erste Pfeilflügelflugzeug der USA. Dieser damals weltweit schnellste Düsenjäger war von Anfang an zum Luffahrtklassiker prädestiniert. Als spätere Entwicklung der klassischen Sabre war die Variante F-86F-40 die ultimative Ausführung dieser berühmten Maschine als Tagjäger. Sie wies eine Reihe von Verbesserungen auf, die ihr weiterhin ihren Platz in vorderster Linie der Kampfflugzeugtechnik der Welt sicherte. Ihr neues Triebwerk verlieh dieser Variante zusätzliche Kraft. Die nun wieder verwendeten Vorflügel ermöglichten die Erweiterung der beiden Tragflächen um 15 cm an den Flügelansätzen und um 7,5 cm an den Flügelspitzen. Damit konnten nicht nur die Leistungen der Maschine bei Kurvenkämpfen gesteigert werden, sondern es wurde auch ihre Landegeschwindigkeit auf durchaus praktikable 200 km/h gesenkt. Diese Änderungen erwiesen sich als so erfolgreich, dass viele frühere Varianten der Sabre später entsprechend nachgerüstet wurden.

During the Korean War, the Sabre posted an impressive victory to loss ratio of 10:1 and helped 40 US pilots to achieve the coveted status of air 'Ace' during the conflict.

Specification
Maximum Speed: 687 mph (1,106 km/h)
Range: 1,525 miles (2,454 km) with drop tanks
Wingspan: 39 ft 1 in (11.91m)
Length: 37 ft 6 in (11.44 m)
Armament: 6 x 0.50in (12.7mm) M3 Browning machine guns

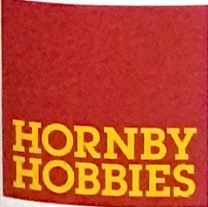
Pendant la guerre de Corée, le Sabre a affiché un rapport victoires/pertes impressionnant de 10:1 et a permis à 40 pilotes américains d'obtenir le statut très convoité d'« as de l'air ».

Spécification:
Vitesse maximale: 1 106 km/h
Rayon d'action : 2 454 km avec réservoirs supplémentaires
Envergure: 11,91 m
Longueur: 11,44 m
Armement: 6 mitrailleuses Browning M3 12,7 mm

Im Koreakrieg verbuchte die Sabre ein beeindruckendes Verhältnis von 10:1 zwischen Luftsiegen und Verlusten. 40 amerikanische Piloten verdanken der Maschine zumindest teilweise die Erlangung des begehrten Titels „Fliegerass“.

Spezifikation:
Höchstgeschwindigkeit: 1106 km/h
Reichweite: 2454 km mit Abwurfbehältern
Spannweite: 11,91 m
Länge: 11,44 m
Bewaffnung: sechs 12,7 mm MG Browning M3

Airfix would like to thank Bjorn Olsen of the Norwegian Armed Forces Aircraft Collection and Duncan Curtiss for their help with the development of this model.



FOR BEST RESULTS:
Surfaces to be painted should be clean — before parts are removed from the sprue, wash in warm, soapy water, rinse and dry thoroughly. Stir paints thoroughly before use.

PLEASE NOTE:
Some parts in the kit may not be required to build the model specified.



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ES

El North American F-86 Sabre, uno de los aviones más importantes de la primera época de los reactores, era en muchos aspectos una versión a reacción del exitoso P-51D Mustang de la compañía durante la Segunda Guerra Mundial...

Durante la Guerra de Corea, el Sabre registró una impresionante relación de victorias y derrotas de 10:1 y ayudó a cuarenta pilotos estadounidenses a alcanzar el codiciado estatus de "As" del aire durante el conflicto.

Especificación:

- Velocidad máxima: 1106 km/h
Autonomía: 2454 km con tanques de lanzamiento
Envergadura: 11,91 m
Longitud: 11,44 m
Armamento: 6 ametralladoras M3 Browning de 12,7 mm

SV

Som ett av de viktigaste flygplanen i den tidiga jetplaneran var North American F-86 Sabre på många sätt en jetdriven version av företagets framgångsrika P-51D Mustang från andra världskriget...

Under Koreakriget lyckades Sabre med ett imponerande vinst/förlustförhållande på 10:1 och hjälpte 40 amerikanska piloter att uppnå den eftertraktade statusen som "flygass" under konflikten.

Specifikation:

- Maxhastighet: 1106 km/h
Räckvidd: 2454 km med falltankar
Spännvidd: 11,91 m
Längd: 11,44 m
Beväpning: 6 x 12,7 mm M3 Browning-maskingevär

ASSEMBLY INSTRUCTIONS

EN Study drawings and practise assembly before cementing parts together. Carefully scrape paint from cementing surfaces. All parts are numbered. Paint small parts before assembly...

FR Étudier attentivement les dessins et simuler l'assemblage avant de coller les pièces. Gratter soigneusement toute peinture sur les surfaces à coller. Toutes les pièces sont numérotées...

DE Vor dem Zusammenkleben der Teile die Zeichnungen sorgfältig ansehen und die zu verklebenden Teile zur Vermeidung möglicher Fehler versuchsweise zusammenfügen...

ES Estudiar los dibujos y practicar el montaje antes de pegar las piezas. Raspar cuidadosamente la pintura en las superficies de contacto antes de pegar las piezas...

SV Studera bilderna noggrant och sätt ihop delarna innan du limmar ihop dem. Skrapa försiktigt bort färg från limmade delar. Alla delarna är numrerade...

NL Tekeningen bestuderen en delen in elkaar zetten alvorens deze te lijmen. Lak voorzichtig van lijmvlakken afschrapen. Alle delen zijn genummerd...

PO Przed przystąpieniem do sklejania przestuduj uważnie rysunki i przećwicz składowanie części. Ostrożnie zeskrob z klejonych powierzchni farbę...

IT Studiare i disegni ed esercitarsi a montare i pezzi prima di fissarli con la colla. Raschiare con cura le tracce di vernice dalle superfici da incollare...

PT Estudar atentamente os desenhos e experimentar a montagem. Raspar cuidadosamente as superfícies de modo a eliminar pintura antes de colar. Todas as peças estão numeradas...

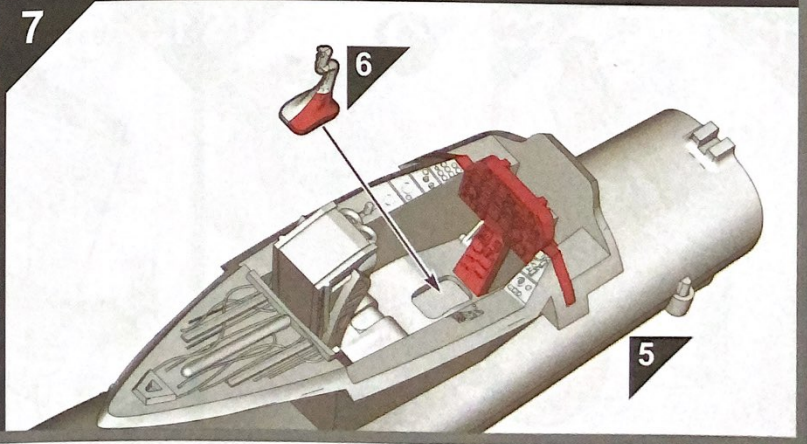
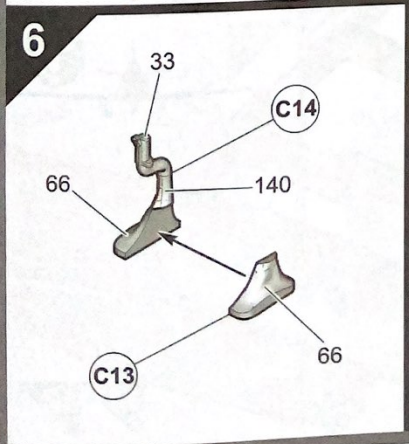
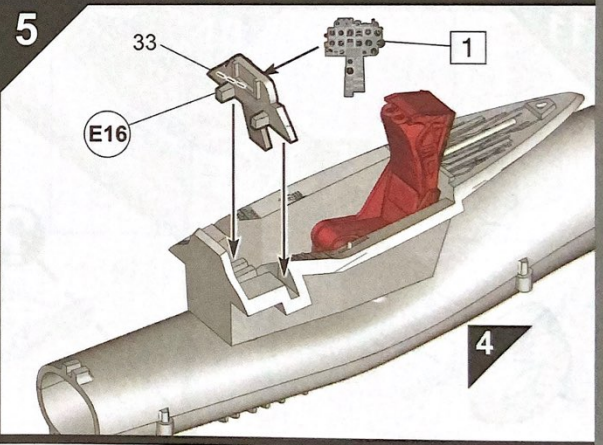
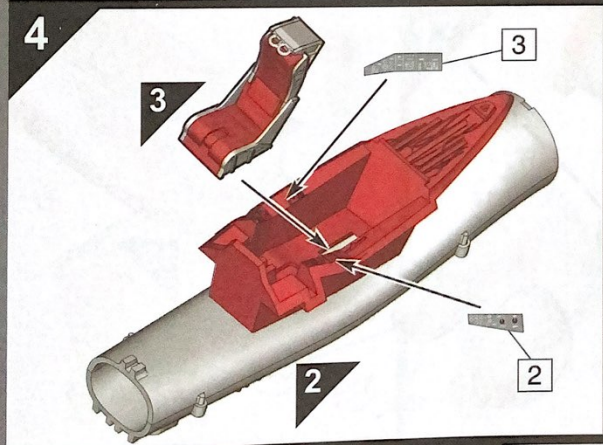
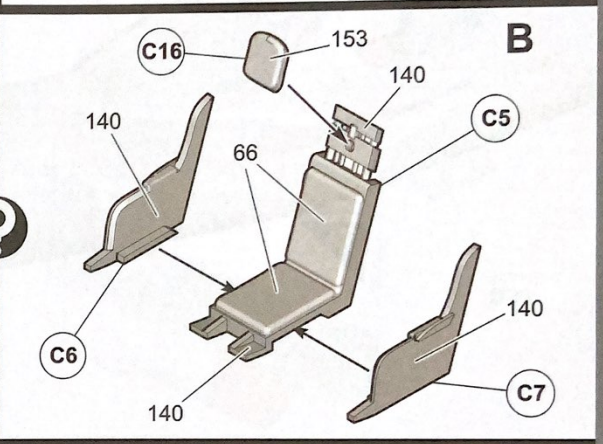
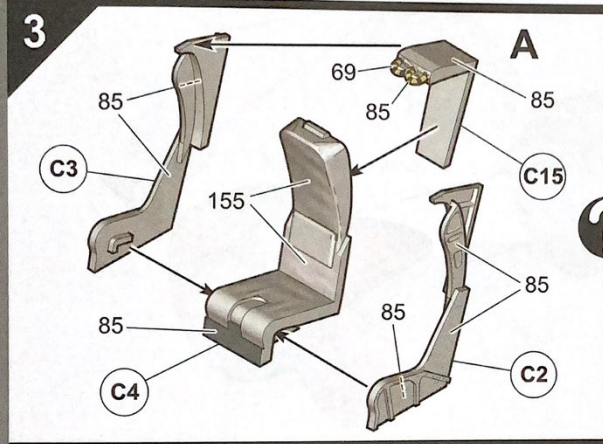
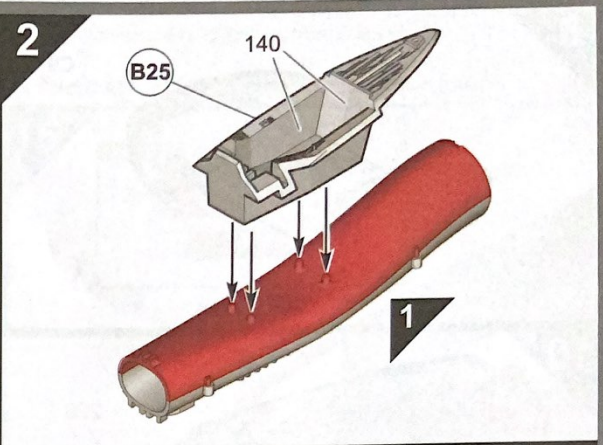
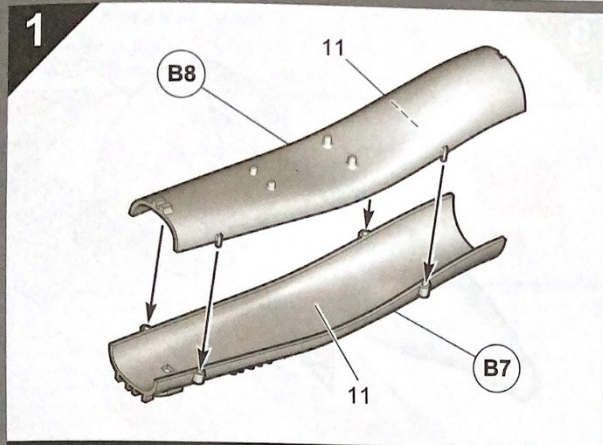
EL Μελετήστε προσεκτικά τα σχέδια και συναρμολογήστε για πρώτη φορά τα κομμάτια χωρίς να τα συλλογήσετε. Αφαιρέστε επιμελώς την πλαστική βαφή από τις επιφάνειες τις οποίες θα συλλογήσετε...

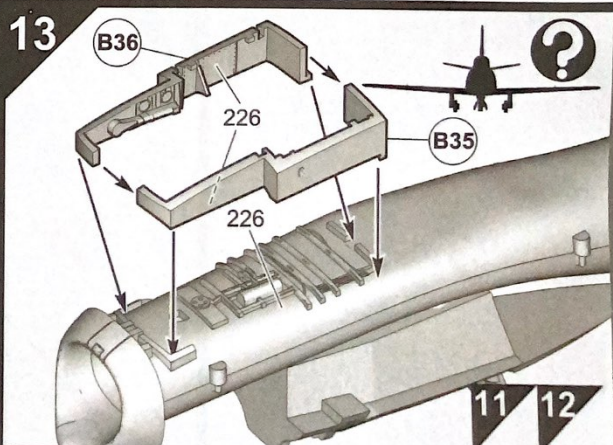
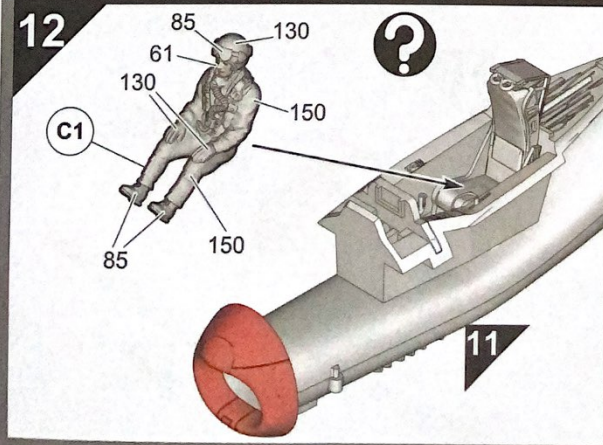
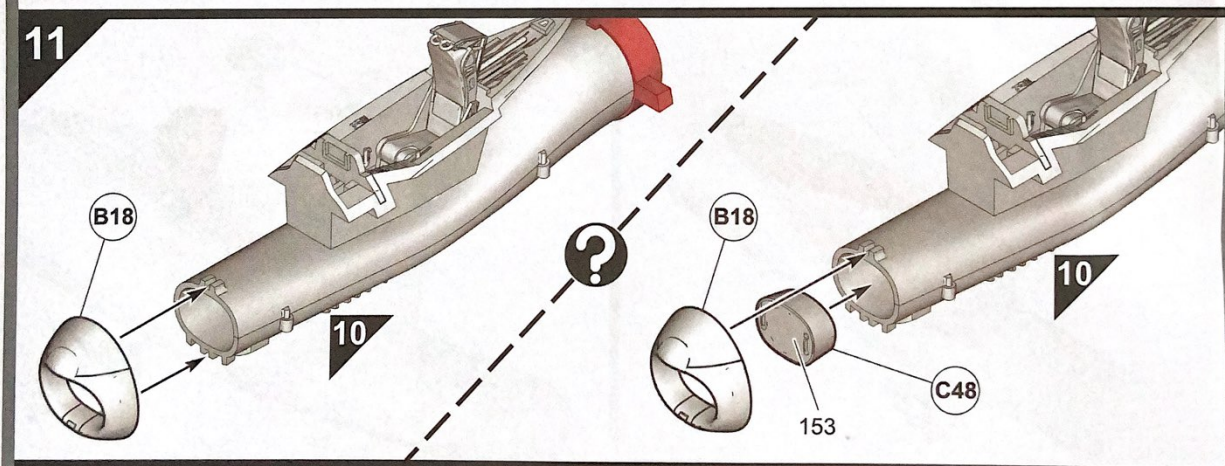
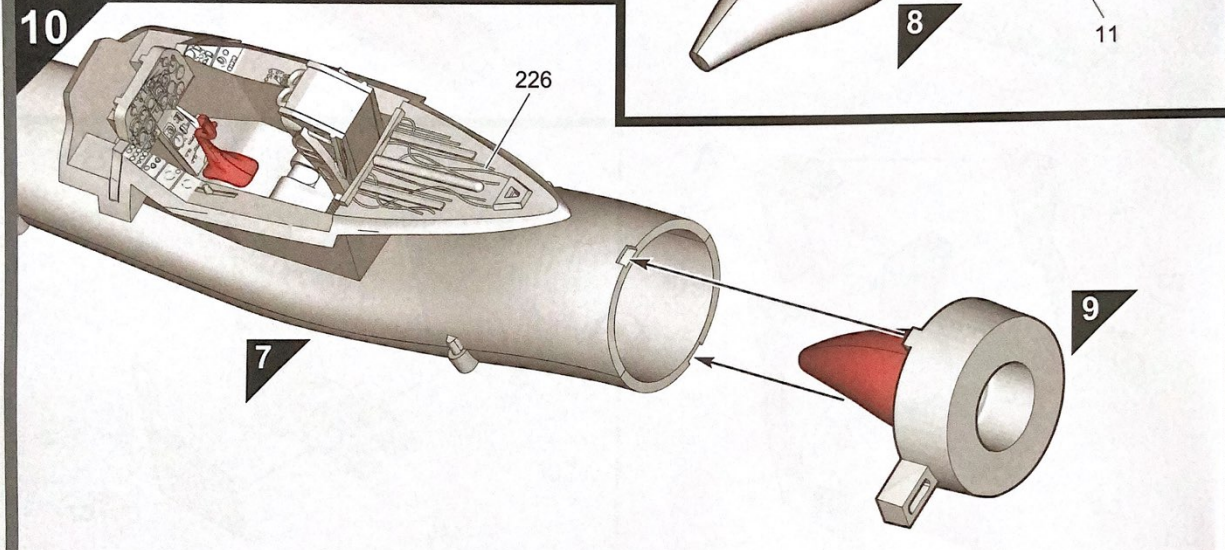
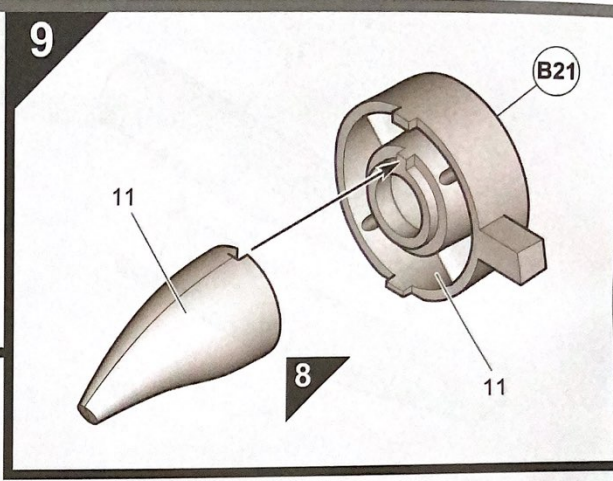
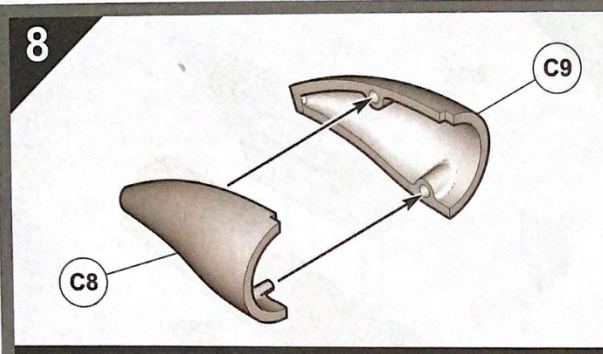
FI Tutustu piirrokseen ja harjoittele kokoaamista, ennen kuin liimaat osat yhteen. Raaputa maali varovasti pois liimattavista pinnolta...

DA Studér tegningerne nøje og forsøg at sætte delene sammen, inden de klæbes sammen. Skrab forsigtigt malingen af de overflader, der skal klæbes sammen...

ASSEMBLY ICON INSTRUCTIONS

Assembly icon instructions table with symbols and text in multiple languages: Assembly phase, Cement, Do not cement together, Indicates final location, Alternative part(s) provided, Repeat this operation, Decals, Crystal part, Weight, Remove by filing, Drill or pierce, Cut, Humberl paint number, Abziehbild, Kristallteil, Beschweren, Entfernen durch feilen, Percer, Découper, No peinture Humberl, Calcomanías, Kristallteil, Beschweren, Abheben, Perforar, Durchbohren, Humberl-Farbnummer, Dekaler, Kristallteil, Beschweren, Entfernen durch feilen, Perforar, Durchbohren, Humberl-Farbnummer, Decalomanie, Kristallteil, Beschweren, Entfernen durch feilen, Perforar, Durchbohren, Humberl-Farbnummer, Bildoverføring, Kristallteil, Beschweren, Entfernen durch feilen, Perforar, Durchbohren, Humberl-Farbnummer, Sirkokuvall, Kristallteil, Beschweren, Entfernen durch feilen, Perforar, Durchbohren, Humberl-Farbnummer, Kalkomanie, Kristallteil, Beschweren, Entfernen durch feilen, Perforar, Durchbohren, Humberl-Farbnummer, Χαλκομανίες, Kristallteil, Beschweren, Entfernen durch feilen, Perforar, Durchbohren, Humberl-Farbnummer

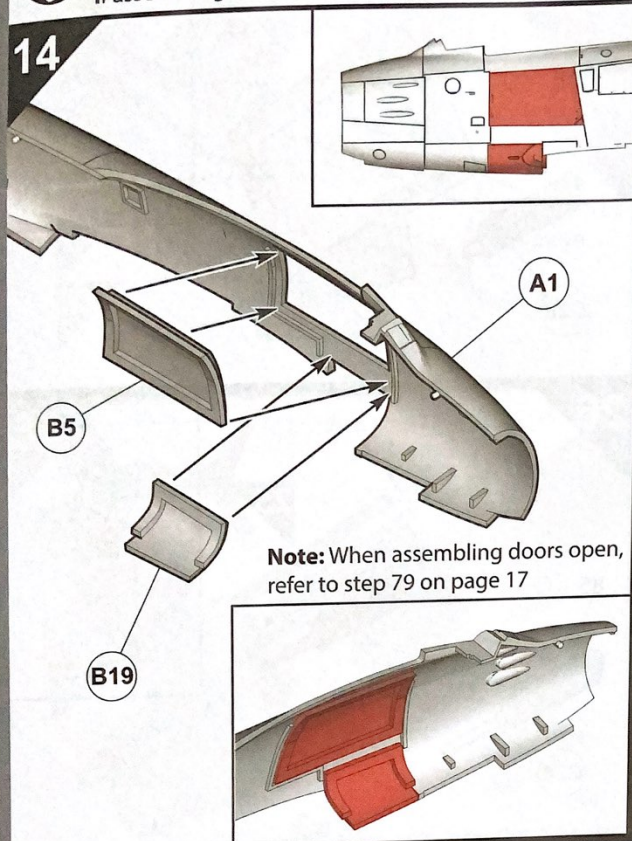




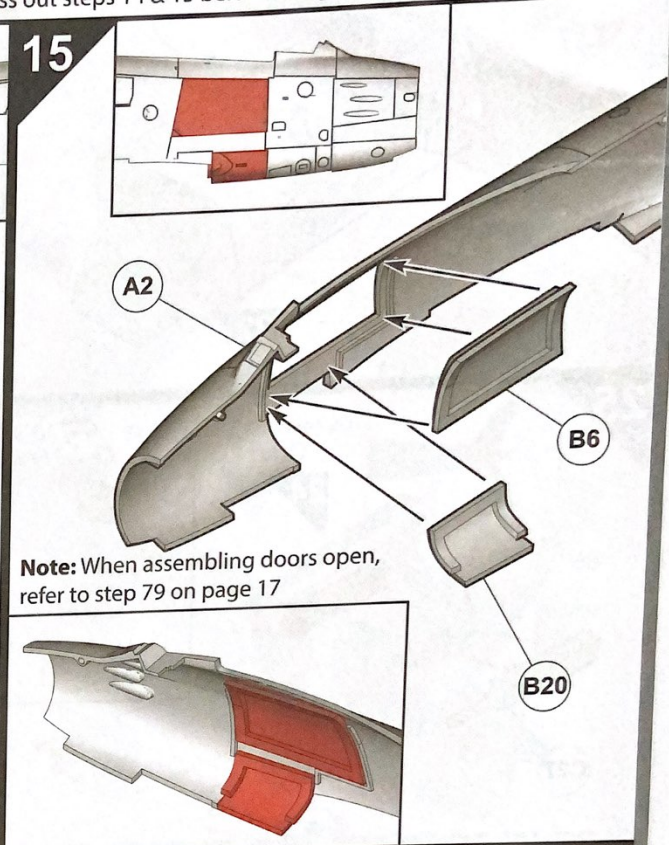


Note: If assembling this model with the gun doors closed, follow steps 14 & 15 below. Miss out steps 16 to 31 on pages 5 & 6 and go to step 32 on page 7.
 If assembling this model with the gun doors open, miss out steps 14 & 15 below. and go to step 16 on page 5.

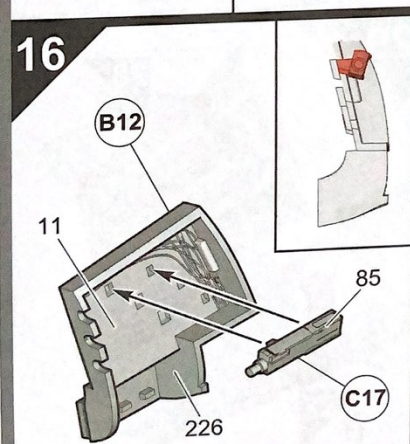
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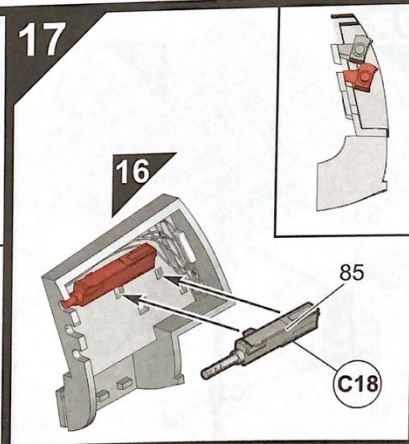
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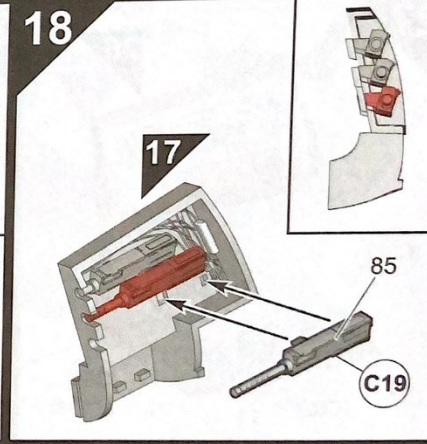
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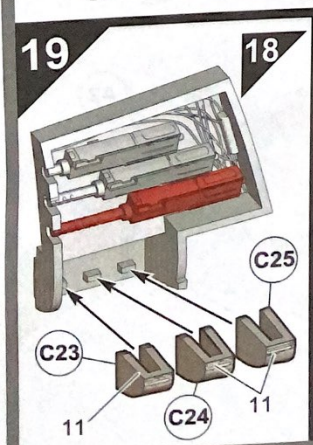
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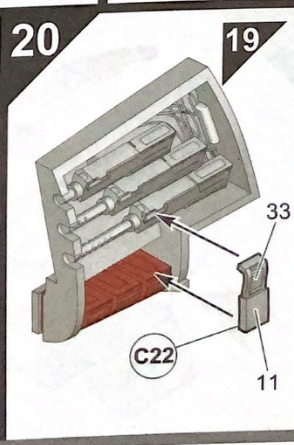
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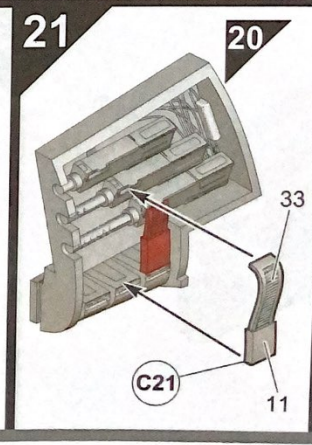
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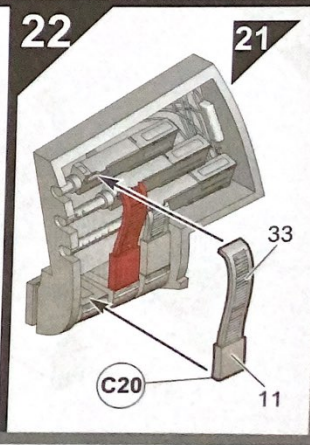
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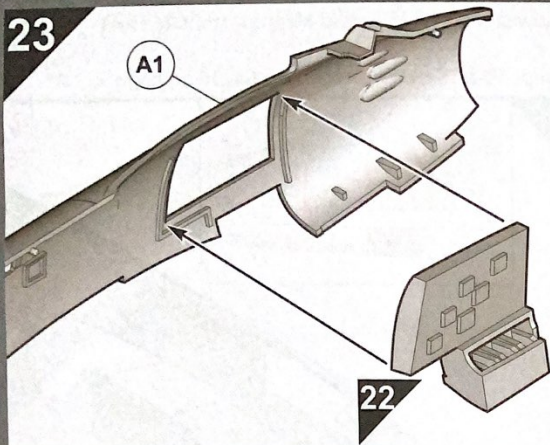
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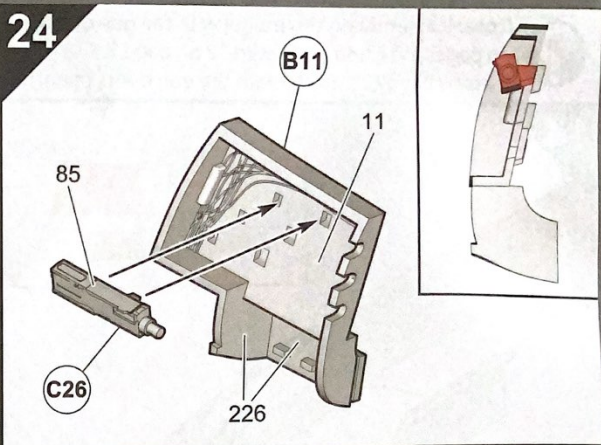
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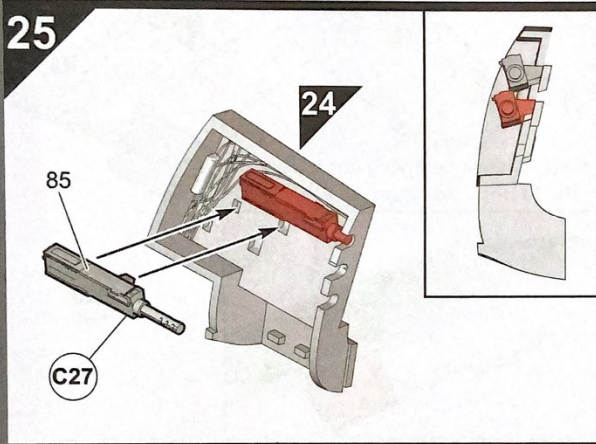
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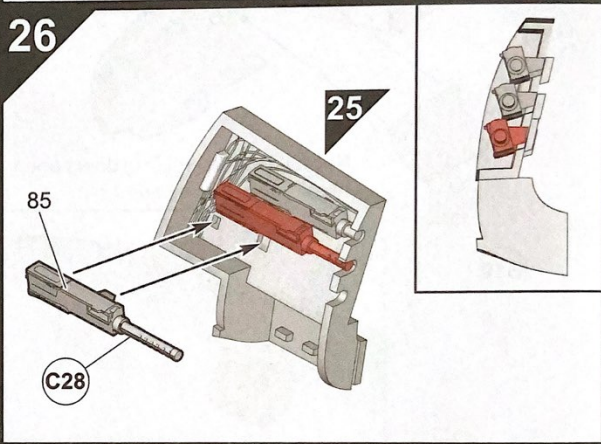
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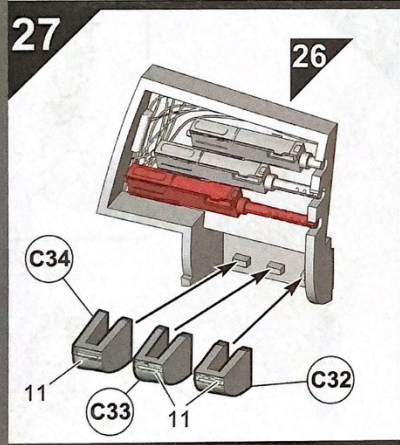
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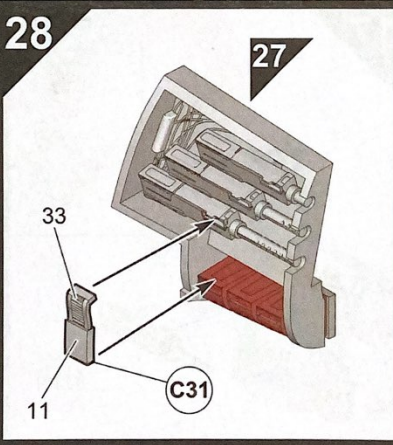
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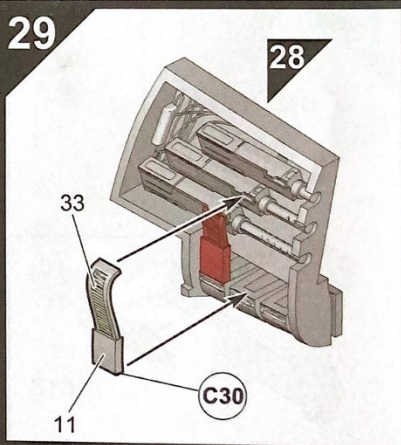
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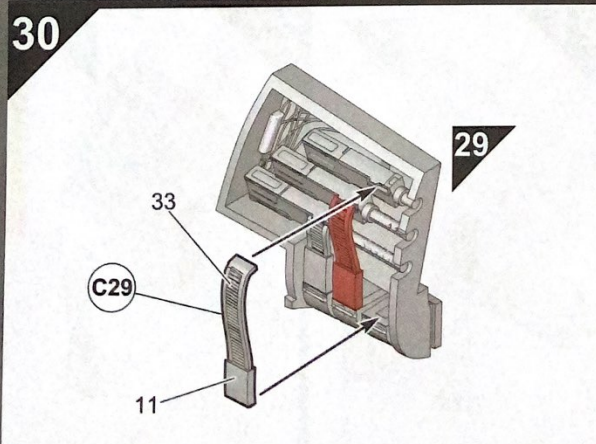
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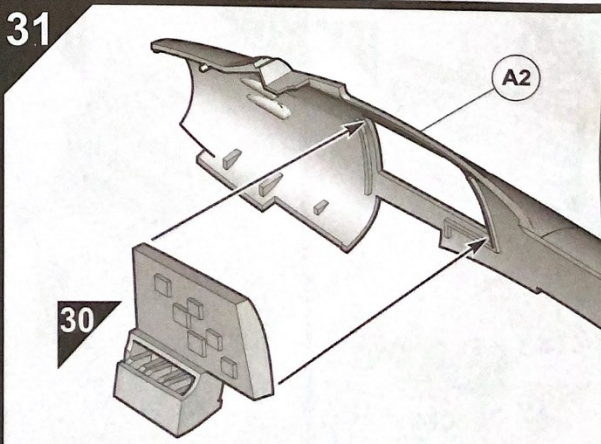
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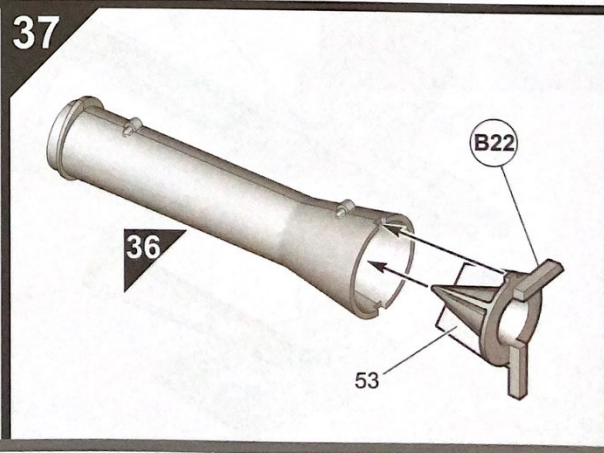
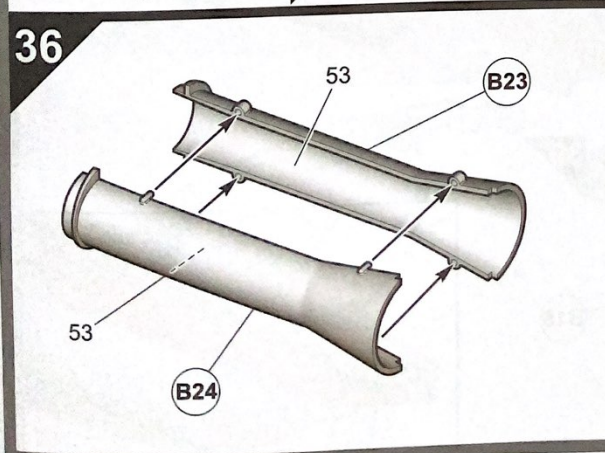
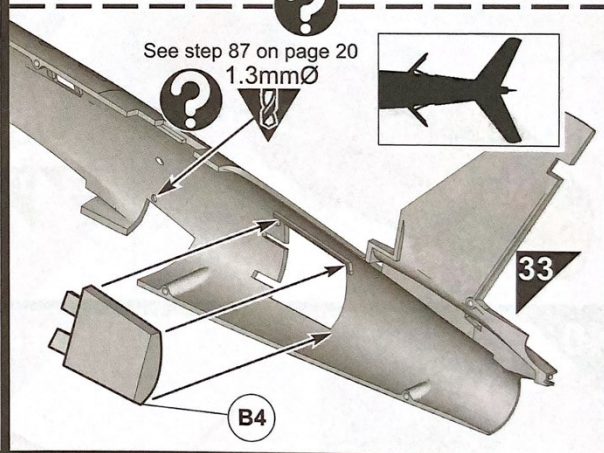
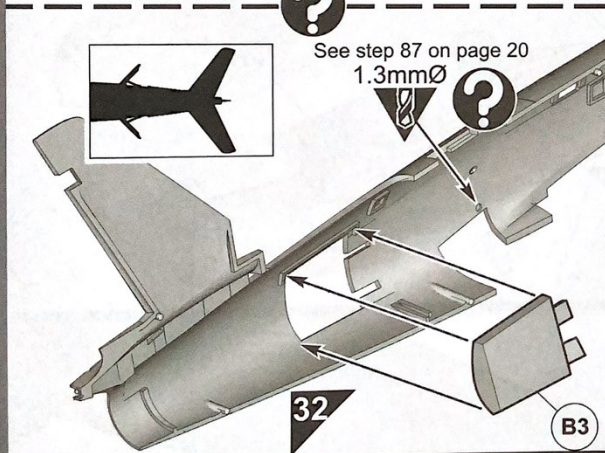
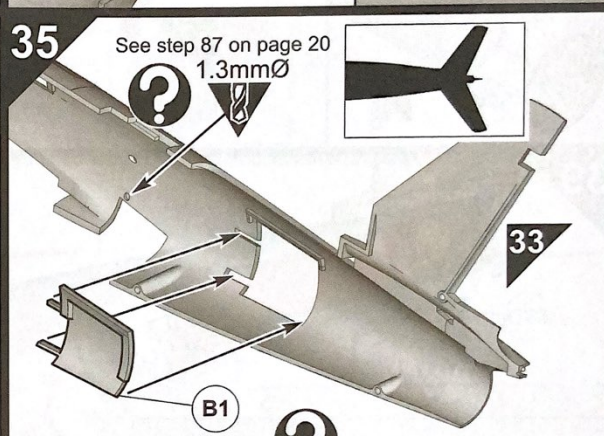
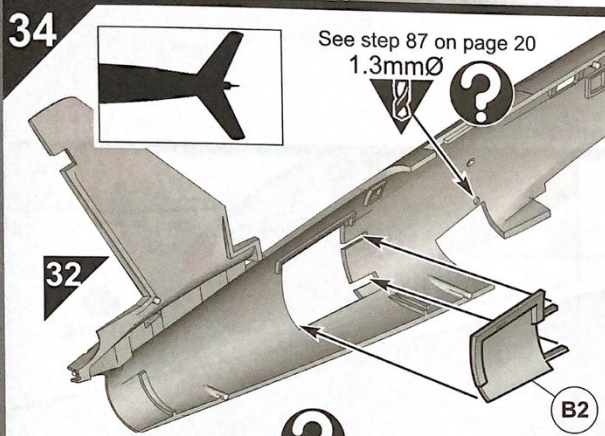
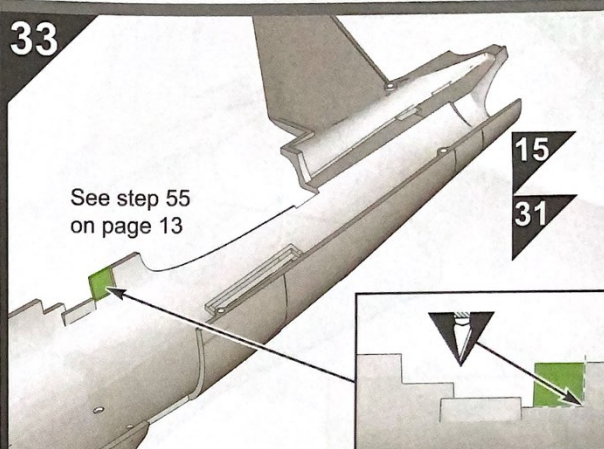
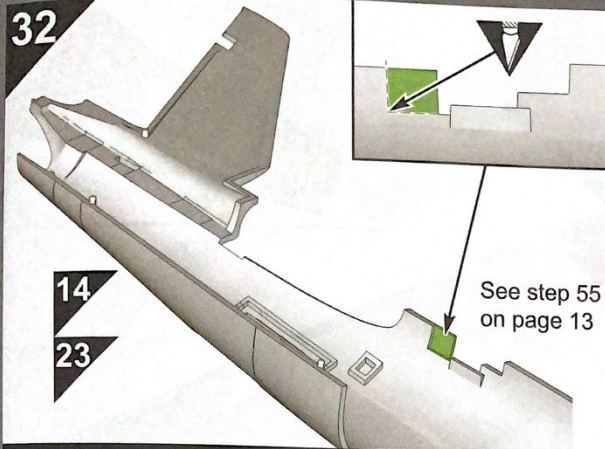


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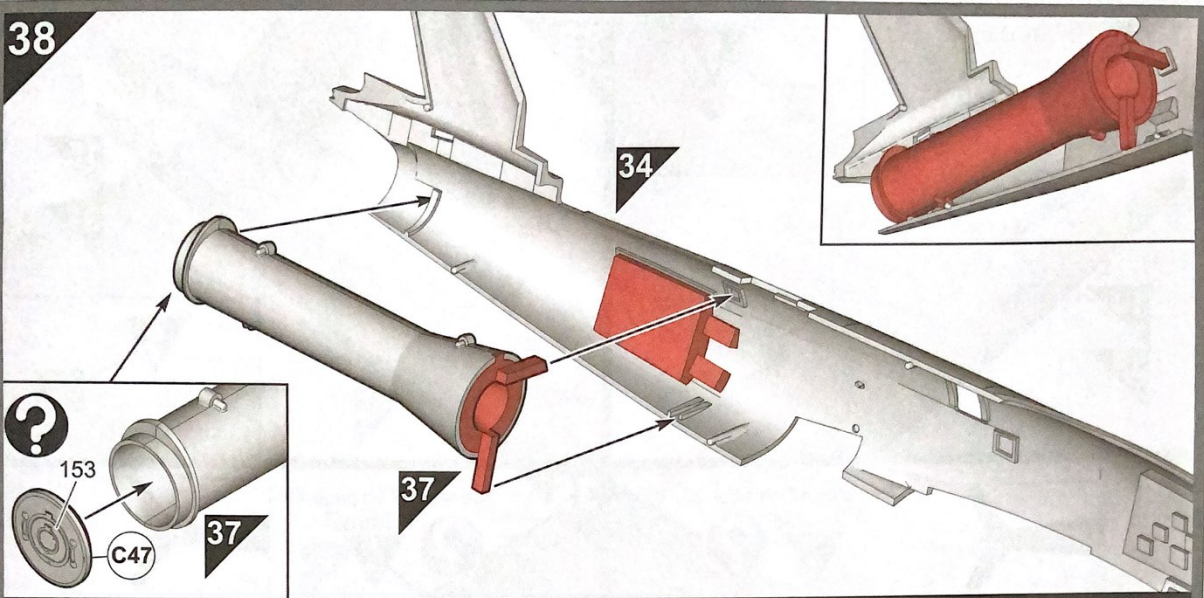


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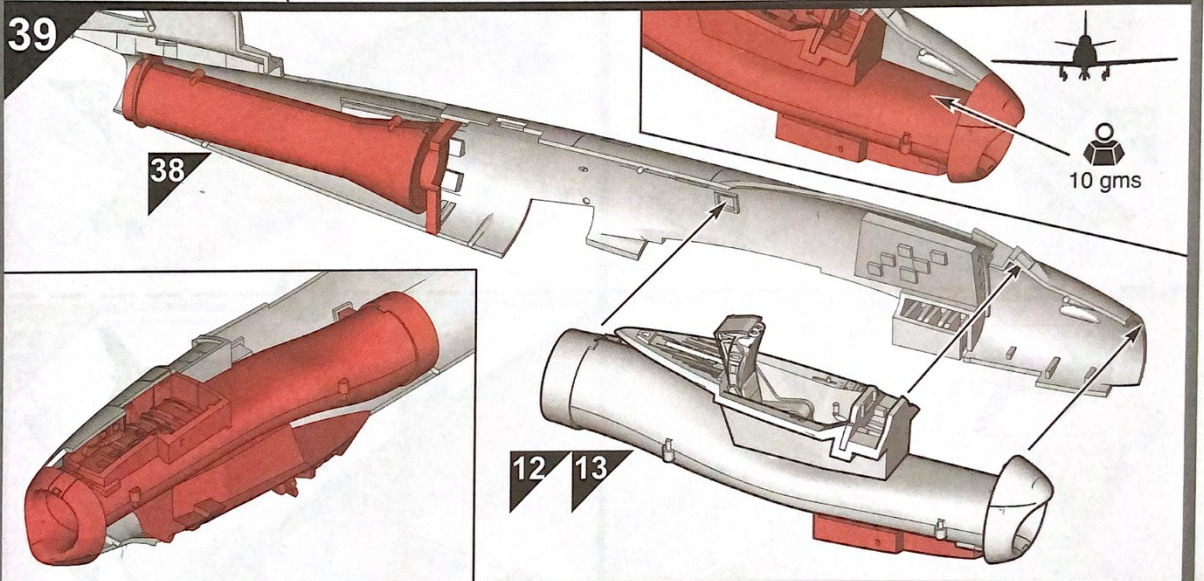




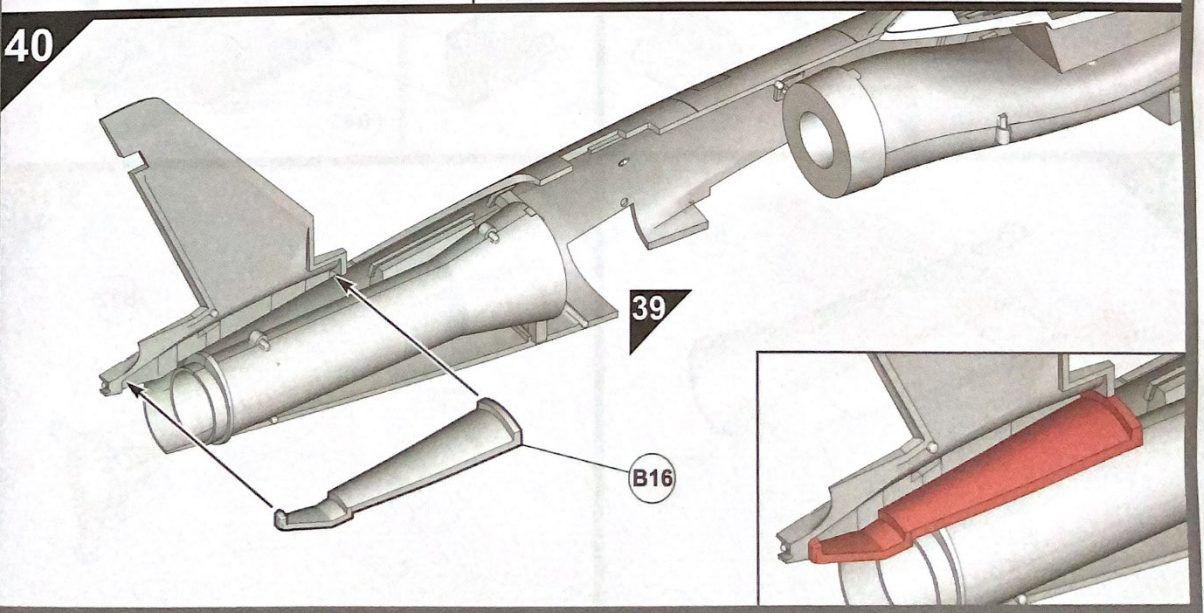
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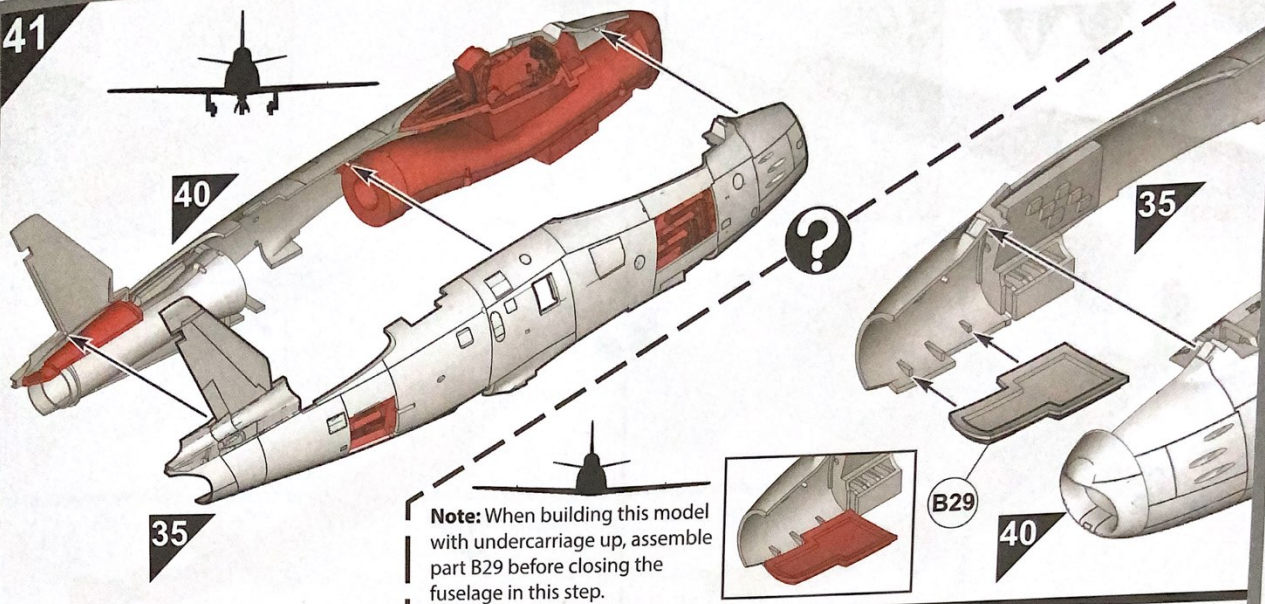
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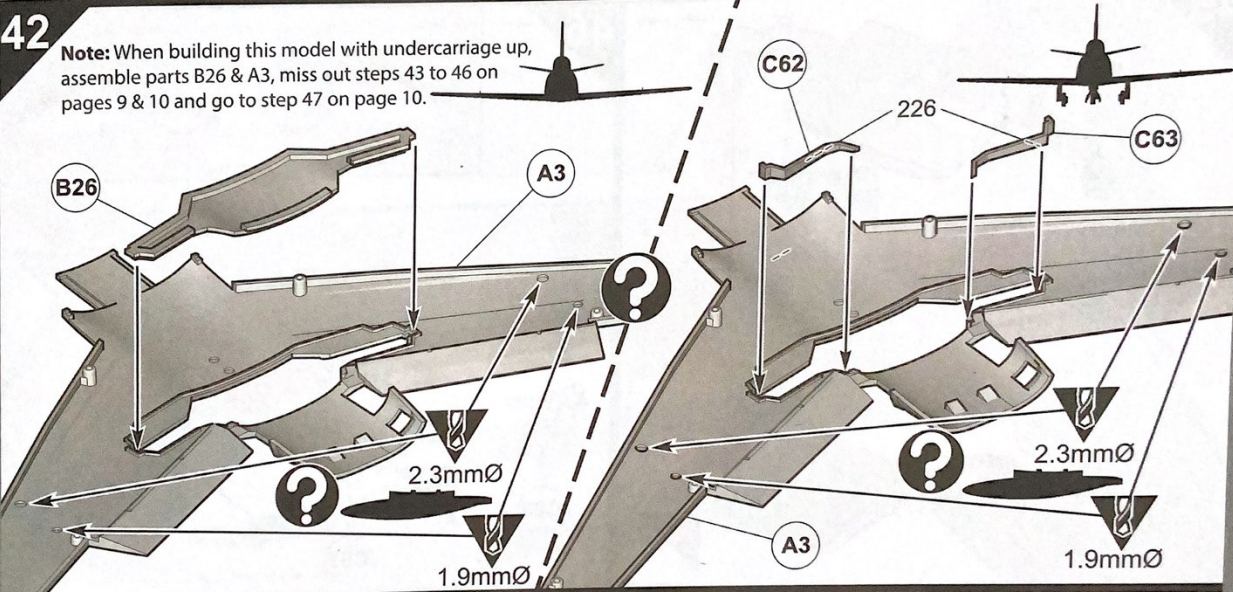
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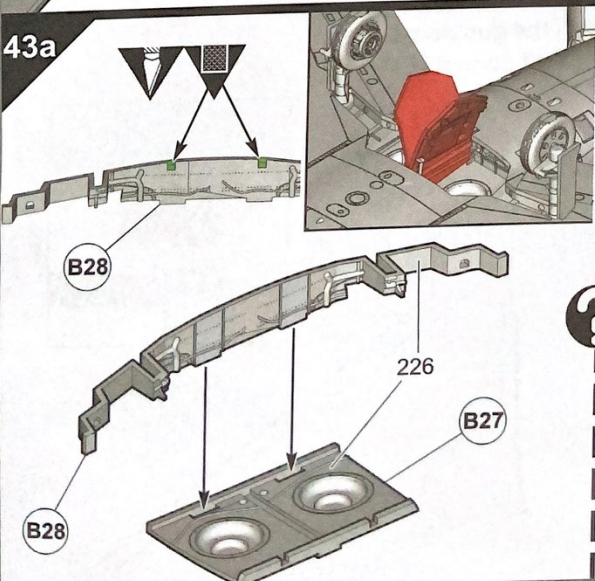
Note: When building this model with undercarriage up, assemble part B29 before closing the fuselage in this step.

42

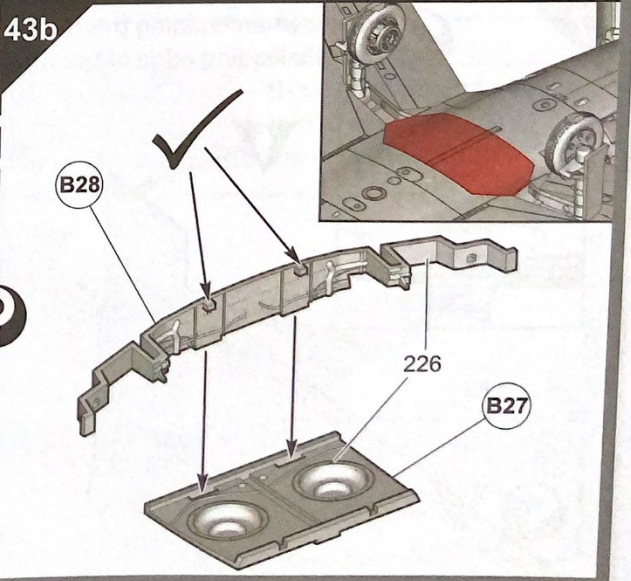
Note: When building this model with undercarriage up, assemble parts B26 & A3, miss out steps 43 to 46 on pages 9 & 10 and go to step 47 on page 10.

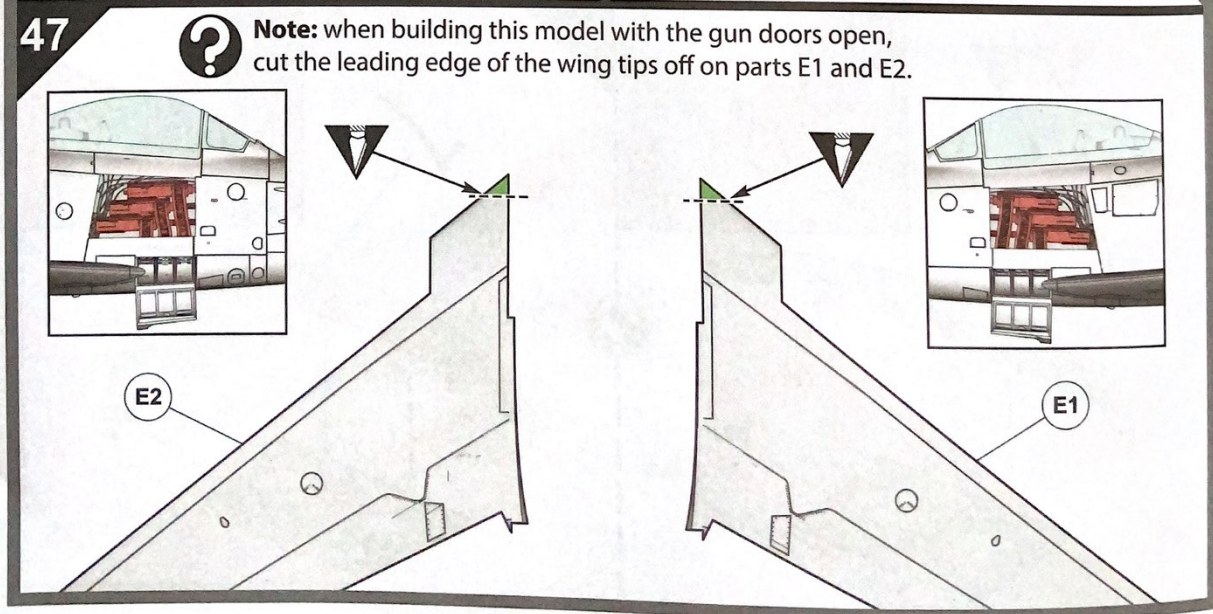
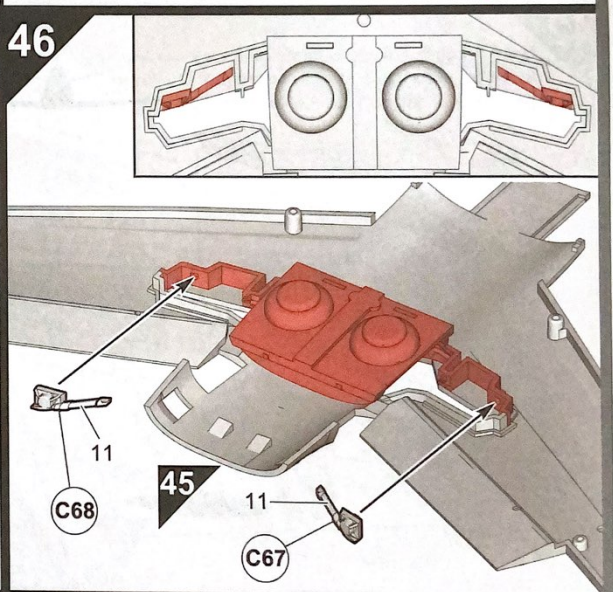
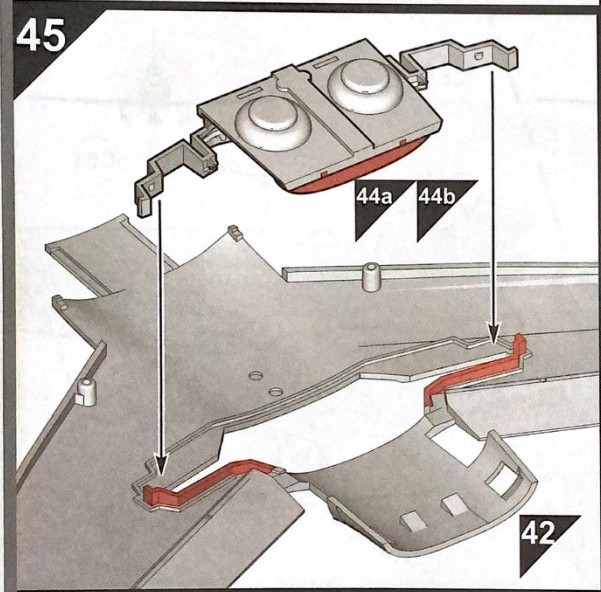
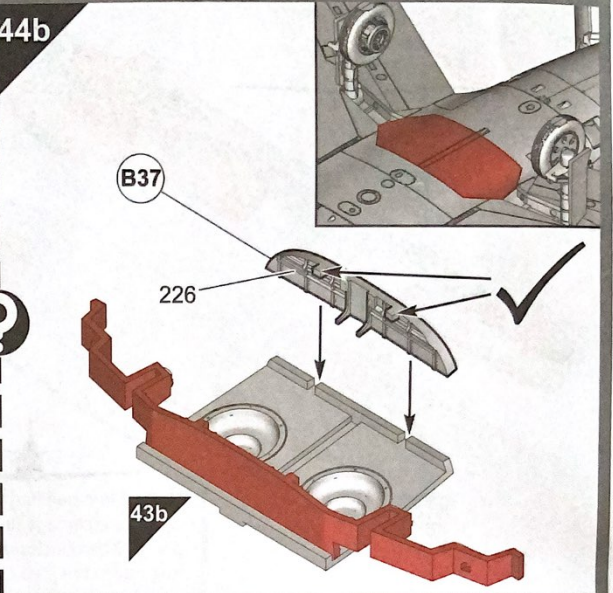
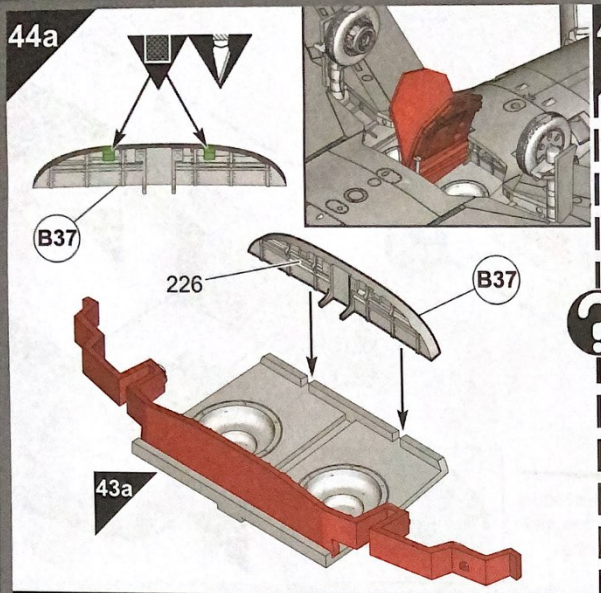


43a

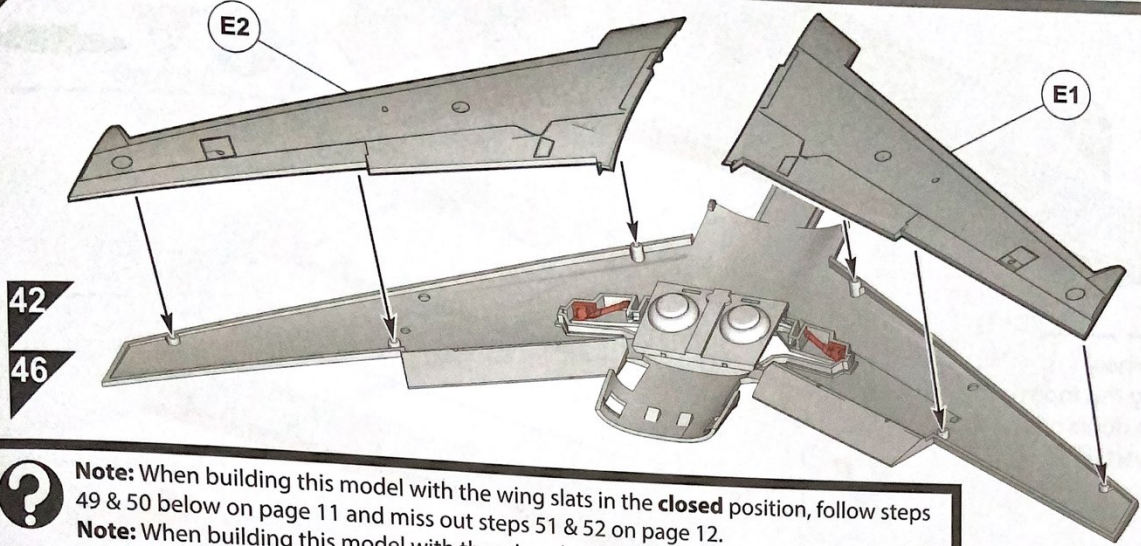


43b





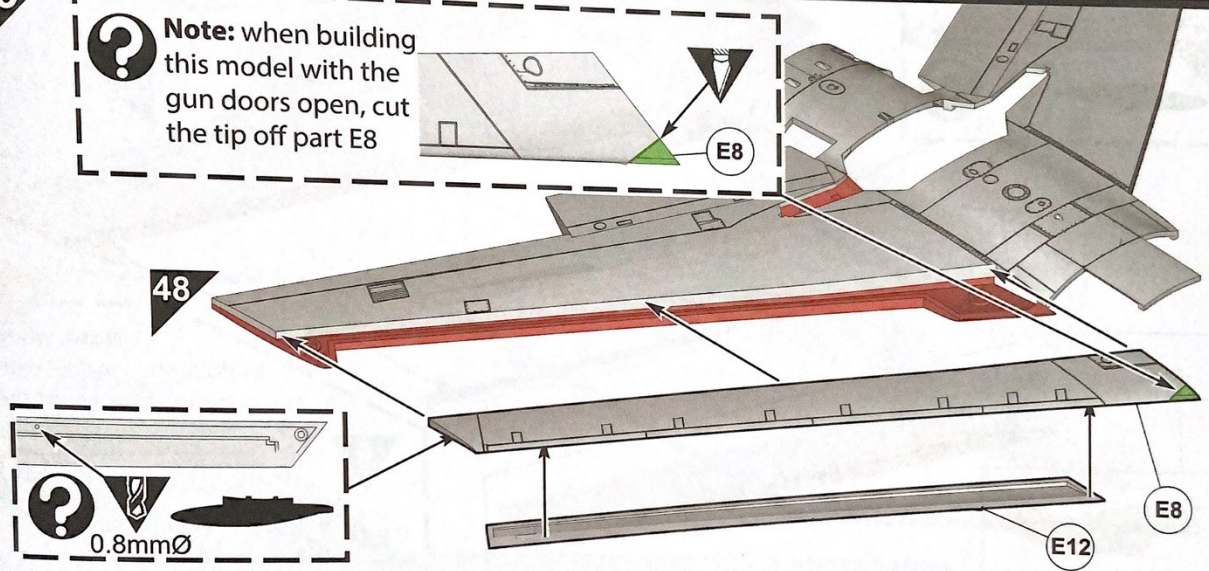
48



Note: When building this model with the wing slats in the **closed** position, follow steps 49 & 50 below on page 11 and miss out steps 51 & 52 on page 12.
Note: When building this model with the wing slats in the **open** position, miss out steps 49 & 50 below on page 11 and follow step 51 onwards on page 12.

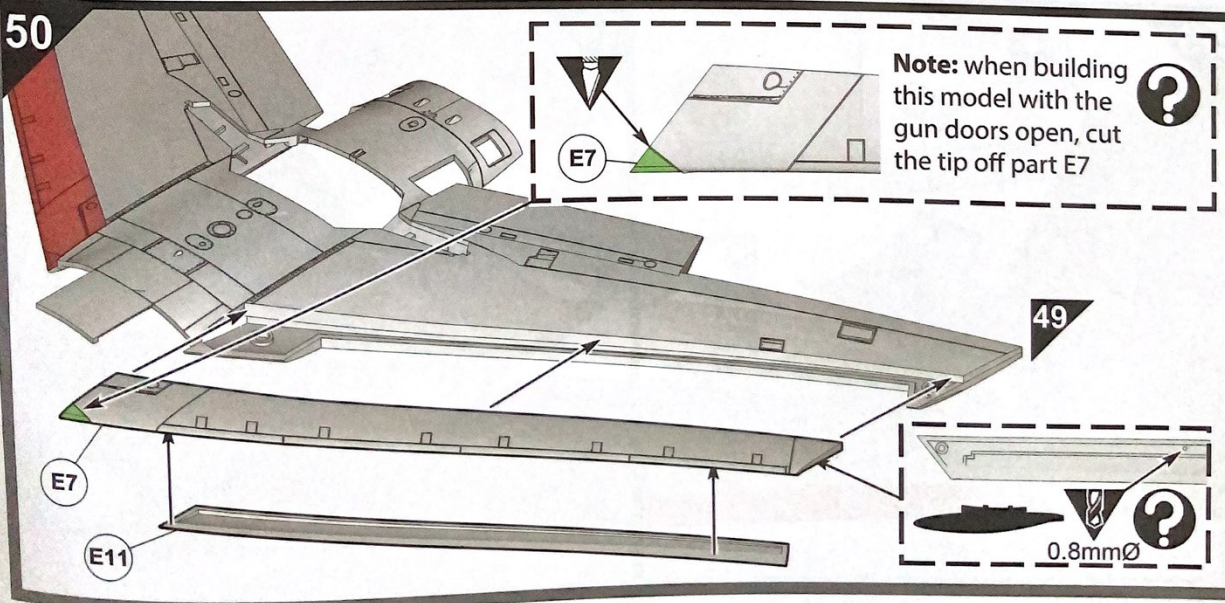
49

Note: when building this model with the gun doors open, cut the tip off part E8



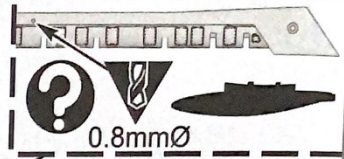
50

Note: when building this model with the gun doors open, cut the tip off part E7

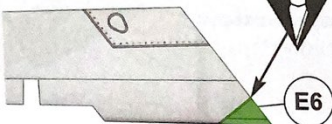


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48



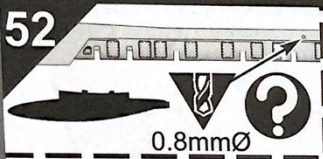
Note: when building this model with the gun doors open, cut the tip off part E6



E6

E10

52



51

E5

E9

Note: when building this model with the gun doors open, cut the tip off part E5



53

C53

54

C54

50

52

53

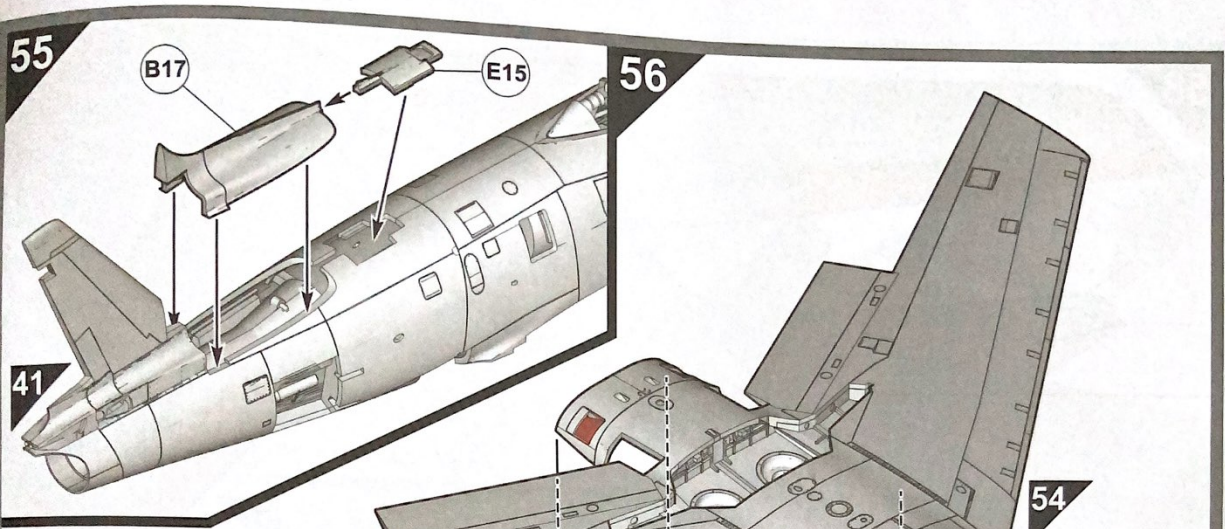
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B17

E15

56

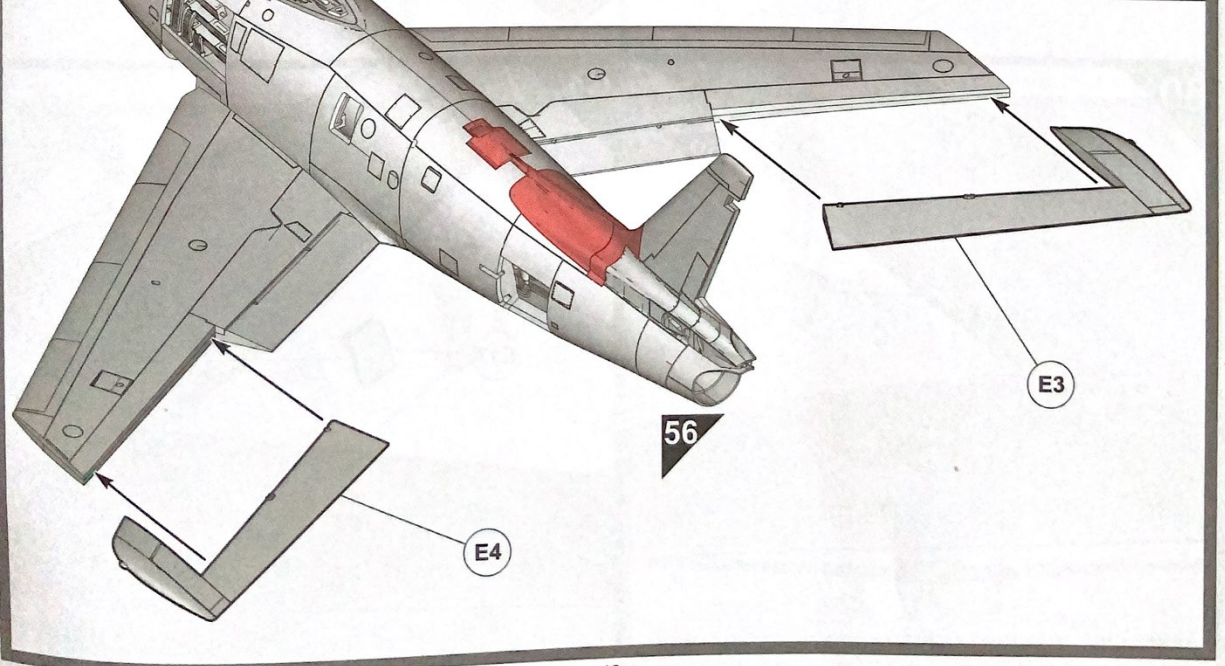
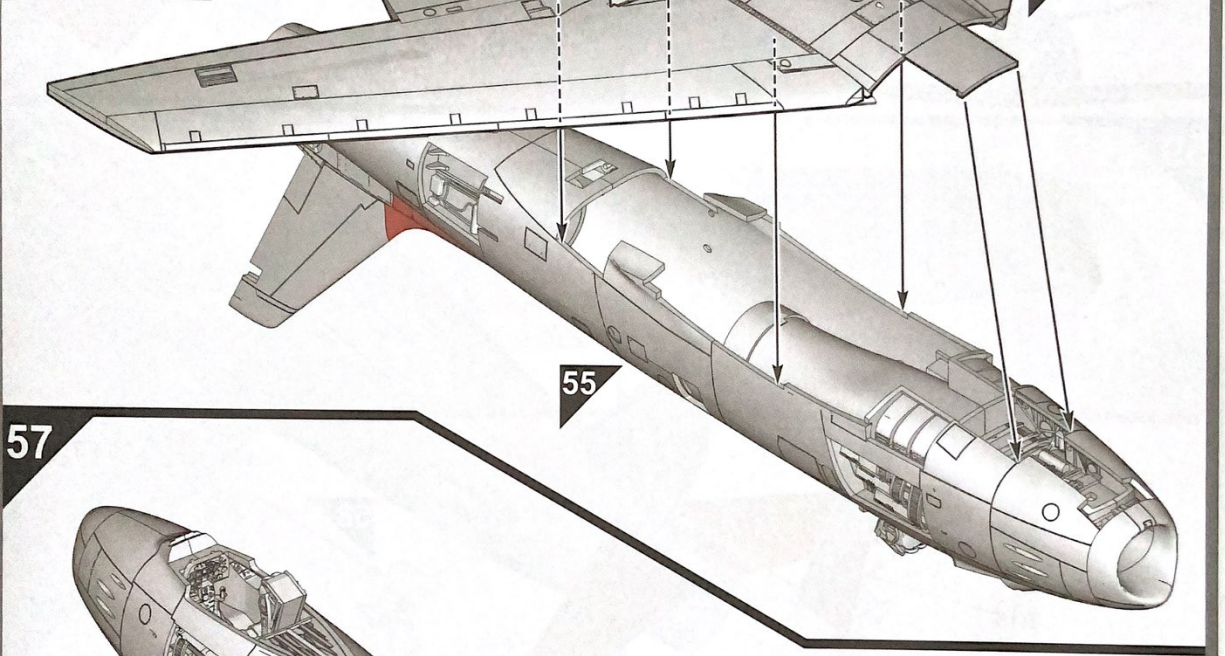
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57

55

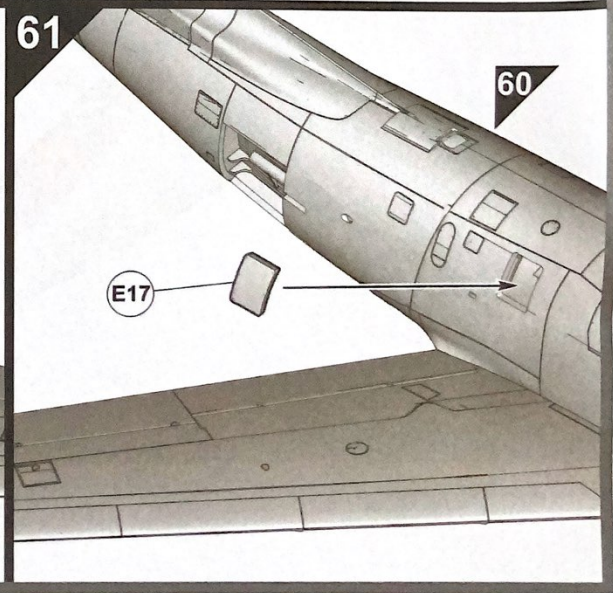
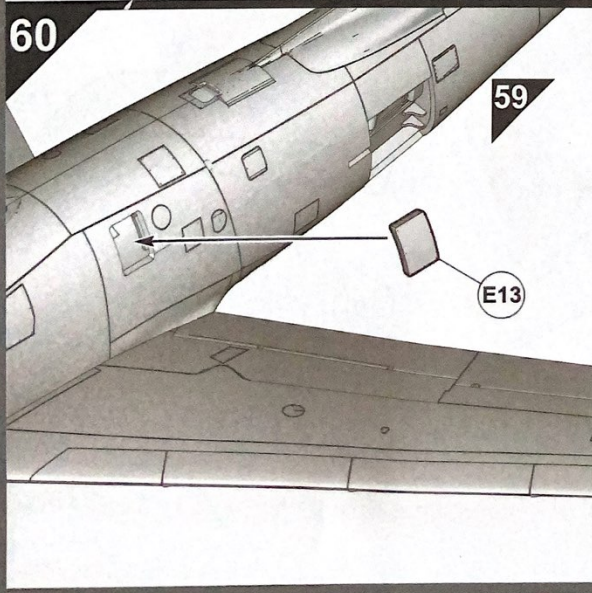
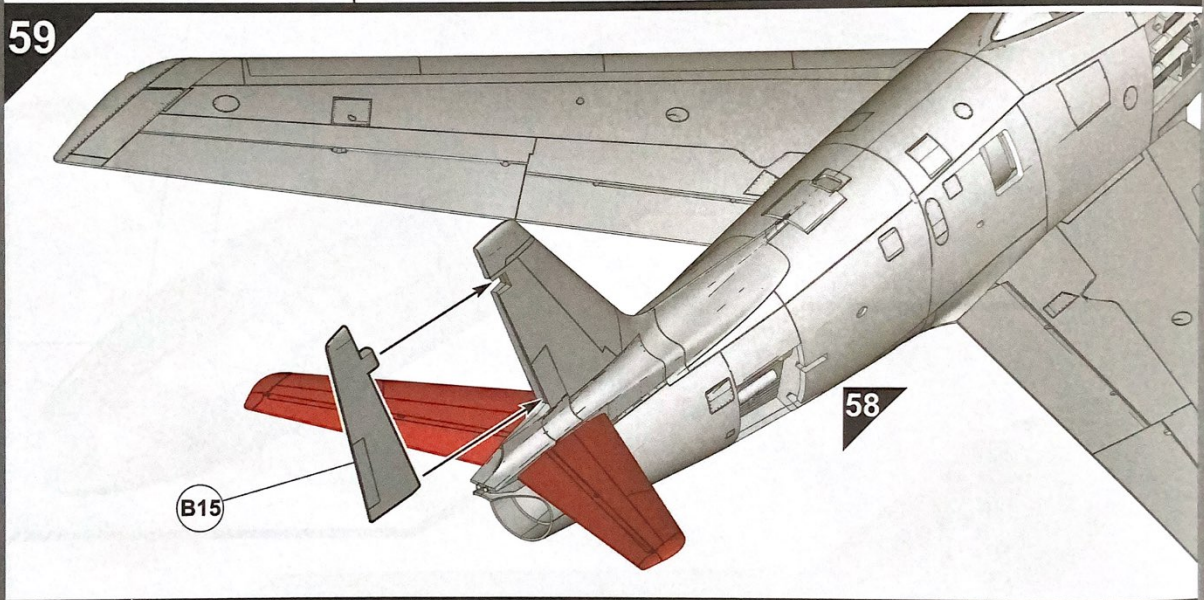
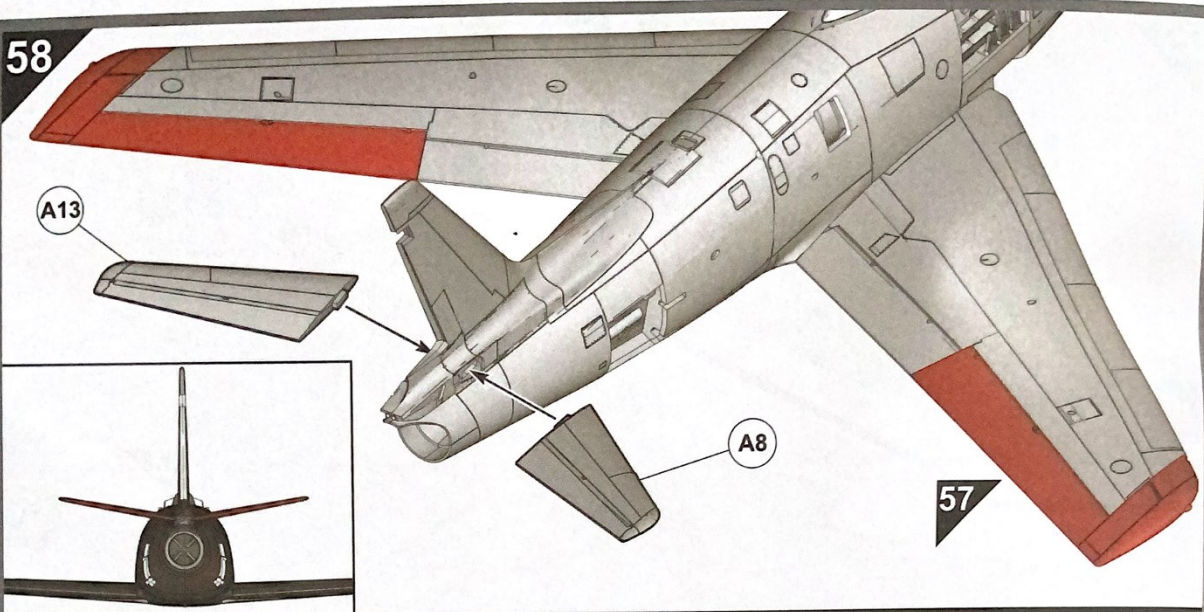
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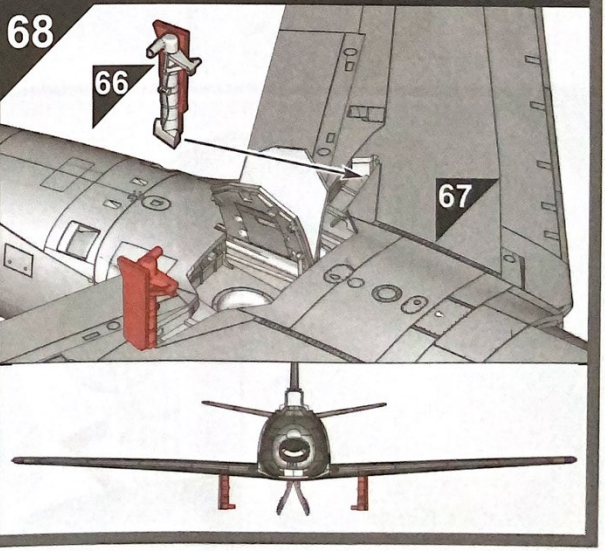
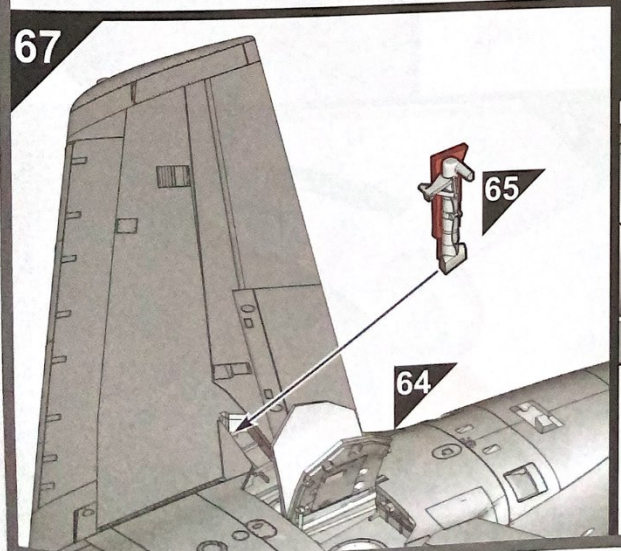
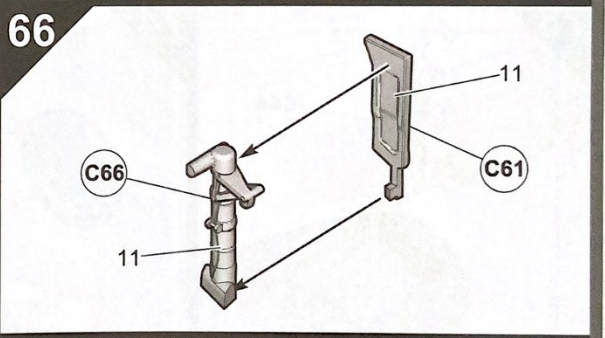
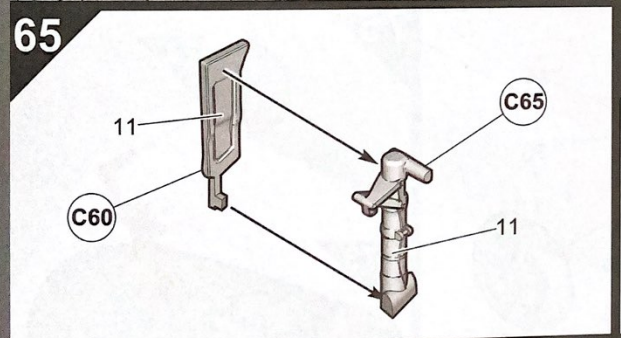
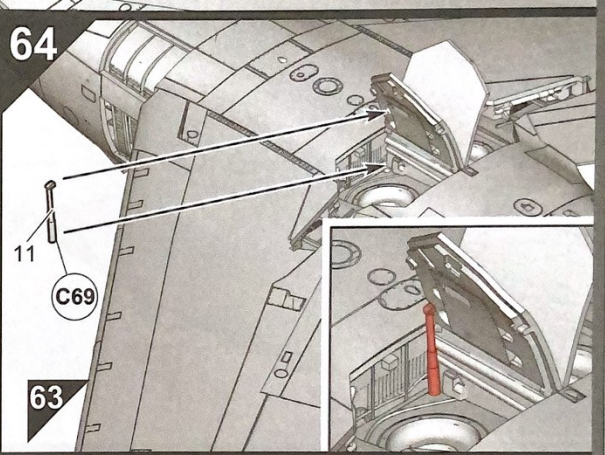
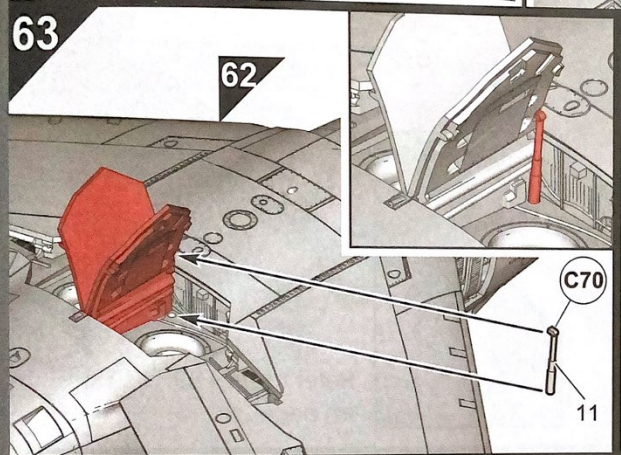
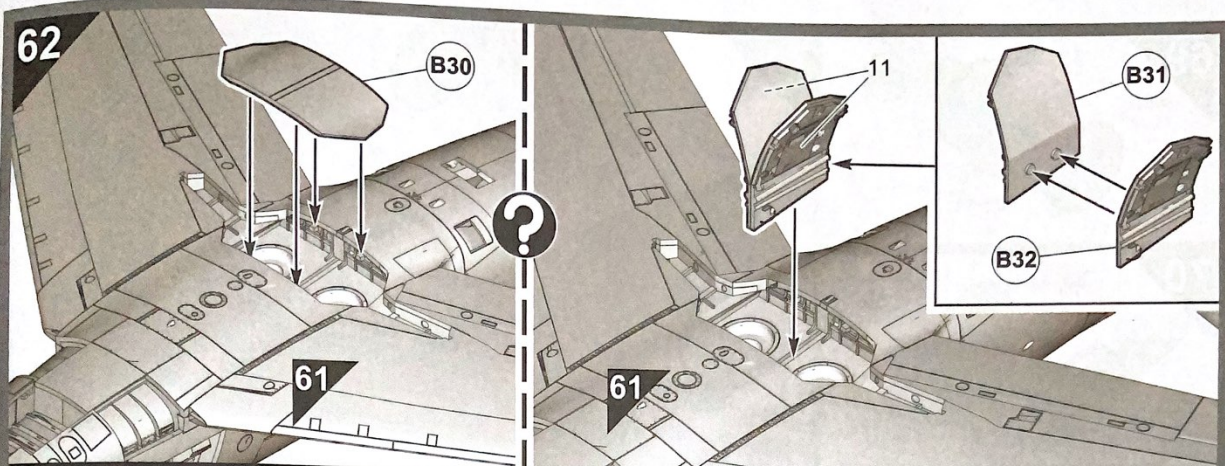


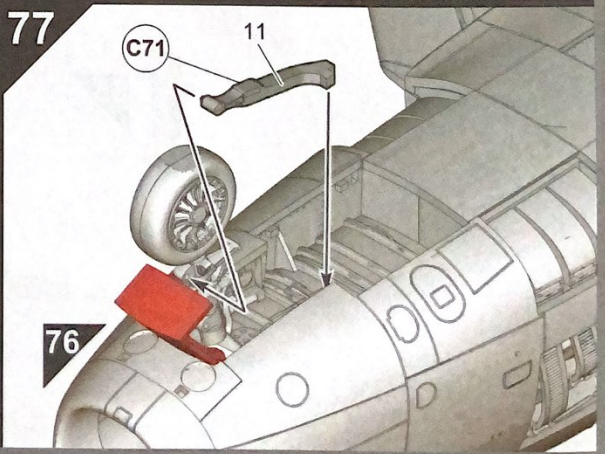
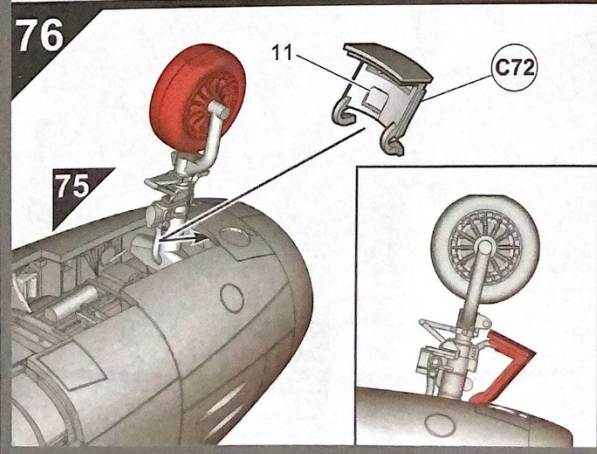
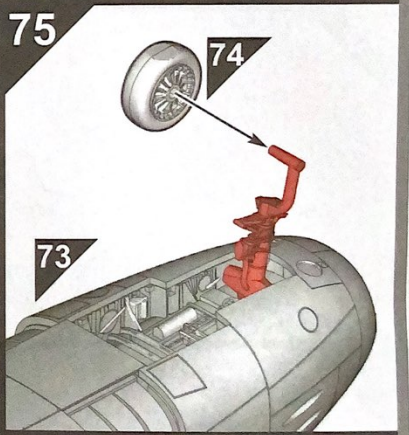
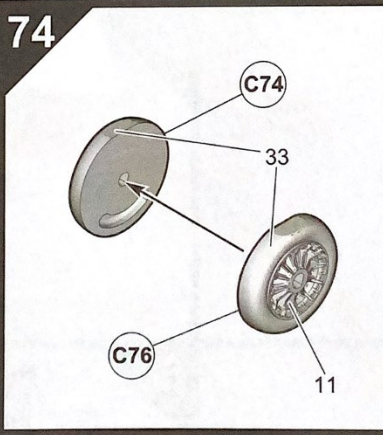
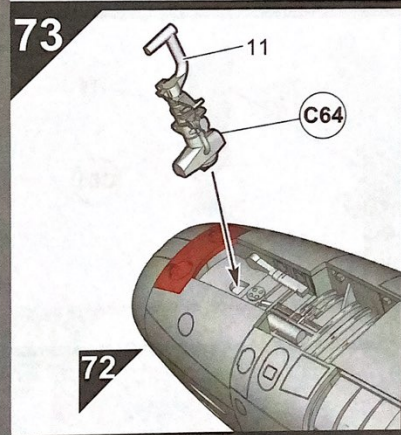
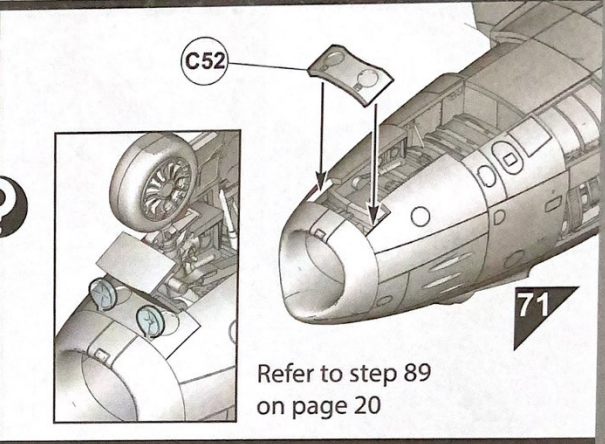
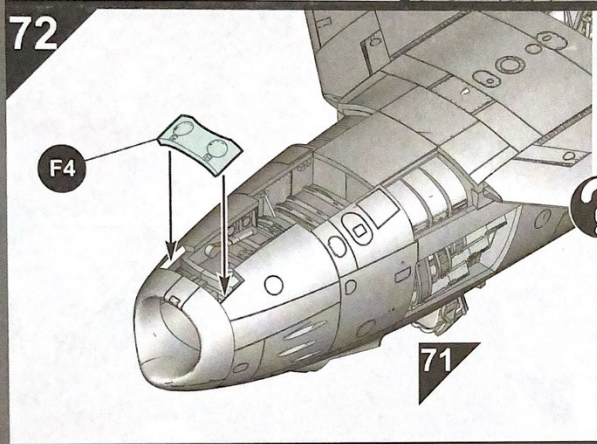
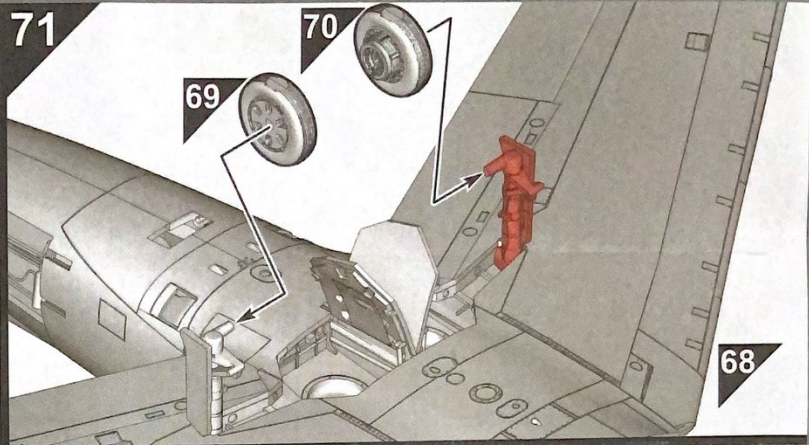
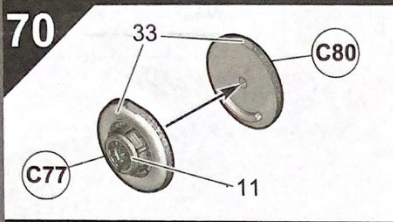
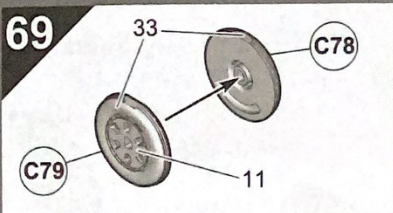
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E3

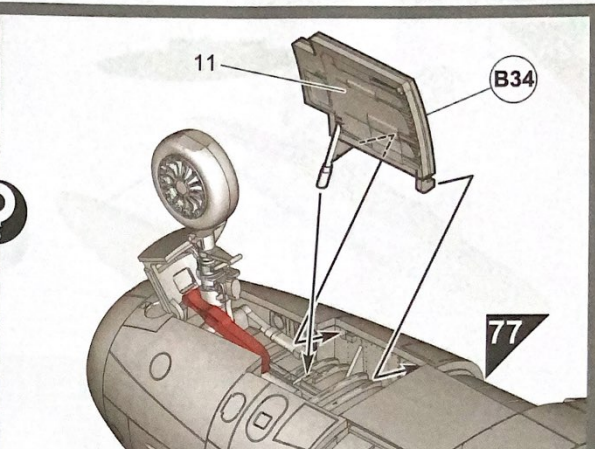
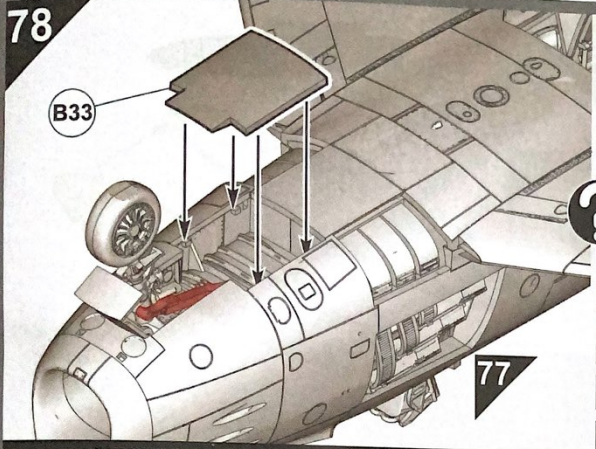
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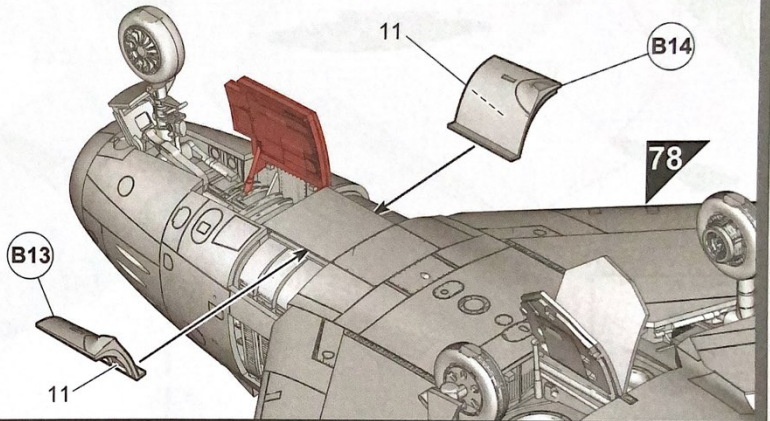
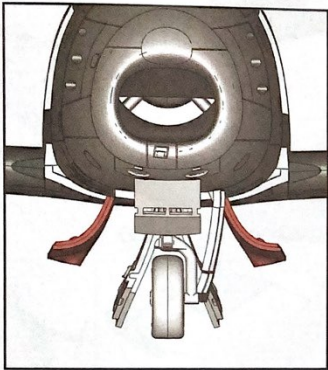




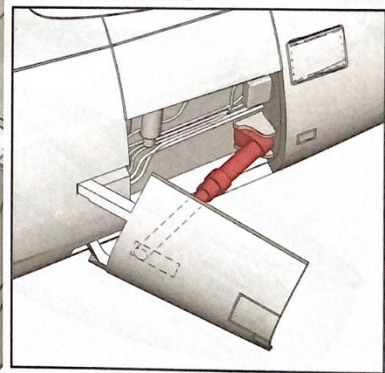
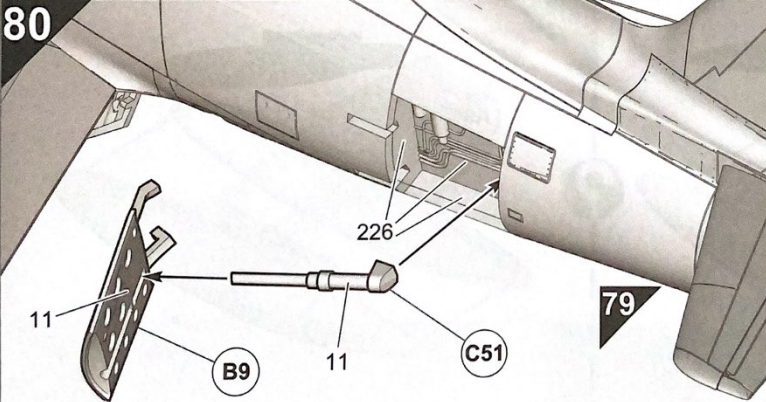
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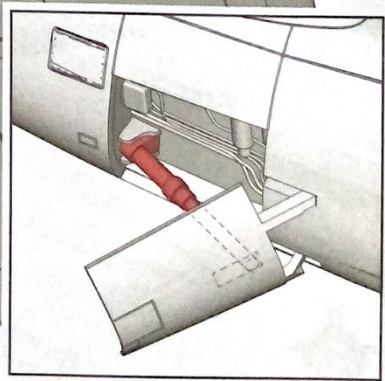
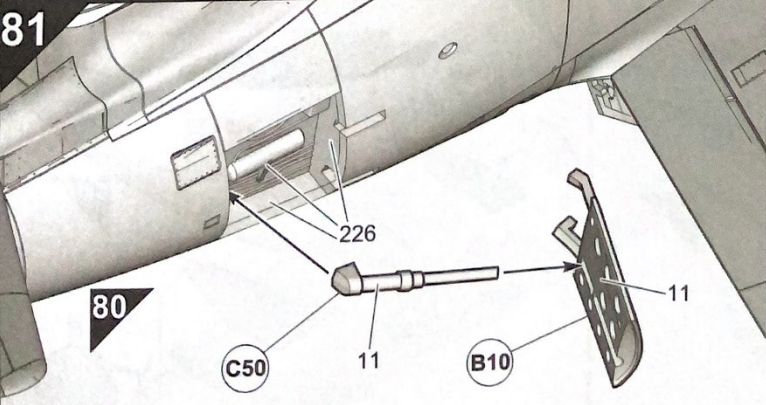
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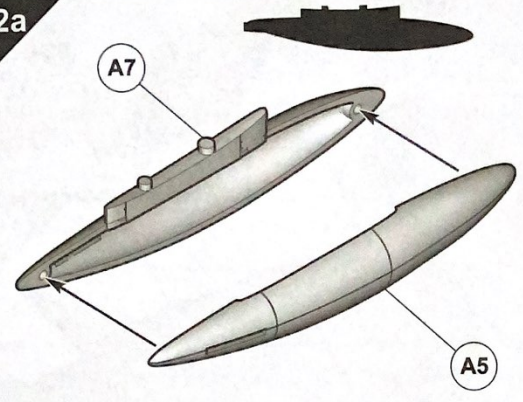
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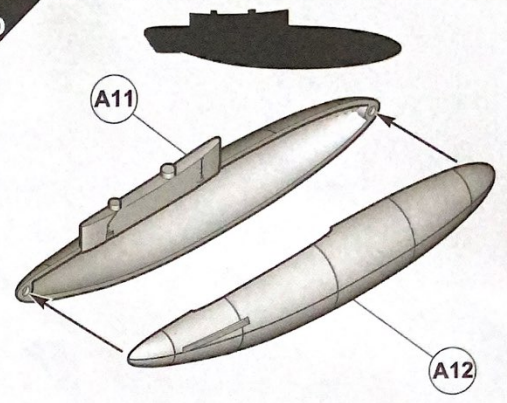
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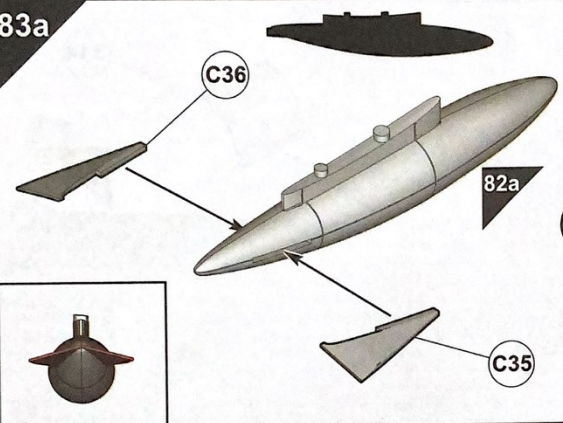
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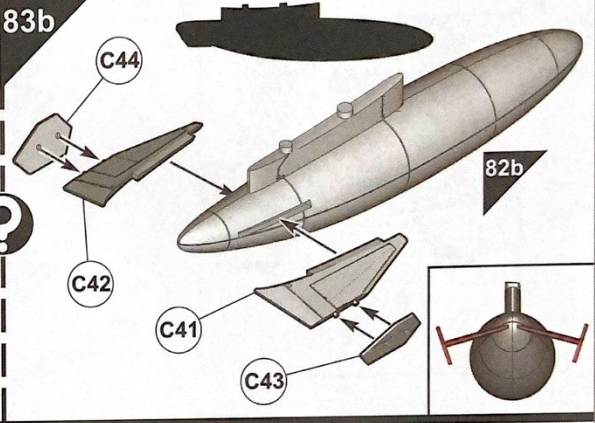
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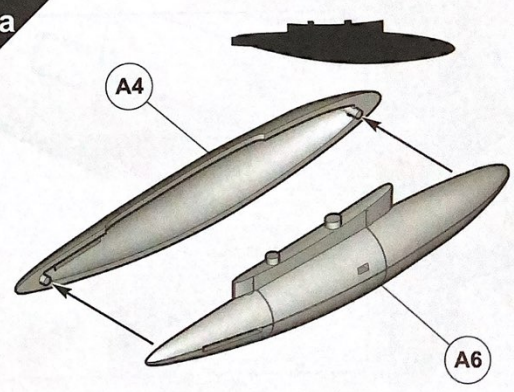
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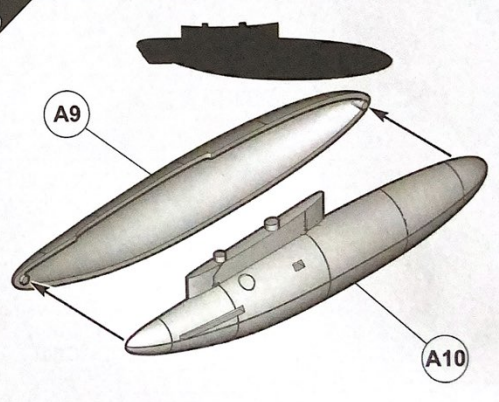
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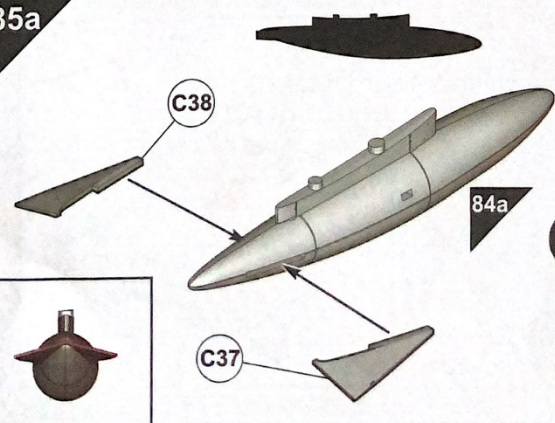
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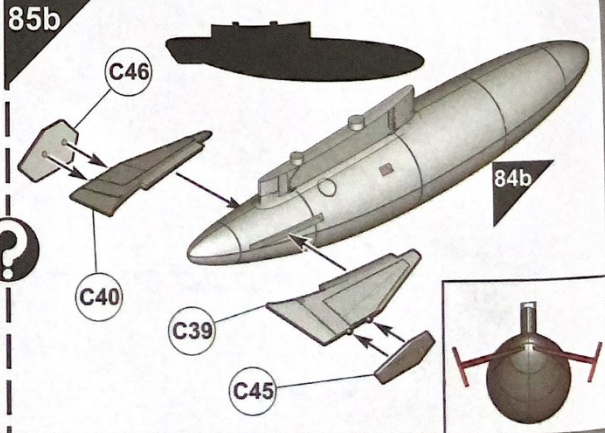
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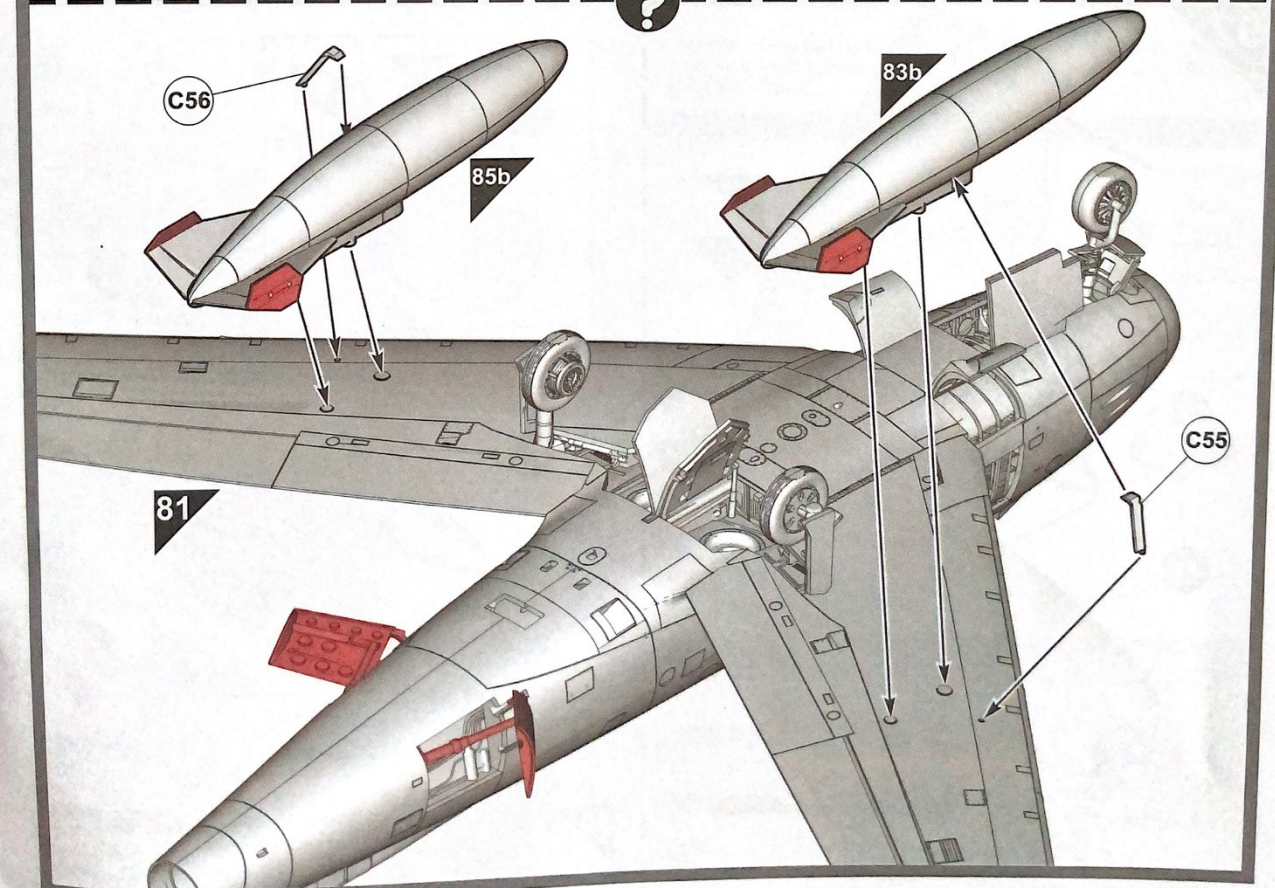
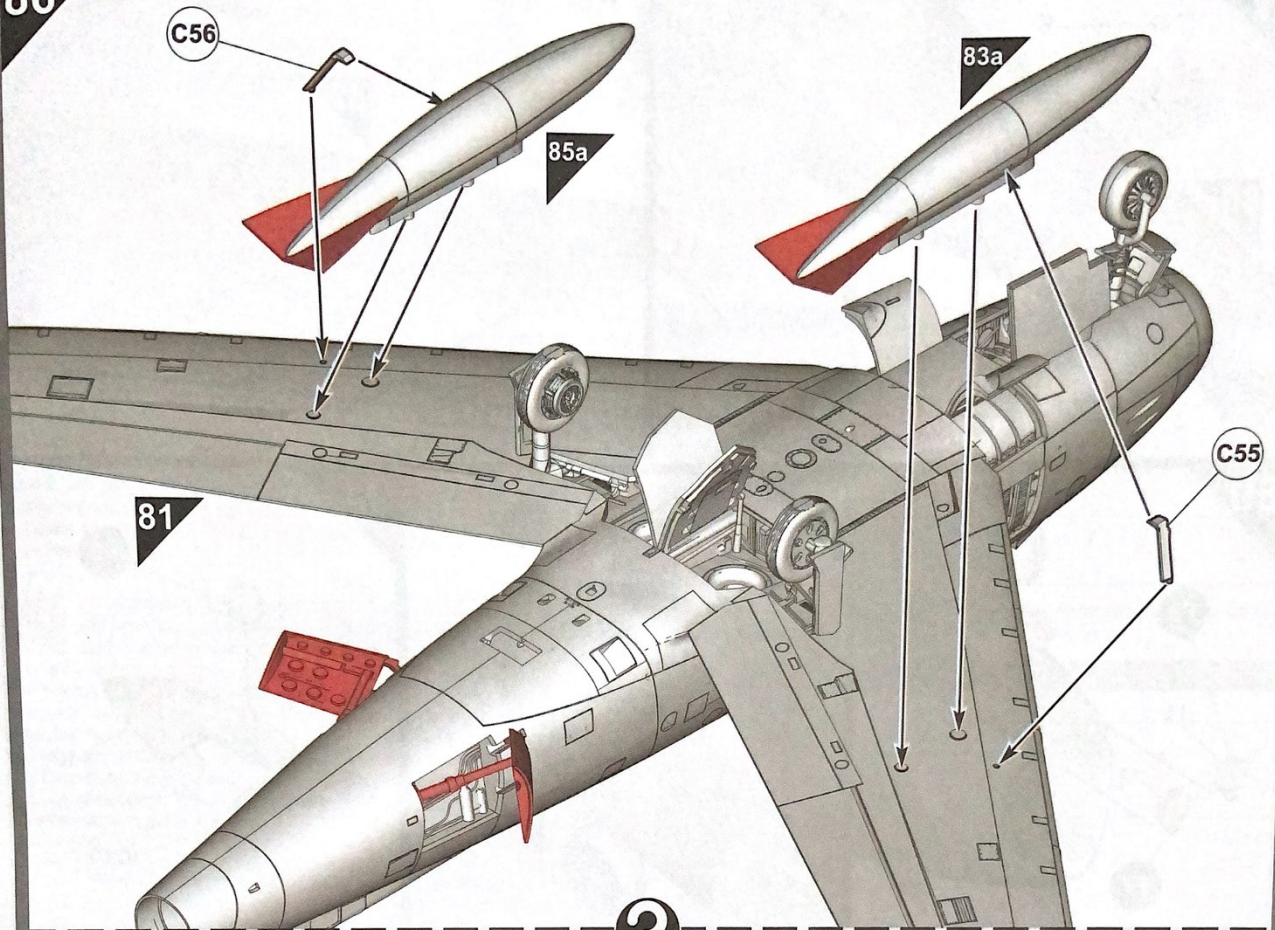


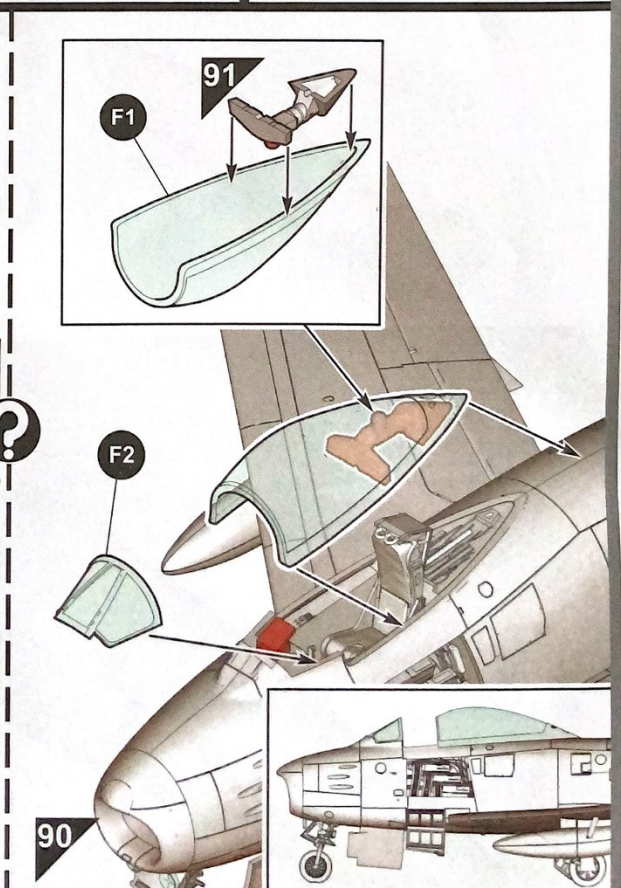
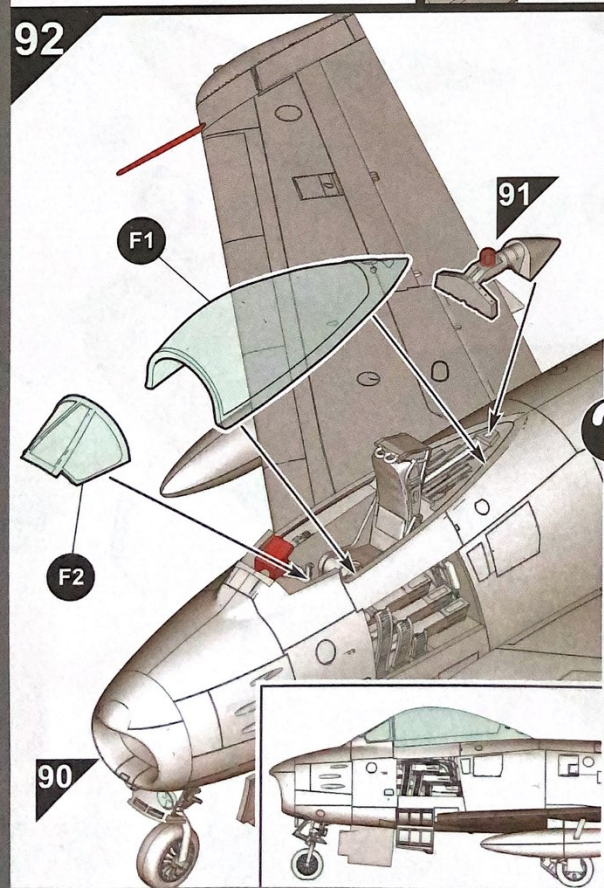
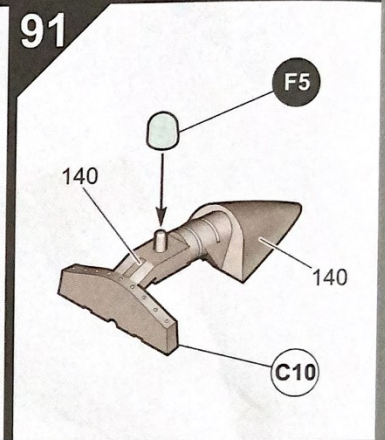
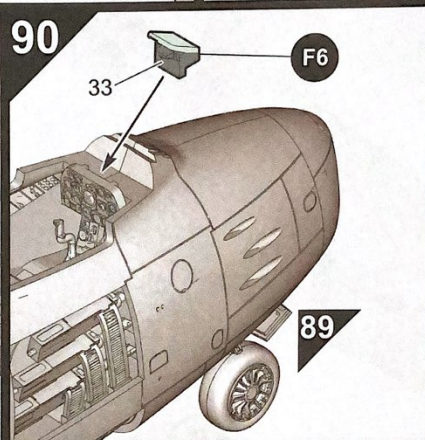
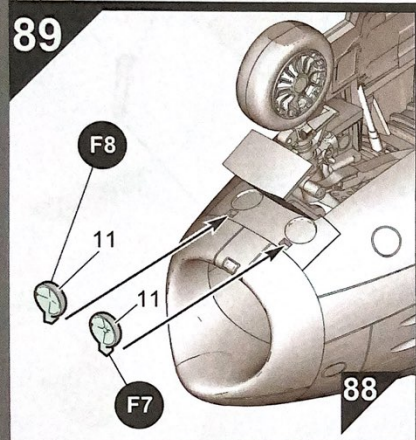
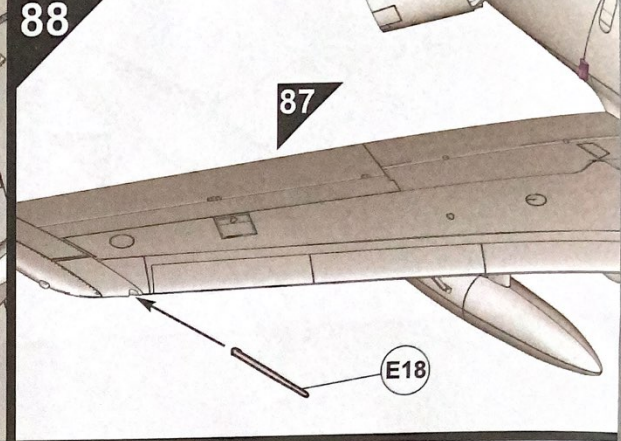
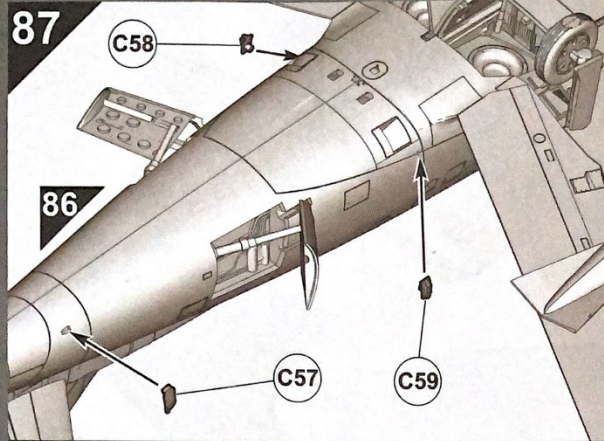
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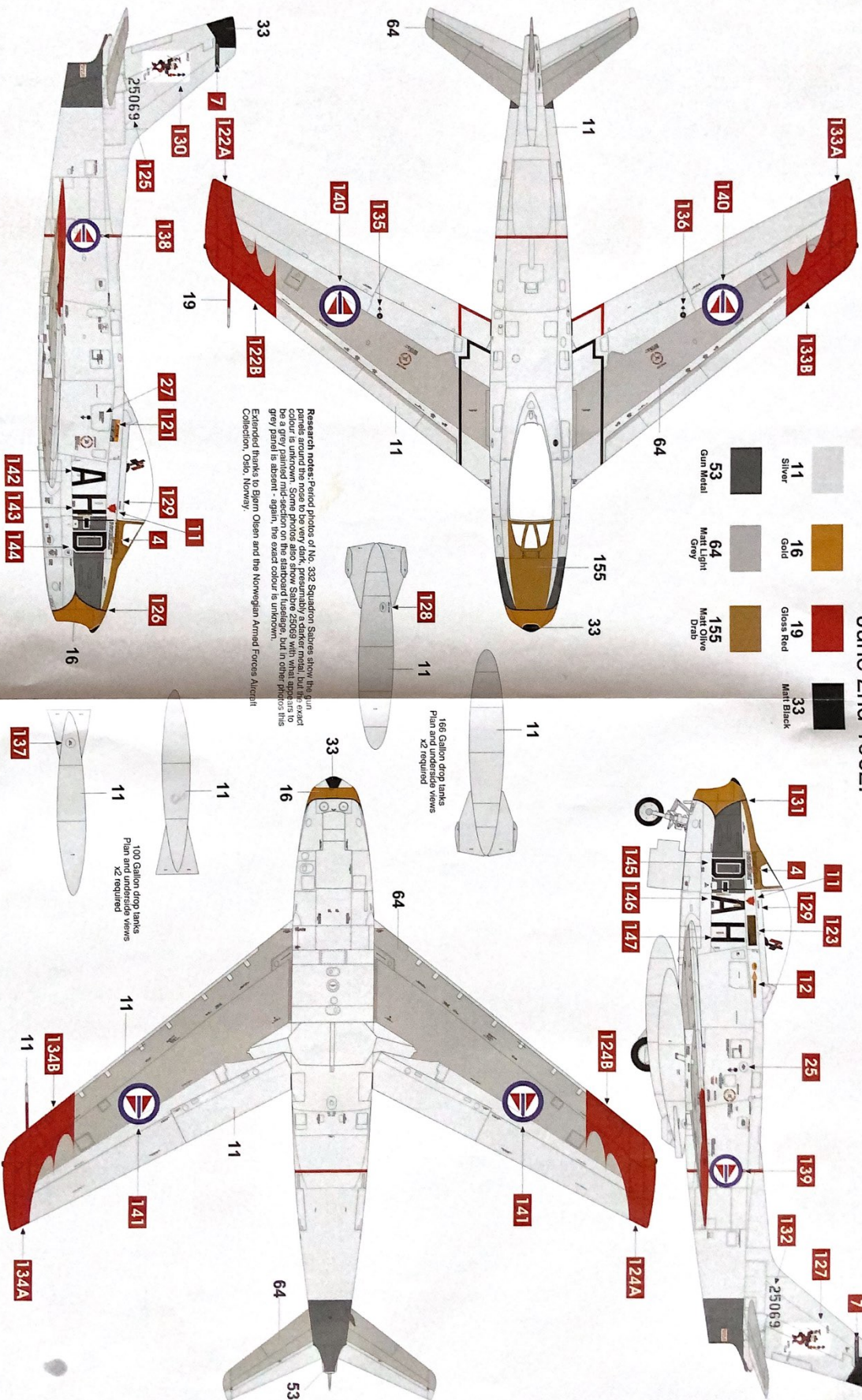
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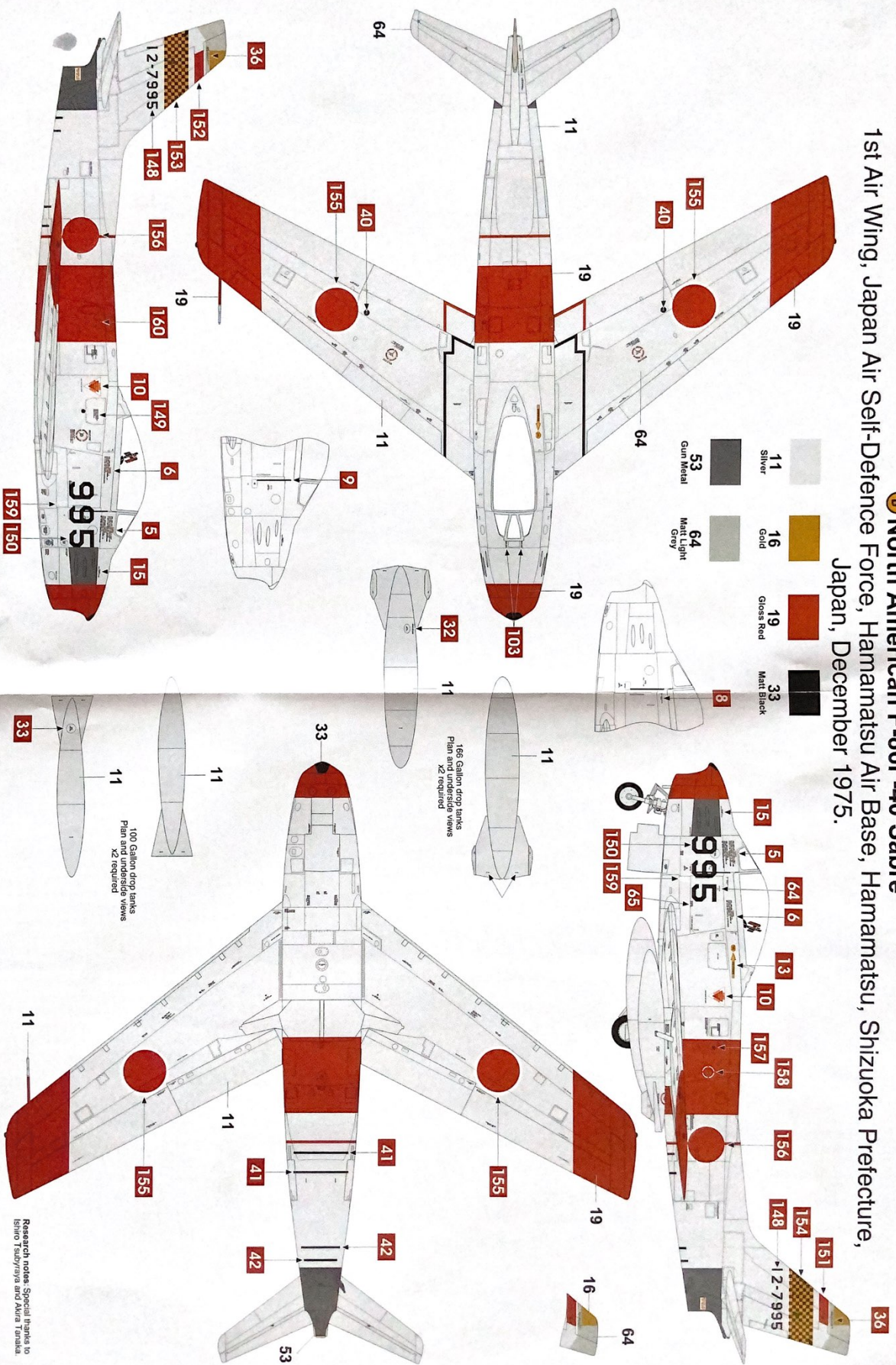


North American F-86F-40 Sabre
 "The Flying Jokers" aerobatic team, No. 332 Squadron, Royal Norwegian Air Force, Rygge Air Station, Norway,
 June 2nd 1962.



Manufactured by: Hornby Hobbies Ltd Westwood, Margate, Kent, CT9 4JX, UK +44(0)1843 233525 customerservices.uk@hornby.com
 EU Authorised Representative: Hornby Italia SRL Viale del Caduti, 52/A6, Castel Mella (BS), Italy, 25030 +39 0687501292 customerservices.it@hornby.com

B North American F-86F-40 Sabre
 1st Air Wing, Japan Air Self-Defence Force, Hamamatsu Air Base, Hamamatsu, Shizuoka Prefecture,
 Japan, December 1975.

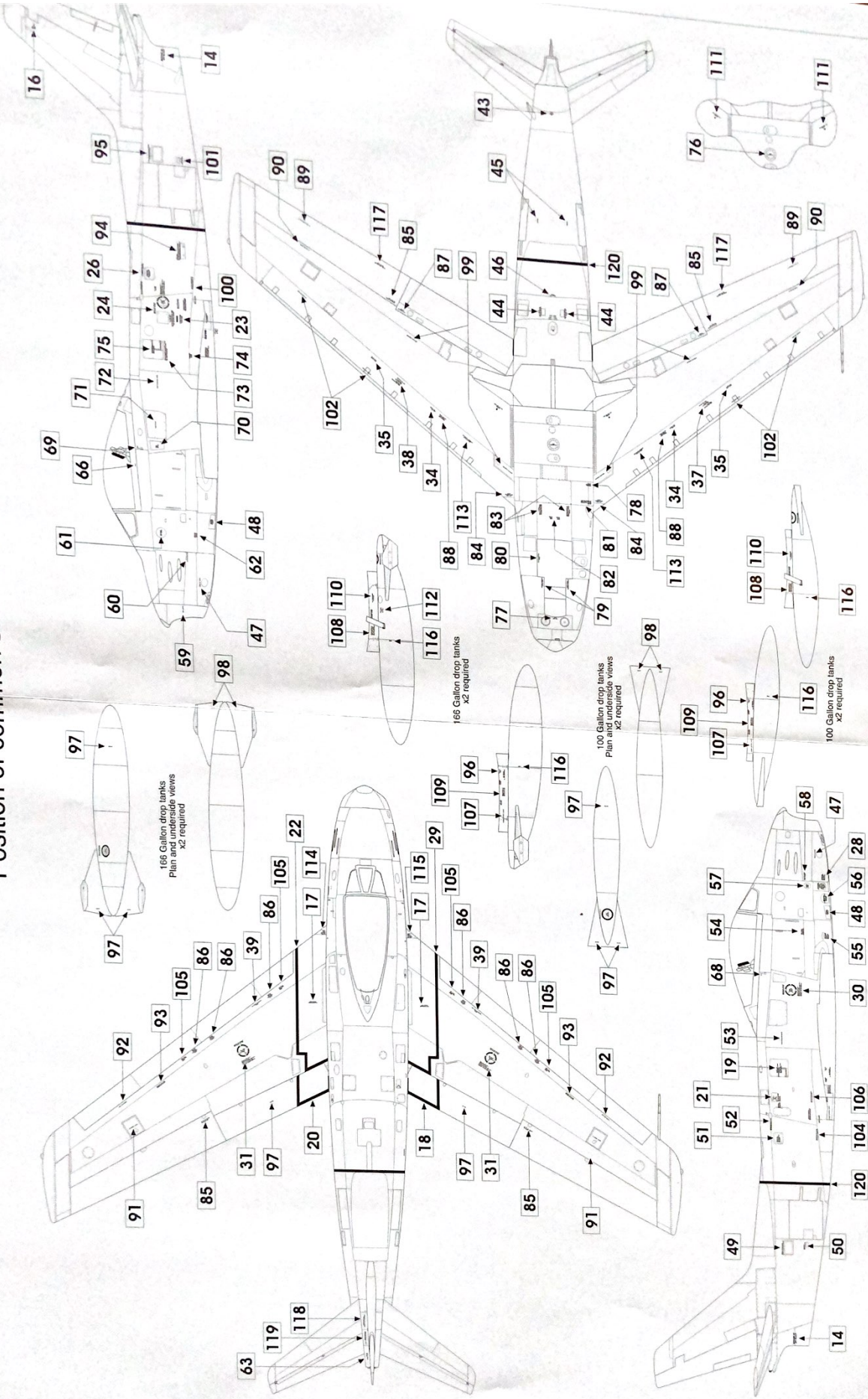


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 EU Authorised Representative: Hornby Italia SRL Viale del Caduti, 52/A6, Castel Mella (BS), Italy, 25030 +39 0687501292 customerservices.it@hornby.com

Research notes: Special thanks to
 Ikuo Tsubuyama and Akiro Tanaka

North American F-86F-40 Sabre

Position of common stencil data.



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Common

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71 72 73 74 75 76 77 78 79 80 81 82 83 84 85

86 87 88 89 90 91 92 93 94 95

96 97 98 99 100 101 102 103 104

105 106 107 108 109 110 111 112 113 114

115 116 117 118 119 120

121 122A 122B 123 124A 124B 125 126 127 128 129 130 131 132 133A 133B 134A 134B 135 136 137

138 139 140 141 142 143 144 145 146 147

148 149 150 151 152

153 154 155 156 157 158 159 160

161 162 163 164 165 166 167 168 169 170

171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000

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