Boeing Sabre chase planes
With the dawn of the jet age, Boeing required an aircraft which could be used to provide a safety observer, photography platform, and an airspeed calibration platform for its new generation of jet airliners. Boeing chose the Orenda-powered Canadair Sabre as a simple, easy to maintain airframe to fulfull its chase aircraft requirements. In December of 1962, Sabre Mk.5, C/N 886 was delivered to Boeing and registered, very appropriately, N8686F. The aircraft had been delivered to the RCAF in 1954, with serial number 23096, and had seen service with the RCAF's Golden Hawks aerobatic team. The aircraft served with Boeing (based at Boeing Field in Seattle) from 1962 through 1974 when it was sent to Flight Systems Inc. to be turned into a target drone.

Boeing had all of the Sabre's military equipment removed, the gun ports on the nose plated over (although a faint outline of them was still visible), and a camera mounting system installed. Initially a small fairing on the left hand gun bay door (only) was added, this covering an optically clear window behind which the cameras were mounted in the gun bay. A canopy mounted camera system was also added. Later on, the gun bay camera mount was removed, leaving the canopy mount as the sole photographic capability. Other modifications included the addition of a longer pitot tube on the left wingtip, removal of the gun sight above the instrument panel, and removal of the ADF loop antenna fairing inside the aft canopy. The Sabre's smaller 120 gallon wing tanks were retained.

"Eight-six Fox" wore two colour schemes while with Boeing. From 1962 until 1972 it was painted overall pale yellow. The leading edges of the intake (highly polished), vertical fin, horizontal stabilizers, and wings were natural metal. The upper fuselage was semi-matt black. The small radome at the top of the intake was also black. The main part of the rudder was natural metal, with its upper portion being a raw fibreglass (greyish tan) colour. The natural metal leading edge of the wing tank pylons and the nose caps of the tanks were also natural metal. The landing gear bays and the inside of the gear doors were glossy white, with the gear struts and wheel hubs being painted aluminium. Inside the speed brake wells and the speed brake inner surfaces were also glossy white. The aircraft was repainted in 1972 into an attractive white, red, and black scheme.

Boeing replaced this aircraft with another Mk.5, C/N 1153, RCAF serial number 23363 in 1974. It received the same white, red, and black scheme as the previous aircraft, and also the same registration, N8686F – leading many to believe it was the same aircraft. This aircraft had been upgraded with Mk.6 wings, extended chord "6-3" wing with leading edge slats. It seems that the slats were wired closed as no photos show the slats hanging open. It also differed from the first aircraft by having the gun bay cameras on both sides and the larger 206.5 gallon wing tanks with vertical fins. The second Sabre remained in use until the early 1990s. Boeing's chase, calibration, and photo work was then taken over by another vintage aircraft, a CT-133 Silver Star.

This decal sheet includes decals for C/N 886 in its first sceme, as well as for C/N 1153.

Modelling notes
As a Canadair Sabre Mk.5, both aircraft were fitted with the short span extended chord "6-3" wing. The first aircraft should have the wing fences attached, while the second should have no wing fences and the slats in the closed position. The Canadair Sabre Mk.5 also featured the "sugar scoop" intakes just behind the wing trailing edge. Being powered by the Canadian designed Orenda engine rather than the General Electric J-47 of American built Sabres, some of the panel detail on the center fuselage was slightly different. Both mid-fuselage fuel fillers were on the right side on Canadian aircraft, and there was a small aft-facing vent on both sides above the wing. Compare the diagrams in the instructions to the kit to see where to make the changes. Most 1/72 scale kits include the smaller 120 gallon fuel tanks that were used on C/N 886. Good reproductions of the 296.5 gallon fuel tanks that were used on C/N 1153 can be found in the old Heller kit.

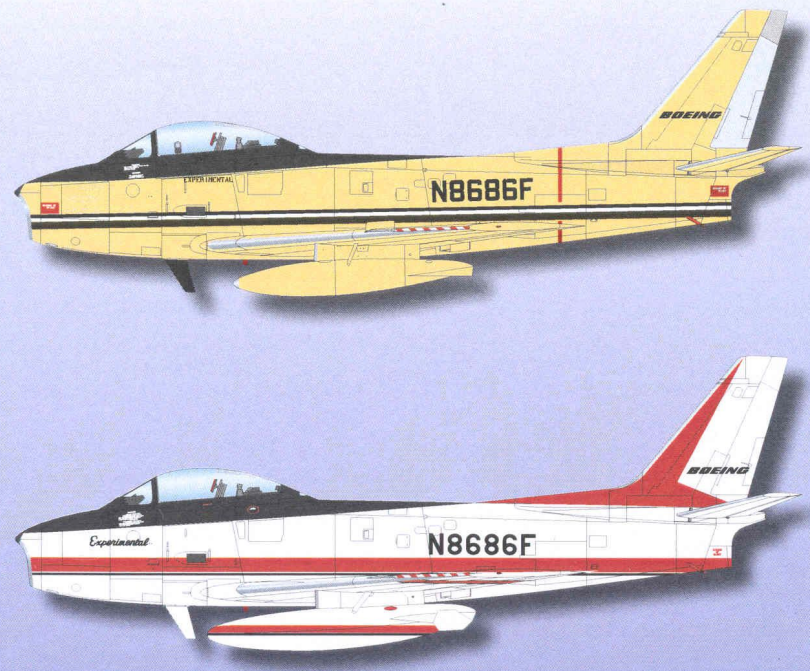
Decal application
The decals have a very thin carrier film and need to be handled with care. Individual decals should be cut out and soaked for a few seconds in lukewarm water. Slide the decal from the paper over to the model's surface without wrinkling. Avoid moving the decal excessively to avoid tearing the film and washing off the adhesive. The carrier film will at first seem rigid and difficult to lay down over complex surfaces, but using decal solutions like Micro Set and Micro Sol will make them snuggle down over detail and make them look painted on when completely dry. Use the strong solutions just over the complex surfaces though, not the entire decal as this may cause colour layers to crimp. In case of overlaying decals, always make sure that the lower decal is completely dry before applying the next one. For best results, decals should always be applied to a gloss surface. As the fuel tank stripes might be difficult to position in place, an extra set is provided, in reserve.

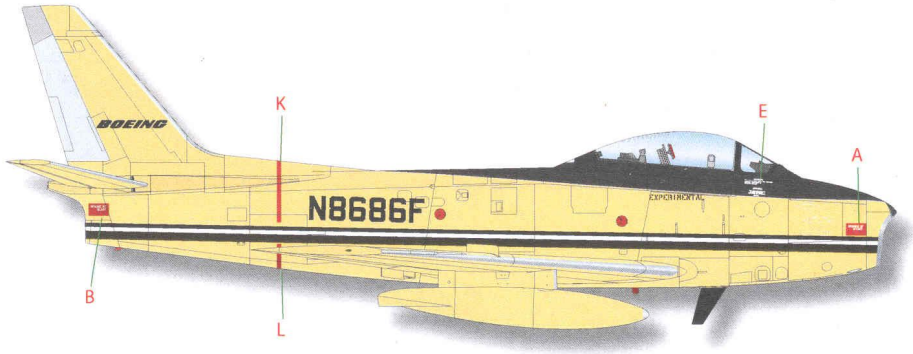
Thanks
This decal sheet was originally started by Jennings Heilig for the *Liveries Unlimited* range back in 2003, containing declals for C/N 886 in both schemes. But the decals were never printed. Jennings has kindly let us taken over his artwork for completion. We have done a few changes and corrections, and replaced the decals for C/N 886 in the white, red and black scheme with decals for C/N 1158. We would also like to thank Jens Håkon Brandal for help with the instructions.

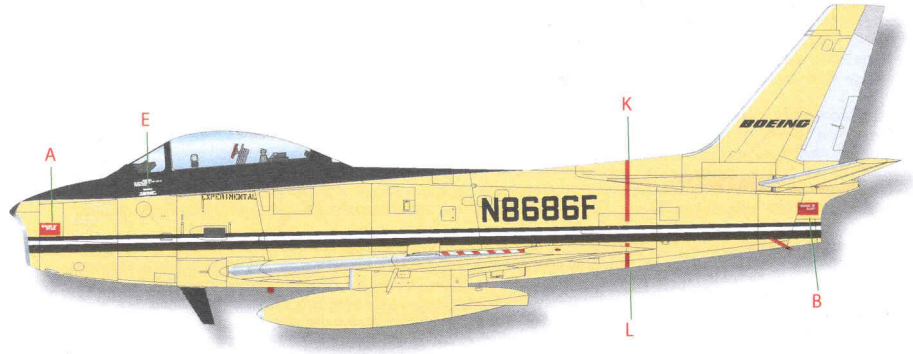
72-126

Vingtor DECALS

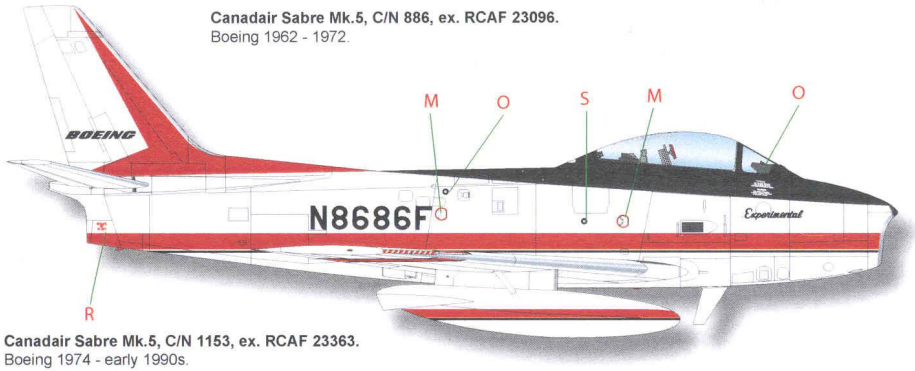
Canadair
Sabre Mk.5
Boeing Chase Planes

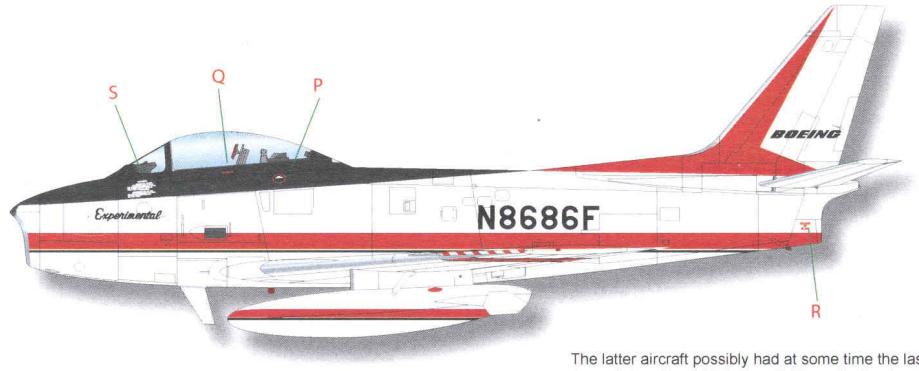






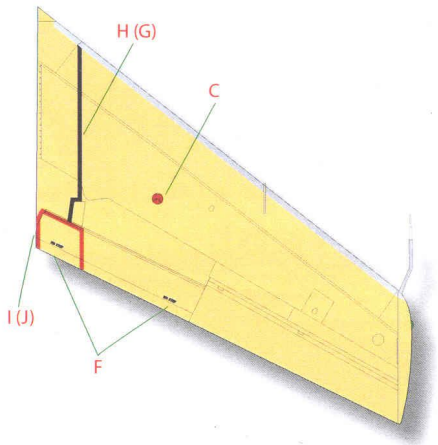
Canadair Sabre Mk.5, C/N 886, ex. RCAF 23096.
Boeing 1962 - 1972.





Canadair Sabre Mk.5, C/N 1153, ex. RCAF 23363.
Boeing 1974 - early 1990s.

The latter aircraft possibly had at some time the last three digits of its RCAF s.no. (363) applied to the front nose wheel door



Top view

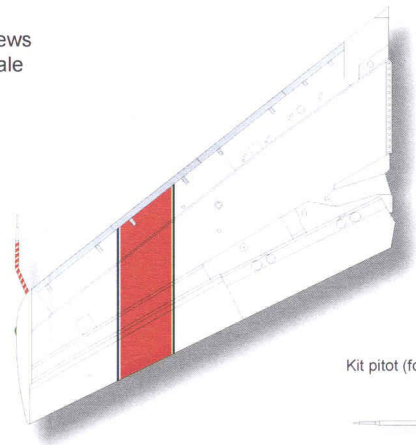
Port side camera fairing

Side view

6.4 mm

VHF shark fin antennae

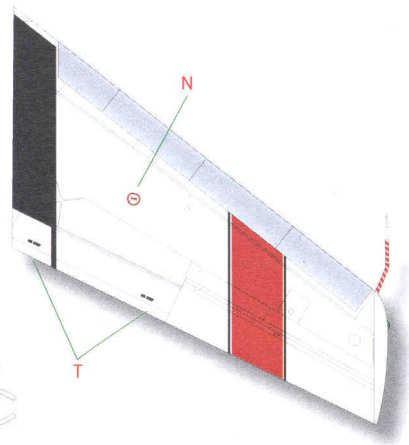
Scrap views
1/72 scale



Kit pitot (for comparison)

Top views

Port wing pitot tube



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NILS MATHISRUD JENNINGS HEILIG
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