

LIMITED EDITION!

CED48175

F-86A

Sabres Part 3



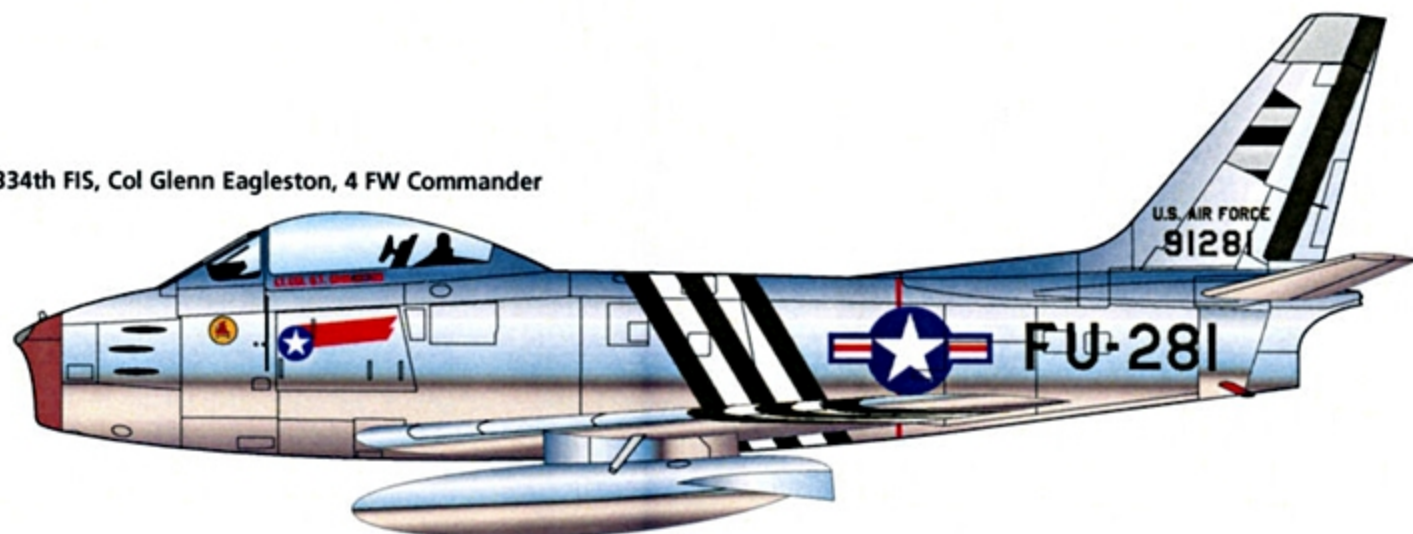
4th FIG, Operation Stovepipe



4th FIG



334th FIS, Col Glenn Eagleston, 4 FW Commander



Recommended kits:
Hasegawa F-86F
Academy F-86F
(both require Cutting Edge
conversion set CEC48196 F-86A

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MODELWORKS www.meteorprod.com

P.O. Box 3956
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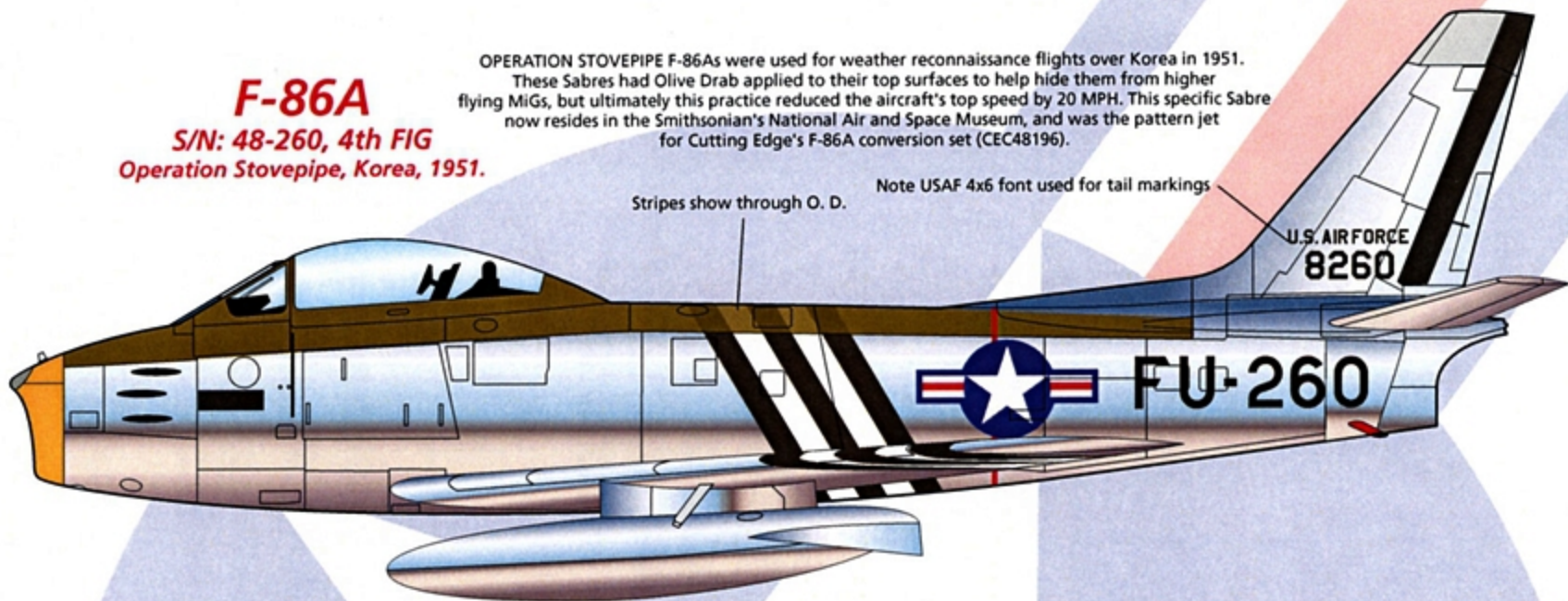
F-86A

S/N: 48-260, 4th FIG
Operation Stovepipe, Korea, 1951.

OPERATION STOVEPIPE F-86As were used for weather reconnaissance flights over Korea in 1951. These Sabres had Olive Drab applied to their top surfaces to help hide them from higher flying MiGs, but ultimately this practice reduced the aircraft's top speed by 20 MPH. This specific Sabre now resides in the Smithsonian's National Air and Space Museum, and was the pattern jet for Cutting Edge's F-86A conversion set (CEC48196).

Stripes show through O. D.

Note USAF 4x6 font used for tail markings



F-86A

"Miss Kumsum Mo", S/N: 49-1110, 4th FIG
Korea, 1951.



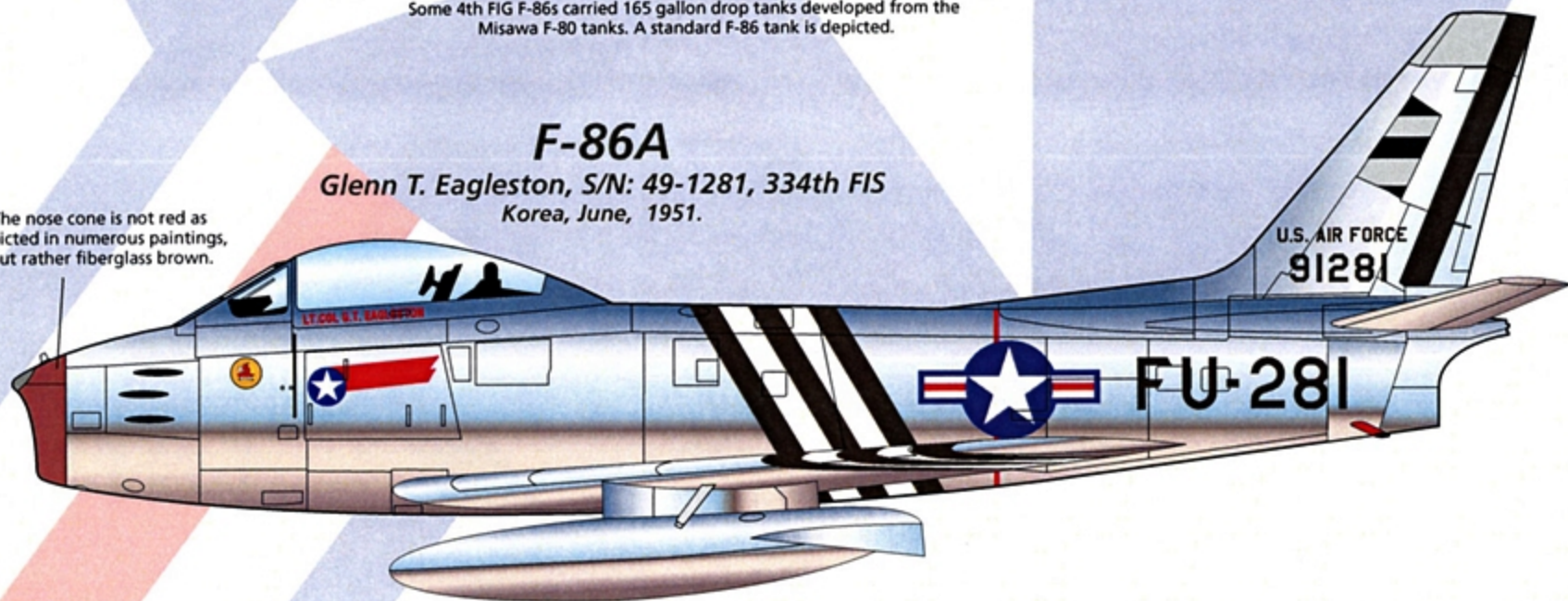
Nose gear front door

Some 4th FIG F-86s carried 165 gallon drop tanks developed from the Misawa F-80 tanks. A standard F-86 tank is depicted.

F-86A

Glenn T. Eagleston, S/N: 49-1281, 334th FIS
Korea, June, 1951.

The nose cone is not red as depicted in numerous paintings, but rather fiberglass brown.



F-86A Part 3



FU-260

- OPERATION STOVEPIPE F-86As were used for weather reconnaissance flights over Korea in 1951.
- These Sabres had Olive Drab applied to their top surfaces to help hide them from higher flying MiGs, but ultimately this practice reduced the aircraft's top speed by 20 MPH.
- This Sabre now resides in the Smithsonian's National Air and Space Museum.

FU-110

- Note that the Indian head insignia faces aft on the right hand side of the aircraft and is not handed.
- The disc behind the head was blue on some jets, and on others black. We've included both options.

FU-281

- Note that the nose intake is fiberglass brown, not red as sometimes shown in paintings.

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.

Bibliography

Original photos from the collection of historian Larry Davis
 North American F-86 Warbird Tech #3. By C. Hughes and W. Dranem. Specialty Press, 1996.
 Walk Around F-86 by Larry Davis. Squadron/Signal Publications, 2000.

We are deeply indebted to Larry Davis, the famous aviation author, for suggesting this decal sheet and providing most of the reference material—thanks, Larry!