

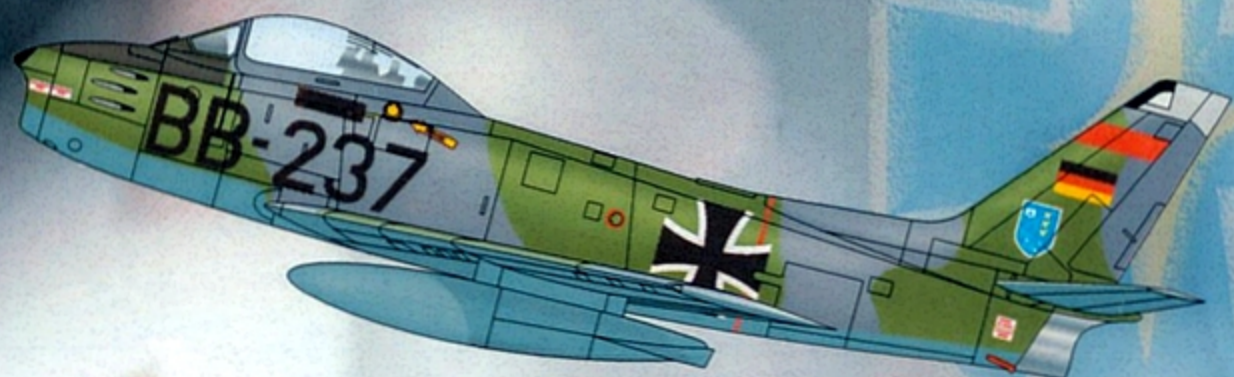
EAGLE STRIKE



48186

# Luftwaffe's Sabres

Pt. II



Suggested Kit: Hasegawa/Academy F-86 Sabre Family.

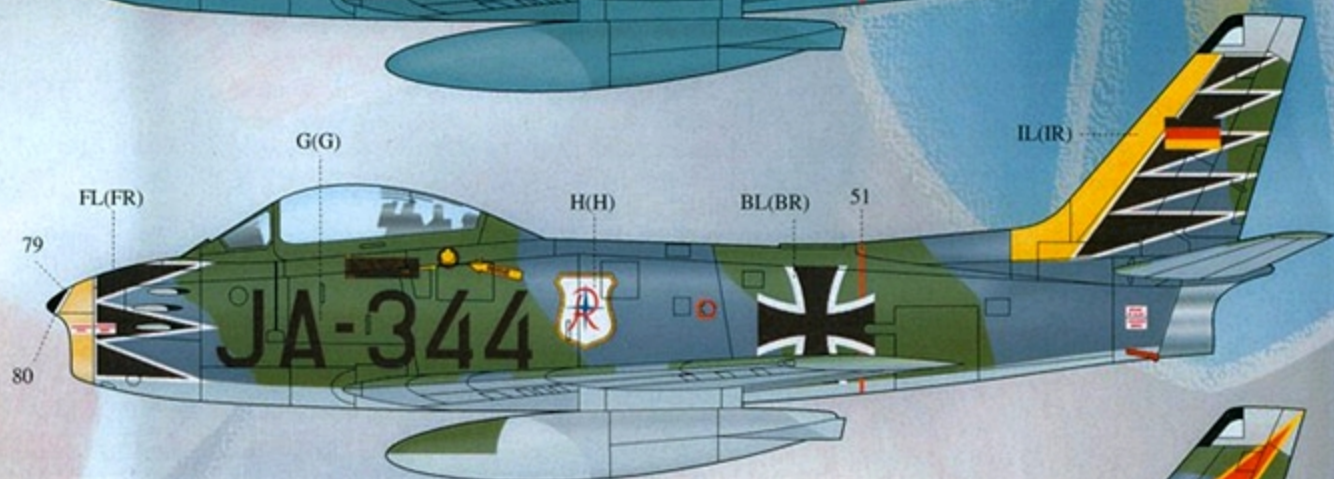
# Luftwaffe's Sabres

## Pt. II

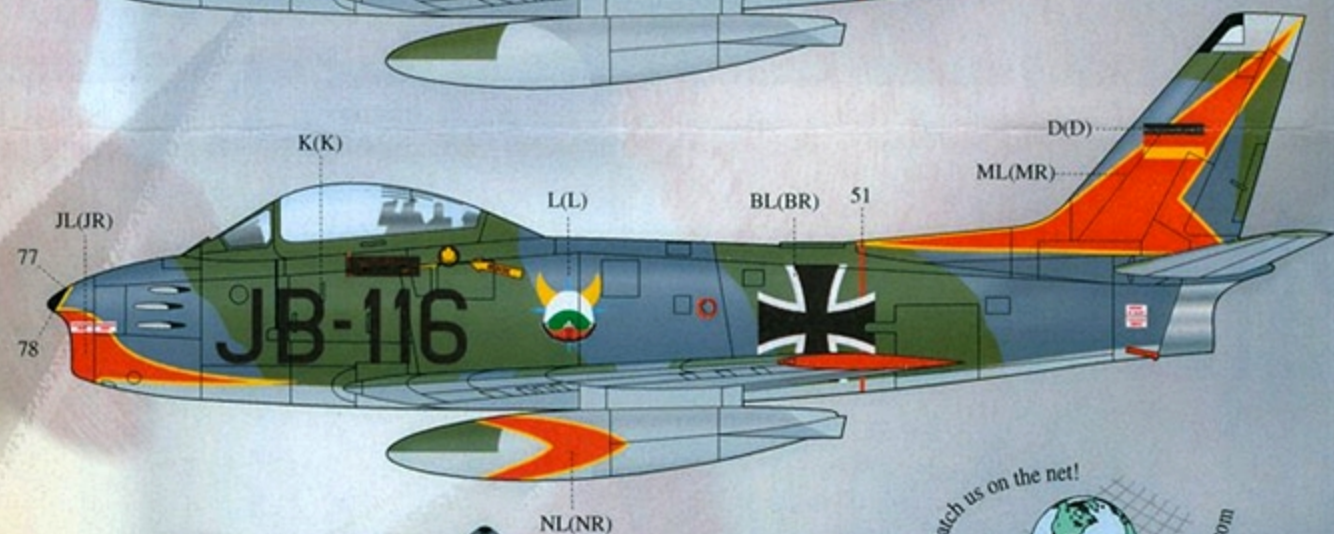
BB-237 - Canadair CL-13A Sabre  
Mk. 5-2/WaSLw 10 (2nd squadron  
Waffenschule 10) Oldenburg 1961.



JA-344 - Canadair CL-13B Sabre  
Mk. 6-3/JG 71 "R"(3rd squadron  
Jagdgeschwader 71 "Richthofen")  
Alhorn 1963.



JB-116 - Canadair CL-13B Sabre  
Mk. 6-1/JG 72 "Vikings" (1st  
squadron Jagdgeschwader 72)  
Leck 1961.



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### References:

- 1- Flugzeuge der Bundeswehr Canadair Sabre Cl 13 A Mk 5, Cl 13B Mk 6. Peter Sickinger and Siegfried Wache.
- 2- Dozens of photos supplied to us by Andreas Beck.
- 3- Expertise of Andreas Klein.

And now the catch, colors: If the nose section of the a/c you are modeling is Gray, the following colors apply. UPPER COLORS, RAL 6014 Gelboliv, RAL 7012 Basaltgrau, LOWER COLORS RAL 7001 Silbergrau. If the nose section of the a/c you are modeling is Green, the following colors apply : UPPER COLORS FS 34079 Forrest Green, RAL 7015 Schiefergrau, LOWER COLOR PRU BLUE.

Now that we have deciphered this mystery for you, it is time to start building. Happy modeling.

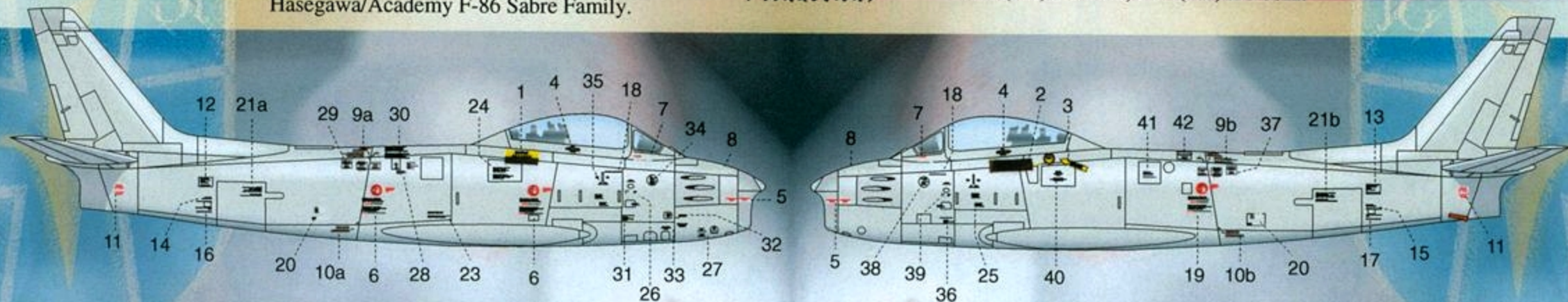


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Suggested 1:48 Scale Kits:  
Hasegawa/Academy F-86 Sabre Family.

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Interesting facts about your German Sabres.  
All Luftwaffe's Sabres were Canadair built a/c, with some differences from USAF a/c. The Canadair wing and North American wing was exactly the same within the limits of the types. In other words, the Sabre Mk 4 and the F-86E wing was the same. The Sabre Mk 5 and the F-86F wing with a hard leading edge and fence was exactly the same. The Sabre Mk 6 had a 6-3 wing but with leading edge slats instead of the hard leading edge. All Canadair wings were of the short span variety, the same as all North American USAF types. There is one minor difference. Some, repeat SOME of the very early Sabre Mk 6 had the hard wing fences, but they were few and I don't believe any German a/c were that way.

The Orenda engine of the Mk 6 needed a visible modification at the trailing edge of the wing, where the previously flush cooling intakes were replaced by prominently scooped intakes.

