



Canadair Sabre

ALTHOUGH the last official figure given for Sabre production was "over 1,200", the actual number is probably now in the area of 1,500. During 1955 alone, Canadair churned out 227 of these ubiquitous fighters.

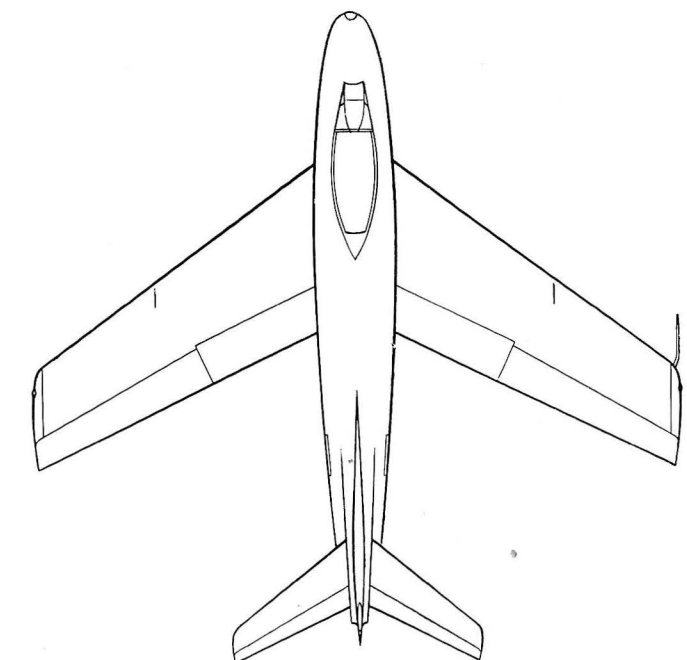
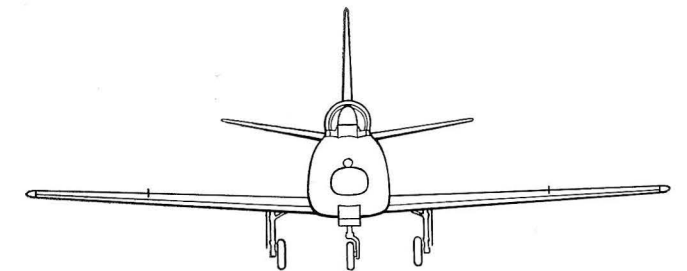
Current production is devoted exclusively to the Sabre 6, a model that might be regarded as an extremely successful hybrid. Basically an F-86E, it incorporates features of the F-86F (i.e., the "hard" leading edge of the mainplane), and, of course, is powered by the powerful and proven Orenda turbojet, in place of the General Electric J-47 of the earlier Canadian and U.S. versions.

A steady flow of Sabre 6's are now being ferried overseas by No. 1 Overseas Ferry Unit where they are replacing the Sabre 5's now in service with the RCAF's No. 1 Air Division in Europe. In all, eight squadrons must be thus equipped (the other four are to get Avro Aircraft CF-100's). The Sabre 6's differ from the Sabre 5's which they are replacing principally in that they are powered by the Orenda 14 engine in place of the Orenda 10. However, since the Orenda 14, with 7,600 lbs./st./th., has about 1,000 lbs. more thrust at its disposal, as compared to the Orenda 10, there is a corresponding improvement in the Sabre 6's flying performance.

Canadair President J. G. Notman recently told the firm's employees that it may soon have the only active F-86 production line in the world, and that Canadair had obtained world-wide sales rights on the aircraft from North American Aviation. In this regard, Canadair was successful in selling some 34 Sabres to the South African Air Force last year and deliveries, which were delayed at the request of the SAAF, are to start soon. These deliveries, incidentally, will probably be by surface transport, plans to ferry the aircraft having been abandoned.

Development work on the Sabre is continuing, the latest experiment being to apply the "area rule" by bulging the fuselage on each side fore and aft of the wing. Last year, the National Aeronautical Establishment, on behalf of RCAF Technical Services, designed a modification for the Sabre which gave the effect of the so-called wasp waist. The modification was carried out by Canadair Limited and the aircraft has for the past few months been at Uplands Airport, near Ottawa, where it is being tested by the RCAF and the NAE.

There have been recurring reports that the new West German Air Force would be placing substantial orders for aircraft in Canada, and that these would involve large numbers of Canadair Sabres. However, such orders have not yet been realized, though the Department of External Affairs confirmed some months ago that there were negotiations in this regard between Canada and West Germany.



Span: 37 ft. 1 1/2 in.
Length: 37 ft. 6 in.
Height: 14 ft. 9 in.
Orenda 14, 7,600 lbs.

