

## North American F-86 Sabre day fighter variants and subvariants

Including the F-86A/E/F, their Canadair equivalents, the Orenda-engined CL-13A/B, the Commonwealth CA-27, as well as prototype, service-test, and developmental Sabres

Military Designation	Company Designation	Engine	Wing	Windscreen	Other Characteristics	No. Built	Delivery Dates	Serial Nos.	Later Upgrades	Service Notes
XP-86/ XF-86 No. 1	NA-140	General Electric J35-C-3 (Chevy-built)	Original wing with leading-edge slats	Rounded	One ventral, two rear-hinged side speed brakes; instrument booms on both wingtips; no armament	1	Completed Aug. 8, 1947 First flight Oct. 1, 1947	45-59597	Production-style rear fuselage fitted Jan. 1949; J35-A-17 fitted Nov. 1949	Flew 241 hours for F-86 test program; lost Sept. 1952
XP-86/ XF-86 No. 2	NA-140	General Electric J35-C-3 (Chevy-built)	Original wing with leading-edge slats	Rounded	Production-style rear fuselage with two front-hinged speed brakes; instrument booms on both wingtips; no armament	1	Early 1948	45-59598		Flew 202 hours for F-86 test program; retired April 1953
XP-86/ XF-86 No. 3	NA-140	General Electric J35-C-3 (Chevy-built)	Original wing with fully automatic leading-edge slats	Rounded	Production speed brakes; instrument booms on both wingtips; full armament; Sperry Mk.18 GBR gunsight; gun doors	1	Early 1948	45-59599		Flew 75 hours for F-86 test program, retired April 1953
P-86A-1-NA/ F-86A-1-NA	NA-151	General Electric J47-GE-1/-3/-7	Original wing with fully automatic leading-edge slats	Rounded	T-4E-1 ejection seat; Sperry Mk.18 GBR gunsight; gun doors	33	May 1948 - March 1949	47-605 to 47-637	Pitot tube retrofitted to right wingtip	Used for service test with NAA; AMC; never entered regular service
P-86B	-	-	-	-	P-86 for rough field operation with strengthened landing gear; larger tires; 7-inch bulged fuselage	0	-	Were to be 48-129 to 48-318	-	Cancelled; 190 reordered: 188 P-86As, and 2 YP-86C penetration fighters
F-86A-5-NA	NA-151	General Electric J47-GE-7/ J47-GE-13 field upgrade	Original wing with fully automatic leading-edge slats; from 116th F-86A (48-210) on, new slat tracks and no slat locks	V-shaped armored glass	Sperry Mk.18 GBR gunsight; gun doors on early A-5s. Pitot tube added to right wingtip of late A-5s	188	March 1949 - Sept. 1949	48-129 to 48-316	Pitot tube retrofitted to right wingtip of early A-5s; NA-161 upgrades retrofitted. A-5s with gunsight/radar retrofits redesignated A-6 or A-7	Service including ADC (1st Fighter Interceptor Wing), 4th FIW in Korea, USAF, and later ANG
F-86A-5-NA	NA-161	General Electric J47-GE-13	Original wing with new slat tracks and no slat locks; from 282nd NA-161 (49-1288) on, new short-chord aileron	V-shaped armored glass	A-1B GBR gunsight with AN/APG-5C ranging radar; new 120-gallon drop tanks developed for the F-86; pitot tube added to right wingtip of late A-5s; last 24 completed as A-7s	333	Oct. 1949 - Dec. 1950	49-1007 to 49-1339	Pitot tube retrofitted to right wingtip of early A-5s; A-5s with gunsight/radar retrofits redesignated A-6 or A-7	Service including ADC, 4th FIW in Korea, USAF, later ANG
F-86J	NA-167	Avro Canada TR.5 Orenda 3	Original wing with redesigned leading-edge slats with new slat tracks and no slat locks	V-shaped armored glass	F-86A-5-NA pulled from the assembly line for modification	1	Started Aug. 1949	49-1069		Set a world speed record in June 1952

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Sabre Mk.1	CL-13	General Electric J47-GE-13	Original wing with redesigned leading-edge slats with new slat tracks and no slat locks	V-shaped armored glass	F-86A-5-NA assembled from NAA built components by Canadair	1	Completed July 1950	19101		Central Experimental and Proving Establishment
F-86A-6-NA	NA-151 and NA-161	General Electric J47-GE-13	Retrofits of A-5s with wing unchanged	V-shaped armored glass	A-1CM GBR gunsight with AN/APG-5C ranging radar	?	Most likely late 1950-early 1951	Retrofits		Korea — A-6 less common than A-7
F-86A-7-NA	NA-151 and NA-161	General Electric J47-GE-13	Retrofits of A-5s with wing unchanged; 24 production with new short-chord aileron	V-shaped armored glass	Last 24 A-5s redesignated, plus retrofits; A-1CM GBR gunsight with AN/APG-30 ranging radar	24 plus ?	Dec. 1950-early 1951?	49-1316 to 49-1339, plus retrofits		Korea
F-86E-1-NA	NA-170	General Electric J47-GE-13	Original wing with late A-5 changes; redesigned leading-edge slats; short-chord aileron	V-shaped armored glass	Like F-86A-7 (A-1CM GBR gunsight with AN/APG-30 ranging radar) with all-flying tail; bulge extending forward of tailplane	60	First flight 23 Sept 1950 Feb. 1951-?	50-579 to 50-638	"6-3" wing kit possible	33rd FIW at Otis AFB (Feb. '51); 1st FIW (Mar.-Apr. '51); 4th FIW (July '51) and 51st FIW (Sept. '51), both in Korea
F-86E-5-NA	NA-170	General Electric J47-GE-13	Original wing with late A-5 changes	V-shaped armored glass	Like E-1 with minor panel switch changes	51	?-May 1951	50-639 to 50-689	"6-3" wing kit possible	33rd FIW at Otis AFB (Feb. '51); 1st FIW (Mar.-Apr. '51); 4th FIW (July '51) and 51st FIW (Sept. '51), both in Korea
Sabre Mk.2 Sabre F.2 F-86E(M)	CL-13	General Electric J47-GE-13	Original wing with late A-5 changes; redesigned leading-edge slats; short-chord aileron	V-shaped armored glass	Identical to F-86E-1; total of 350 built: 288 for RCAF (60 diverted to the USAF as F-86E-6-CAN); 3 for RAF as Sabre F.2	350 -60 to F-86E-6-CAN	Jan. 1951-Aug. 1952	19102 to 19199 19201 to 19452 60 also have USAF numbers as F-86E-6-CAN	"6-3" wing before transfer as F-86E(M)	Most to RCAF Nos. 1, 2, 3, and 4 Fighter Wings in Europe 19378, 19384, 19404 transferred to RAF as XB530, XB531, XB532 (19378 later returned) Former RCAF aircraft redesignated F-86E(M) when transferred to other users
F-86E-10-NA	NA-172	General Electric J47-GE-13/ IRAN upgrade to -27	Original wing with late A-5 changes	Flat armored glass	First 132 F-86F-1s fitted with J47-GE-13 due to J47-GE-27 delays	132	Sept. 1951-May 1952	51-2718 to 51-2849	Some "6-3" wing kits in Korea	To Korea
F-86E-6-CAN (first use)	CL-13	General Electric J47-GE-13	Original wing with late A-5 changes; redesigned leading-edge slats; short-chord aileron	V-shaped armored glass	Designation for F-86E-1/ Sabre Mk.2 built by Canadair and diverted to the USAF to alleviate shortage of F-86 in Korea	60	April-July 1952	52-2833 to 52-2892 Also have RCAF numbers as Sabre Mk.2	Some "6-3" wing kits in Korea	Almost all to 4th and 51st FIWs in Korea; later to ANG
F-86F-1-NA	NA-172	General Electric J47-GE-27	Original wing with late A-5 changes	Flat armored glass	Final 78 of 210 planned F-1s; identical to E-10, except fitted with J47-GE-27	78	April-July 1952	51-2850 to 51-2927	"6-3" wing kits in Korea (Sept. '52)	84th FIS (June '52), 4th FIW (Sept. '52)

F-86F-2-NA	NA-172	General Electric J47-GE-27	Solid "6-3" wing with fences	Flat armored glass	Project Gun-Val conversion of four E-10s and six F-1s; all fitted with J47-GE-27, four T-160 20mm cannons, and A-4 GBR gunsight	10 conv.	First flight March 1952; March-June? 1952	E-10 51-2803, 2819, 2826 and 2836 F-1 51-2855, 2861, 2867, 2868, 2884 and 2900		8 to 4th FIW (Jan.-Apr. '53), later to ANG
F-86F-3-NA/ JF-86F	NA-172	General Electric J47-GE-27	Solid "6-3" wing with fences	Flat armored glass	Project Gun-Val conversion of two F-1s with four Oerlikon 206RK 20mm cannons	2 conv.	Tests April 1954-1955	51-2916 and 51-2926		Redesignated JF-86F in 1957
F-86F-5-NA	NA-172	General Electric J47-GE-27	Original wing with late A-5 changes	Flat armored glass	Identical to F-1 except for strengthened attachment points for new 200-gallon drop tanks	16	April-July 1952	51-2928 to 51-2943	"6-3" wing kits in Korea (Sept. '52)	
F-86F-10-NA	NA-172	General Electric J47-GE-27	Original wing with late A-5 changes	Flat armored glass	Identical to F-5 except for A-4 GBR gunsight	34	April-July 1952	51-12936 to 51-12969	"6-3" wing kits in Korea (Sept. '52)	
F-86F-15-NA	NA-172	General Electric J47-GE-27	Original wing with late A-5 changes	Flat armored glass	F-86F-10 with survivability improvements; production problems with -27 engine necessitated last 93 to be completed as F-86E-15 with J47-GE-13	7	April-July 1952	51-12970 to 51-12976	"6-3" wing kits in Korea (Sept. '52)	All but one to 4th FIW in Korea
F-86E-15-NA	NA-172	General Electric J47-GE-13/ IRAN upgrade to -27	Original wing with late A-5 changes	Flat armored glass	The 8-100th F-86F-15s completed with J47-GE-13 due to J47-GE-27 delays	93	Aug. - Dec. 1952	51-12977 to 51-13069		To ADC, ANG, none to Korea
F-86F-20-NH	NA-176 (1 <sup>st</sup> part)	General Electric J47-GE-27	Original wing with late A-5 changes	Flat armored glass	Columbus-built F-86; almost identical to Inglewood F-86F-15-NA	100	First flight May 1952 Sept. 1952-Jan.? 1953	51-13070 to 51-13169		None to Korea
Sabre Mk.4 Sabre F.4 F-86E-6-CAN (second use) F-86E(M)	CL-13	General Electric J47-GE-13	Original wing with late A-5 changes	Flat armored glass	Like F-86E-10; some internal changes compared with Sabre Mk.2; 429 for RAF as Sabre F.4 (MDAP funded, called F-86E-6-CAN by USAF); was to have Orenda engine, but delays caused J47 to be used	438	First flight Aug. 1952 Dec. 1952-Dec. 1953	19453-19890 Only last 60 have USAF serial numbers 52-10177 to 52-10236	"6-3" wing before transfer, as F-86E(M)	428 (plus one more later) MDAP funded to RAF; all to 2nd TAF in West Germany except for the last 60 to Fighter Command in U.K.
Sabre Mk.3	CL-13	Avro Canada TR.5 Orenda 4	Original wing with late A-5 changes	V-shaped armored glass	Sabre Mk.2 given same modifications for Orenda engine as F-86J; no armament	1	First flight Sept. 52	19200	Later brought to Sabre Mk.4 standards, but apparently not redesignated or put into regular service	Used by Jacqueline Cochran to set three women's world speed records in May and June 1953

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Early F-86F-30-NA	NA-191	General Electric J47-GE-27	Original wing with late A-5 changes	Flat armored glass	Fighter-bomber; dual-store wing with new inner hardpoints each carrying 1,000 pounds of ordnance or a 120- or 200- gallon drop tank and a 120- or 200-gallon drop tank on each of the outer pylons; F-30 airframes 1-199	199	NA-191 Oct. 1952-May 1954	52-4305 to 52-4503	"6-3" wing kits in Korea; F-40-equivalent long-span wing kits with extended wingtips and "6-3" wing with restored slats	8th FBW and 18th FBW in Korea
Late F-86F-30-NA	NA-191	General Electric J47-GE-27	Solid "6-3" wing with fences	Flat armored glass	Like the early F-86F-30-NA, but built with the "6-3" wing; F-30 numbers 200-859	660	NA-191 Oct. 1952-May 1954	52-4504 to 52-5163	F-40-equivalent long-span wing kits with extended wingtips and "6-3" wing with restored slats	8th FBW and 18th FBW in Korea
Early F-86F-25-NH	NA-176 (2nd part)	General Electric J47-GE-27	Original wing with late A-5 changes	Flat armored glass	Columbus-built version of the Inglewood F-86F-30-NA; F-25 numbers 1-170	170	Jan.-Aug. 1953	51-13170 to 51-13339	"6-3" wing kits: F-40-equivalent long-span wing kits with extended wingtips and "6-3" wing with restored slats	None to Korea
Late F-86F-25-NH	NA-176 (2nd part) and NA-193	General Electric J47-GE-27	Solid "6-3" wing with fences	Flat armored glass	Columbus-built version of the Inglewood F-86F-30-NA, but built with the "6-3" wing; F-25 numbers 171-341	171- and 259	NA-176 Jan.-Aug. 1953 NA-193 May 1953-March 1954	51-13340 to 51-13510 52-5272 to 52-5530	F-40 equivalent long-span wing kits with extended wingtips and "6-3" wing with restored slats	None to Korea
F-86F-35-NA	NA-191 and NA-202	General Electric J47-GE-27	Solid "6-3" wing with fences	Flat armored glass	Like F-86F-30-NA with the Low Altitude Bombing System; able to carry a 1,200-pound Mk.12 nuclear weapon (20 kT); 265 in two batches	108 and 157	NA-191 Oct. 1952-May 1954 NA-202 March 1953-Aug. 1954	52-5164 to 52-5271 53-1072 to 53-1228		Most to USAFE
Sabre Mk.5	CL-13A	Avro Canada TR.5 Orenda 10	Solid "6-3" wing with fences	Flat armored glass	Like USAF F-86F-30, but with Orenda engine.	370	First flight July 1953	23001 to 23370	Slatted "6-3" wings retrofitted later	All to RCAF replacing Mk.2; later 75 sent to Germany
None	CA-26	Rolls-Royce Avon R.A.7/ Mk.114	Original wing with late A-5 changes	Flat armored glass	Redesigned fuselage with larger intake and new breakpoint for the Rolls-Royce Avon engine; two 30mm Aden guns; wings, tail, and horizontal stabilizers nearly identical to F-86E	1	Completed July 1953	A94-101		To ARDU; later used as an instructional airframe
Sabre Mk.30	CA-27	Avon 20 (CAC-assembled Rolls-Royce Avon R.A.7/Mk.114)	Original wing with late A-5 changes	Flat armored glass	Production version of CA-26	22	Aug. 1954-July 1955	A94-901 to A94-922	Most given solid "6-3" wing and designated Sabre Mk.31; AIM-9B Sidewinder/Aero 3B pylon, 2/60	ARDU, No.2 OCU, Nos. 3, 75, 76, and 77 Squadrons

Sabre Mk.6	CL-13B	Avro Canada TR.5 Orenda 14	Early Mk.6s built with solid "6-3" wing with fences; later Mk.6s built with slatted "6-3" wings	Flat armored glass	Like Sabre Mk.5 except for Orenda 14 engine	647	First flight Oct. 1954-Oct. 1958	Initial batch (292) 23371 to 23662 Second batch (90) 23663 to 23752	Early Mk.6s later retrofitted with leading-edge slats	382 to RCAF Nos. 1, 2, 3, 4 Fighter Wings in Europe; 265 to other countries: 6 Colombia (Nos. 2021-2026), 34 South Africa (Nos. 350-383), and 225 Germany
Sabre Mk.31	CA-27	CAC Avon 20	Solid "6-3" wing with fences	Flat armored glass	Sabre Mk.30 with "6-3" wing	20	June 1955-Sept. 1956	A94-923 to A94-942	AIM-9B Sidewinder /Aero 3B pylon, 2/60	ARDU, No. 2 OCU, No. 5 OTU, Nos. 3, 75, 76, 77, and 79 Squadrons
F-86F-40-NA	NA-227	General Electric J47-GE-27	Long-span "6-3" wing with extended wingtips and restored slats	Flat armored glass	Like F-30 and F-25 with long-span "6-3" wing with extended wingtips and restored slats; 65 added to NA-227 contract	215 and 65	First completed Oct. 1955 Jan.-Dec. 1956	55-3816 to 55-4030 55-4983 to 55-5047	AIM-9B Sidewinder /Aero 3B pylon, 2/60	For MDAP
F-86F-40-MIT (Built in the United States, assembled in Japan)	NA-231 NA-238 NA-256 (Built in the United States, assembled in Japan)	General Electric J47-GE-27	Long-span "6-3" wing with extended wingtips and restored slats	Flat armored glass	Like F-86F-40-NA; assembled by Mitsubishi; 300 ordered in three batches of 70,110, and 120	300	Aug. 1956-Feb. 1961	55-5048 to 55-5117 56-2773 to 56-2882 57-6338 to 57-6457	Kit supplied to Mitsubishi with set of pylons for the Philco-Ford GAR-8 (AIM-9B) Sidewinder air-to-air missile	300 MDAP funded, Japanese-assembled F-86Fs for service with JASDF (Built in the United States, assembled in Japan): JASDF serials 62-7701/7705, 72-7706/7773, 82-7774/7868, 92-7869/7880, 92-7881/7940, 02-7941/7991, 12-7992/7999, and 12-7000
Sabre Mk.32	CA-27	CAC Avon 26	Solid "6-3" wing with fence	Flat armored glass	Like the Sabre Mk.31 with Avon 26 engine and dual-store wings like the F-86F-30-NA fighter-bomber with new inner hard-points	28 20 21 (69)	Oct. 1956-Aug. 1961	A94-943 to A94-970 A94-971 to A94-990 A94-351 to 371	AIM-9B Sidewinder/ Aero 3B pylon, 2/60	ARDU, No. 2 OCU, No. 5 OTU, No. 3/75/76/77/79 Squadrons

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### **Military designation**

USAAF/USAF Pursuit/Fighter Designation

The fighter designation changed from "P" for Pursuit to "F" for Fighter in June 1948, the XP-86, P-86A-1-NA and P-86A-5-NA becoming the XF-86, F-86A-1-NA and F-86A-5-NA. Later in their service lives, some or all of the XP-86s were informally labeled as "YF-86s".

### **USAF manufacturers codes**

NA: North American Aviation, Inglewood, California, USA.

NH: North American Aviation, Columbus, Ohio, USA (Navy owned plant formerly used by Curtiss for SB2C Helldiver production, closed since end of World War II)

CAN: Canadair Ltd. Cartierville plant, Saint-Laurent, Quebec, Canada

MIT: Kits built by NAA Inglewood and assembled by Mitsubishi Heavy Industries, Nagoya, Aichi Prefecture, Japan

The Commonwealth Aircraft Corporation manufacturing site was Fishermen's Bend, Victoria, Australia

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