

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 |

Color code notes for country of origin of airframe and engine manufacturers

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 Brown: Australia
 Purple: United Kingdom

Serial Numbers

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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) |

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| 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 st 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 |

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| 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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