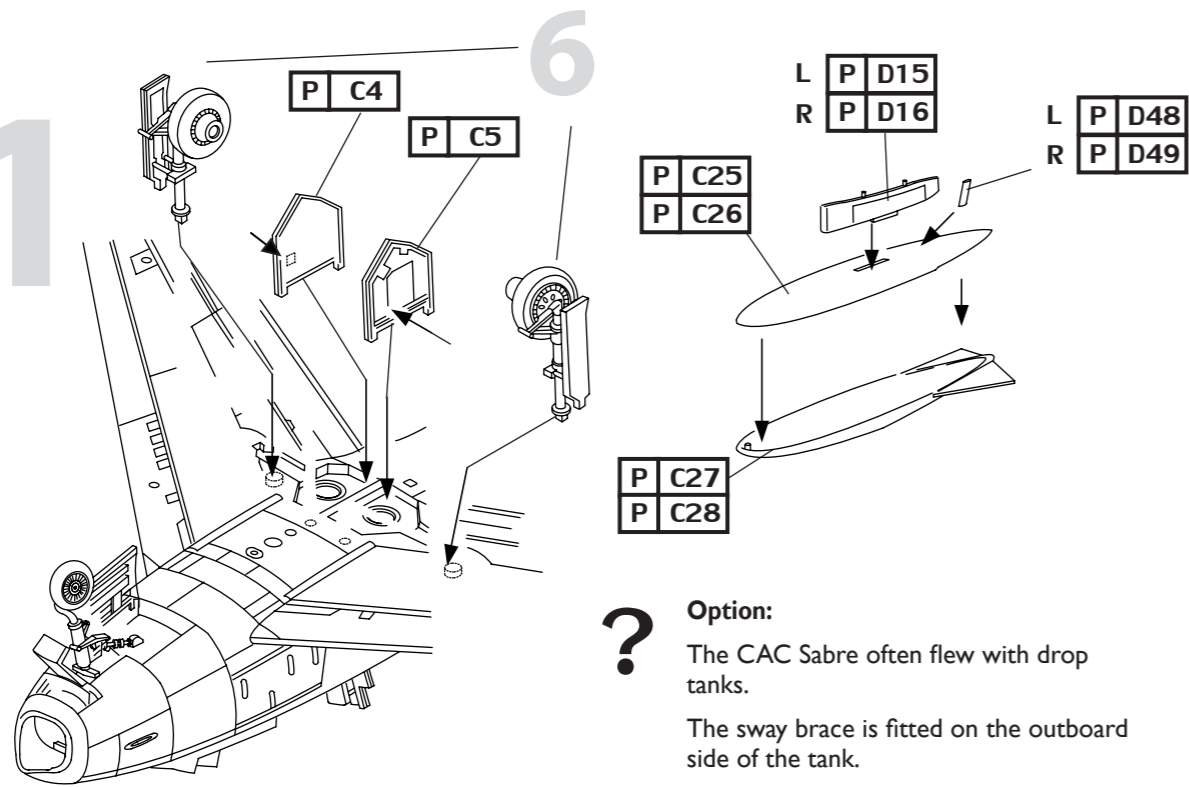
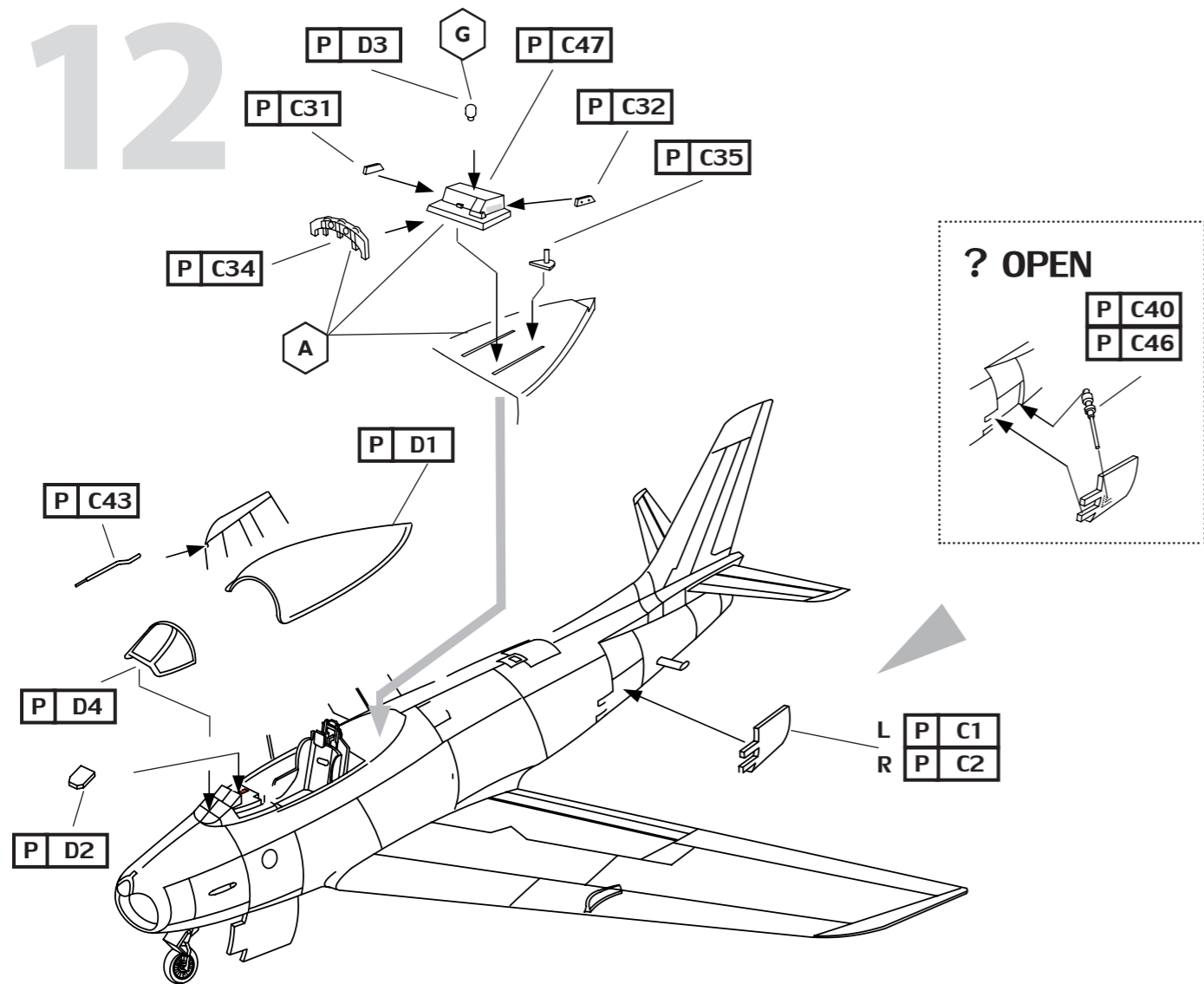


11



? Option:
 The CAC Sabre often flew with drop tanks.
 The sway brace is fitted on the outboard side of the tank.

12



CAC SABRE Mk32 "AVON SABRE"

K 072074
 1/72 Scale Model Construction Kit

HISTORY

The CAC Avon Sabre was a unique aircraft in Australian military aviation history. It was the first all metal jet fighter to be constructed in this country. The decision to produce the North American Aviation (NAA) F-86 Sabre, fitted with the Rolls-Royce Avon turbo-jet engine and upgraded armament in the form of two ADEN cannons, saw CAC embark upon a major re-design program. Because the Avon engine was lighter, shorter and of greater diameter than the General Electric J34 engine which powered the NAA Sabre, CAC incorporated major structural changes in the Sabre fuselage, resulting in a total redesign of almost 40% of the fuselage.

The Avon Sabre gave sports car like performance as well as packing quite a punch. In service the aircraft proved to be versatile and although no trainer variant was produced in Australia pilot conversion proceeded with reasonable speed. As NAA produced modifications to the basic design these were incorporated in CAC built aircraft. The slatted wing was replaced with the famous 'six-three' wing. Sidewinder missiles were fitted to the aircraft and even ground attack missions were incorporated within the aircraft's repertoire.

The Sabre served operationally with 3, 75, 76, 77 & 79 Squadrons, and 2 OTU & 3 OCU between 1953-68. They were based in Australia and overseas, serving in Ubon, Thailand and Butterworth, Malaysia under mutual defence treaties. The survivors were then refurbished and supplied to the Indonesian and Malaysian Air Forces.

This kit includes schemes from 3, 77 & 79 Squadrons in Australia, Thailand and Malaysia.

COLOUR TABLE

KEY	COLOUR	SPECIFICATIONS	APPROXIMATE MATCH					
			GUNZE MR COLOR	HUMBROL	MODELMASTER	REVELL	TAMIYA	XTRACOLOR
A	BLACK		H12	33	1749	36302	XF-01	X404
B	POLISHED ALUMINIUM		C090	27002	1404	-	-	-
C	DARK GULL GRAY	FS 36231	H317	140	1740	36179	XF-54	-
D	LEATHER	-						
E	ALUMINIUM PAINT		H8	56	1781	32199	XF-16	-
F	STEEL		H18	53 27001	1780	32191	XF-56	-
G	CLEAR RED		H90	91321	4630	-	X-27	-
H	INSIGNIA RED	BSC 381 538	H327	153	1705		XF-07	
I	ORANGE		H14	18	-	-	X06	-
J	BRUNSWICK GREEN	BSC 381 226	H6	3	2049	32159	X-05	X7
K	LIGHT GREY	BSC 381C 630	~H315	~183	-	-	~XF-20	-
L	YELLOW	BSC 381 368	H329	24	1569	35115		X11

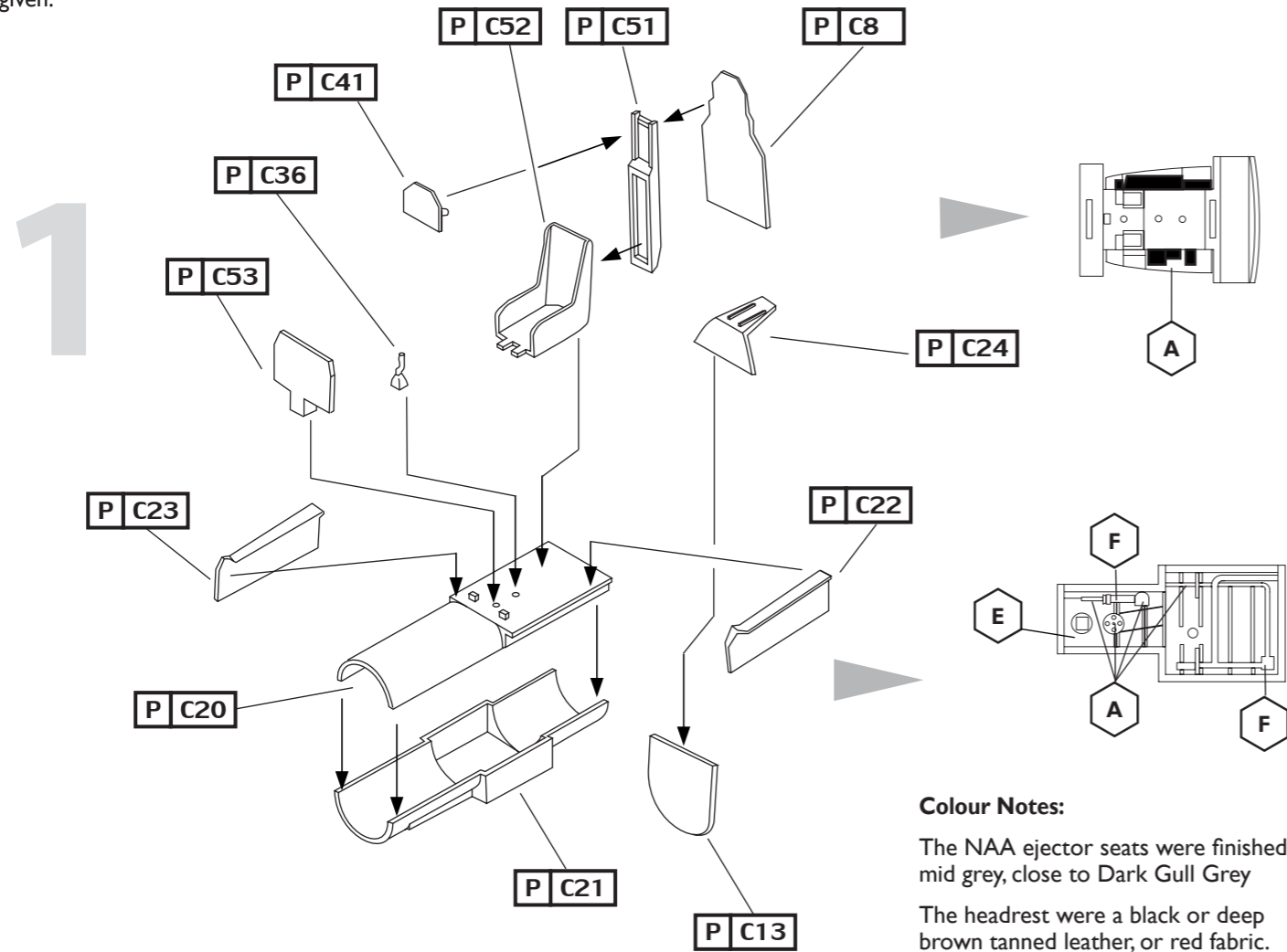
BEFORE YOU START

Wash all parts with dishwashing detergent and warm water to remove mould release agents.

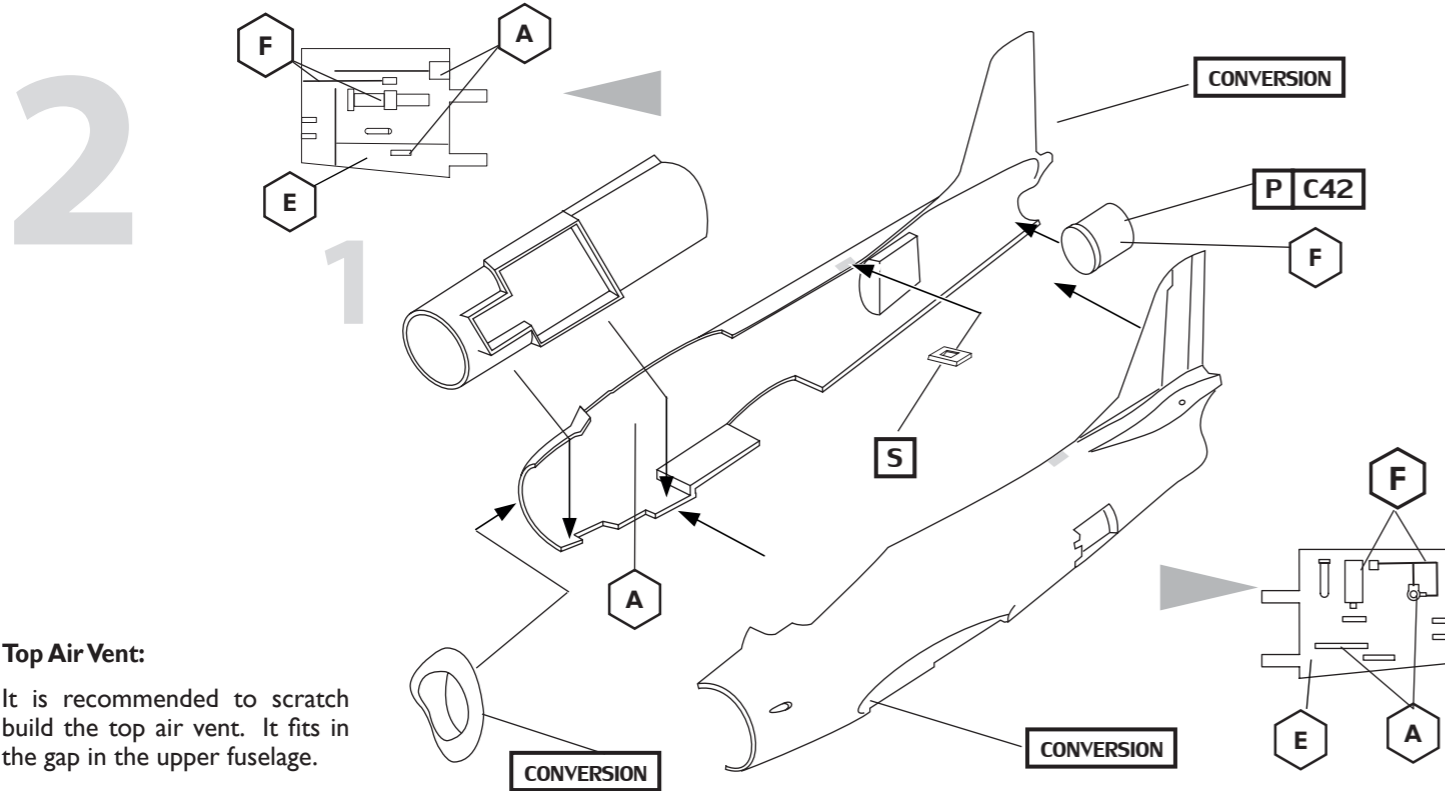
The conversion parts included in this kit have been produced using limited run injection moulding technologies. The mating edges will require adjustment before fitting. Careful preparation will result in an easier build.

CONSTRUCTION

Construction may require parts to be scratch built or sourced from a spares box. These are marked **S** and notes are given.



Colour Notes:
 The NAA ejector seats were finished in a mid grey, close to Dark Gull Grey
 The headrest were a black or deep brown tanned leather, or red fabric.



Top Air Vent:
 It is recommended to scratch build the top air vent. It fits in the gap in the upper fuselage.

3

?

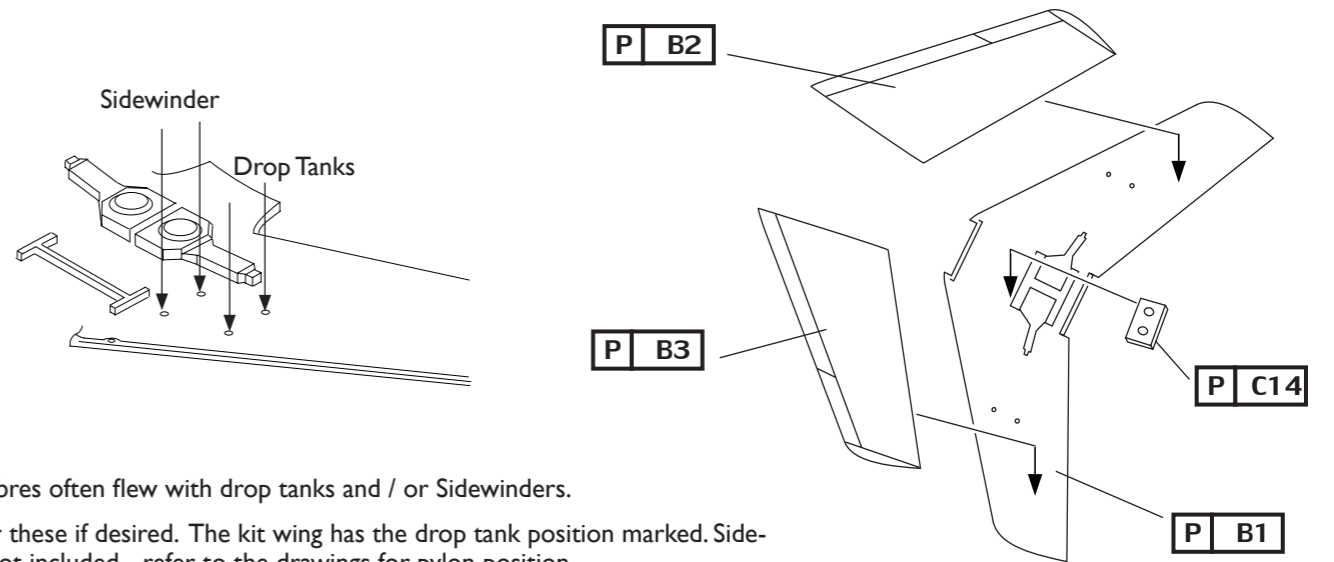
Option:

The RAAF Sabres often flew with drop tanks and / or Sidewinders.

Drill holes for these if desired. The kit wing has the drop tank position marked. Sidewinders are not included - refer to the drawings for pylon position.

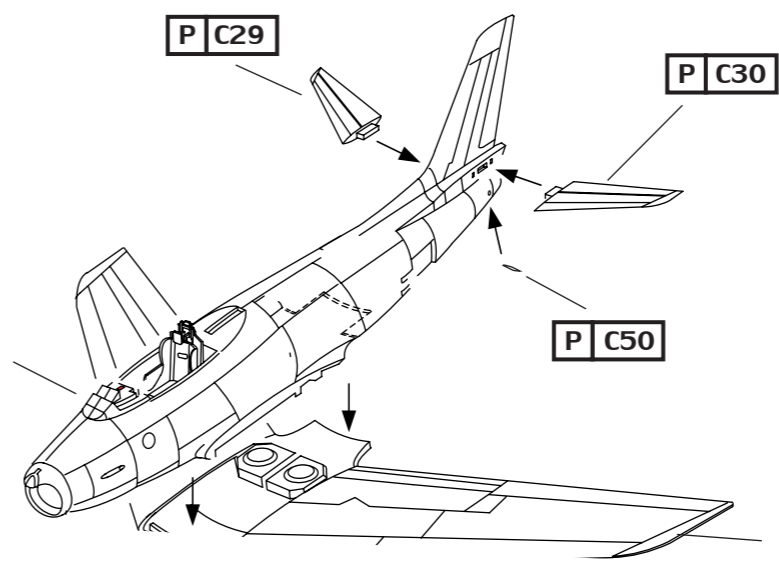
Assembly Notes:

Test fit the wing locating slots on parts B1, B2, B3 and open the fuselage wing gap if required. Wings should line up with the lower wing fillet on the fuselage so the angle of incidence is correct.



4

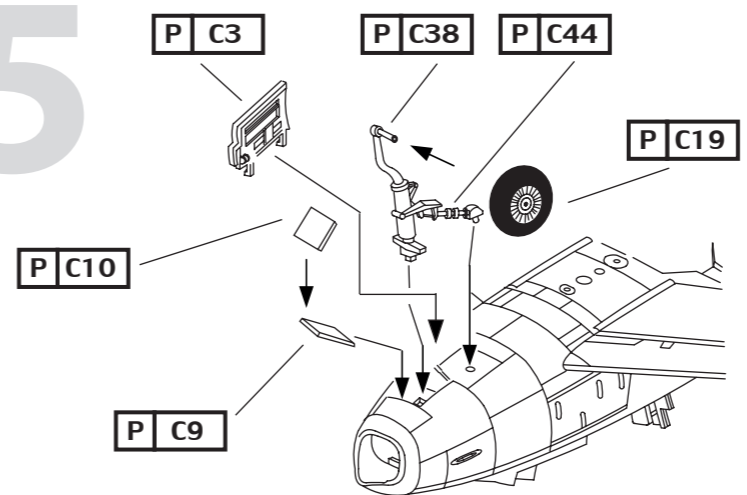
2



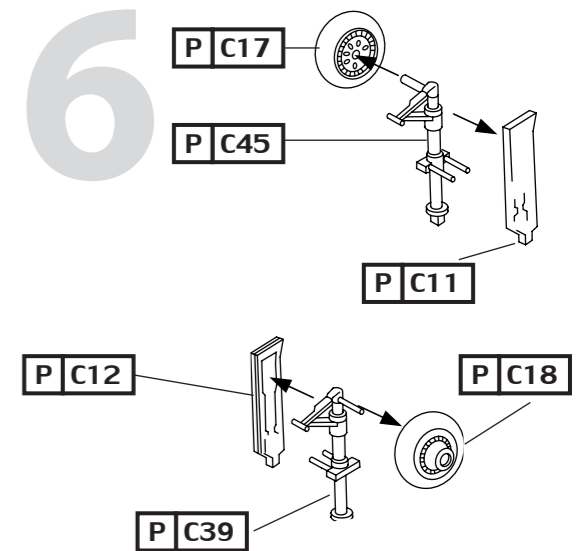
Assembly Notes:

Open slots on conversion fuselage to fit tail planes.
 Refer to drawings for position of rear fuel tank vent [part C 50].

5



6





Sabres of 77 Squadron being bombed up for operations against the Malay National Liberation Army communist insurgents in August 1959. The bombs are 500lb RAF General Purpose.

Note the sway braces fitted to the tanks.

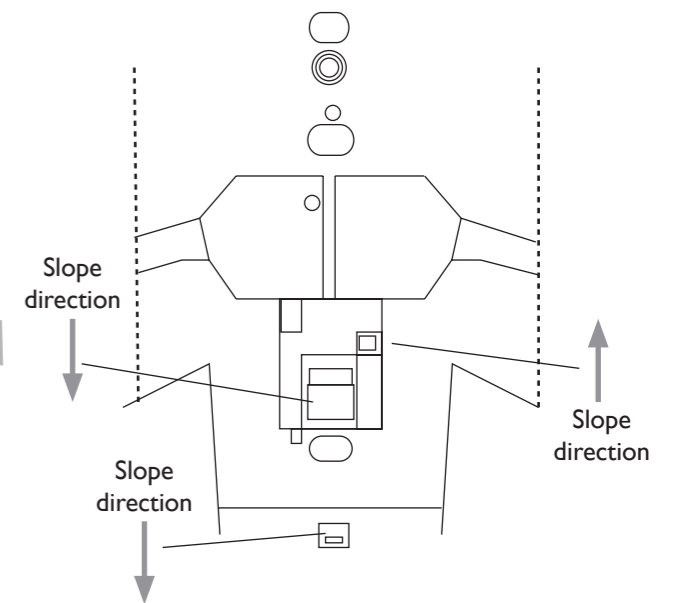
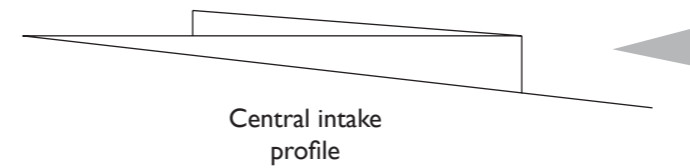


A94-982 after leaving the runway at Butterworth, Malaysia. The aircraft is preserved at Wagga Wagga, NSW, Australia



UNDER FUSELAGE INTAKES

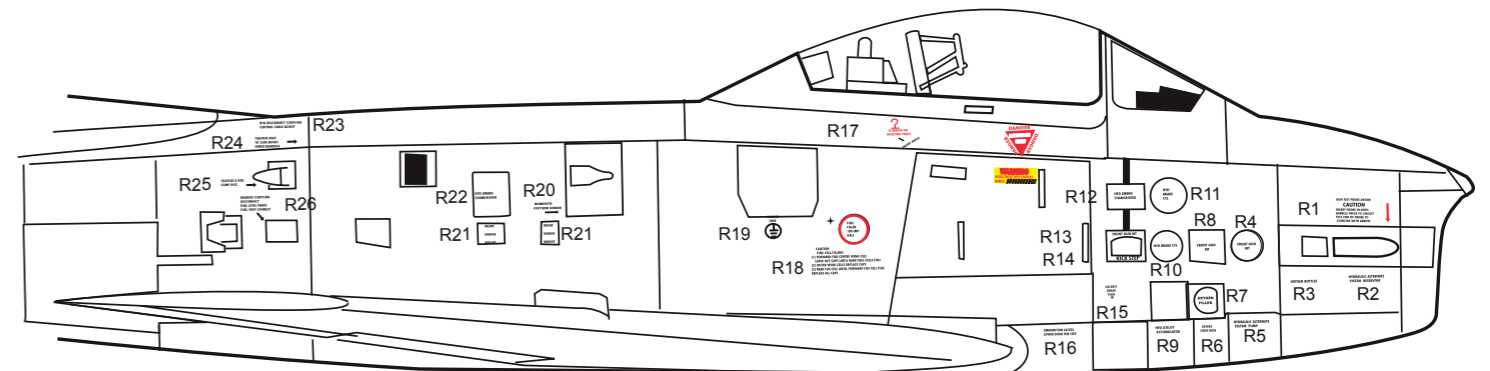
Under fuselage intakes can be added from scratch if desired.



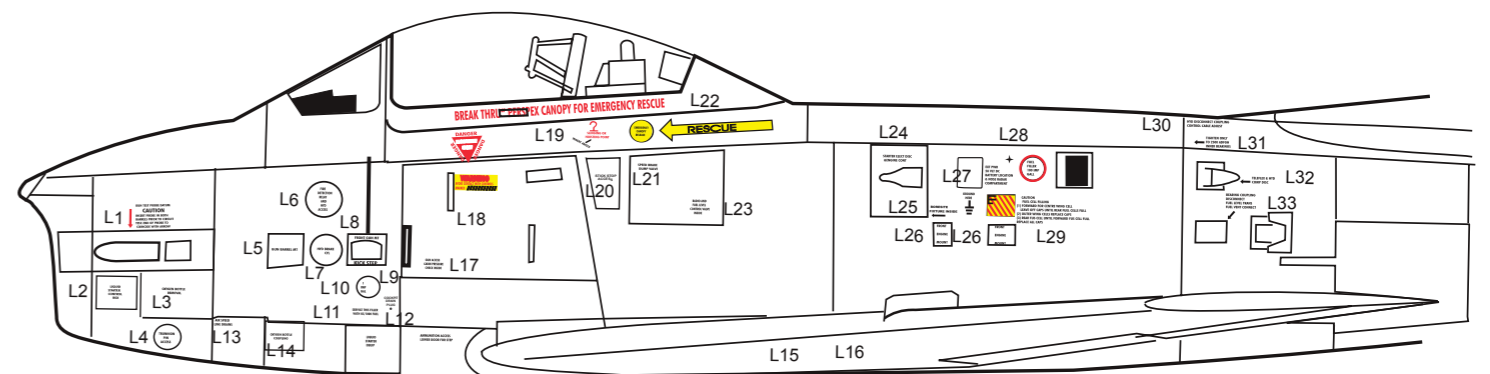
COLOURS & MARKINGS GUIDE

STENCILS

The stencils on the rear fuselage and wings followed the same practices as the NAA F-86 Sabres.



The emergency marking on the canopy was not carried by all aircraft.

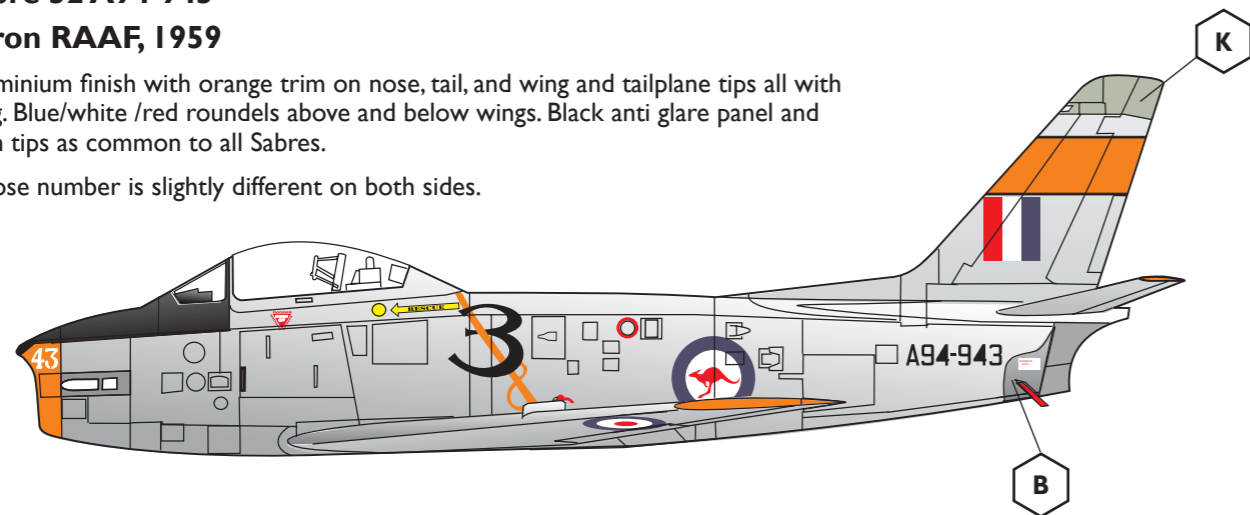


CAC Sabre 32 A94-943

3 Squadron RAAF, 1959

Sprayed aluminium finish with orange trim on nose, tail, and wing and tailplane tips all with black edging. Blue/white/red roundels above and below wings. Black anti glare panel and light grey fin tips as common to all Sabres.

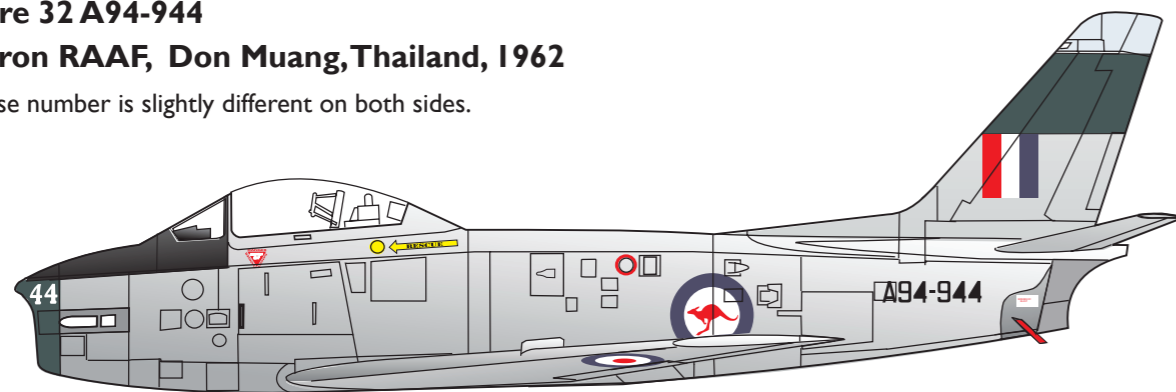
Note the nose number is slightly different on both sides.



CAC Sabre 32 A94-944

79 Squadron RAAF, Don Muang, Thailand, 1962

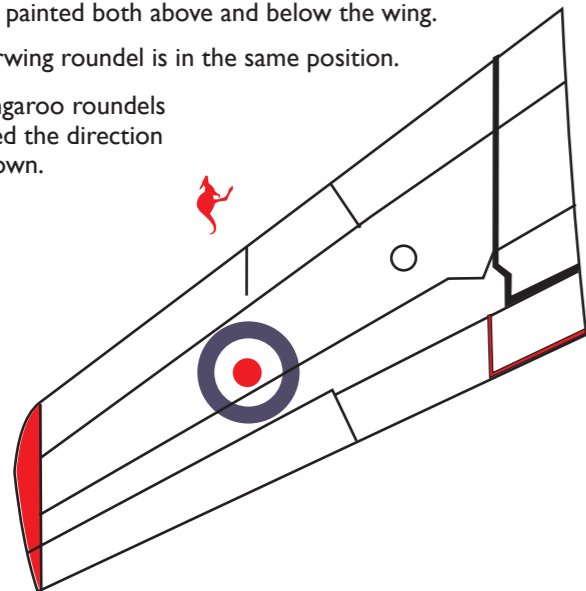
Note the nose number is slightly different on both sides.



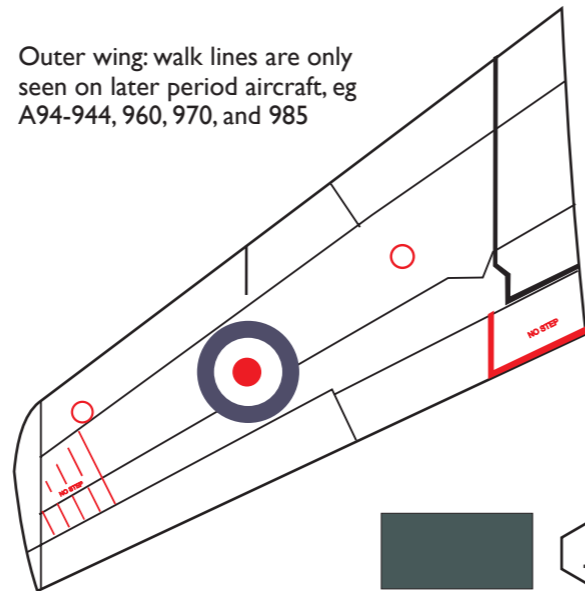
The wing tips were generally painted with the squadron colours and they were painted both above and below the wing.

The underwing roundel is in the same position.

When kangaroo roundels were added the direction was as shown.

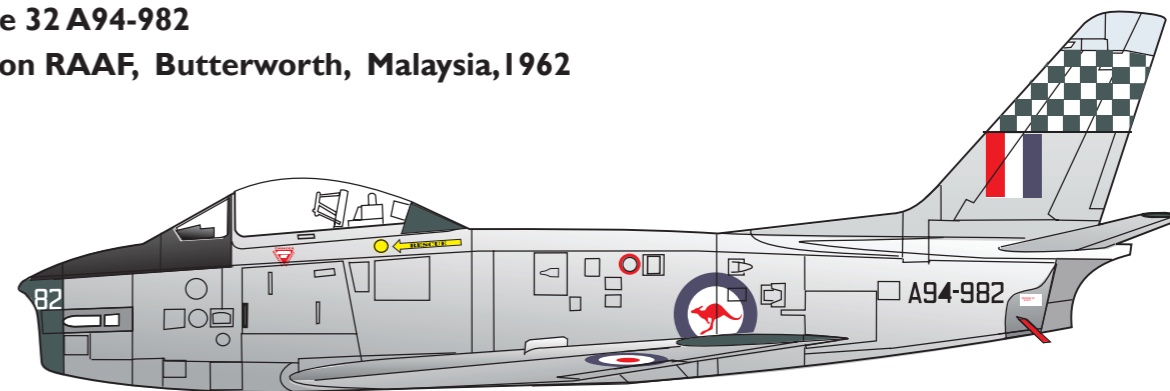


Outer wing: walk lines are only seen on later period aircraft, eg A94-944, 960, 970, and 985



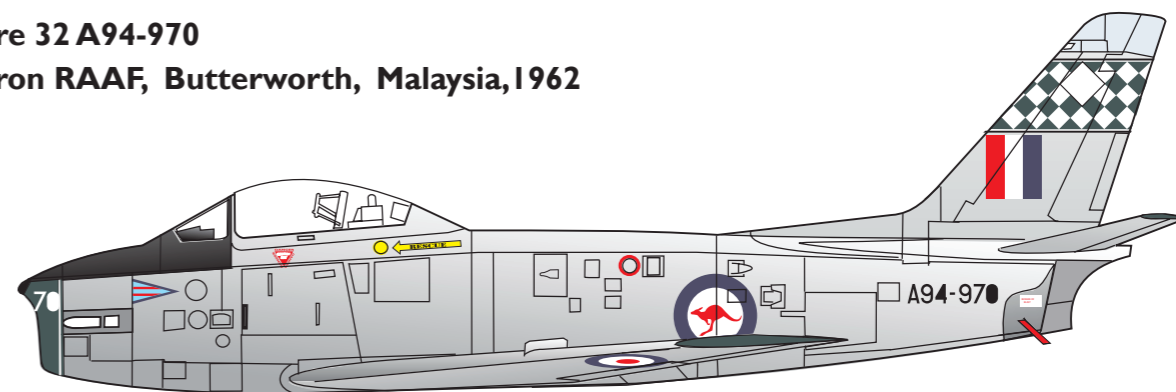
CAC Sabre 32 A94-982

77 Squadron RAAF, Butterworth, Malaysia, 1962



CAC Sabre 32 A94-970

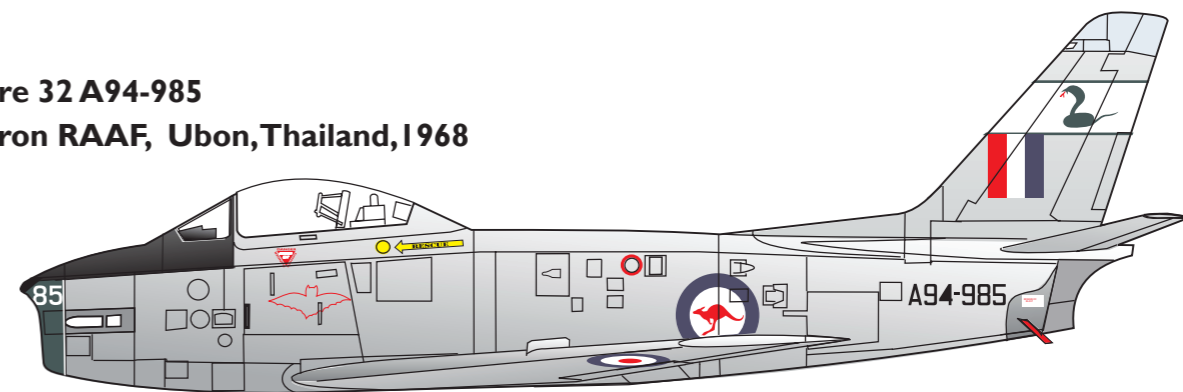
77 Squadron RAAF, Butterworth, Malaysia, 1962



Markings for drop tanks

CAC Sabre 32 A94-985

79 Squadron RAAF, Ubon, Thailand, 1968



Bat is in this position on starboard side

CAC Sabre 32 A94-960

77 Squadron RAAF, Butterworth, Malaysia, 1959

Note the nose number is slightly different on both sides.

