

CL-13 Sabre "280", as flown by David Leier



## **CL-13 F-86 Sabre Training, March 1968**

**“My first posting after basic and advanced training was with a unit flying the CL-13, the RCAF designation for the F-86F. The CL-13 was used as a transitional aircraft in preparation for flying the frontline fighter of the day, the CF – 104.**

**The STU (Sabre Transition Unit) was based at CFB Chatham, New Brunswick. My wife and I moved there with the rest of the assigned trainees for a period of three months of intense low-level navigation and bombing training. Our (meaning Linda and I) first order of business was finding living accommodations. After a few days of searching, we finally decided on a place affectionately dubbed the “The Chatham Towers”, a 100-year-old gem. It was made up of many suites. We managed to get the largest one with ample room. This old house was loaded with charm and warmth of years bygone.**

**My first flight in the CL-13 was in airframe number 280, an unforgettable and exciting introduction to a real fighter aircraft. After 7 or 8 basic handling and formation trips, it was time to get on with the purpose of the course: low level navigation and bombing at a speed significantly faster than our basic training aircraft, the Tutor and T-bird. We flew at an exhilarating altitude of 500 feet for the navigation phase, then down to 200 feet for the final run-in and delivery to the target. Eye opening and exciting to be sure. There were many different delivery methods, including the LADD (Low Altitude Drogue Delivery), using a small parachute to separate the weapon from the aircraft. From the run-in altitude we would pull up to a 45-degree angle and, after a timed release, the weapon was on its way.**

**One of these interesting methods was the EMR (Estimated Manual Release), where we would fly toward the target at 500 feet, and release the weapon by guessing the proper release point. We actually got quite proficient using this method. It was akin to what I termed the TLAR method (That Looks About Right). By the end of the course, we had flown approximately 55 hours, which turned out to be the most exciting and pleasurable flying in my short CL-13 career. That Sabre turned out to be an excellent transitional aircraft leading into the high-speed world of the CF 104.”**

**David Leier, September 26, 2021**

# Gallery









**Kit: Italeri 2501 1:32 F-86F Sabre Jet (itself a re-box of the Kinetic kit)**

**Aftermarket decals and Pitot**

**Custom display case: Mark Whittaker**









## Heritage Model Aircraft



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