



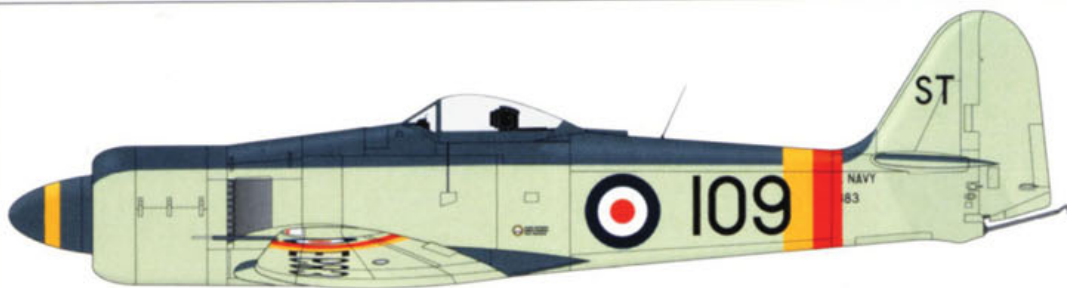
WARPAINT SERIES No. 16

Hawker **SEA FURY**

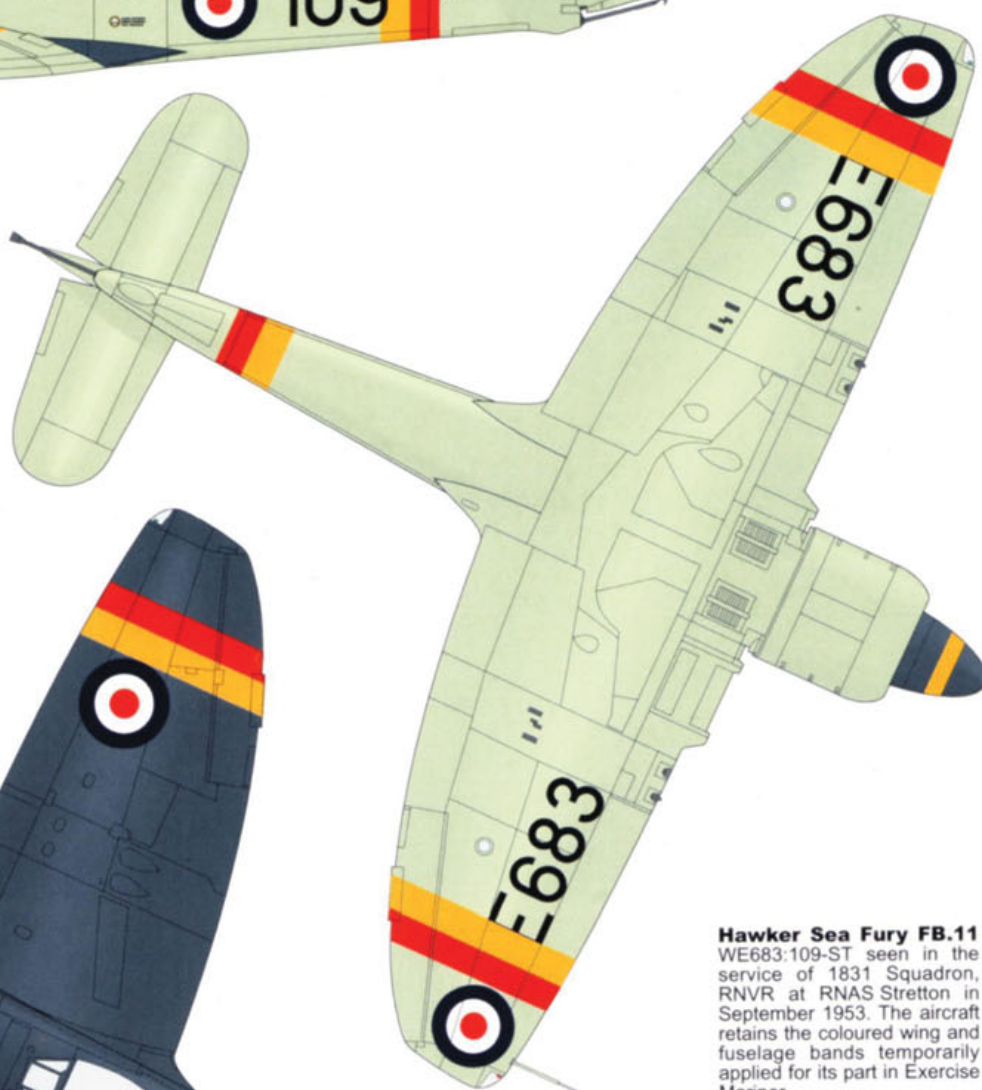
BY W. A. HARRISON

Three Hawker Sea Fury FB.11s from 805 Squadron, Royal Australian Navy, when based at RNAS Eglinton during their working up period. The aircraft have the earlier Extra Dark Sea Grey colour scheme extending down the sides of the fuselage with Sky undersides. The squadron later took part in the Korean war. (RAF Museum)



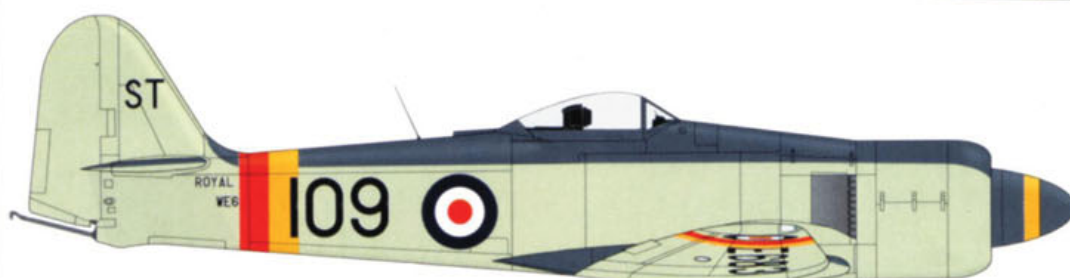


HAWKER SEA FURY FB.11



Drawings by
David Howley

Hawker Sea Fury FB.11
WE683:109-ST seen in the
service of 1831 Squadron,
RNVR at RNAS Stretton in
September 1953. The aircraft
retains the coloured wing and
fuselage bands temporarily
applied for its part in Exercise
Mariner.



By W. A. Harrison



THE Hawker Sea Fury was the result of a protracted development of high-powered, single-seat fighters which had started with the Hurricane, Typhoon, Tempest and the final piston-engined design, the Fury. Although the Fury did not see RAF service, the Typhoon and Tempest had been built in considerable numbers and used successfully during the later stages of World War 2.

As early as October 1942, Hawkers had been in discussion with the Ministry of Aircraft Production about a lighter version of the Tempest for operations in the Far East. One idea was to eliminate the wing centre section and bring the outer wings in on the aircraft centreline. An Air Ministry Specification F.6/42 had been issued for a light fighter, and although other companies such as Folland, Westland and English Electric submitted designs, the logical direction was to stay with the Hawker plan which became known as the Tempest Light Fighter (Centaurus).

The Admiralty had also issued a new Specification N.7/43, which was for a naval single-seat interceptor. Sydney Camm, chief designer at Hawkers, convinced the two bodies, the Ministry of Aircraft Production

The first N.7/43 VB857 and only Sea Fury F.Mk.X built by Boulton Paul, although assembly was at Hawkers Kingston factory. It was also used to test the five-bladed propeller that eventually became standard on all Sea Furies and in early 1947 was still with 'C' Squadron (RN) at Boscombe Down. It is seen here being test flown by Commander Eric Brown during Rocket Assisted Take-off Gear trials at Farnborough in 1948.

and Admiralty that the new light fighter was capable, with an uprated Centaurus XII, of fulfilling both specifications.

Once this had been decided and the change of engine agreed, a new specification was issued, F.2/43, which covered the interests of both the RAF and Fleet Air Arm.

Responsibility for production of the naval version, later known as the Sea Fury Mk.X, was to go to Boulton Paul Aircraft Ltd based at Wolverhampton, with Hawkers producing the RAF's Fury Mk. I version.

By December 1943 six prototypes were on order, two to be powered by Rolls Royce Griffons, two by Bristol Centaurus XXIIIs, one with a Centaurus XII and one to be used for structural tests. Specification N.22/43 was issued in early 1944 which covered pro-

The Sea Fury FB.11 in action. This excellent picture of an 807 Squadron aircraft about to be launched on a strike against Korean targets was taken on board HMS Theseus. The Centaurus engine is straining at full power, the catapult strop taut under the nose and the launcher about to drop the flag. (FAA Museum)

duction of the Sea Fury Mk.X and in April orders were received for 200 Furies to F.2/43 and 200 to N.22/43.

On 1 September 1944 Hawker test pilot Philip Lucas took the first F.2/43 NX798 on its initial flight. Powered by a Centaurus XII, it had a four-bladed Rotol propeller. Engine problems resulted in some aborted flights and wheels up landings. The four-bladed propeller did not give the best performance and it was changed later for a five-bladed one.





LA610 was the next to fly on 27 November 1944 powered by a Griffon 85 driving two three-bladed contra-rotating propellers, but this arrangement was changed for a Napier Sabre VII engine with a four-bladed propeller and this became the fastest of the prototype Furies at 485 mph.

THE SEA FURY EMERGES

On 21 February 1945 the first prototype Sea Fury, SR661, took to the air powered by a Centaurus XII driving a four-bladed propeller. The aircraft was semi-navalised in that it did not have folding wings and the arrester hook was located beneath the rudder. In May 1945 SR661 went to A&AEE Boscombe Down for brief handling trials and deck landing suitability. In the first half of July 1945 Royal Aircraft Establishment

The first production T.Mk.X TF895 built at Kingston, still with a four-bladed propeller. It first flew on 7 September 1946 piloted by Hawker test pilot R. V. Morrell. It was retained as a test and development aircraft by Hawkers until no longer required after which it became an instructional airframe at Arbroath where it was still in existence as late as 1955.

test pilot Commander Eric (Winkle) Brown, carried out arresting proofing tests on the arrester wires at the RAE in SR661. These trials resulted in a modification to improve the arrester hook damping efficiency. Initial deck landing trials on *HMS Ocean* using SR661 were made by a Boscombe Down pilot on 10 August 1945. The aircraft also undertook brief handling trials with a modified rudder and propeller. The second, and fully navalised Sea Fury SR666, made its first flight on 12 October 1945.

By this time the war was almost over and the original orders were cut back severely, the Boulton Paul order being cancelled entirely. They did however complete the first Sea Fury X, VB857, to the same standard as the second prototype with folding wings, a Centaurus XV (the Centaurus XXII on dynafocal mountings having been delayed) and a five-bladed Rotol propeller. This was taken to Hawker's Langley airfield for assembly and was test flown from there for the first time on 31 January 1946.

During January and February SR666 carried out gunnery trials at Boscombe Down. As the gun installation was similar to that of

The second prototype Sea Fury F.Mk.X SR666 which was the first with folding wings. It was used for gunnery trials at Boscombe Down during January and February 1946. It never flew as a front line aircraft and ended its days as an instructional airframe at Arbroath.

the Tempest V no problems emerged. During the summer of 1946 Eric Brown carried out catapult proofing tests on SR666 at RAE, Farnborough. It was used for deck landing trials on *HMS Victorious*, when it broke its tail hook on landing and was fortunate in that the pilot managed to open up and climb away over a deck filled with other aircraft.

The first of the 50 production Sea Fury Xs, TF895, was flown for the first time on 7 September 1946 in the hands of test pilot R. V. Morrell. These early machines were very much based on SR666 but, after the first few, a five-bladed propeller was fitted and became standard for all production Sea Furies. All production was centred at the Hawker Kingston factory. To pave the way into service, intensive deck landing trials were conducted during the winter of 1946-47 by the Service Trials Unit flying TF898 from *HMS Victorious*. On 18 March 1947 Eric Brown used this aircraft to carry out catapult proofing tests, and on 24 March carried out side-wind catapult launches from *HMS Illustrious*. He repeated these tests on 31 March flying TF900 which had a new type of rigid sting arrester hook fitted. This hook was longer than the original one as the short hook had given trouble during the intensive trials by the Service Trials Unit aboard *HMS Victorious*. Later that year Brown took VR920 through a variety of external stores trials including catapulting. In 1948 he cleared the Sea Fury Mk.X for Rocket Assisted Take-off (RATO) using VB857 and completed them in August that year with VR920. During these and armament trials it was found that the Sea Fury could carry a considerable quantity of external weapons and it was decided that the aircraft would be more useful in the fighter-bomber role. This decision was to have div-



Hawker Sea Fury camouflage and markings

Drawings by David Howley

HAWKER SEA FURY COLOUR KEY

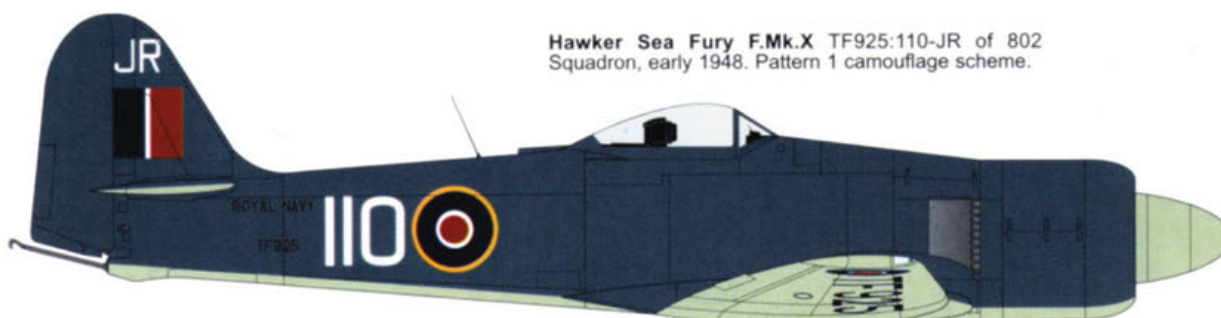


British and Commonwealth colour notes: *Royal Navy aircraft:* Extra Dark Sea Grey upper surfaces with Sky undersides on both original and standard (Pattern 1 and 2) schemes. *Royal Canadian Navy:* Originally the same as Royal Navy, the Sky being replaced by Light Grey (possibly similar to but lighter than Medium Sea Grey) from late 1952, early 1953. *Royal Australian Navy:* Generally the same as Royal Navy but late in service some aircraft were repainted in overall Dark Blue.

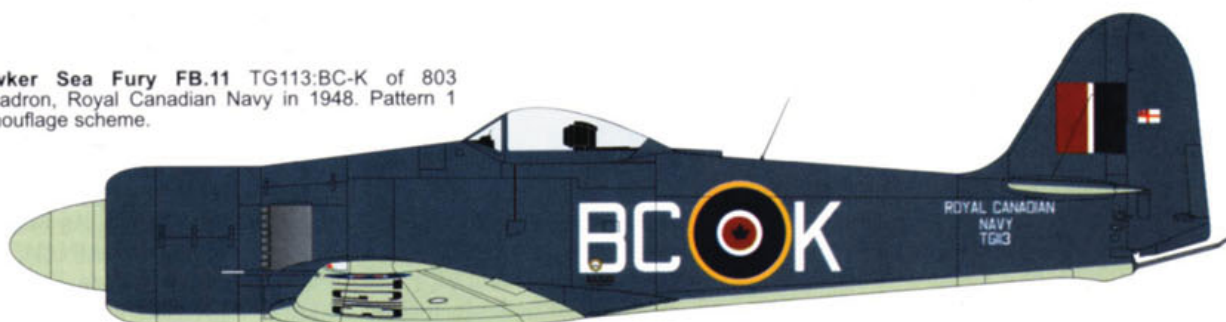
Hawker Sea Fury first prototype SR661
February 1945.
Dark Grey and Ocean Grey upper surfaces with Medium Sea Grey undersides. Note the short fin and rudder.



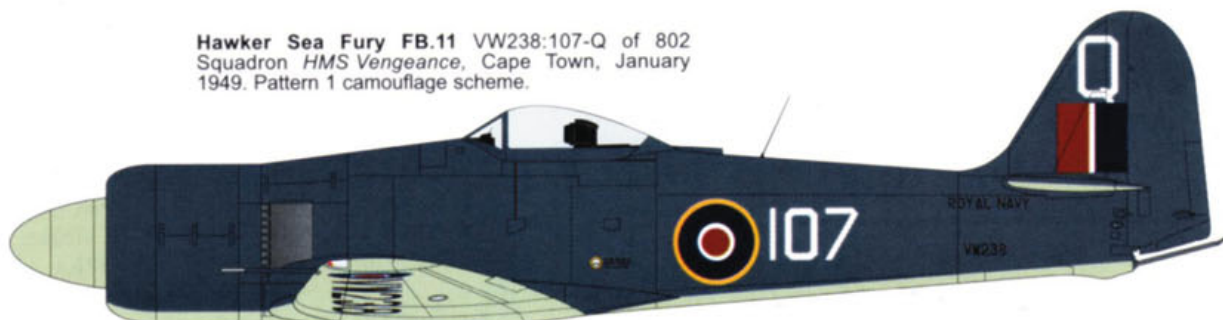
Hawker Sea Fury F.Mk.X TF925:110-JR of 802 Squadron, early 1948. Pattern 1 camouflage scheme.



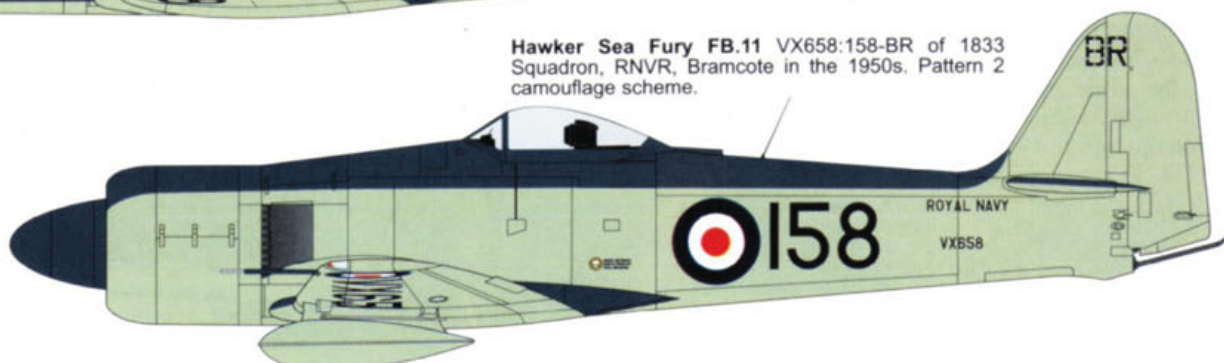
Hawker Sea Fury FB.11 TG113:BC-K of 803 Squadron, Royal Canadian Navy in 1948. Pattern 1 camouflage scheme.

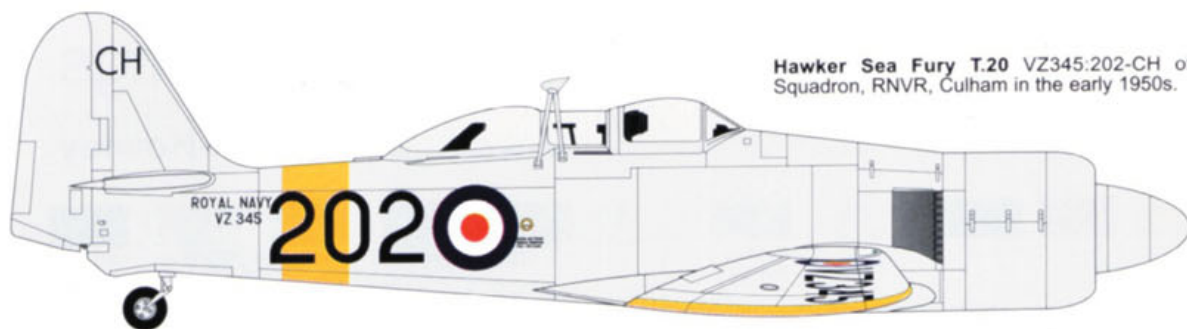


Hawker Sea Fury FB.11 VW238:107-Q of 802 Squadron HMS Vengeance, Cape Town, January 1949. Pattern 1 camouflage scheme.



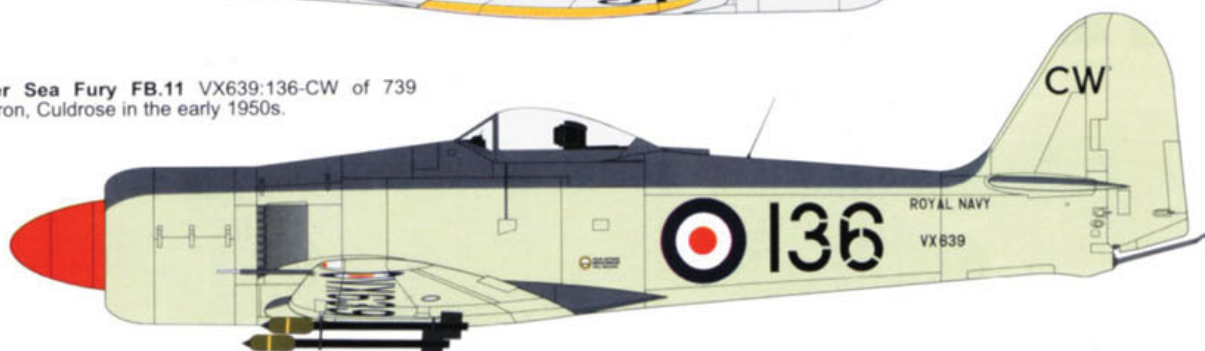
Hawker Sea Fury FB.11 VX658:158-BR of 1833 Squadron, RNVR, Bramcote in the 1950s. Pattern 2 camouflage scheme.



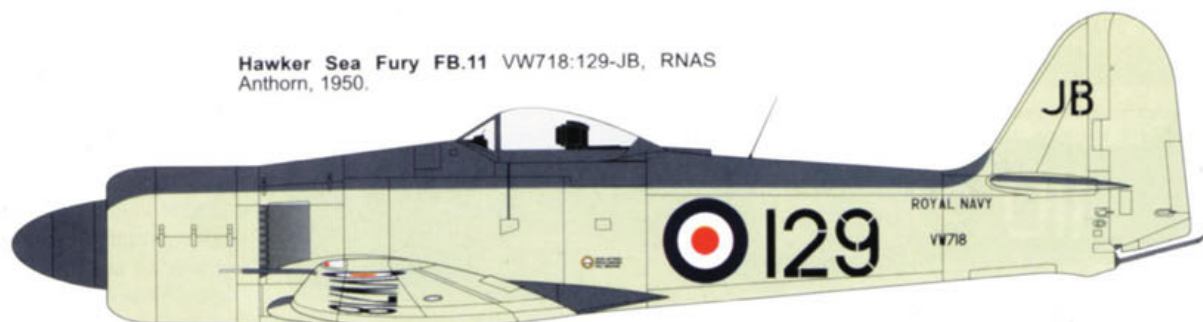


Hawker Sea Fury T.20 VZ345:202-CH of 1832 Squadron, RNVR, Culham in the early 1950s.

Hawker Sea Fury FB.11 VX639:136-CW of 739 Squadron, Culdrose in the early 1950s.



Hawker Sea Fury FB.11 VW718:129-JB, RNAS Anthorn, 1950.



idents when the Sea Fury was used in combat during the Korean War.

FIRST SQUADRONS

The first squadron to receive the Mk.X during 1947 was No. 807, then based at Eglinton, Northern Ireland. Nos. 802, 803, 805 and 778 Squadrons all received Mk. Xs but only for a short time as the Sea Fury FB.Mk.11 was introduced the following year. The colour scheme of these Sea Furies was upper surfaces - Extra Dark Sea Grey, with Sky undersides and a Pattern 1 demarcation line which extended to the bottom of the fuselage. Hawker kept a number on development work including TF895, TF897, TF900 and TF923. No Sea Fury Mk.Xs were used in Korea.

The first Sea Fury FB.Mk.11s were delivered to 802 Squadron in May 1948 and was followed by Nos. 801, 803, 804, 805, 807 and 808. Some FB.11s were delivered with the old Pattern 1 demarcation line but this was soon changed to Pattern 2, which finished much higher up the fuselage, and retained the same colours. Orders were placed for eight batches of aircraft ranging from 1946 through to 1951, with some 615 FB.Mk.11s eventually being delivered, although 109 of these were for overseas sales.

An early production Sea Fury F.X TF898:100-CW seen wearing the Pattern 2 colour scheme and in service with 736 Squadron at Culdrose. Before squadron service it had been used for catapult trials at Farnborough and deck landing trials on board *HMS Illustrious*. (A.E.Hughes)

During the period between 1948 and 1950 the FB.11s became the standard front-line fighter aircraft, and with Fairey Fireflies, operated as Carrier Air Groups. These were set up for use in the Far East against the Japanese, but with the end of the war some formed in the post-war era to operate from fleet and light carriers along the lines of the US Navy. The CAGs were still in use during the Korean War but had disappeared in home waters by early 1952.

ACTION IN KOREA

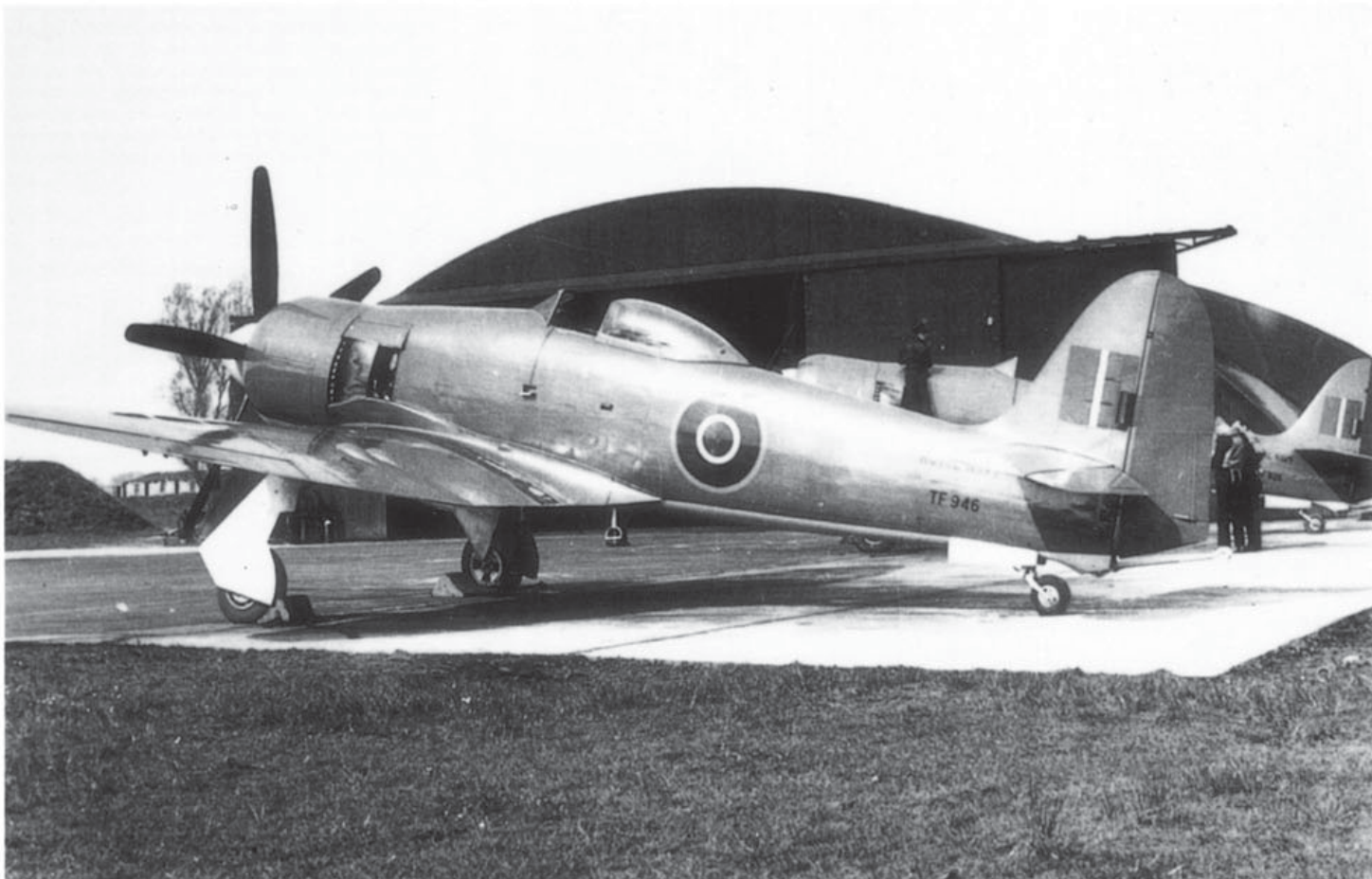
The Sea Fury entered service too late to see action in World War 2 but was destined to demonstrate its worth in a number of other actions. Prominent in these was the involve-

ment in the Korean War.

On 25 June 1950 North Korean forces crossed the 38th parallel and set in motion a bitter war lasting three years. British ships operating in Japanese waters quickly came under the command of Vice-Admiral Joy of the US Navy. As Flag Office Commanding Far East (COMNAVFE) he found the Royal Navy operating 22 ships and included them in a combined British and American Task Force 77 under Rear-Admiral Hoskins USN.

In the British fleet was the aircraft carrier *HMS Triumph* with the 13th Carrier Air Group (CAG) embarked. This consisted of 800 Squadron with 12 Seafire FR.47s and 827 with 12 Firefly FR.1s Both types were the last of their species in front line service, but over the next few months, despite





Sea Fury TF946 at Eglinton in the 1947-48 period with TF926 in the background. Both aircraft belonged to 803 Squadron which was transferred to the Royal Canadian Navy in 1948. TF946 ended its days at Arbroath as instructional airframe A2350, and was scrapped in 1959. (A.E.Hughes)

mounting maintenance problems, they continued to support United Nations forces.

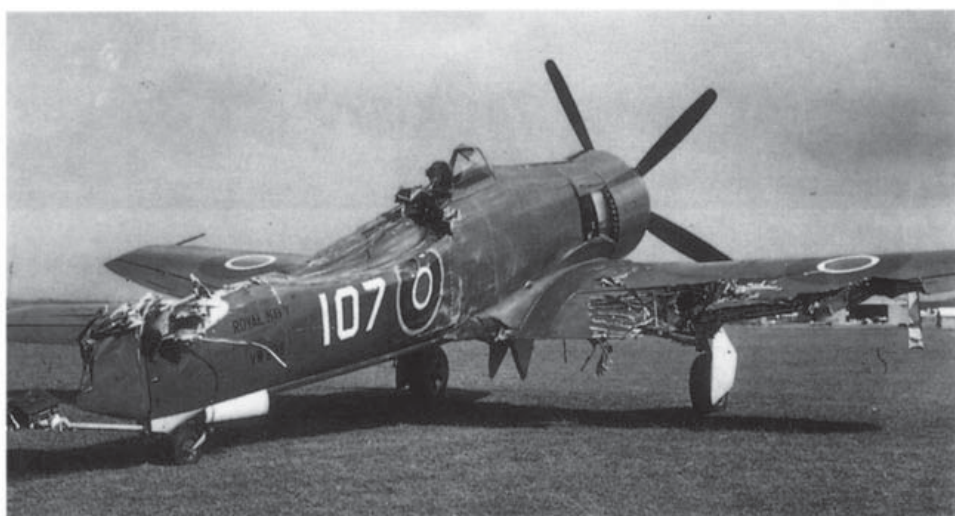
On 5 October 1950 *HMS Theseus* arrived to relieve *Triumph* and on board she had the 17th CAG consisting of 807 Squadron with 21 Sea Fury FB.11s and 810 Squadron with 12 Firefly FR.5s. Five days later they were in action in the Changan area but lost a Sea Fury to ground fire, the pilot being picked up by a USAF helicopter whilst under fire.

The weather at this time of the year was always poor and the aircraft were frequently operational in marginal conditions. Targets were railways, rolling stock, bridges, supply depots, vehicles and water transport.

At the end of the year the 17th CAG were awarded the Boyd Trophy which is presented each year to a Fleet Air Arm unit of outstanding merit. When *Theseus* withdrew in the middle of April 1951 her aircraft had flown 3,489 operational sorties with both types of aircraft lost in action.

She was relieved on station by *HMS Glory* with the 14th CAG on board. This consisted

Sea Fury prangs. Centre: The pilot of Sea Fury FB.11 VW238:107 of 802 Squadron was lucky when on 5 September 1949 while at Yeovilton, it was involved in an accident in which Sea Fury TF965 taxied into its rear and demolished the fin, rudder and starboard wing trailing edge, stopping just short of the pilot's head rest. (Author's collection) Right: Sea Fury FB.11 102-JR is almost certainly TF991 of 805 Squadron. The classic lines are most apparent as is the Pattern 1 colour scheme. The reason for it standing on its nose is not known but the aircraft was repaired and went on until December 1956 when it was sold back to Hawker Aircraft. (Author's collection)





Above: The restricted space on British fleet carriers is apparent in this picture of Sea Furies lining up for free take-offs. Fireflies are ranged behind them. The last Sea Fury on the left with folded wings is VR938 and coded 118-T belonging to 807 Squadron when embarked on *HMS Theseus* during 1947 to 1951. (Author's collection) Left: Loading damaged Sea Furies from *HMS Theseus* via lighters to *HMS Unicorn* to be delivered to the Royal Navy maintenance base at Sembawang. All of these Furies had been taking part in the Korean War with the middle aircraft displaying bent propeller tips, so has probably gone into the barrier or tipped forward on landing to 'peck' the deck. The far aircraft has a damaged wingtip. (via R.Sturtivant)

of 804 Squadron with 21 Sea Fury FB.11s and 812 Squadron with 12 Firefly FR.5s. A Sea Fury was lost on the first operational patrol on 28 April and by the end of May two more had been lost. The weather improved and the air group were achieving more than 50 sorties a day, no mean feat for a small British carrier. Continuous operations took their toll of aircraft and the ship. When the catapult went unserviceable aircraft were launched using RATOG. In the middle of July three Sea Furies were lost in a matter of three days, mostly with the pilot being saved. Over the next series of strikes this air group expended more than 1,000 rocket projectiles, over 100 500lb bombs and some 49,000 rounds of 20-mm ammunition. By September, when they were relieved, the air group had flown some 2,892 operational sorties against the enemy.

Their relief was the Australian aircraft carrier *HMAS Sydney*, which had embarked 805 and 808 Squadrons with Sea Fury FB.11s and 817 Squadron with 12 Firefly FR.5s. The new air group continued to strike against targets that would cut urgently needed supplies to the enemy. During the conflict

Above left: Rocket Assisted Take-Off was part of the operating procedure for Sea Furies when heavily loaded or trying to take-off from a very short runway. The position of the RATOG gear is clearly shown in this picture of FB.11 VX672:121-CW of 736/738 Squadron, a Naval Air Fighter School at Culdrose which in the early 1950s had over 50 Sea Furies on strength. Left: The Naval Air Fighter School (NAFS) at Culdrose provided newly qualified pilots with training in air-to-air and air-to-ground firing. Here a Sea Fury FB.11 VX652:133-CW of 738 Squadron, the NAFS holding unit, is preparing for another day on the ranges. The rocket rails under the wing could hold two tiers of rocket projectiles - six under each wing. (A.E.Hughes)

Sea Fury FB.11 VX650 comes to grief landing aboard *HMS Illustrious* on 16 December 1949. It was with 767 Squadron, known throughout the FAA as the 'Clockwork Mice' because they were continually taking-off, flying round the airfield, landing and going round again. Deck landing training was on board a carrier, but in this case the pilot hit the barrier and the Sea Fury broke in two. (MAP)

the Royal Australian Navy took advantage of borrowing Royal Navy Sea Furies from the pool of aircraft at Sembawang. Survivors were returned. When *Sydney* withdrew in January 1952 her aircraft had flown 2,366 operational sorties, 1,623 of them by Sea Furies. Ten aircraft were lost on operations and 77 damaged but only three pilots were killed and one wounded.

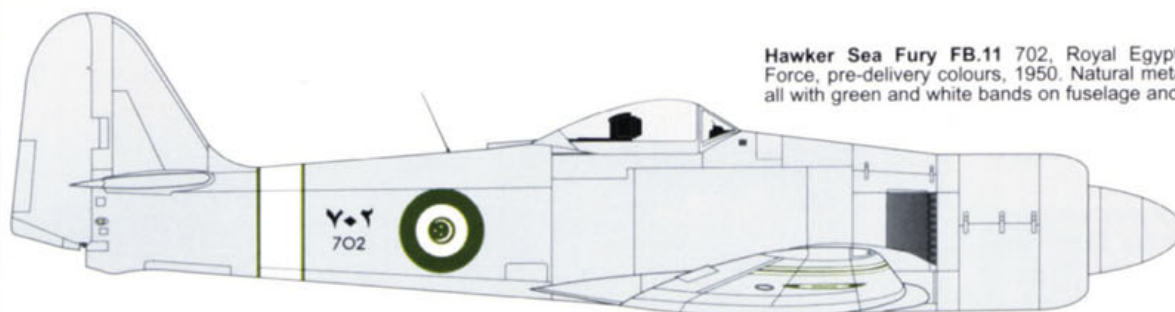
Pending the arrival of *HMS Ocean*, *Glory* stood in for a short spell during February to April 1952 during which some 689 sorties were flown.

When *HMS Ocean* arrived in May she had on board 802 Squadron with 21 Sea Fury FB.11s and 825 Squadron with 12 Firefly FR.5s. The first patrol did not get off to a very good start with a Sea Fury and a Firefly having to ditch due to unknown causes, then a Sea Fury crashed after having been hit by flak and another lost to the same cause on 18 May. Two more Sea Furies were lost to enemy action on 4 June and on 24 July the CO of 802 was killed when his Sea Fury was shot down over the river Taedong. This was the day that both formations of Fireflies and Sea Furies were attacked by MiG-15s, fortunately without loss. On 9 August four Sea Furies were attacked by eight MiGs north of Chinnampo and this was the well-known action in which Lt P. Carmichael, flying Sea Fury WJ232:114-O, shot down one of the MiGs. Later that day four Sea Furies were again attacked by MiG-15s with one Sea Fury hit in the drop tanks and set on fire. The pilot managed to jettison them and landed back on deck - an interesting day for a young pilot on his first operational patrol!

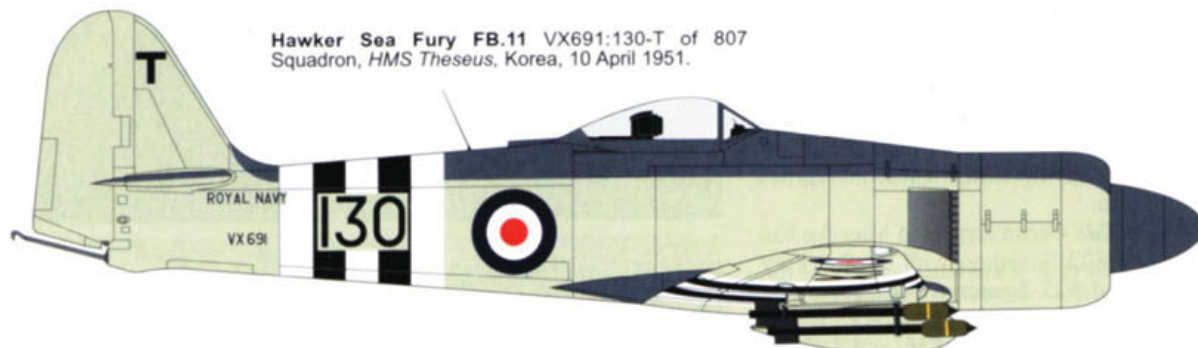
Other attacks were made by the ship's aircraft, the only casualty being a Sea Fury that

Top right: A Sea Fury of 801 Squadron misses the arrestor wires on *HMS Glory* during the Korean War and ends up in the barrier. (R.Sturtivant) Right: Some squadrons of the Royal Naval Volunteer Reserve (RNVR) also received Sea Furies. This picture illustrates FB.11s VW653:154 and TF957:153-VL of 1834 Squadron normally based at Yeovilton. (MAP) Below: Nine Sea Fury FB.11.s and one T.20 of 802 Squadron ashore, probably at Culdrose. The squadron was based on *HMS Vengeance* except for the T.20 which was not approved for flight deck use. 802 Squadron operated Sea Furies from April 1948 until March 1954. (MAP)

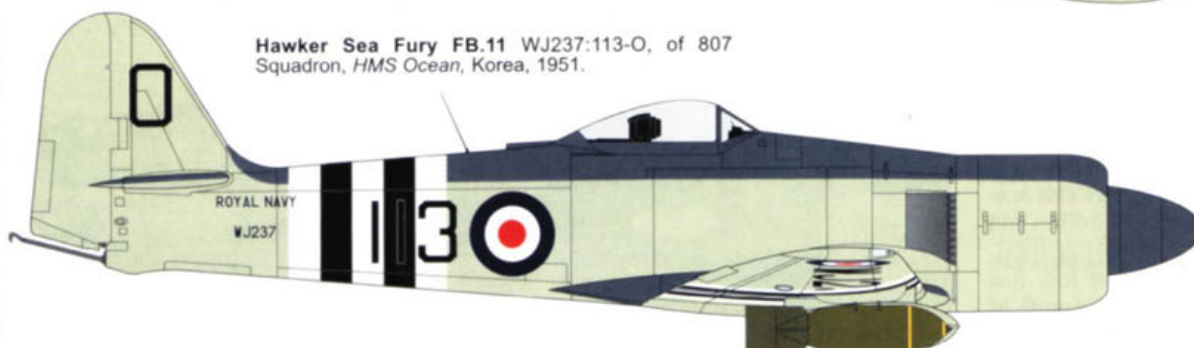




Hawker Sea Fury FB.11 702, Royal Egyptian Air Force, pre-delivery colours, 1950. Natural metal overall with green and white bands on fuselage and wings.



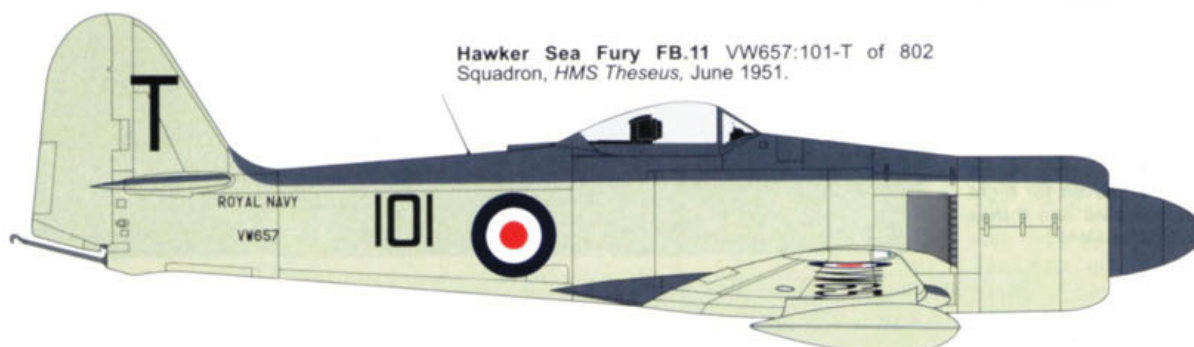
Hawker Sea Fury FB.11 VX691:130-T of 807 Squadron, HMS Theseus, Korea, 10 April 1951.



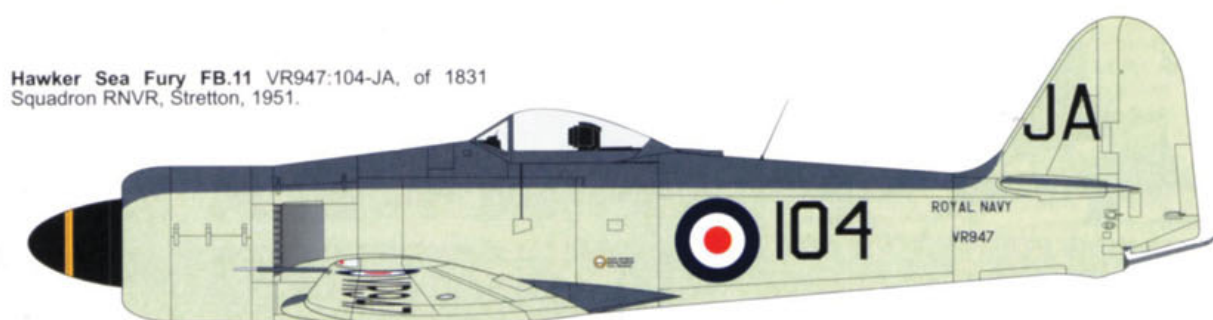
Hawker Sea Fury FB.11 WJ237:113-O, of 807 Squadron, HMS Ocean, Korea, 1951.



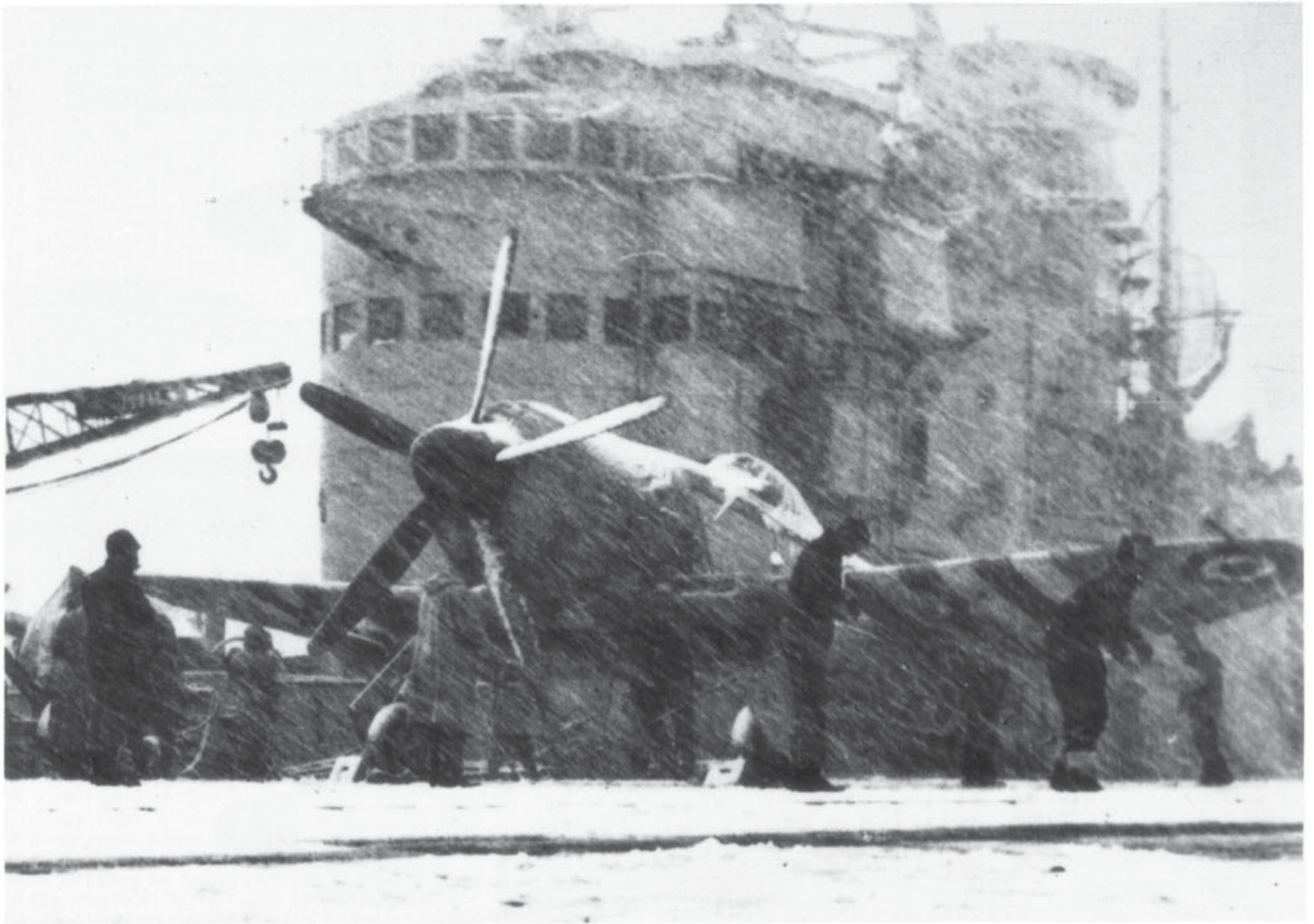
Hawker Sea Fury FB.11 VR943:105-R, of 801 Squadron, HMS Glory, Korea, 1951.



Hawker Sea Fury FB.11 VW657:101-T of 802 Squadron, HMS Theseus, June 1951.



Hawker Sea Fury FB.11 VR947:104-JA, of 1831 Squadron RNVF, Stretton, 1951.



The appalling conditions that Sea Furies and Fireflies operated under during the Korean War are brought home by this picture of an Australian Sea Fury on board *HMAS Sydney* during a blizzard in 1951. (Author's collection)

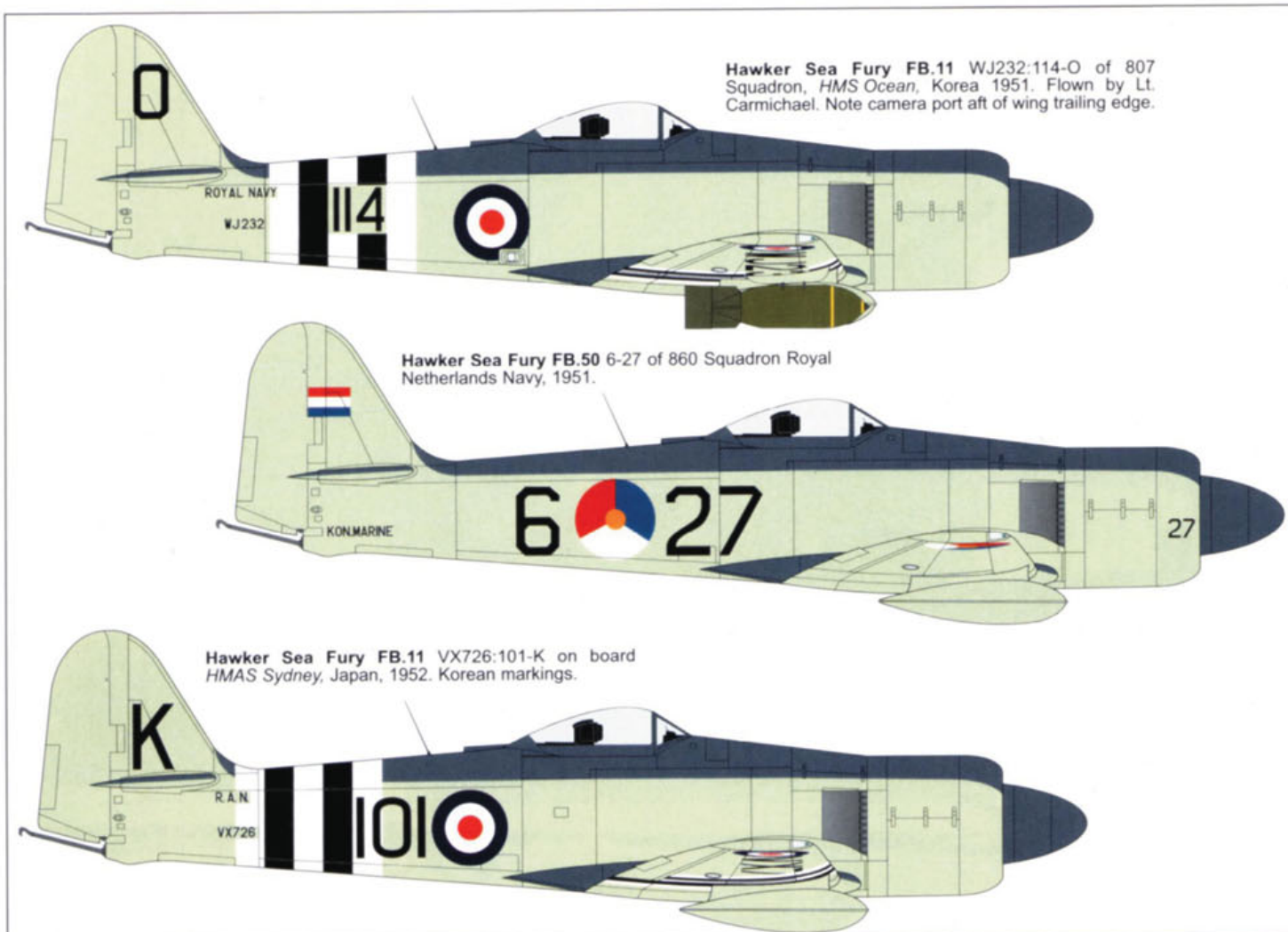
had to make a wheels up landing at Choda. Later another pilot had to ditch his Sea Fury and was picked up by the ship's helicopter.

HMS Glory, back for a third patrol relieved *Ocean* in September. This time *Glory* had 801 Squadron with 21 Sea Furies and 821 Squadron with 12 Firefly FR.5s. Early in the patrol Lieutenant Jones was killed when his Sea Fury was shot down attacking a railway bridge. During a day of continuous strikes nine Sea Furies and six Fireflies were all damaged by enemy gunfire. Operations continued but on the first patrol of the New Year three Sea Furies were lost with their pilots. Four Sea Furies were attacked by MiG-15s in February, fortunately without loss, but later that month two pilots died when their Sea Furies were shot down. During this period of strikes *Glory's* air group had achieved 1,666 operational sorties and expended 8,768 rocket projectiles, 232 1,000 lb bombs, 841 500 lb bombs and more than 230,000 rounds of 20-mm ammunition. There had been 1,869 deck landings without



Top right: IDT-1 shown here is the original Iraqi two-seat trainer without the tail hook and long rudder. Although not too clear, the two cockpit canopies are as they were originally laid out, close together without a tunnel. Right: IDT-1 has become VX818, the prototype Sea Fury T.Mk.20. The tunnel between the canopies has been introduced, the rudder shortened and a tail hook added. The cowlings, centre section and rudder were painted a pale factory green, while the rest of the fuselage and the outer wings were in grey primer.





mishap, a remarkable achievement.

HMS Ocean arrived with 807 Squadron's Sea Fury FB.11s and 810 Squadron with Firefly FR.5s to relieve them. The weather was not very good for this series of patrols and two Sea Furies were lost due to accidents.

The Armistice was signed on 27 July 1953. *HMAS Sydney* returned to relieve *Ocean* and stayed to carry out coastal patrols until no longer required.

The five British light fleet carriers had performed magnificently, steaming 279,000 miles, flown 23,000 operational sorties, sometimes in appalling conditions, for the loss of 22 lives in action and 13 in accidents. Most squadrons returning to the UK found themselves disbanded to re-equip with more modern aircraft.

The Sea Fury, without doubt, had shown itself to be equal to, if not better than its stable mates and a superb ground attack aircraft - a real thoroughbred!

INTO RESERVE SERVICE

In August 1951 the Royal Naval Volunteer Reserve began to equip with the Sea Fury, 1831 Squadron at Stretton being one of the first when they received nine, plus nine

After trials with VX818 a mirror mounted on a tripod was introduced between the pilots cockpits so that the instructor could see what the student was doing. In this pleasing study, taken in 1950 T.20 VX286:294-CW is seen outside one of the Culdrose hangars. Note the drop tanks and removal of the tail hook. The aircraft survived until 15 May 1956 when it belly landed at RAF Benson and was scrapped in July that year. (A.E.Hughes)

Seafire FR.17s. In November 1951, 1832 Squadron at Culham were equipped with the same numbers of each type.

It was not until 28 March 1953 before any other units received the Sea Fury. Nos. 1835 and 1836 Squadrons were reformed into part of Southern Air Division at Culham. The Southern Air Division eventually had 27 Sea Fury FB.11s and two T.20s on strength but all the RNVR squadrons were disbanded in July 1957 following that year's defence cuts.

SEA FURY TRAINER

One of the problems facing new and young pilots moving up to high-powered, high-speed, piston-engined fighters was the necessity for a proper introduction to them. Before the advent of two-seat trainers, pilots

had flown the Miles Master and perhaps the North American Harvard, and while these were a good introduction they had only a quarter of the power of the real thing. To move up from a 500 hp engine to one producing 2,500 hp was an enormous leap.

Hawkers were not the only ones to see the potential for high-powered two-seaters. Supermarine provided the two-seat Spitfire and Fairey the Firefly Trainer. But really, it was the Iraqi government that instigated the idea of a two-seat trainer when they were negotiating with Hawkings for the sale of Fury aircraft. The Admiralty were quick to realise the value of the two-seat aircraft and underwrote the development.

The first aircraft, VX818, flew from Langley on 15 January 1948. This machine had a double canopy arrangement with the





Sea Fury T.20 WG655-910-GN in pristine condition after refurbishment by the Fleet Air Arm Historical Flight. It had previously served as a station hack at Eglinton but was sold back to Hawkers in 1956. It was refurbished and sold to West Germany as D-CACU for target towing duties. Acquired by the FAAHF in 1976 it was used for checking out pilots new to the Flight's single-seat Sea Fury and at air displays until 14 July 1990 when it crashed near Yeovilton. (APN)

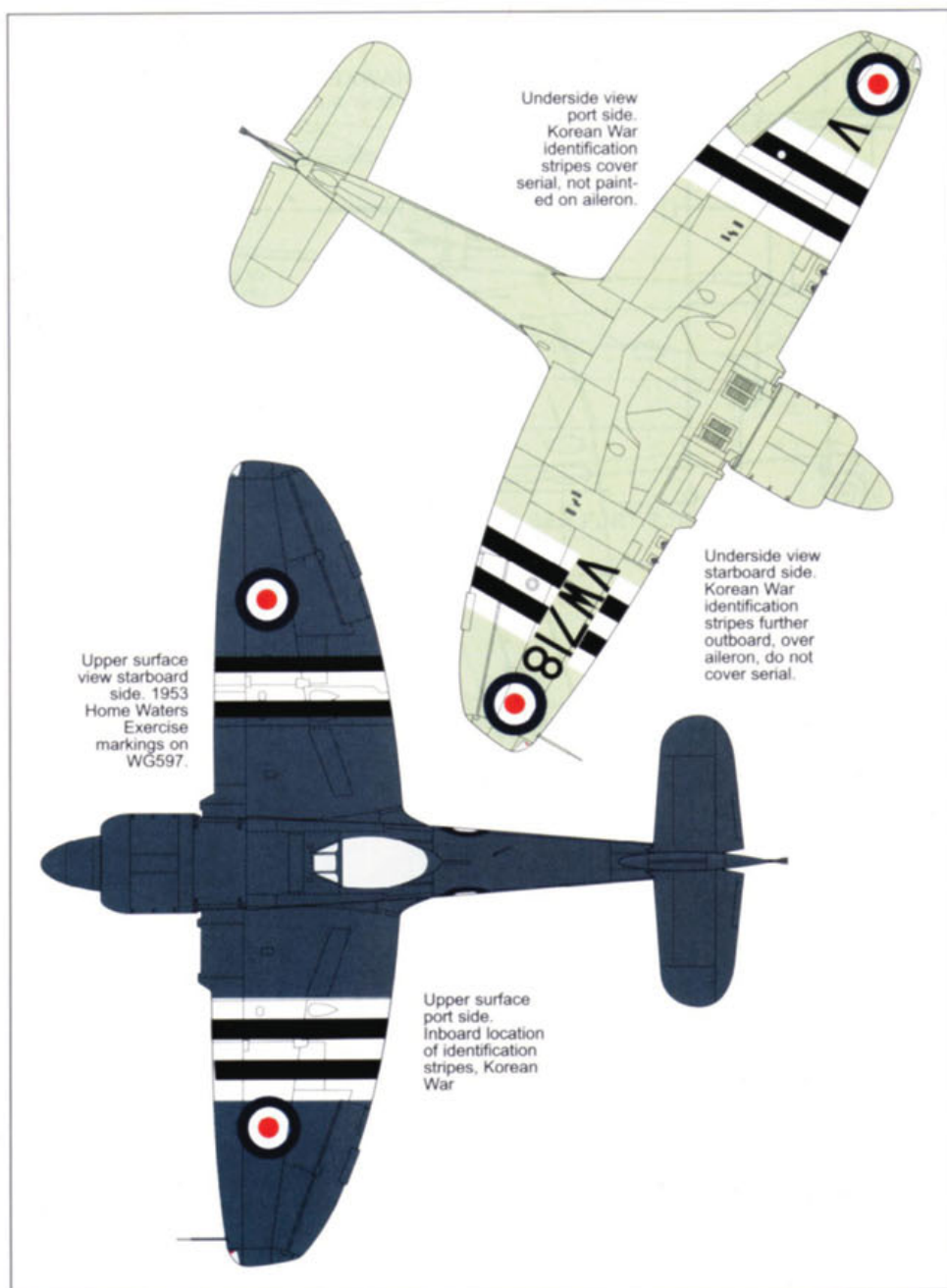
student sitting in the front cockpit and the instructor in the rear one. The view for the instructor was not particularly good and it might have been a good idea to raise the cockpit floor as Fairey's did with their Firefly Trainer.

VX818 went to Boscombe Down for general handling trials and acceptance testing on 11 March 1949. It was found that at the higher performance end of the flight envelope the rear canopy was prone to collapse. A 'tunnel' connecting the two cockpits was tried and became standard. To provide the instructor with a view of what the student was doing a mirror was positioned on a tripod above the rear of the tunnel. These additions detracted from the clean appearance of what was a classic looking fighter.

As it was not intended to be a deck landing aircraft an arrestor hook was not fitted. One 20-mm cannon was retained in each wing for gunnery training and most of the weapons carried on the FB.11 could be accommodated on the T.20. On the prototype the tailwheel was retractable but on production T.20s it was fixed.

To cover production of the new advanced trainer a different Specification, N.19/47, was drawn up on 17 March 1948 for a two-seat dual control version of the Sea Fury FB.11. Apart from the prototype, four follow on orders resulted in 60 Sea Fury T.20s entering service. All were painted in basic aluminium with yellow training bands around the rear fuselage and wings.

They saw widespread use with many front and second line units operating the Sea Fury





1:72nd SCALE

Feet
Metres

Enlarge by 150% for 1:48 scale

FUSELAGE CROSS SECTIONS

3.3 / 3.3

Front view

Scrap view showing installation of Rolls Royce Griffon 85 engine and Rotol six-bladed contra-rotating propeller.

FLUORESCENCE CROSS SECTIONS

CMV-CMV

WZ-VA-4

Hawker SEA FURY FB.11

Scrap view showing installation of Napier Sabre VII engine.

HAWKER SEA FURY FB.11
Inner surface plan view

HAWKER SEA FURY FB.11
Underside plan view

HAWKER SEA FURY FB.11
Port side view
showing wing fold mechanism
undercarriage lowered and
propeller details

HAWKER SEA FURY TRAINER
Port side view
Exported to Iraq

HAWKER SEA FURY T.20
Port side view

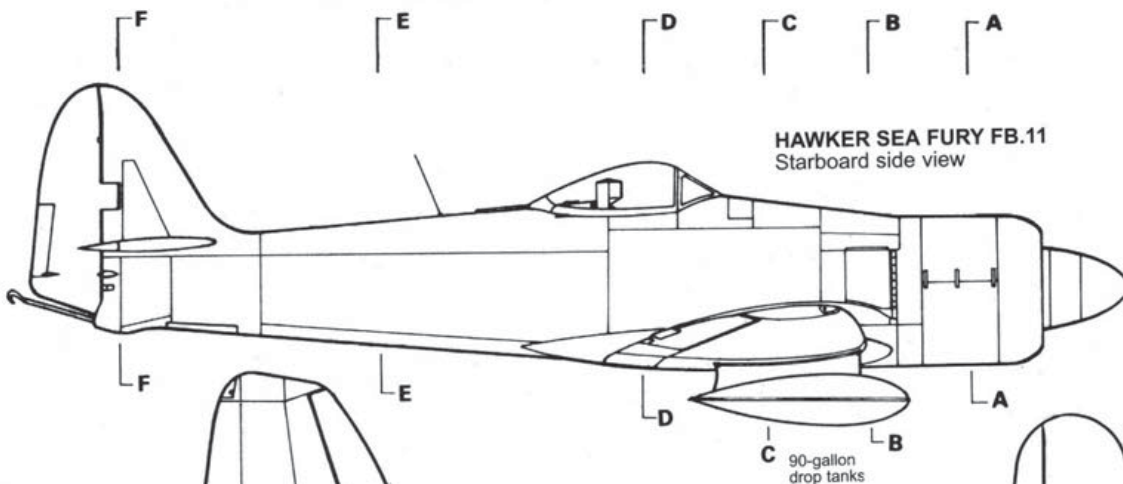
tripod-mounted
periscope

No arrester
hook fitted.
Fixed tailwheel

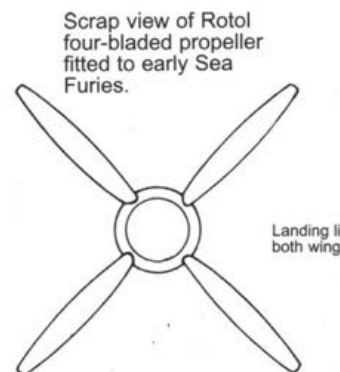
ALCOA PROJECT

	Feet	Metres
1	10	3
2	20	6
3	30	9
4	40	12
5	50	15
6	60	18
7	70	21
8	80	24
9	90	27
10	100	30

Enlarge by 150% for 1:48 scale

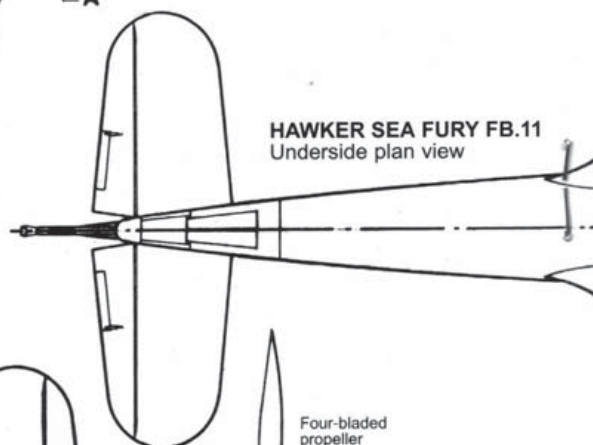


HAWKER SEA FURY FB.11
Starboard side view

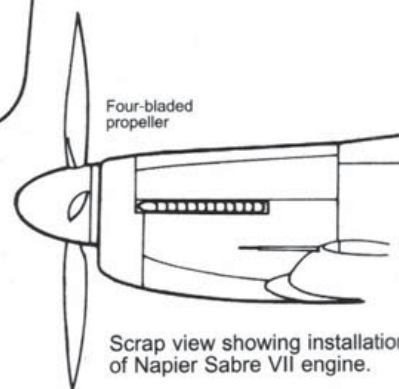


Scrap view of Rotol
four-bladed propeller
fitted to early Sea
Furies.

Landing li
both wings



HAWKER SEA FURY FB.11
Underside plan view

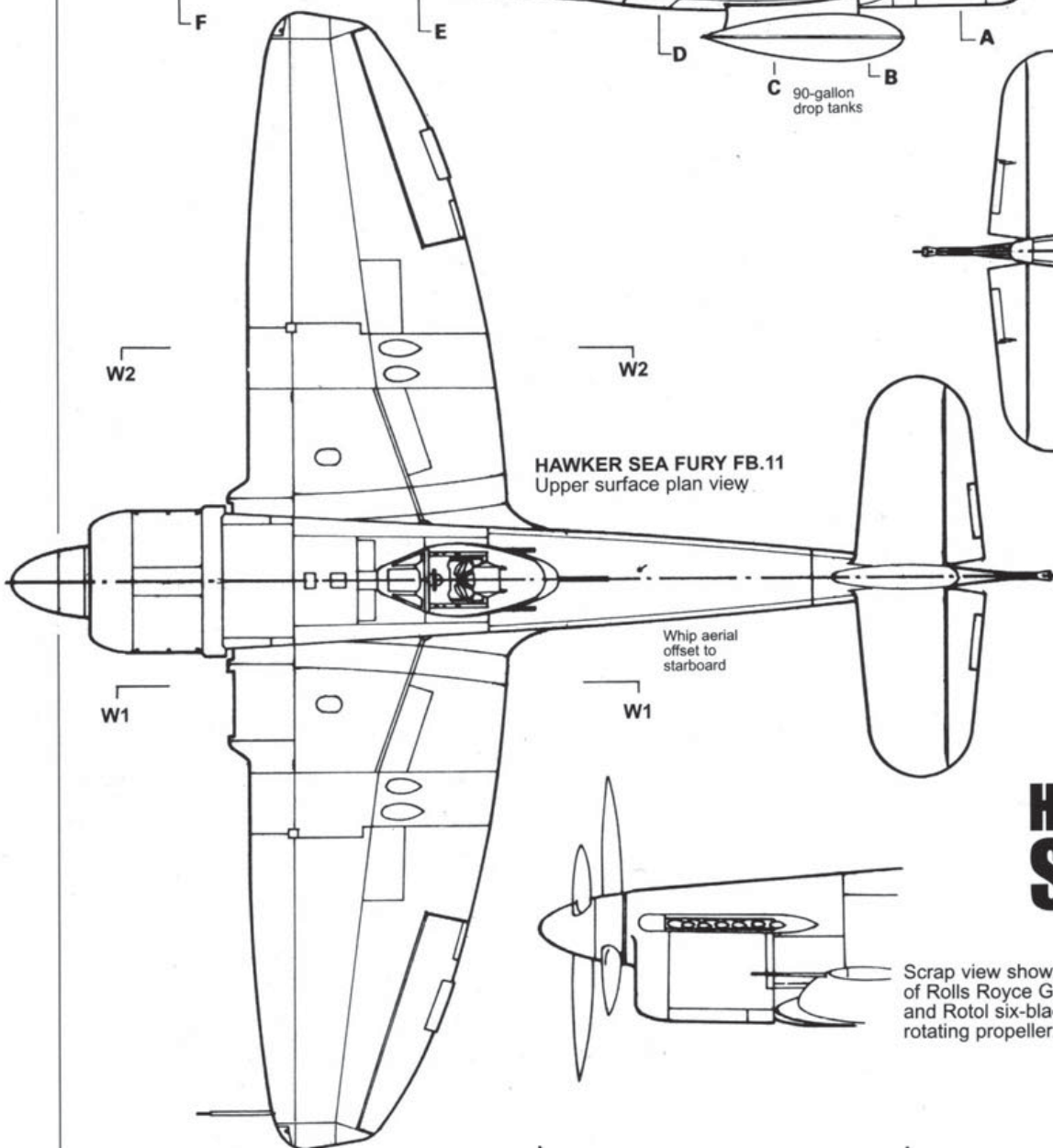


Four-bladed
propeller

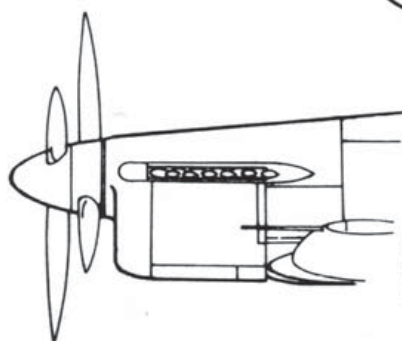
Scrap view showing installation
of Napier Sabre VII engine.

Hawker SEA FURY FB.

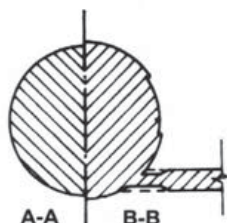
HAWKER SEA FURY FB.11
Upper surface plan view



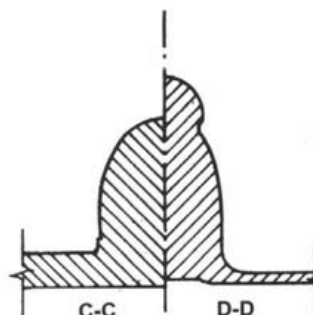
Whip aerial
offset to
starboard



Scrap view showing installation
of Rolls Royce Griffon 85 engine
and Rotol six-bladed contra-
rotating propeller.



A-A B-B



C-C D-D



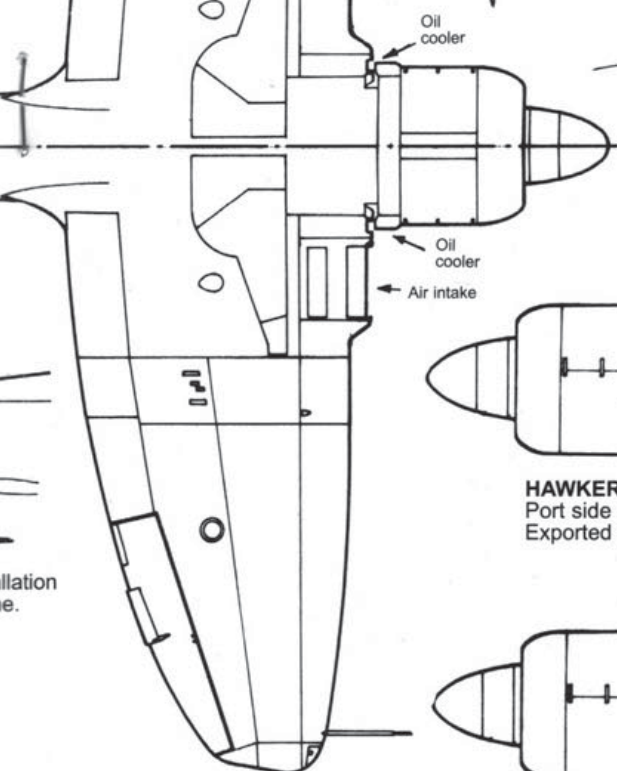
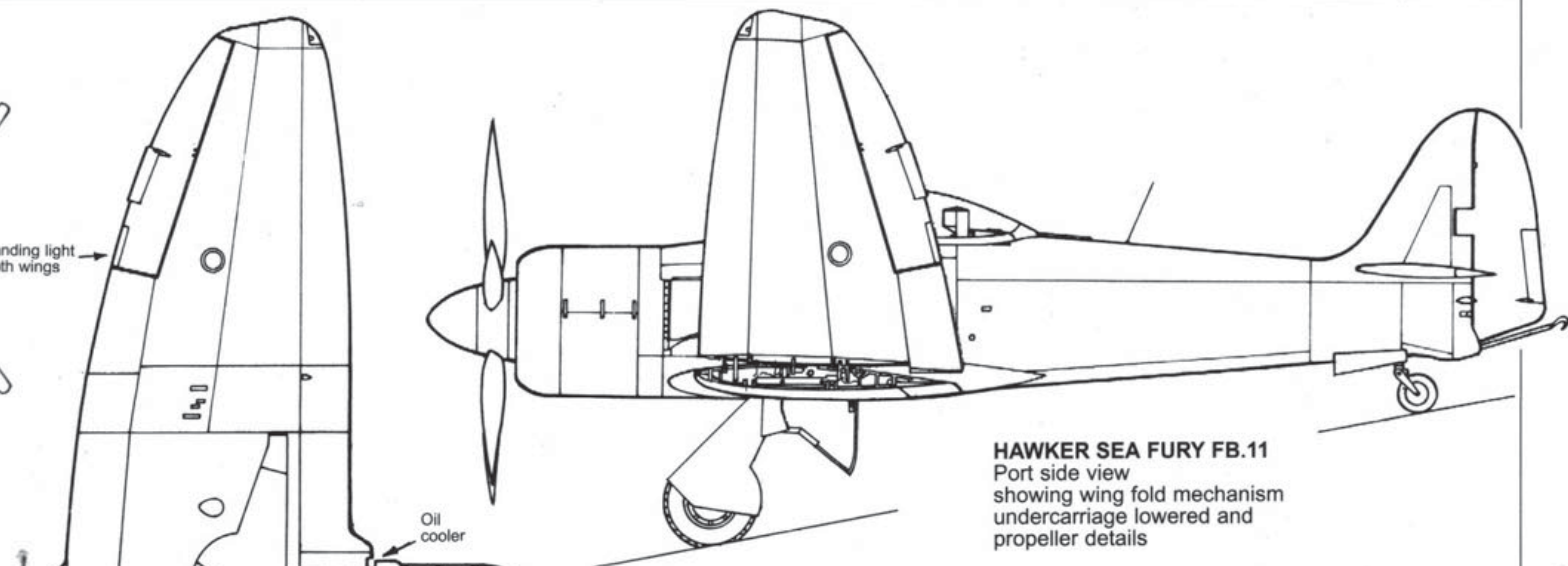
E-E F-F

1:72nd SCALE

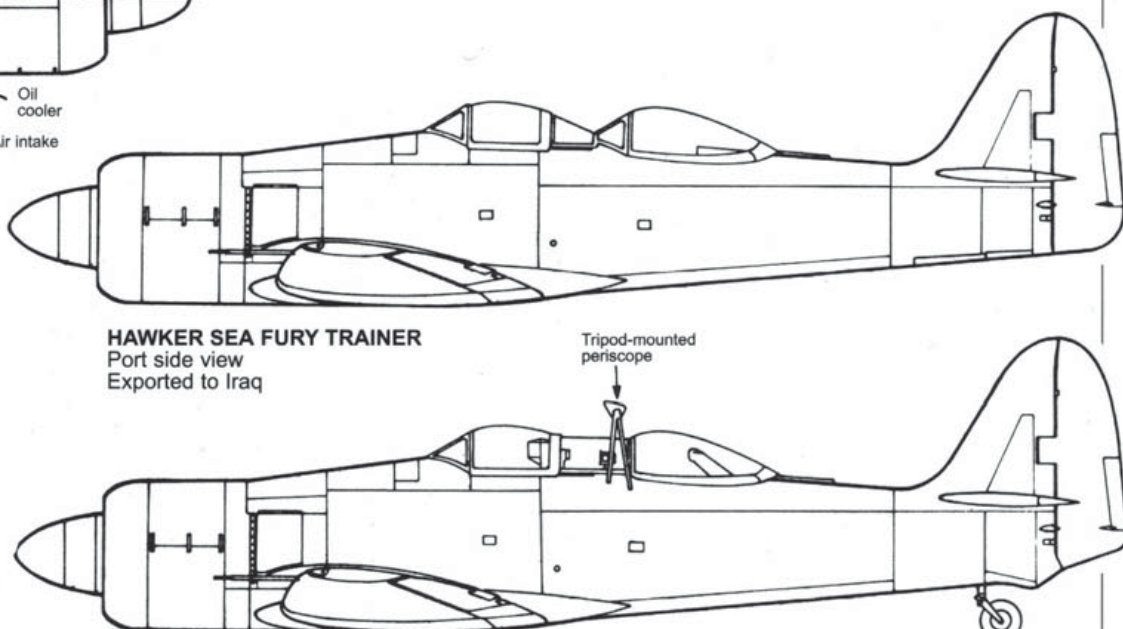


Enlarge by 150% for 1:48 scale

FUSELAGE CROSS SECTIONS



HAWKER SEA FURY TRAINER
Port side view
Exported to Iraq



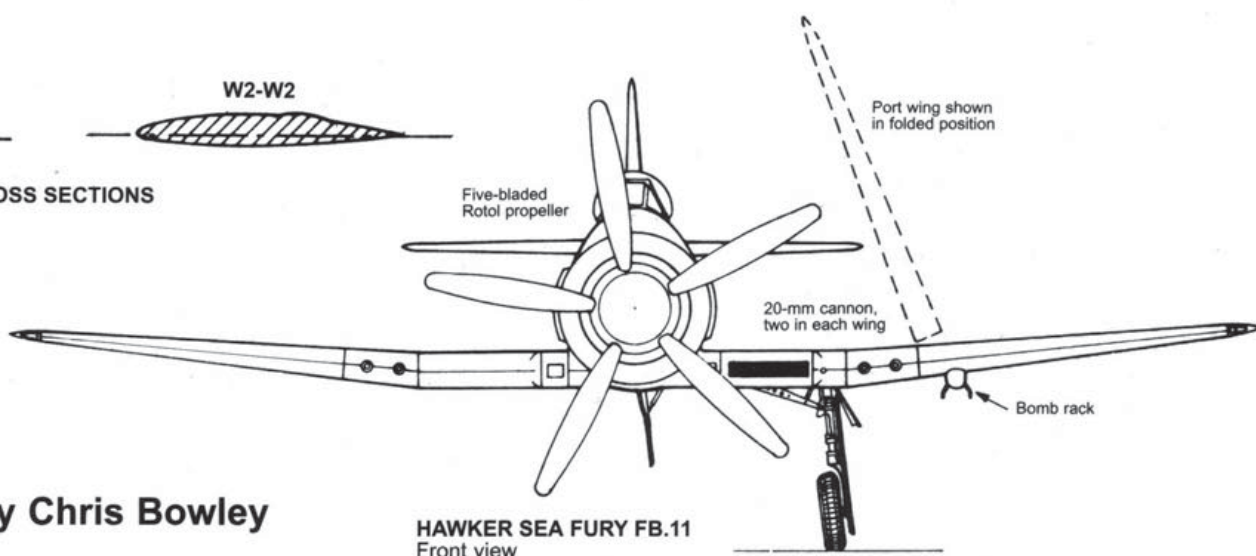
HAWKER SEA FURY T.20
Port side view

B.11

W1-W1

W2-W2

WING CROSS SECTIONS



HAWKER SEA FURY FB.11
Front view

Drawings by Chris Bowley

SEA FURY FRONT LINE SQUADRONS

Squadron	Base	Dates	Marks	Examples
801	Lee-on-Solent	Mar 1951 to Jan 1955	FB.11	WE711:162-A
		Dec 1951 to Jan 1955	T.20	VX284
802	Lee-on-Solent	April 1948 to June 1948	F.X	TF925:111-Q
		May 1948 to Dec 1952	FB.11	VR930:110-Q
		Feb 1953 to Mar 1954	FB.11	WE717:108-T
		June 1950 to Feb 1954	T.20	WE825
803	Dartmouth NS, Canada	Aug 1947 to Feb 1950	F.X	TF924
		Feb 1948 to May 1951	FB.11	TG113:BCK
804	-	July 1949 to Jan 1954	FB.11	VX708:103-R
805	Eglinton	Aug 1948 to Feb 1949	F.X	TF925:110-JR
	Nowra, NSW	Aug 1948 to March 1958	FB.11	WZ643:113-NW
806	-	May 1948 to Sept 1948	FB.11	TG116
807	Culdrose	Sept 1947 to Dec 1948	F.X	TF954:125
	Culdrose	Feb 1948 to May 1954	FB.11	WF590:135-O
808	RAN	April 1950 to Oct 1954	FB.11	VW663:105-K
809	-	Nov 1951 to Jan 1952	T.20	VZ346:999
810	Ford	March 1954 to March 1955	FB.11	WG601:103-C
811	Arbroath	Aug 1953 to Dec 1954	FB.11	VW543:102-J
850	RAN	June 1953 to Aug 1954	FB.11	WJ246:168-K
870	RCN	May 1951 to June 1954	FB.11	WG565:131
871	RCN	May 1951 to Aug 1956	FB.11	WZ636:354
883	RCN	Sept 1948 to May 1951	FB.11	VR918:AAV
898	RCN	July 1951 to Jan 1953	FB.11	WF615:146-O

Royal Naval Volunteer Reserve

1830	Abbotsinch	Oct 1952 to Oct 1954	T.20	VZ366:234-AC
1831	Benson	Oct 1950 to June 1955	T.20	VZ350:213-ST
		Aug 1951 to June 1955	FB.11	WM489:109-ST
1832	Benson	Oct 1950 to June 1956	T.20	VZ355:201-CH
		Aug 1951 to Aug 1955	FB.11	VX693:104
1833	Benson	Oct 1950 to Oct 1955	T.20	VZ346:273-BR
		Feb 1954 to July 1955	FB.11	WE711:157-BR
1834	Benson	Oct 1953 to April 1955	T.20	WG653:261-VL
		Oct 1953 to April 1955	FB.11	VW542:150-VL

SEA FURY SECOND LINE SQUADRONS

700	Yeovilton	June 1948 to Sept 1949	F.X	TF951
	Ford	Dec 1955 to Jan 1956	FB.11	VW633:523-FD
703	Ford	June 1948 to Feb 1952	F.X	TF922:096-FD
	Ford	July 1948 to March 1955	FB.11	VX608:098-FD
	Ford	June 1951 to Oct 1951	T.20	VZ369:097-FD
723	Nowra, NSW	April 1952 to Oct 1956	FB.11	WH581:922-NW
724	Nowra, NSW	June 1955 to Oct 1956	FB.11	WH586
		May 1961 to Oct 1962	FB.11	WH589:115-NW
725	Nowra, NSW	Jan 1958 to May 1959	FB.11	WH590
736	Culdrose	Aug 1950 to Sept 1951	F.X	TF911:118-CW
		May 1949 to Aug 1952	FB.11	WJ280:111-CW
		March 1950 to Aug 1952	T.20	VZ350:295-CW
738	Culdrose	May 1950 to Aug 1951	F.X	TF916:109-CW
		May 1951 to March 1955	FB.11	WG603:138-CW
	Lossiemouth	May 1950 to March 1955	T.20	WE202:202-LM
739	Culham	Sept 1948 to July 1950	FB.11	VW235
744	St. Mawgan	May 1954 to Oct 1956	FB.11	WE790
759	Culdrose	May 1952 to June 1952	FB.11	WF625
		Feb 1952 to Jan 1954	T.20	WG625:211-CW
766	Lossiemouth	Sept 1951 to July 1952	T.20	VW300:274-LM
767	Yeovilton	Nov 1949 to June 1952	FB.11	VX681
771	-	July 1950 to Dec 1950	T.20	VX291:590-LP
773	Lee-on-Solent	Jan 1949 to March 1949	FB.11	VR949:106
778	Tangmere	Feb 1947 to July 1947	F.X	TF907
	Lee-on-Solent	Feb 1948 to July 1948	FB.11	TF969
781	Lee-on-Solent	Oct 1948 to Jan 1950	F.X	TF908
		Dec 1953 to Feb 1955	FB.11	VR928:120-LP
		May 1950 to Sept 1954	T.20	VX299:206-LP
782	Donibristle	June 1948 to June 1950	FB.11	TF989
		May 1951 to Oct 1951	T.20	VZ352:205-DO
787	West Raynham	May 1947 to July 1948	F.X	TF946
		Feb 1949 to 1954	FB.11	VX608
		1949	T.20	VX283
799	Yeovilton	Sept 1948 to Oct 1949	F.X	TF912:120-VL
		May 1949 to Nov 1951	FB.11	VR946
		April 1951 to May 1951	T.20	VX300

MISCELLANEOUS SEA FURY UNITS

Name of Unit	Base	Dates	Mark	Example
Joint Warfare Establishment, RN Section	Yeovilton	June 1948 to Sept 1949	F.X	TF951
		Feb 1950 to Feb 1952	FB.11	VW229
Airwork, Fleet Requirements Unit	Hurn	Oct 1955 to April 1961	FB.11	WJ224:030
Ferry Pool	Arbroath	June to July 1955	FB.11	VW581
Station Flights	Arbroath	Feb 1953 to Feb 1954	T.20	VZ354
	Culdrose	Oct 1951 to Oct 1952	T.20	WG652:997-CW
	Eglinton	March 1954 to Sept 1956	T.20	WE820:916-GN
	Ford	March 1952 to April 1952	FB.11	VX655
		July 1950 to Feb 1955	T.20	WE824:902-FD
	Halfar (Malta)	Oct 1952 to March 1953	FB.11	WG597
		May 1951 to April 1954	T.20	VZ364:200-HF
	Lossiemouth	May 1952 to Aug 1952	T.20	WG653
	St. Merryn	Aug 1951 to Oct 1951	T.20	WG652:901-MF
	Yeovilton	Sept 1950 to July 1956	T.20	VX299:904-VL
Northern Communications Squadron	Donibristle	March 1955 to March 1956	T.20	WE826:049-DO



The busy flight deck of *HMS Theseus* during a patrol in Korean waters. In the foreground are Sea Fury FB.11s of 898 Squadron but note the unusual United Nations identification stripes. As can be seen these had two black and one white stripes unlike the more usual five. A number of Fireflies are ranged on the rear of the flight deck. (FAA Museum).

including the RNVR squadrons. Unfortunately, its life with the Fleet Air Arm was relatively short, with the Sea Hawk taking over the role of the FB.11 and the Sea Vampire T.22 easing the T.20s out by 1954.

SEA FURIES IN COMMONWEALTH NAVIES

Australia

In the aftermath of World War 2 the Royal Australian Navy wanted to reform its own Fleet Air Arm division and applied to the UK government for assistance. The 20th CAG was formed at Eglinton, Northern Ireland on 28 August 1948, and comprised 805 Squadron with Sea Fury FB.11s and 816 Squadron with Firefly FR.5s. On 16 December 1948 the First Lord of the Admiralty, Lord Hall, handed over the aircraft carrier *HMS Terrible*, to the High Commissioner for Australia, who promptly renamed the ship *HMAS Sydney*.



After work up, the new carrier and its air group left for Australia on 12 April 1949. The following year *Sydney* returned to the UK and formed up the 21st CAG consisting of 808 Squadron with Sea Fury FB.11s and 817 Squadron with Firefly FR.5s. It was not long before the newly acquired aircraft were in action over Korea, as recounted elsewhere.

Eventually the RAN received around 100 Sea Fury FB.11s and operated about 14 others on loan from the Royal Navy during the Korean War. Other RAN squadrons operating the Sea Fury included 850, 723, 724 and 725.

Canada

Like the RAN, the Royal Canadian Navy (RCN) set up its own air arm in the post-war period and 'borrowed' aircraft from Royal Navy stocks. Two light fleet aircraft carriers were handed over, the first *HMCS Warrior*,

Sea Fury FB.11s were supplied to the Royal Australian Navy and were used from 1948 until 1962. The aircraft were delivered in the same colours as Fleet Air Arm Sea Furies with a black 'K' on the fin. 'NAVY' was applied in large letters along the rear fuselage. Later some aircraft were painted midnight blue overall with white lettering. This one WH589 was based at Nowra. Note the kangaroo in the wing roundel, they always faced forward. (APN)

embarking 803 Squadron with Sea Fury FB.11s and 825 Squadron with Firefly FR.1s, eventually becoming the 19th CAG. The other carrier, *HMCS Magnificent* would not be ready until 1948 so her squadrons were disbanded until required. Nos. 883 with Sea Fury FB.11s and 826 Squadron with Fireflies were formed as the 18th CAG. The RCN received two Sea Fury F.Xs for

trials and then operated around 40 which they continued to use for a number of years, other squadrons flying the Sea Fury being 871 and 880.

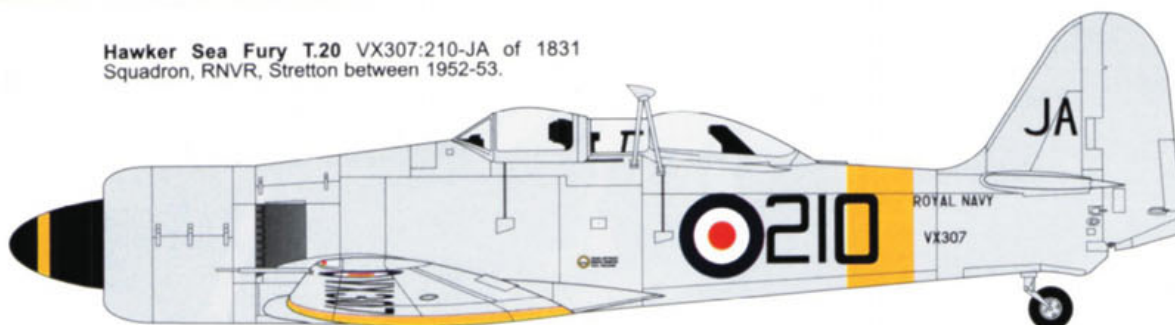
SALES TO FOREIGN SHORES

Holland

The Royal Netherlands Naval Air Service



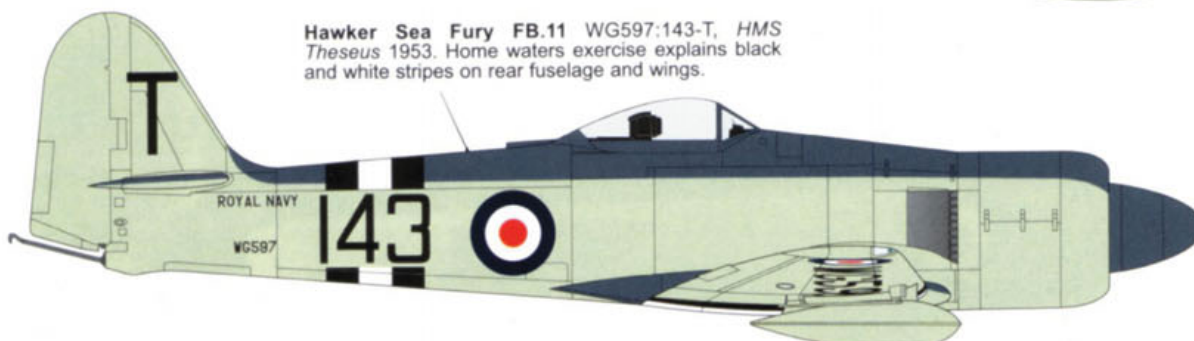
Hawker Sea Fury T.20 VX307:210-JA of 1831 Squadron, RNRV, Stretton between 1952-53.



Hawker Sea Fury FB.11 WG603:138-CW of 738 Squadron, Culdrose, 1953.



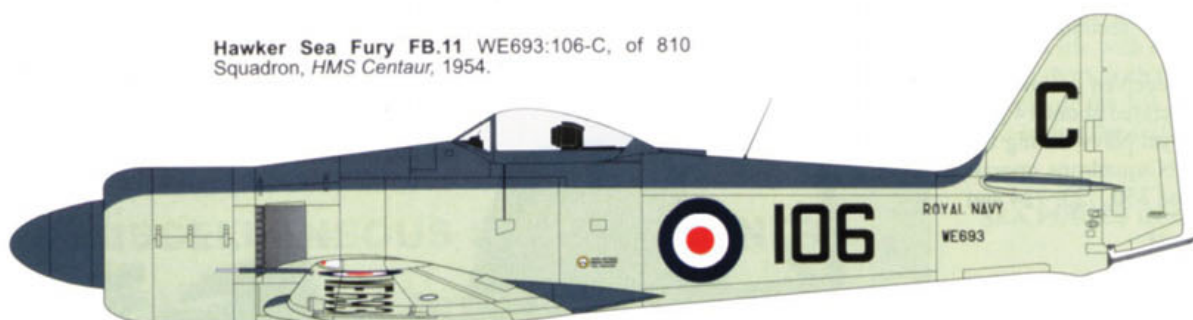
Hawker Sea Fury FB.11 WG597:143-T, HMS Theseus 1953. Home waters exercise explains black and white stripes on rear fuselage and wings.



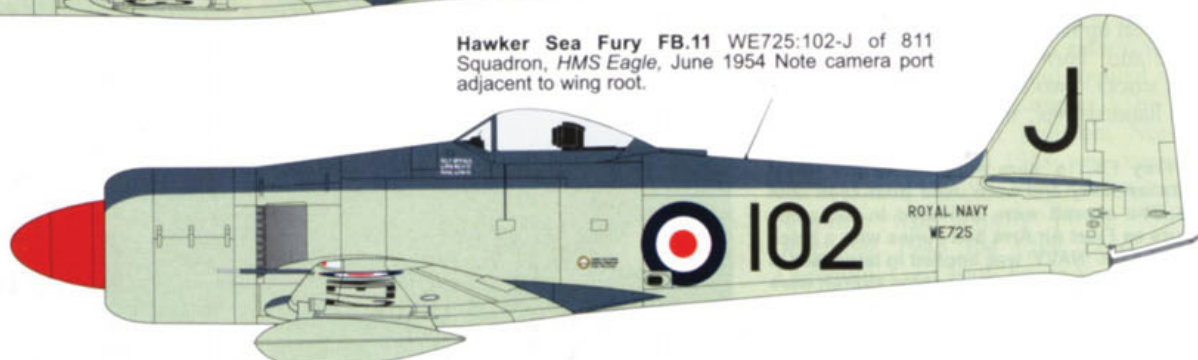
Hawker Sea Fury FB.11 WV225:117-NAVY of 871 Squadron, Royal Canadian Navy in 1953.



Hawker Sea Fury FB.11 WE693:106-C, of 810 Squadron, HMS Centaur, 1954.



Hawker Sea Fury FB.11 WE725:102-J of 811 Squadron, HMS Eagle, June 1954 Note camera port adjacent to wing root.



ordered 10 Sea Fury FB.11s on 21 October 1946 and opened the door for other countries interested in buying Sea Furies. These were bound for service aboard the newly acquired carrier, the *Nairana*, an ex-Royal Navy escort carrier, and later another carrier the *Karel Doorman*, previously the Royal Navy carrier *HMS Venerable* was brought into service.

A licence was taken out for Fokker to build the Sea Fury and with a further batch of 12 FB.11s ordered in January 1950, some 48 Sea Furies were eventually used. They continued in service until 1959 when they were replaced with Hawker Sea Hawk Mk.50s.

Strangely no T.20s were acquired. Colour scheme for the Dutch aircraft was the same as for the Fleet Air Arm but with their own national insignia and codes.

Iraq

The Iraqi Air Force ordered 30 single-seat fighters (known as ISS - Iraqi Single Seaters) and four two-seat trainers on 4 December 1946. These were all built new at Langley and were known, unofficially, as 'The Baghdad Furies'. None of them were fitted with an arrester hook and retained the rudder outline of the Sea Fury F.X.

The four trainers were reduced to two when one IDT-1 (Iraqi Dual Trainer-1) became the prototype T.20 VX818, and the other went to Pakistan. All these aircraft were delivered in 1948.

Another order for 25 single-seaters was placed on 21 July 1951 of which the first 15 were built new, 10 came from ex-RN FB.11 stocks, and on 7 March 1953 three T.20s were also ordered, these again coming from

Right: The Royal Canadian Navy followed the Australian practice of applying the word 'NAVY' in large letters along the rear fuselage. This FB.11 VX686:114 was taken on charge by the RCN on 11 October 1950 and was issued to 883 Squadron. After service with other units, including 871 Squadron as shown, it was retired to Scudoc in 1956 for storage. Bought for \$500 in the 1960s it was believed destroyed in a hangar fire. (MAP) Below: Fokker licence-built Sea Fury FB.50s were serialised 6-25 to 6-48. Both models were later re-painted in the Pattern 2 colour scheme as seen here. (FAA Museum)

SEA FURY PRODUCTION LIST

Quantity	Contract Number	Variant	Serial range
3	SB27022/44	Prototypes	SR661, SR666, VB857
50	6/Acft/3682/44	F.X	TF895 - TF928, TF940 - TF955
50	6/Acft/3682/44	FB.11	TF956 - TF973, TF985 - TF999, TG113 - TG129
35	6/Acft/657/CB.7(b)/46	FB.11	VR918 - VR952
147	6/Acft/1584/47	FB.11	VW224 - VW243, VW541 - VW590, VW621 - VW670, VW691 - VW718
27	6/Acft/1674/CB.7(b)/48	T.20	VX280 - VX292, VX297 - VX310
135	6/Acft/2576/CB.7(b)/48	FB.11	VX608 - VX643, VX650 - VX696, VX707 - VX711, VX724 - VX730, VX748 - VX764, WF590 - WF595, WF610 - WF627
1	6/Acft/1998/CB.7(b)/47	T.20	VX818
21	6/Acft/2577/CB.7(b)/48	T.20	VZ345 - VZ355, VZ363 - VZ372
93	6/Acft/3794/CB.7(b)/49	FB.11	WE673 - WE694, WE708 - WE736, WE785 - WE806, WM472 - WM482, WM487 - WM495
7	6/Acft/3794/CB.7(b)/49	T.20	WE820 - WE826
37	6/Acft/5042/CB.7(b)/50	FB.11	WG564 - WG575, WG590 - WG604, WG621 - WG630
5	6/Acft/5042/CB.7(b)/50	T.20	WG652 - WG656
78	6/Acft/5042/CB.7(b)/50	FB.11	WH581 - WH594, WH612 - WH623, WJ221 - WJ248, WJ276 - WJ292, WJ294 - WJ297, WJ229 - WJ301
10	6/Acft/6298/CB.7(b)/51	FB.11	WN474 - WN479, WN484 - WN487
30	6/Acft/7408/CB.7(b)/51	FB.11	WZ627 - WZ656

729 Total production made up of 3 prototypes, 50 F.X, 615 FB.11 and 61 T.20s

The following aircraft orders were cancelled:

300 Sea Fury F.X: TF212 - TF248, TF263 - TF305, TF320 - TF367, TF383 - TF413, TF427 - TF459, TF472 - TF515, TF530 - TF576, TF591 - TF607. All to have been built by Boulton Paul Ltd., Wolverhampton.

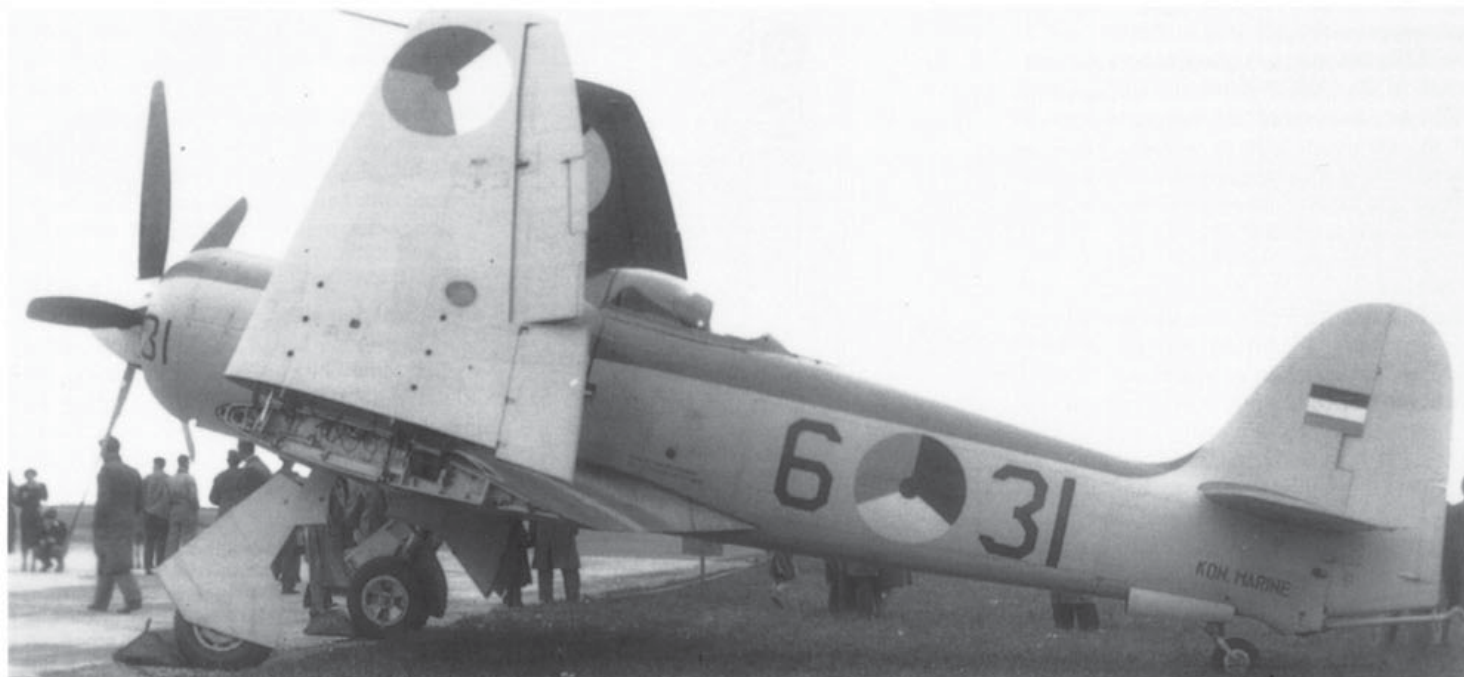
100 Sea Fury F.X: TG130 - TG160, TG176 - TG202, TG217 - TG258. To have been built by Hawker Aircraft Ltd., Kingston.

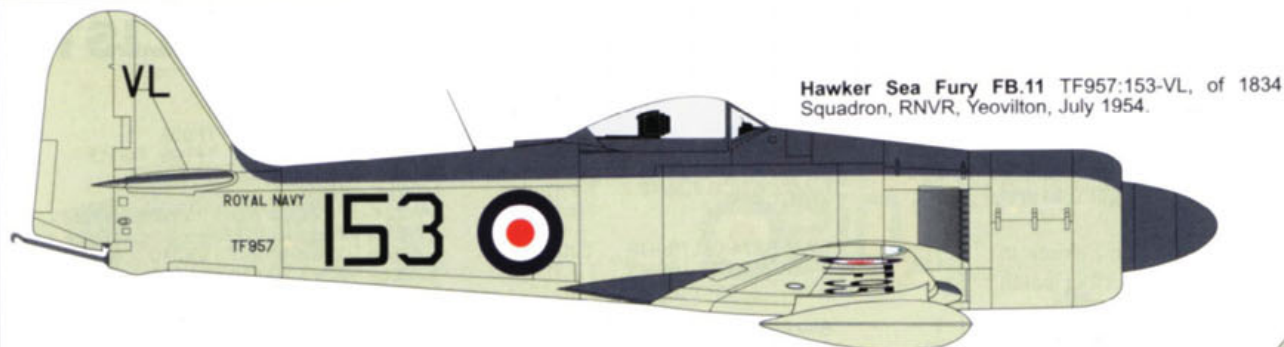
7 Sea Fury FB.11: VW719 - VW725. To have been built by Hawker Aircraft Ltd., Kingston.

24 Sea Fury FB.11: VX697 - VX699, VX712 - VX723, VX731, VX740 - VX747. Offset for overseas customers. Replaced by WF590 - WF627.

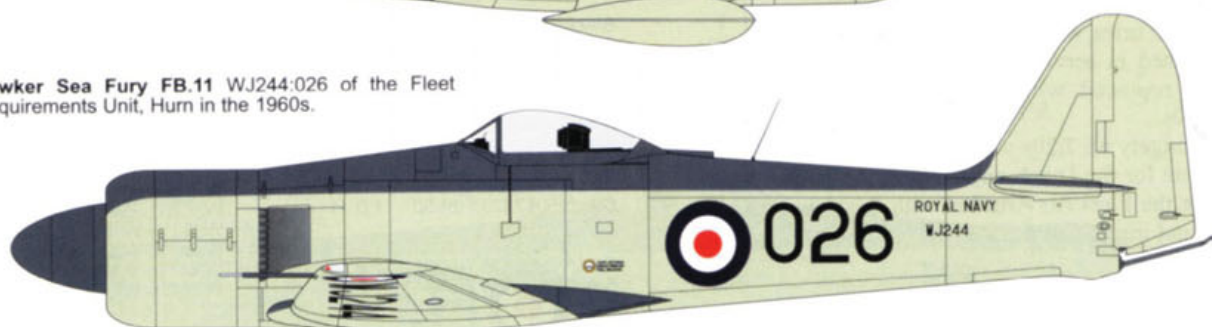
24 Sea Fury FB.11: WE737 - WE742, WE767 - WE784. To have been built by Hawker Aircraft Ltd., Kingston.

455 Total cancelled

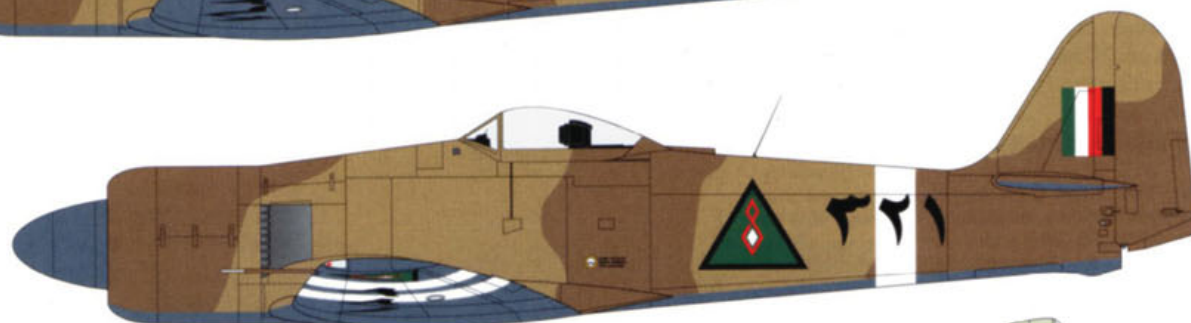




Hawker Sea Fury FB.11 WJ244:026 of the Fleet Requirements Unit, Hurn in the 1960s.



Hawker Sea Fury T.61 261, Iraqi Air Force, Habbaniya in 1955-56. Dark Earth, Mid Stone and Azure Blue colour scheme.



ex-RN stocks.

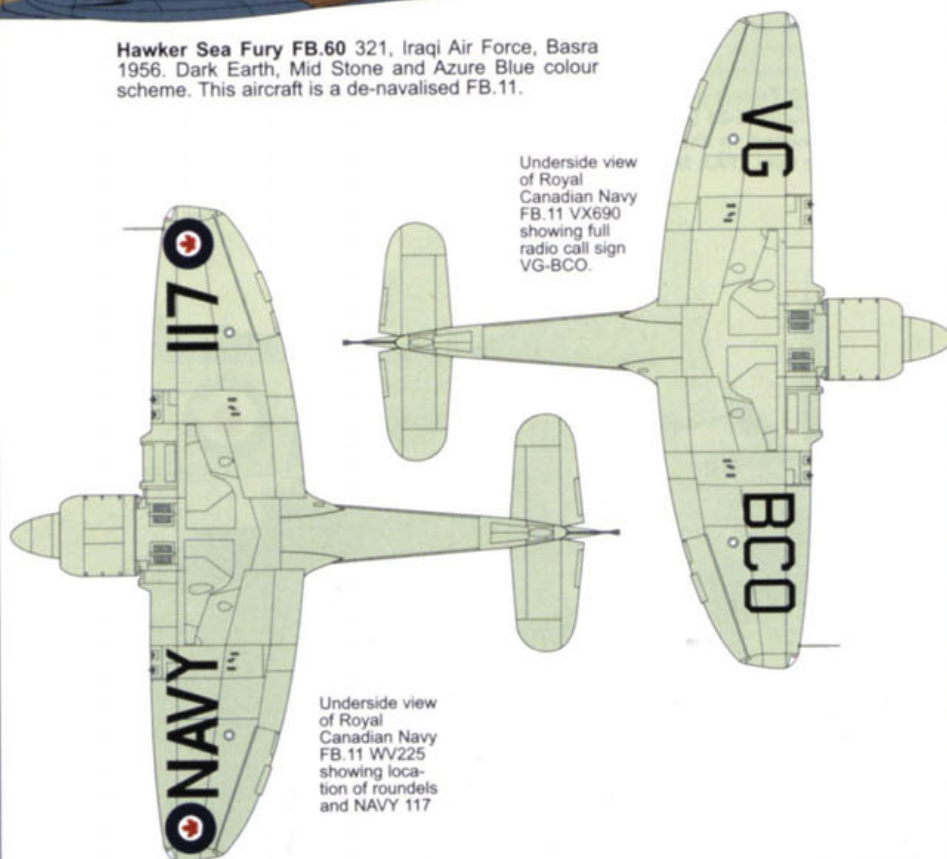
Two of the ISS were donated to Egypt and four to the embryo Royal Moroccan Air Force. Despite operating in the desert heat and sand, they continued to be used until replaced by more modern types. They were not scrapped though, and in the mid-1970s the Military Aircraft Restoration Corporation of the United States, owned by David Tallichet, discovered and bought at least 24 of the survivors held in storage. Many of these were put under restoration for eventual sale and found their way to other countries where some are still flying.

Pakistan

The Pakistan Air Force received no less than 87 Sea Fury FB.Mk.60 aircraft in three batches. An initial order was placed in 1950, including NX802, previously one of the F.2/43 prototypes. Five former Fleet Air Arm FB.11s were obtained in 1953-54. Additional to this order was one for five two-seat trainers known as Sea Fury T.Mk.61s.

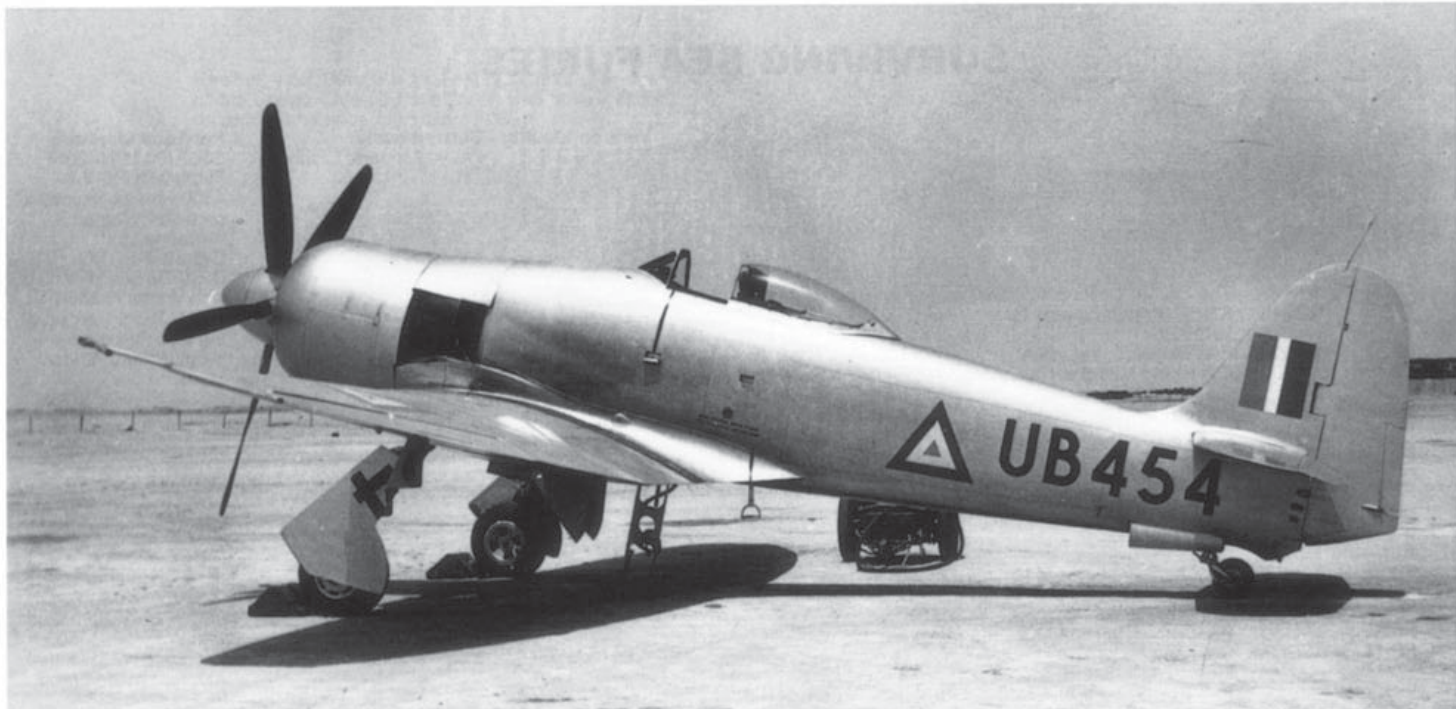
Three front line squadrons Nos. 5, 9 and 14 all flew the Furies and it was during this time that they were used operationally against Afghanistan insurgents. Most had

Hawker Sea Fury FB.60 321, Iraqi Air Force, Basra 1956. Dark Earth, Mid Stone and Azure Blue colour scheme. This aircraft is a de-navalised FB.11.



Underside view of Royal Canadian Navy FB.11 VX690 showing full radio call sign VG-BCO.

Underside view of Royal Canadian Navy FB.11 VV225 showing location of roundels and NAVY 117



Above: UB-454 (ex-WH619) was the first of 18 FB.11s ordered by the Burmese Air Force and seen here at Bahrain in January 1958 on its delivery flight. The colours were aluminium overall with Burmese national markings, the centre of the triangle and first bar of the fin flash being in gold. (Author's collection) Right: Early production Sea Fury FB.50s built by Hawker for the Dutch Navy were supplied in the British Pattern 1 colour scheme. They were serialised 10-1 to 10-24 but these changed in service to 6-1 to 6-24. (MAP)

been replaced by North American F-86 Sabres by 1955, but a few soldiered on until 1963 in the target towing role. The colour scheme for Pakistan Air Force aircraft was usually two-tone brown and azure blue, although one, presented by the *Wali of Swat*, flew in a polished metal finish. Those converted to target towers had the diagonal black and yellow stripes on the undersides.

Egypt

The Royal Egyptian Air Force received 12 single-seat Furies during 1950-51 and this was followed by another of the F.2/43 prototypes, NX798, which was ferried to Egypt as G-AKRY. It is known that two ISS machines were presented by the Iraqi government although there may possibly have been more.

Two Furies were known to have been lost in the Arab-Israeli conflict and another was supposed to have intercepted a Beaufighter on its way to Israel and crashed into the sea, all before the 12 ordered were delivered!

Burma

The Burmese Air Force, although late on the scene, bought 18 ex-Royal Navy Sea Fury FB.11s and three T.20s in 1957 with deliveries taking place between 1957 and 1958. Three were modified as target towers, but using hooks only, that is without a winch. These were known as TT.Mk.11s. A few of

Egypt bought 12 single-seat Sea Furies and also acquired the F.2/43 prototype NX798. For ferry purposes this was civil registered as G-AKRY and flown out. It was later painted in Egyptian Air Force markings. Some were still in use by the time of the Suez crisis in November 1956 (APN)



the latter were still in service until 1968 when they were replaced with Lockheed T-33s.

At least one survived, UB451 (ex-VZ368) a T.20 which found its way to the USA where it was heavily modified to take part in the Reno unlimited class air races. Burmese aircraft were finished in aluminium with national markings.

Cuba

Also late on the scene was the Cuban Air

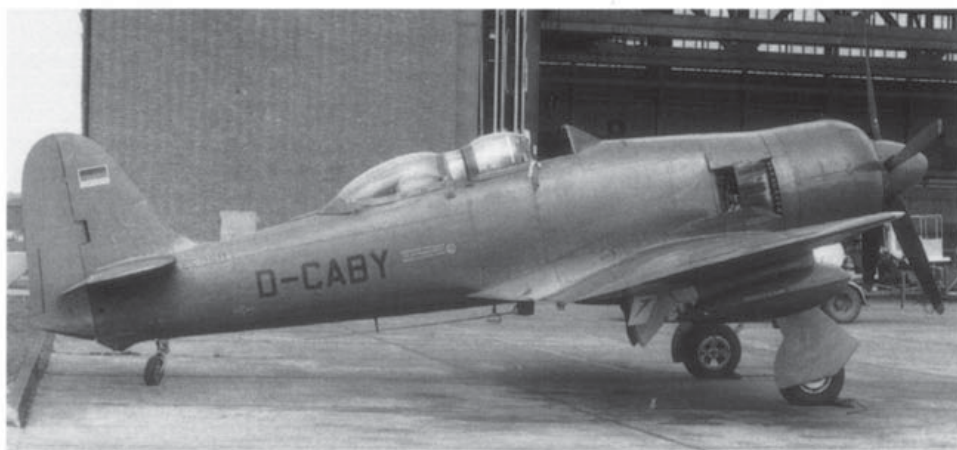
Arm - *Fuerza Aerea del Ejercito de Cuba* - who ordered 15 FB.11s and two T.20s in 1958. These were all ex-Royal Navy stocks and after refurbishment were shipped to Cuba by sea. Reports suggest that only a few were assembled by the time the Batista regime had taken over and open civil warfare broke out.

Rumours abound of Sea Furies being used for rocket strikes against terrorist positions. In April 1961 there were, allegedly, still four on strength, although one was unserviceable.



SURVIVING SEA FURIES

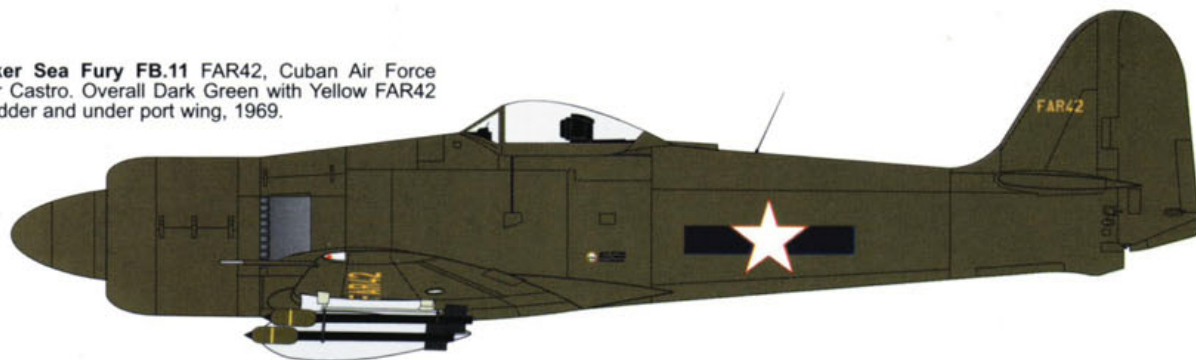
United Kingdom	Version	Identity	Current owner	Previous identities	Version	Identity	Current owner	Previous identities
FB.11		TG114	Sanders at Chino for rebuild	RCN/CF-OYFN54M/N232/ N232J/G-BOVE	T.20	G-9-3	Frank Sanders, Chino, CA	G93/UB451/NX20SF. Fitted with P&W R-4360 with ex-Skyraider propeller. Named 'Dreadnought'
FB.11		VR930	RNHF Yeovilton	IA8383/bits from VZ345, TF956, VX663, VX665, WG502 and WH621	T.20S	WE820	Tom Dwelle, Auburn, CA	G-9-49/D-FOTE/ D-COTE/N85SF. Fitted with Wright R-3350 and A-26 Invader cowling plus four-bladed prop. Named 'Critical Mass'
FB.11		VX653	The Fighter Collection, Duxford	G-BUCM	FB.11	WG567	Jim Mott, South Gate, CA	RCN/CF-VAN/N878M Fitted with ex-Beverley Centaurus 173. Named 'Super Chief'. G-9-65/D-CACU/ RNHF/N20MD.Wreckage from crash on 14 July 1990. RAN/N260X
T.20S		VZ345	RNHF Brough (spares for VR930)	G-9-30/D-FATA/D-CATA	T.20S	WG655	Charles Greenhill, Mettawa,IL	G-SALY/N15S Iraq 302/N39SF. Fitted with Wright R-3350. Iraq 304/N42SF. Fitted with four-bladed prop. Iraq 305/N59SF Iraq 308/N60SF. Named 'Simply Magnificent' Iraq/Morocco Iraq/N63SF. Stored
FB.11		WJ231	FAA Museum, Yeovilton	WE726	FB.11	WM483	Rick Berteau, Chino, CA	R-3350 Iraq/N48SG. Stored.
ISS		243	Old Flying Machine Co,Duxford	N28SF/VH-HFF/VH-HFT (ntu)	FB.11	WM484	Tom Reilly, Kissimmee, FL	Iraq/N40SF/VH-HFA/ N57JB
FB.11		315	John Bradshaw, Kemble	VH-HFX/G-BTTA	FB.11	WN480	Don Crowe, Sidney,BC	Iraq/N35SF. Stored
FB.11		WH589	Parts only	361?/N36SF	ISS	234	Unknown	Iraq/N34SF/NX666HP. Fitted with Wright R-3350
FB.11		WJ244	Wreckage	In Essex	ISS	241	Vintage Aircraft International Sanders Trucking, Breckenridge, TX	Iraq/Morocco Iraq/N45SF
FB.11		WG599	Old Flying Machine Co,Duxford	G-FURY. Awaiting rebuild	ISS	250	Vintage Aircraft International John MacGuire, Santa Teresa, CA	Iraq/N38SF. Last reported at Rockford, IL
FB.11		WE724	The Fighter Collection, Duxford	-	ISS	252	Military Aircraft Restoration Corporation	Iraq/N56SF
FB.11		WH588	Paul Morgan, Sywell	-	ISS	254	Howard Pardue, Breckenridge, TX	Iraq/N46SF. Stored
				RAN/VH-BOU/N588/G-EEMV	ISS	255	Unknown	Iraq/N58SF/N1324
Australia					ISS	259	Sonoma Valley Aircraft, Glen Ellen, CA	Iraq/N30SF/N71GB. Named 'Sky Fury'
FB.11		VW623	RAN Naval Aviation Museum	-	ISS	312	Vintage Aircraft International J. Rodgers, St Charles, IL	Iraq/N62SF. Last reported at Rockford, IL
FB.11		VW647	RAN Camden Museum of Aviation, NSW	-	ISS	314	Vintage Aircraft International Utilco Inc, Trifton, GA	Iraq/310 ISS/N19SF. W/o 8 Oct 1981, Harlingen. Stored
FB.11		VX730	RAN Naval Aviation Museum	Stored	ISS	316	G. Baker, New Smyrna, FL	Built from WH589/RAN/ G-AGHB/CF-CHB/ N4434P, plus FB.11
FB.11		WG630	RAN Australian War Memorial,Canberra, ACT	-	ISS	318		WJ290,FB.50 6-14. Fitted P&W R-4360. Named 'Furias'
ISS		249	Rob Poynton, Perth, WA	Iraq/N54SF/VH-HFR (ntu)/VH-ISS	ISS	324	Vintage Aircraft International Dennis Sanders, Chino, CA	Iraq/N24SF
FB.11		WJ298	Guido Zuccoli, Toowoomba, QLD	Iraq 303/N26SF/VH-HEG	ISS	325		Iraq/Morocco Iraq/Morocco NX62143 'Riff Raff'
Burma					FB.11	WN482	Lloyd Hamilton, Santa Rosa, CA	
FB.11		UB-471	Defence Services Museum, Yangon, Myanmar	WH585/G-9-21	FB.11	WH589	Milton Leshe, Chandler, AZ	
FB.11		UB-466	Wreckage	-	ISS	-	Unknown	
FB.11		UB-431	Wreckage	Reputed to still be extant	ISS	-	Unknown	
Canada					ISS	-	Mike Keenum	
FB.11		TG119	Canadian National Aeronautical Collection	-	ISS	-	Robert Gibson	
FB.11		WG565	Calgary Aerospace Museum, Alberta	Stored	Newly restored by Venturecraft, Eagle River, WI, USA. Racing No. 99. No previous identification known			
Cuba								
FB.11		541	Bahia de Cochinos Museum, Playa Giron	-				
FB.11		542	Museum of the Peoples' Revolution, Havana	-				
Germany								
FB.11		D-CACY	Luftwaffenmuseum, Uetersen	WG599/G-9-66				
Holland								
FB.50		6-43	Aviodrome, Amsterdam	-				
New Zealand								
ISS		326	NZ Sea Fury Syndicate, Ardmore	Iraq/N43SF/ZK-SEA (ntu)/ZK-SFR				
USA								
T.20S		VX281	Wally Fisk/Amjet, Minneapolis	G-9-64/D-CACO/G-BCOW/ N8476W/N281L				
T.20S		VX300	Frank Sanders, Chino, CA	G-9-24/D-FAMI/D-CAMI/ G-BCKG/G-BCKH/ N62147/N924G				
T.20S		VX302	Jerry Janes, Vancouver, BC	G-9-62/D-CACE/G-BCOV/ N613RD/N51SF. Converted to single-seater. Fitted Wringt R-3350 with ex-Skyraider propeller. Named 'Cottonmouth'				
T.20S		VZ350	Frank Saunders, Chino, CA	Wreckage only after 1978 crash				
T.20S		VZ351	George Baker, New Smyrna,FL	G-9-53/D-CEDO/ OO-SFY				



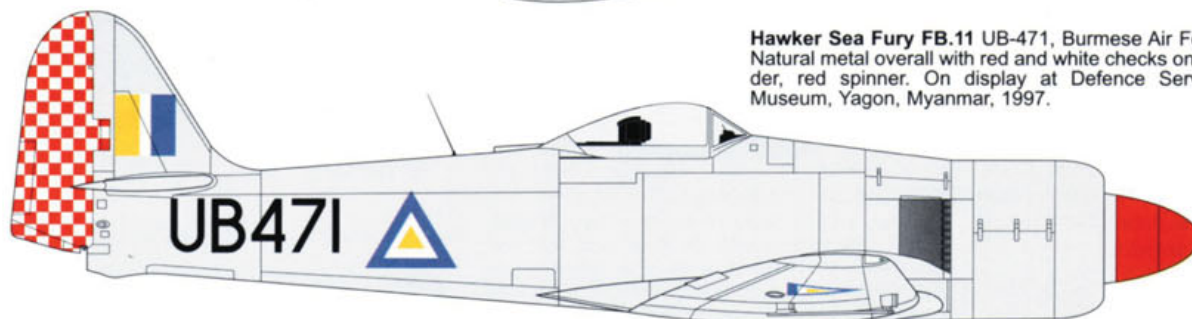
These saw action against the US-backed invasion of Las Villas, the Bay of Pigs debacle. During this action one Sea Fury was destroyed on the ground by an A-26 Invader, another was lost trying to intercept a C-46 Commando transport, but there were also aerial actions between Sea Furies and Invaders. The US ship, *Houston*, ran aground after being hit by a rocket strike-fired by a Sea Fury flown by a Major Rolas. Two of the Sea Furies have survived and are in military museums in Cuba.

D-CABY (ex-WE824) one of the Sea Fury T.20s supplied by Hawker to Deutsche Luftfahrt Beratungsdienst for contracted target towing duties for the Luftwaffe. (MAP)

Hawker Sea Fury FB.11 FAR42, Cuban Air Force under Castro. Overall Dark Green with Yellow FAR42 on rudder and under port wing, 1969.



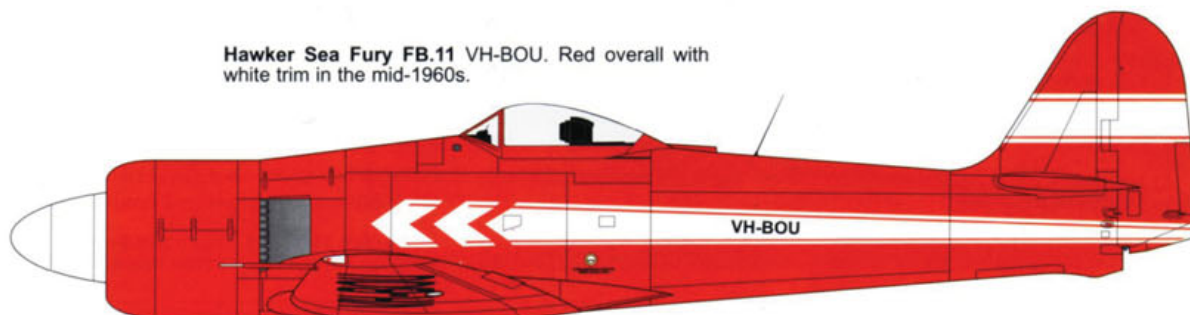
Hawker Sea Fury FB.11 UB-471, Burmese Air Force. Natural metal overall with red and white checks on rudder, red spinner. On display at Defence Services Museum, Yagon, Myanmar, 1997.



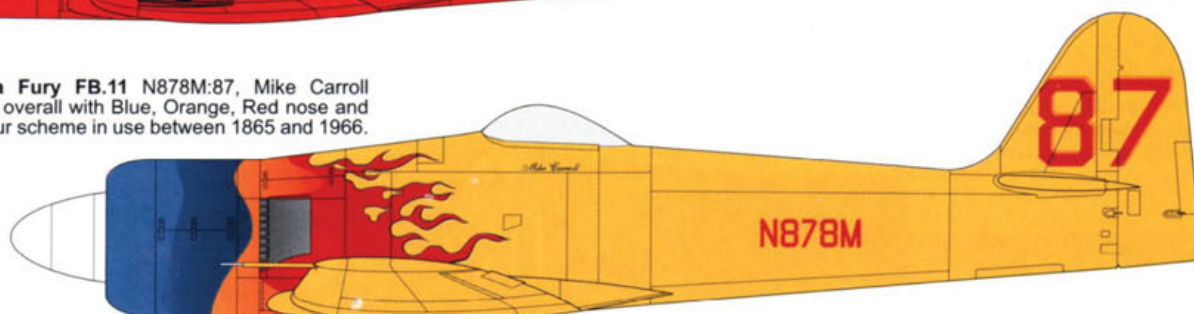
Hawker Sea Fury T.20 VX301 believed on loan to Ferranti, Edinburgh,. Overall Dark Blue with a Red cowl and spinner.



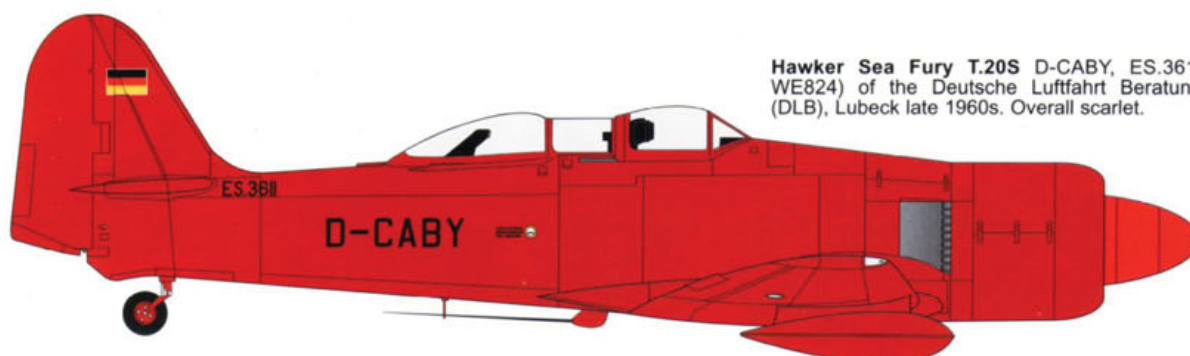
Hawker Sea Fury FB.11 VH-BOU. Red overall with white trim in the mid-1960s.



Hawker Sea Fury FB.11 N878M:87, Mike Carroll racer. Yellow overall with Blue, Orange, Red nose and flames. Colour scheme in use between 1965 and 1966.



Hawker Sea Fury T.20S D-CABY, ES.3611 (ex-WE824) of the Deutsche Luftfahrt Beratungsdienst (DLB), Lubeck late 1960s. Overall scarlet.



West Germany

One of the surprising orders placed in 1957 was for ten Sea Fury T.20s, which were reconditioned and flight tested at Dunsfold before being delivered to Deutsche Luftfahrt Beratungsdienst (DLB) in West Germany during 1958-60.

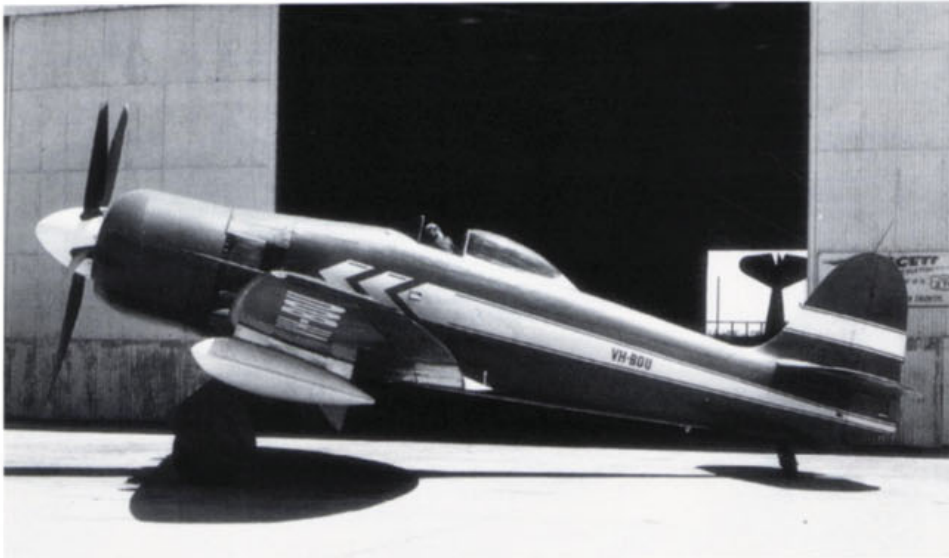
This was later increased to 16 plus one FB.11. They were modified by installing a Swiss-designed target towing winch and gear. Basically this consisted of fitting a wind-driven winch on the starboard centre section, and a curved wire guide running under the fuselage behind the leading edge.

Based at Lubeck, the company provided target towing and other target facilities for the Luftwaffe. They were painted in a pillar-box red with only minor variations.

By the time the last were retired in 1974 five had been lost in accidents but at least nine were acquired by the American market for conversion to racing duties.

Morocco

Not a sale by Hawkers, but the Iraqi government presented two Furies to the Royal Moroccan Air Force on 4 February 1960. Later on two more arrived but it is not known if they were operated by that country because they were put up for sale in 1978, all



Privately-owned in Australia Sea Fury WH588, which after service with the RAN, was sold and registered VH-BOU. It is seen in forest green with yellow trim, drop tanks and spinner. It was bought by Lloyd Hamilton and shipped to the United States. He flew it in the original colours but the registration had disappeared and N588 was painted on the rear fuselage under the trim. A large '16' was added to the forward fuselage.

reportedly going to the United States, although there was also a rumour that one



Lloyd Hamilton's Sea Fury N588 completely resprayed in RAN markings for the Miami and Reno air races.

went to the Salis collection in France.

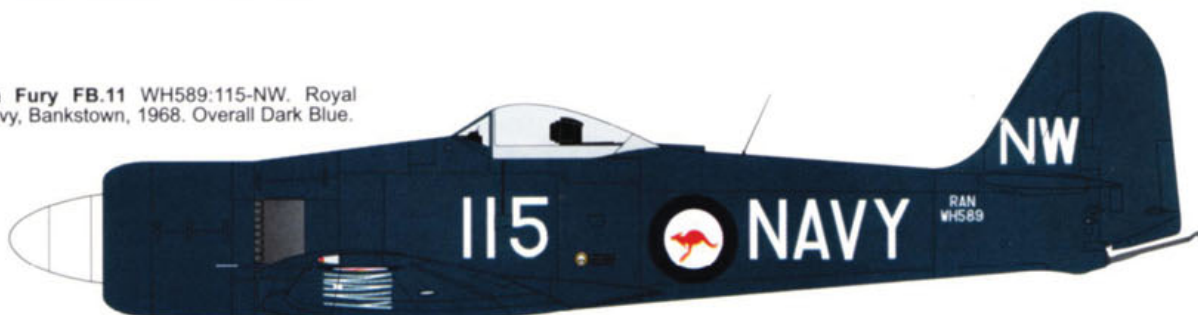


SEA FURIES AT THE RACES

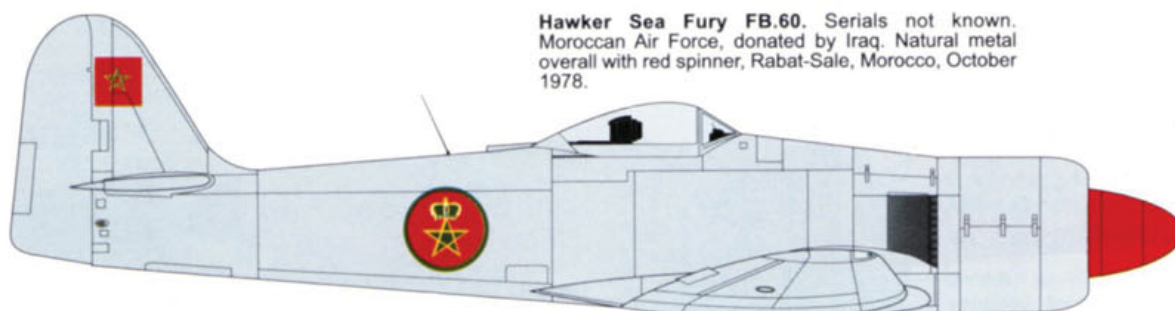
The availability of surplus Sea Furies was not lost to the American racing fraternity and at one time there were 34 on the American register, five FB.11s and 29 T.20s. The first few Sea Furies to find their way onto the American air racing scene were two ex-Royal Canadian Navy examples which had been in storage at Scoudous, near Moncton, New Brunswick. One, TG114 became CF-OYF but was wrecked in a landing accident.

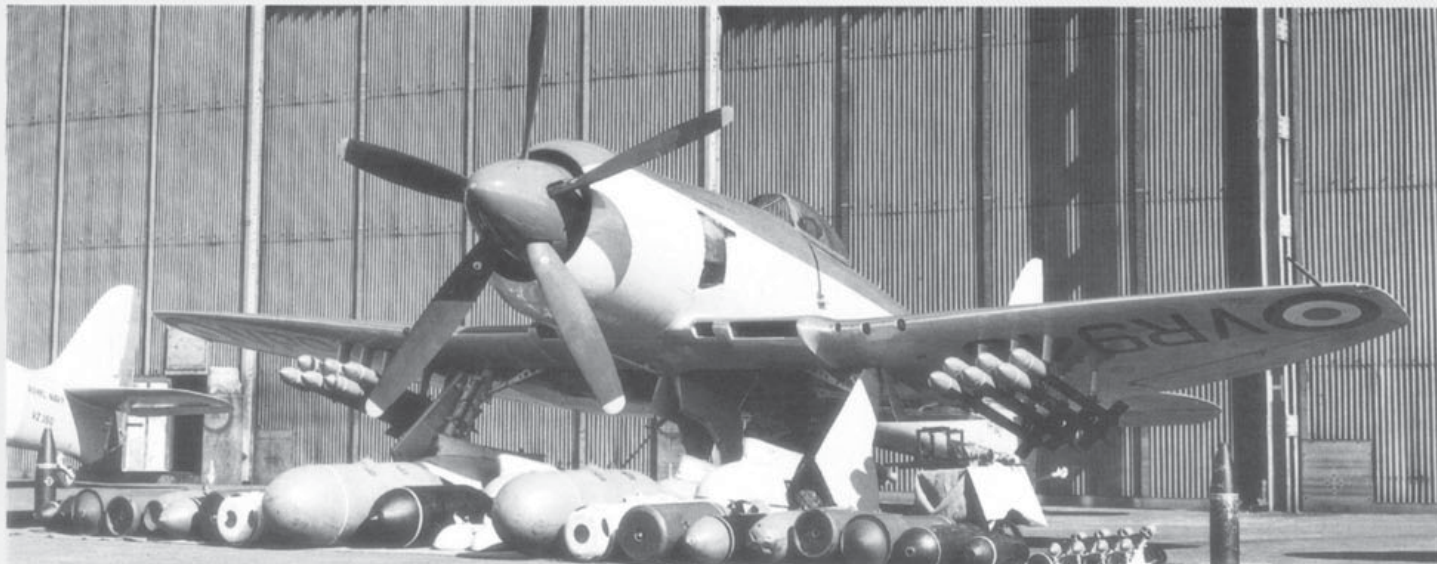
One of the surviving Cuban Sea Furies, 541, is displayed at the Bay of Pigs memorial.

Hawker Sea Fury FB.11 WH589:115-NW. Royal Australian Navy, Bankstown, 1968. Overall Dark Blue.

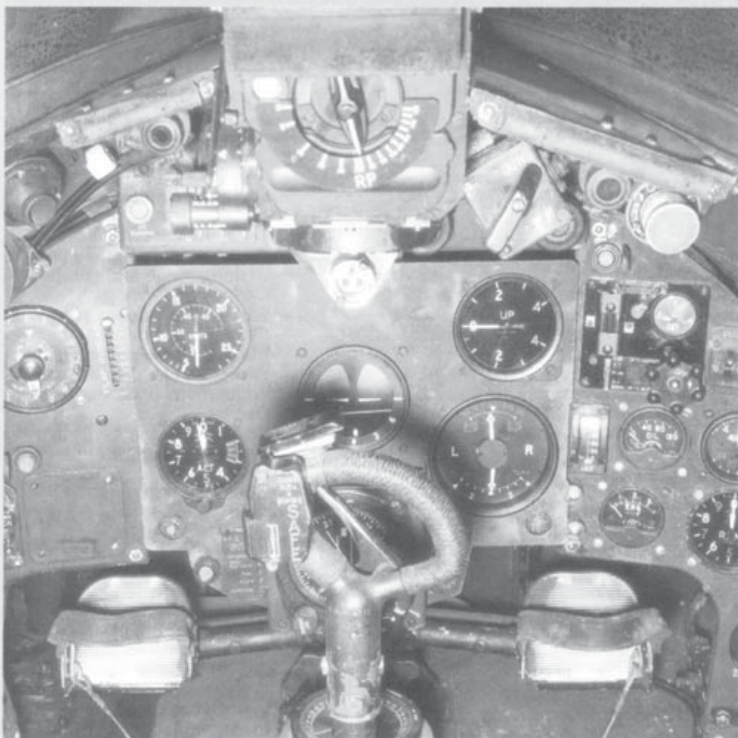


Hawker Sea Fury FB.60. Serials not known. Moroccan Air Force, donated by Iraq. Natural metal overall with red spinner, Rabat-Sale, Morocco, October 1978.



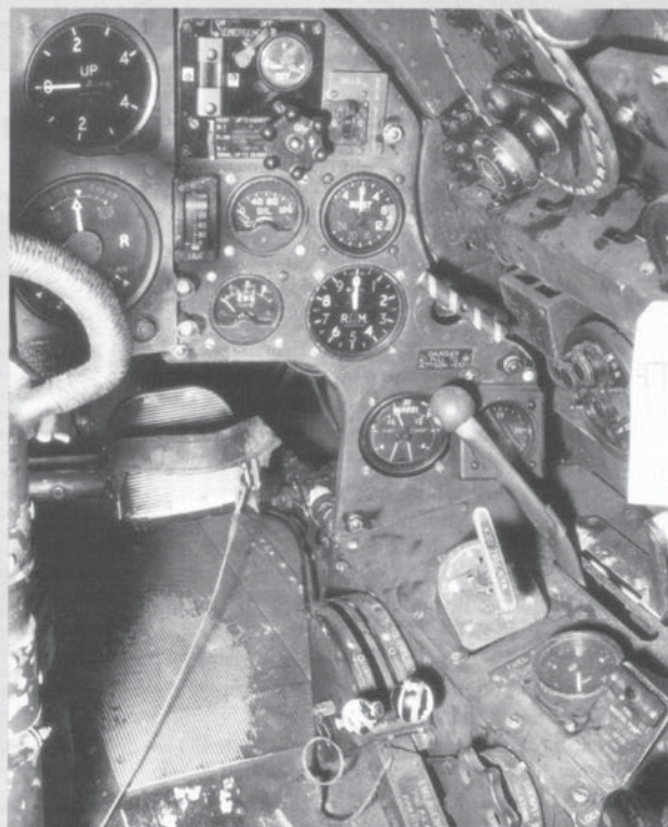


Sea Fury armament - bombs, rockets, depth charges, flares and napalm tanks plus auxiliary fuel tanks.

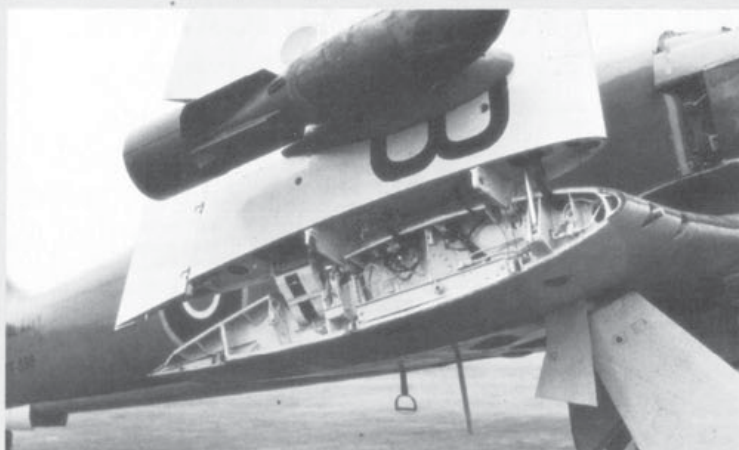


Hawker Sea Fury FB.11 in detail

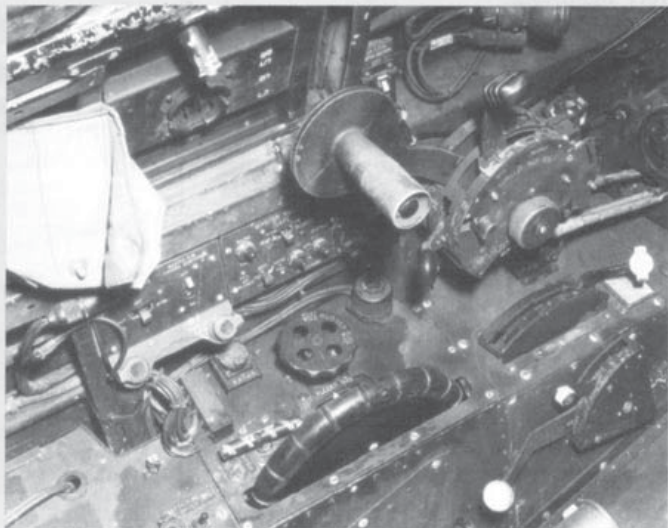
Photographs Hawker Siddely Aviation
via the Michael Stroud collection



These three pictures show the cockpit of a standard Sea Fury FB.11. Below: The throttle and pitch control, undercarriage, flap levers and trim wheels. Top left: is the blind flying instruments and above the right hand side with engine instruments, main fuel cock, emergency controls and the drop tank lever.



Above: Sea Fury TF898 with wings folded showing the interior mechanism. This aircraft also has a 250 lb bomb in position giving the location of the hard point onto which other armament could be attached.





The first privately-owned Sea Fury to grace UK skies was Ormond Haydon-Baillie's FB.11. He is seen here in CF-CHB (ex-WH589) that had originated in Australia before being shipped to Canada and then the United States in 1970. Baillie flew it across the Atlantic in November 1973 and it was often on display at air shows.

It was WG567 which became CF-VAN and later N878M that gave the US racing fans their first look at a Sea Fury at full speed.

In 1970 after extensive modifications N878M became well-known for its outstanding colour scheme. Named 'Kalifornia Kustom Kat' it was painted chrome yellow with a two-tone blue cowling which blended into a burnt orange colour, bright red flames emanated from the cowling and ringed the forward fuselage with the flame tips ending around the wing roots. The spinner was white and the racing number '87' was red with orange shadowing.

In the early 1970s other Sea Furies were acquired and extensively modified for air racing. This could include reducing the wing span, sealing it so that it was a wet wing; gun blisters on the wing surfaces were removed and faired smooth; removal of any armour plating, wing fold mechanism, arrester hook hardware and engine accessories all went towards lightening the aircraft. However, by the time changes had been made and other things added, the gain in speed was never very significant.

One of the most spectacular changes happened to an ex-Burmese Air Force T.20 UB451, which became NX20SF on the American civil register. In the early 1980s this machine was fitted with a massive Pratt & Whitney R-4360 28-cylinder radial engine driving a four-bladed propeller off of a Douglas Skyraider. Named 'Dreadnought' it qualified for the Reno races at 446 mph and by beating two P-51 Mustangs set up the market for surplus Sea Furies.

There have been numerous conversions since then and even stock machines raced. It would seem that while there are still Sea Furies around to convert for racing, or for displaying at air shows they will continue to be a sight in the skies for many years to come.

SEA FURY KITS, DECALS AND ACCESSORIES

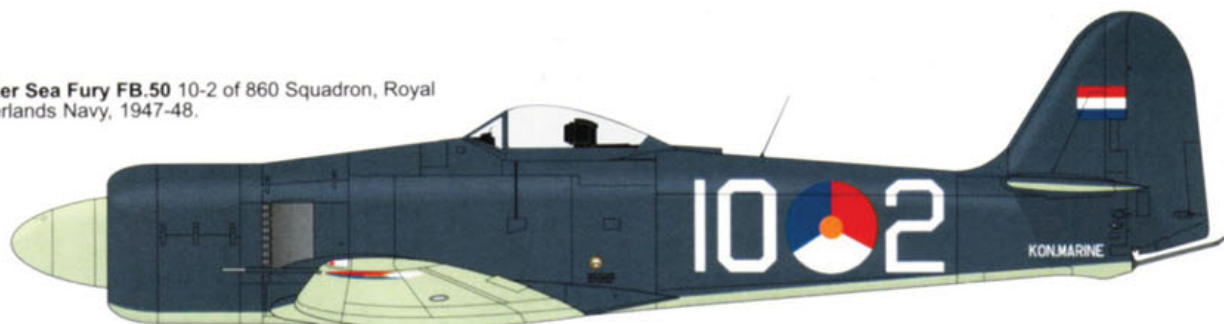
Scale	Type	Manufacturer	Reference	Remarks
1:72	Hawker Sea Fury	Aeroclub	ABC043	Vacuform canopies
1:48	Hawker Sea Fury	Aeroclub	ABC045	Vacuform canopies
1:72	Hawker Sea Fury T.20	Aeroclub	ABC057	Vacuform canopies
1:48	Hawker Sea Fury FB.11	Aeroclub	ABV007	White metal five-blade prop
1:48	Hawker Sea Fury FB.11	Aeroclub	ABV020	Undercarriage and tailwheel
1:72	Hawker Sea Fury FB.11	Aeroclub	ABV102	Canopy and fairing
1:72	Hawker Sea Fury FB.11	Aeroclub	ABV106	White metal undercarriage
1:48	Hawker Sea Fury	Airwaves	AEC48001	Etched brass detail set
1:72	Hawker Sea Fury	Airwaves	AEC72015	Etched brass detail set
1:48	Hawker Sea Fury	Airwaves	AES48001	White metal undercarriage
1:72	Hawker Sea Fury	Airwaves	AES72009	White metal undercarriage
1:48	Hawker Sea Fury FB.11	Almarks	AKA4812	Decals
1:72	Hawker Sea Fury FB.11	Almarks	AKS08	Decals
1:48	Hawker Sea Fury	Aeromaster	AMD48215	Decal collection
1:48	Hawker Sea Fury FB.11	Aussie Decals	AUS48005	RAN decals
1:48	Hawker Sea Fury	Delta Aviation	DAP4801	Cuban Air Force decals
1:48	Hawker Sea Fury FB.11	Falcon	FNCV3148	Astd. canopies incl. S.Fury
1:48	Hawker Sea Fury FB.11	Hobbycraft	HC1531	Injection moulded kit
1:32	Hawker Sea Fury FB.11	ID Models	ID3268	Vacuform kit
1:48	Hawker Sea Fury T.20	Maintrack	MK4815	Resin conversion kit
1:72	Hawker Sea Fury FB.11	Matchbox	PK148	Injection moulded kit
1:72	Hawker Sea Fury FB.11	PM Plastic Model	PM211	Injection moulded kit
1:72	Hawker Sea Fury T.20	PM Plastic Model	PM212	Injection moulded kit
1:72	Hawker Sea Fury T.61	PM Plastic Model	PM214	Injection moulded kit
1:48	Hawker Sea Fury	Squadron/Signal	SQS9511	2 canopies
1:48	Hawker Sea Fury	True Details	TD48041	Weighted resin wheels
1:72	Hawker Sea Fury T.61	Pioneer	0214	Injection moulded kit
1:72	Hawker Sea Fury FB.11	Pioneer	4002	Injection moulded kit
1:72	Hawker Sea Fury T.20	Pioneer	4014	Injection moulded kit
1:72	Hawker Sea Fury	Ventura	7207	Decals. Also on sheets 7208 and 7209 with other aircraft.
1:48	Hawker Sea Fury	Ventura	4807	Decals
1:48	Hawker Sea Fury	Cooper Details	4802	Detail set
1:48	Hawker Sea Fury	Engines & Things	48014	White metal Bristol Centaurus engine. Also in 1:72 scale

HAWKER SEA FURY SPECIFICATION

	F.Mk.X	FB.Mk.11	T.Mk.20
Span (Wings spread)	38ft 4.5 ins	38ft 4.5 ins	38ft 4.5 ins
(Wings folded)	16ft 1in	18ft 2 ins	18ft 2 ins
Length	34ft 3 ins	34ft 7 ins	34ft 7 ins
Wing area	280 sq ft	280 sq ft	280 sq ft
Weights (Loaded)	10,660 lbs	12,300 lbs	11,930 lbs
(Empty)	9,070 lbs	9,240 lbs	8,700 lbs
Maximum speed at 18,000ft	465 mph	450 mph	445 mph
Climb rate to 30,000 ft	9.8 mins	10.8 mins	10.1 mins
Range (Clean)	710 miles	810 miles	810 miles
(with 90 gallon drop tanks)	-	1,600 miles	1,630 miles
Service ceiling	36,180 ft	37,800 ft	35,600 ft
Armament	4 x Hispano Mk.5 20-mm cannon	4 x Hispano Mk. 5 20-mm cannon	2x Hispano Mk. 5 20-mm cannon
Weapons load	Nil	1,000 lb or 500 lb bombs, 12 x 25lb rocket projectiles, napalm	Similar to FB. Mk. 11 as required by advanced training needs.
Power plant			

Each version fitted with one 2,480 hp Bristol Centaurus Mk. 18 with one five-bladed Rotol propeller. Early versions of F.Mk.X had four-bladed propeller.

Hawker Sea Fury FB.50 10-2 of 860 Squadron, Royal Netherlands Navy, 1947-48.



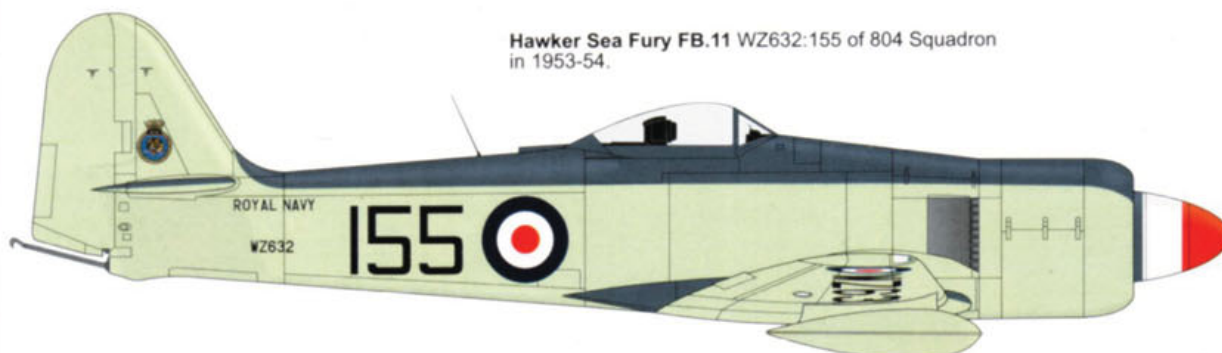
Hawker Sea Fury FB.11 VX690:BC-O, 803 Squadron Royal Canadian Navy, in 1951.



Hawker Sea Fury FB.11 VX752:131-K, 808 Squadron, Royal Australian Navy, HMAS Sydney, 1952.

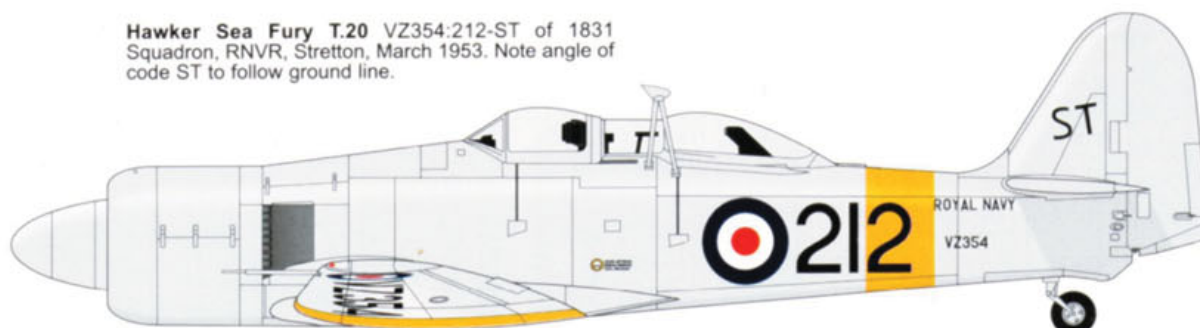


Hawker Sea Fury FB.11 WZ632:155 of 804 Squadron in 1953-54.

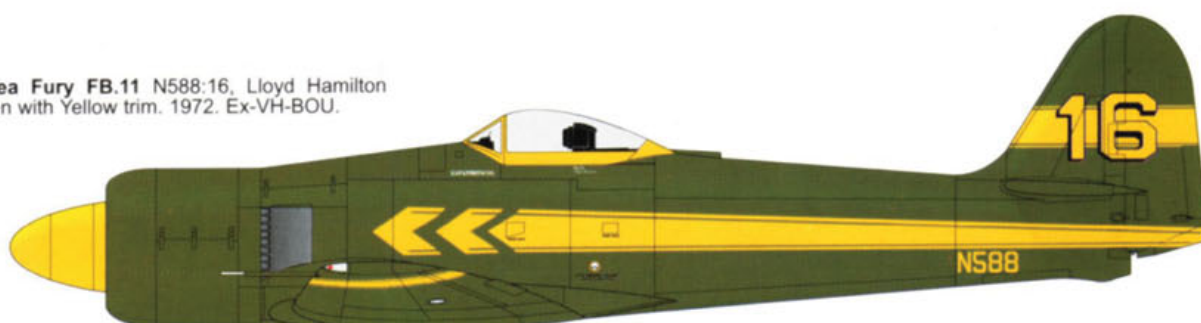


Badge of 804 Squadron

Hawker Sea Fury T.20 VZ354:212-ST of 1831 Squadron, RNVF, Stretton, March 1953. Note angle of code ST to follow ground line.

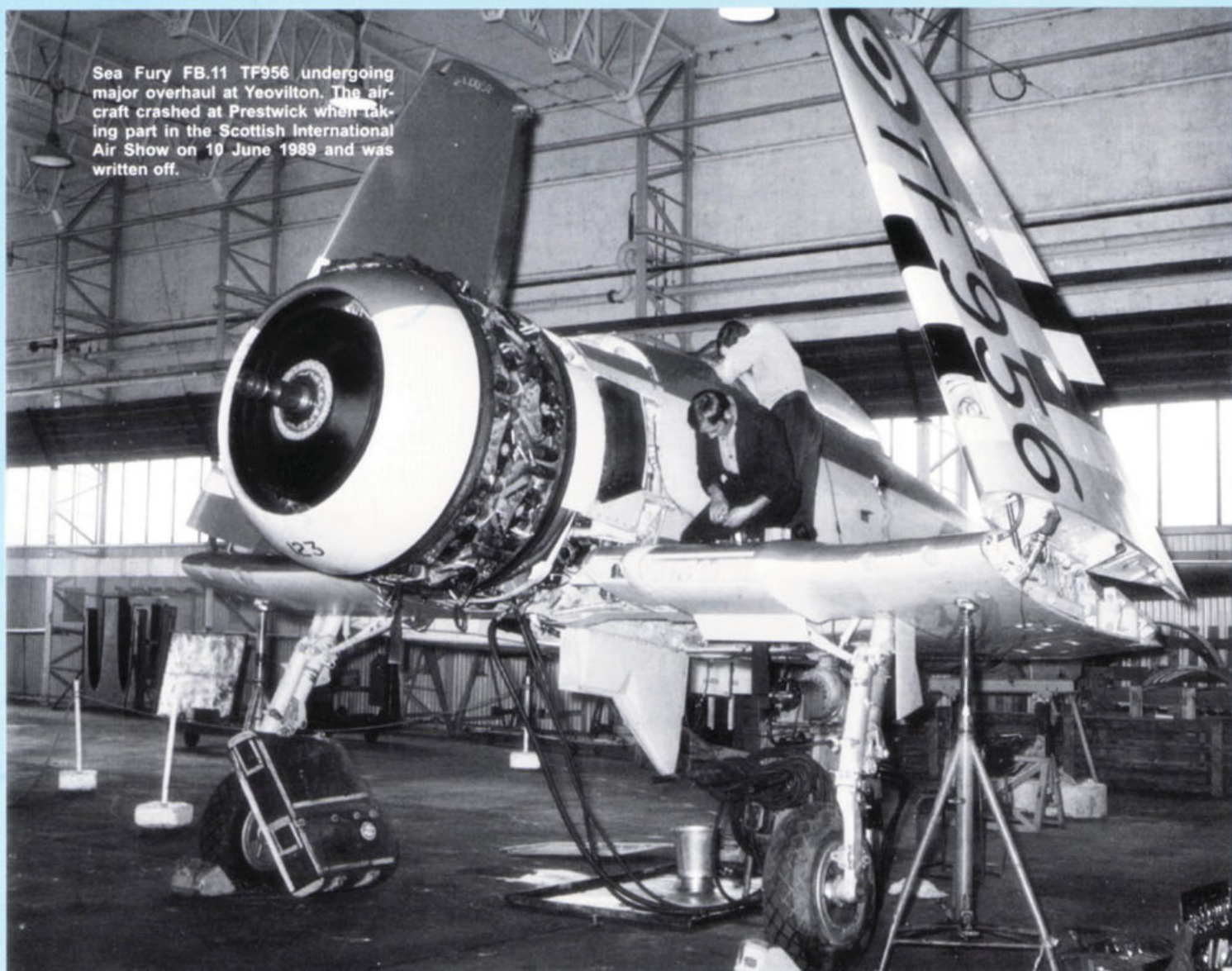


Hawker Sea Fury FB.11 N588:16, Lloyd Hamilton racer. Green with Yellow trim. 1972. Ex-VH-BOU.





Prototype Sea Fury T.20, VX818 made its first flight from Langley on 15 January 1948. A production run of 60 T.20s followed both for the Royal Navy and for export. (RAF Museum)



Sea Fury FB.11 TF956 undergoing major overhaul at Yeovilton. The aircraft crashed at Prestwick when taking part in the Scottish International Air Show on 10 June 1989 and was written off.