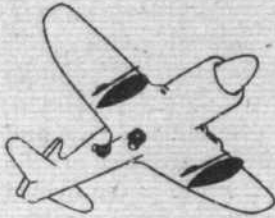


Topical Press

Alternative Equip-
ment & All-up
Weight



Four 20 mm guns, 580
rds. ammn., 12,025 lb
(5455 kg)



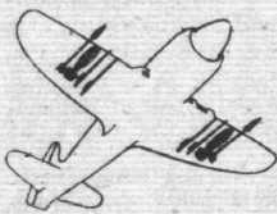
Four 20 mm guns,
580 rds. ammn., two
F/24 cameras, two
90-gallon (409-litre)
t a n k s, 13,615 lb
(6,175 kg)



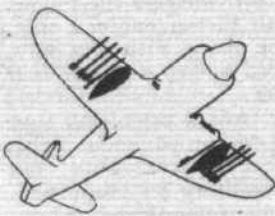
Four 20 mm. guns,
580 rds. ammn., two
1,000 lb. (454 kg)
bombs, 14,250 lb
(6,465 kg)



Four 20 mm. guns,
580 rds. ammn., four
triplex R.P., 180 lb
(82 kg) h e a d s,
13,280 lb (6,025 kg)



Four 20 mm. guns,
580 rds. ammn., two
500 lb (227 kg)
bombs, two triplex
R.P., 180 lb (82 kg)
heads, 13,745 lb
(6,235 kg)



Four 20 mm. guns,
580 rds. ammn., two
45-gallon (204-litre)
tanks, six 5in R.P.,
60 lb (27 kg) heads,
13,665 lb (6,200 kg)



Four 20 mm. guns,
580 rds. ammn., two
45-gallon (204-litre)
tanks, two smoke
curtain installations,
14,010 lb (6,355 kg)



Mr. "Bill" Humble taxis
a Hawker Sea Fury X
(Centaurus XVIII engine)
of his unsurpassed demonst

GOODLY HERIT

The Hawker Fury and Sea Fury : Last of a Great Line of Airscrew- driven Fighters

WHEN "Indicator" recently recalled his impressions of the Hurricane, he described it as the first of the "modern" fighters. By implication he justly gave the Hurricane credit for having introduced a classic formula which can be written as:—

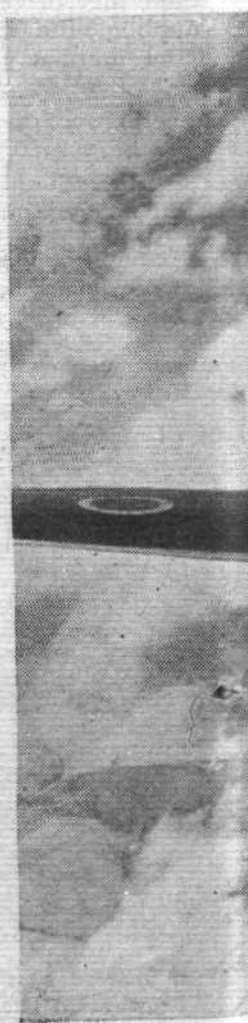
Low-wing cantilever monoplane of moderate loading + retractable undercarriage + flaps + enclosed cockpit + outboard multi-gun armament = Optimum efficiency in a single-seat fighter with airscrews propulsion.

Nearly eleven years have elapsed since this formula was proven by the prototype Hurricane; meantime the Typhoon and Tempest, the Fury and Sea Fury have confirmed its validity.

Having played with great credit its varied operational rôles, the Typhoon has gone its way, leaving the Tempest II, V and VI to sustain the Hawker tradition in the Royal Air Force. The Tempest will, in fact, be the last of Mr. Sydney Camm's airscrew-driven fighters to see service with the R.A.F., as current policy does not demand the quantity production of the Fury I. Naval requirements, however, are



Mr. Sydney Camm
O.B.E., F.R.Ae.S.,
Chief Designer to
Hawker Aircraft
Ltd. Assistant Chief
Designer is Mr. R.
H. Chaplin, B.Sc.,
F.R.Ae.S



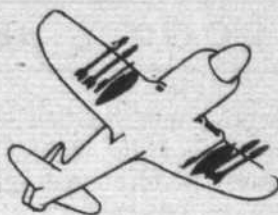
with
H.P.K.

70.0-1911
Topical Press

9761 170 97

**Alternative Equip-
ment & All-up
Weight**

Four 20 mm. guns,
580 rds. ammn., two
45-gallon (204-litre)
tanks, four triplex
R.P., 180 lb (82 kg)
heads, 14,075 lb
(6,385 kg.)



Four 20 mm. guns,
580 rds. ammn., two
45-gallon (204-litre)
tanks, two 500 lb
(227 kg) bombs,
13,915 lb (6,310 kg)



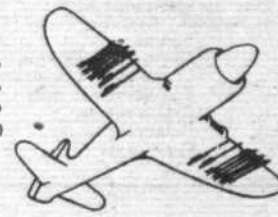
Four 20 mm. guns,
580 rds. ammn., two
45-gallon (204-litre)
tanks, two clusters,
13,795 lb (6,255 kg)



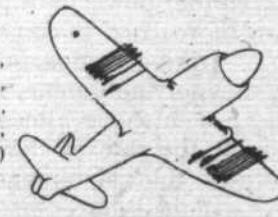
Four 20 mm. guns,
580 rds. ammn., two
90-gallon (409-litre)
tanks, 13,535 lb
(6,140 kg)



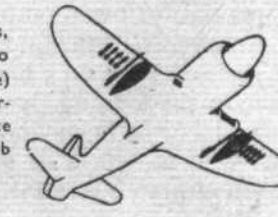
Four 20 mm. guns,
580 rds., ammn.,
twelve 3in R.P., 60 lb
(27 kg) heads, 13,240
lb (6,005 kg)



Four 20 mm. guns,
580 rds. ammn.,
twelve 5 in R.P.,
60 lb (27 kg), heads,
13,680 lb (6,205 kg)



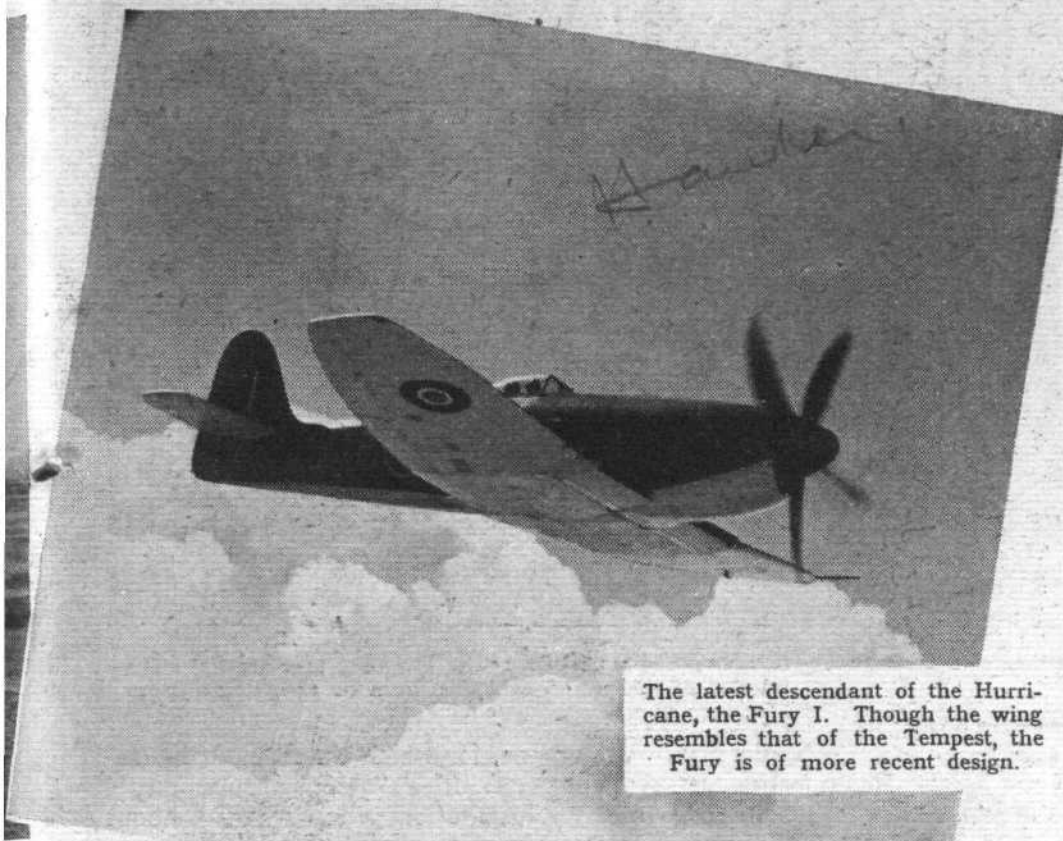
Four 20 mm. guns,
580 rds. ammn., two
45-gallon (204-litre)
tanks, two L.S. car-
riers, with 8 practice
bombs, 12,945 lb
(5,870 kg)



The latest descendant of the Hurri-
cane, the Fury I. Though the wing
resembles that of the Tempest, the
Fury is of more recent design.

It would be difficult to select a viewpoint
which would show to better advantage
than the above, the power plant instal-
lation on the Fury I.

GE



GOODLY HERITAGE

amply met by the Sea Fury X, a deck-landing fighter-bomber, the latest performance figures for which are set out below.

Air Marshal Sir Alec Coryton has declared that future fighters for the R.A.F. will be jet-propelled. It is unthinkable that the name of Hawker should not continue to be linked with high-performance fighters, and there is every justification for supposing that some outstanding jet machines will emanate from Kingston. Until a new prototype is announced, the Fury and Sea Fury will keep the firm's name prominent in Service aircraft design.

The performance table of the Sea



OVER WEST LONDON: The Fury I cruises easily on a fraction of the power available from its 24-cylinder Sabre engine.

Napier Sabre VII engine, for which water/methanol injection is available. With a "tropical-suitability" leading-edge radiator installation, a top speed of about 485 m.p.h. is attainable at 16,000ft and the initial rate of climb is nearly 5,500 ft/min. It is now permissible to record that as long ago as February, 1943, a Tempest, likewise with a leading-edge cooling system, attained 470 m.p.h.

Rapid Roll

One of the most striking characteristics of the Fury and Sea Fury, demonstrated at frequent displays throughout the year, is their extraordinarily rapid rate of roll. Of the order of 100 deg a second, this is achieved by the use of spring servo-tabs on the ailerons. A contributory factor is the short span—38ft 5in, compared with the 41ft of the Tempest. The spring tab feature is also incorporated in the rudder.

Structurally the Fury and Sea Fury differ from all previous Hawker fighters in having a completely monocoque fuselage; the familiar braced structure has gone for ever.

Visitors to the S.B.A.C. Display at Radlett remarked on the exceptional quality of the skinning and observed that, despite refinement of aerodynamic design, the whole airframe suggested stiffness and strength in exceptional measure.

DREAMBOAT TO CAIRO

IN recording, on pages 398-9, the great flight of the *Truculent Turtle*, we looked forward to comparing this achievement with that of the Boeing B-29 Superfortress *Pacusan Dreamboat*. The *Dreamboat's* flight, from Honolulu, via the North Pole, to Cairo, totalled about 9,500 miles, and was completed on Sunday, October 6th, in 39 hours 36 minutes.

As we go to press there is some uneasiness because *Dreamboat* was not intercepted over England and escorted by Fighter Command, as intended. It is claimed, by way of explanation, that a three hours' warning, requested by Fighter Command from the American authorities, was not given, and that it was not until an R.A.F. radio station near London picked up the Superfort that the Command was aware of her presence. Amateur operators claim to have detected the *Dreamboat* nearly an hour before.

SEA FURY X Deck-Landing Naval Fighter with Bristol Centaurus XVIII Engine

Performance at 2,700 r.p.m. (+ 14 lb Boost)

Standard Altitude (ft)	True Air Speed (m.p.h.)	Rate of Climb (ft/min)	Time to Height (min.)
—	402	5,050	—
3,000	421	4,650	0.60
12,000	433	4,440	2.67
16,000	460	3,900	3.75
20,000	454	3,400	4.72
30,000	432	2,150	8.34

Deck take-off distance in 27-knot wind with flaps set at 20 deg.

Take-off Weight (lb)	Take-off Deck run (ft)
12,000	358
14,000	505

Still air take-off with flaps at 20 deg.

Weight (lb)	Ground run (ft)
12,000	730
14,000	1,030

Range

Max. still-air range with two 90-gallon drop-tanks, 2,060 miles at 320 m.p.h. at 30,000ft. Radius of action, 820 miles at 10,000ft. Fuel expended as follows:

Run up	22 galls.
Climb to 10,000ft	10 "
Cruise at most economical speed	136 "
Combat for 15 mins.	66 "
Cruise return	128 "
Reserve	18 "
Total capacity	380 "

Fury X shows that, with the Centaurus engine operating at 14 lb boost pressure, this type attains 460 m.p.h. at maximum-power altitude, and that a height of 20,000ft can be reached in considerably less than five minutes.

A striking comparison is afforded with corresponding figures for the famous Fury biplane of fifteen years ago: the Sea Fury is almost exactly twice as fast and has double the rate of climb. This is the more remarkable because the old biplane, which set the pace in its day, was a light interceptor, unhampered by Naval gear and carrying a very light military load, including only two machine guns—and these of rifle calibre! Its Naval counterpart and contemporary—the Nimrod—had an appreciably lower performance.

Another significant fact is that the high performance of the Sea Fury has been reconciled to range, and reference to the loading diagrams will show that range, in its turn, has not been unduly penalized by Naval requirements in the form of external loads.

The Fury I is an R.A.F. prototype, powered by a