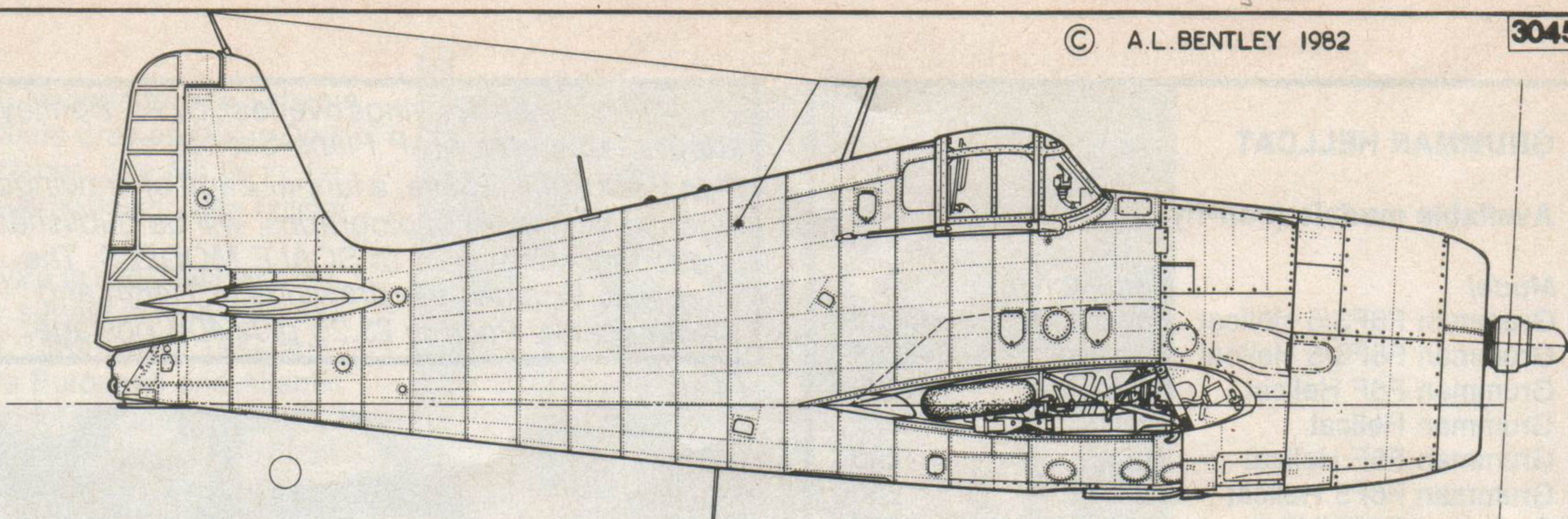
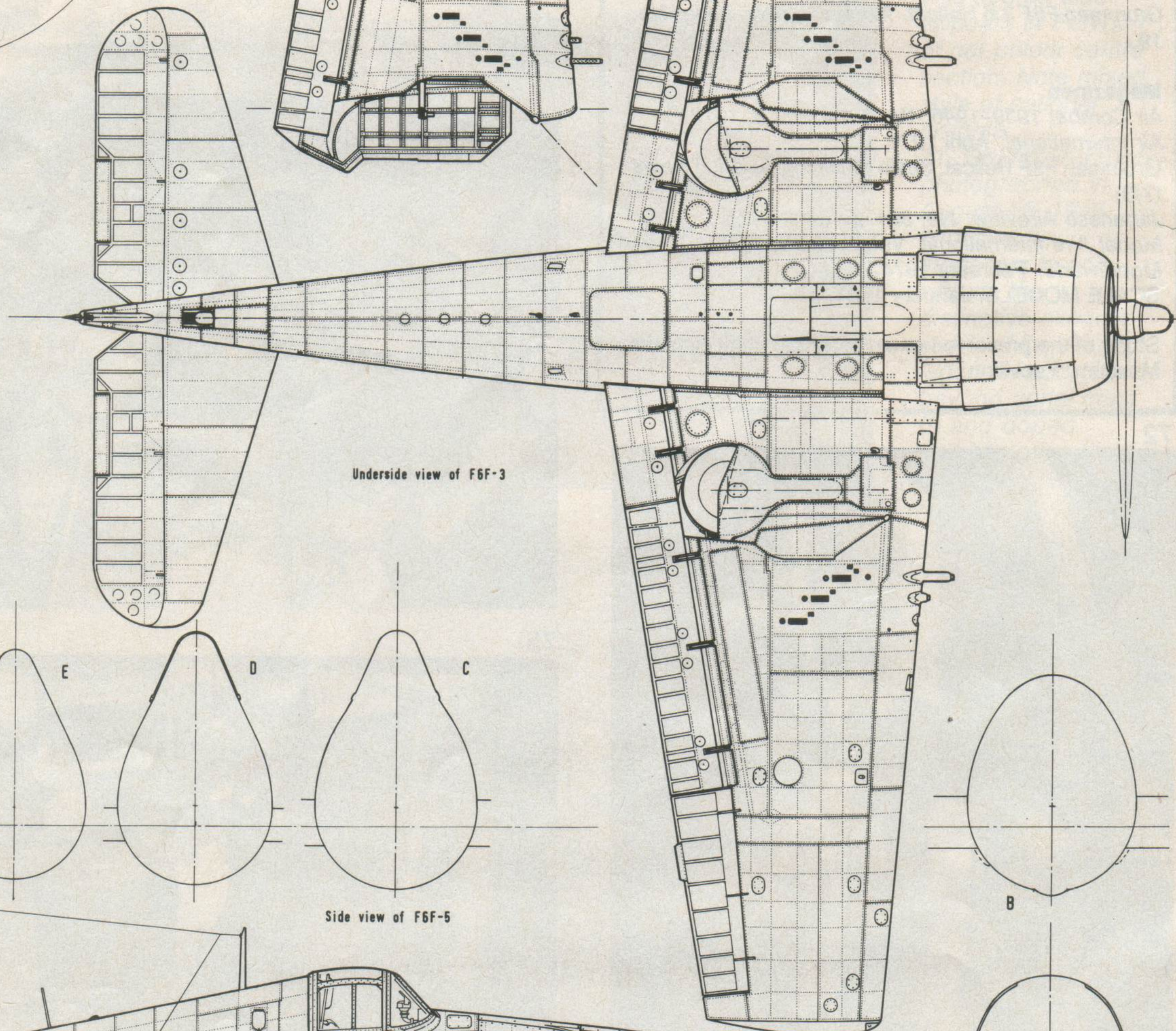
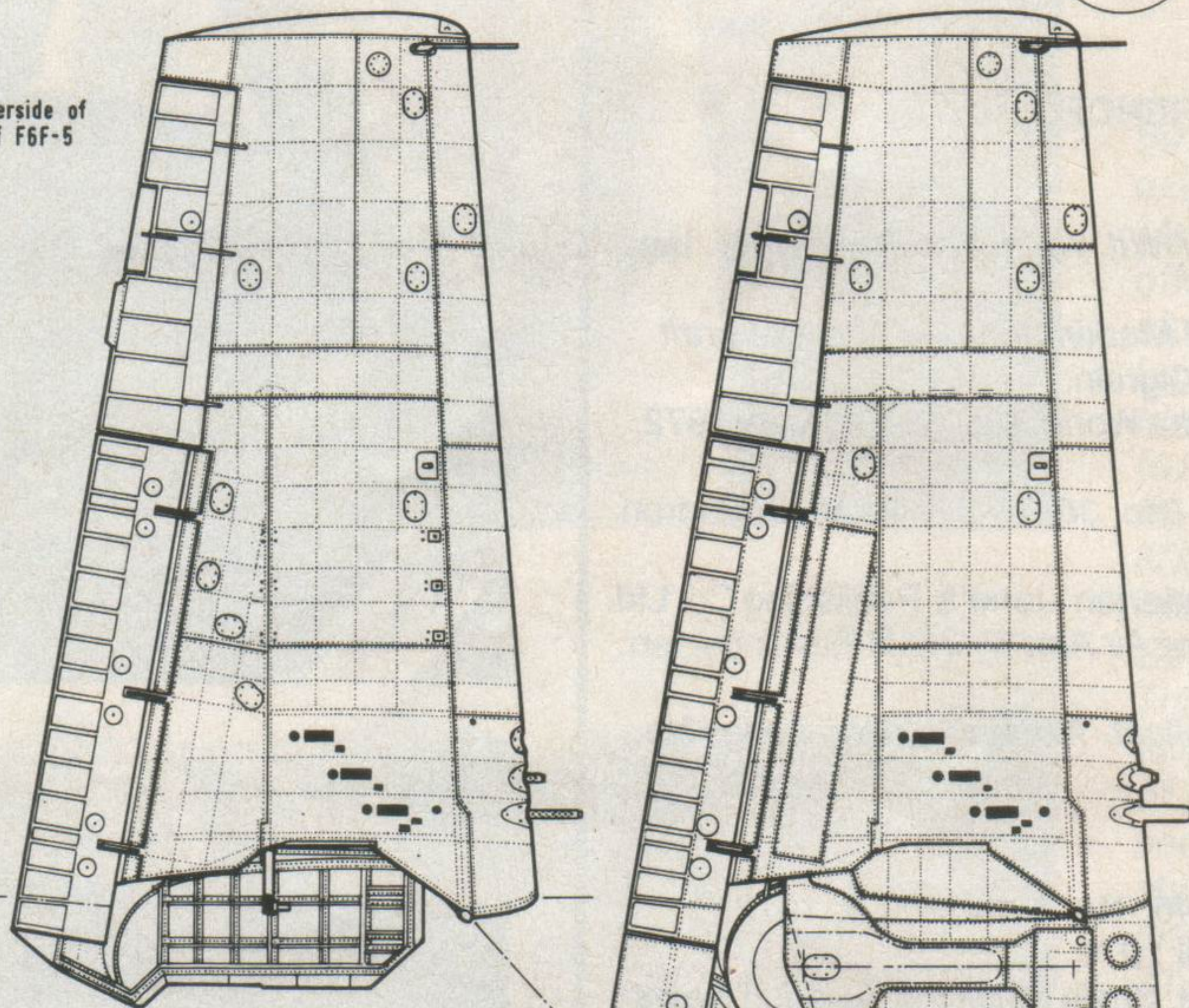


2B KOPIRANJE

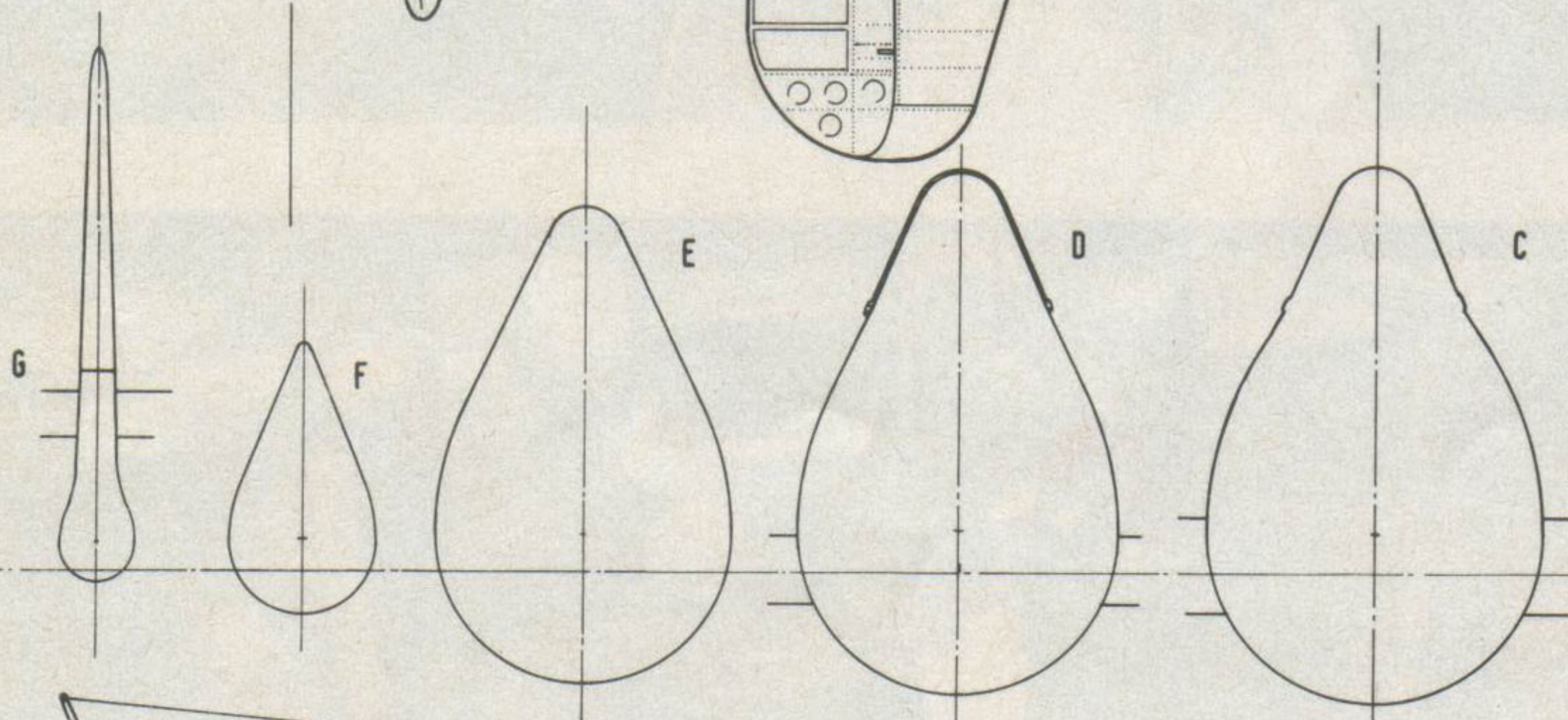


Side view of F6F-3. The outer wing has been omitted to show details of the undercarriage retracted

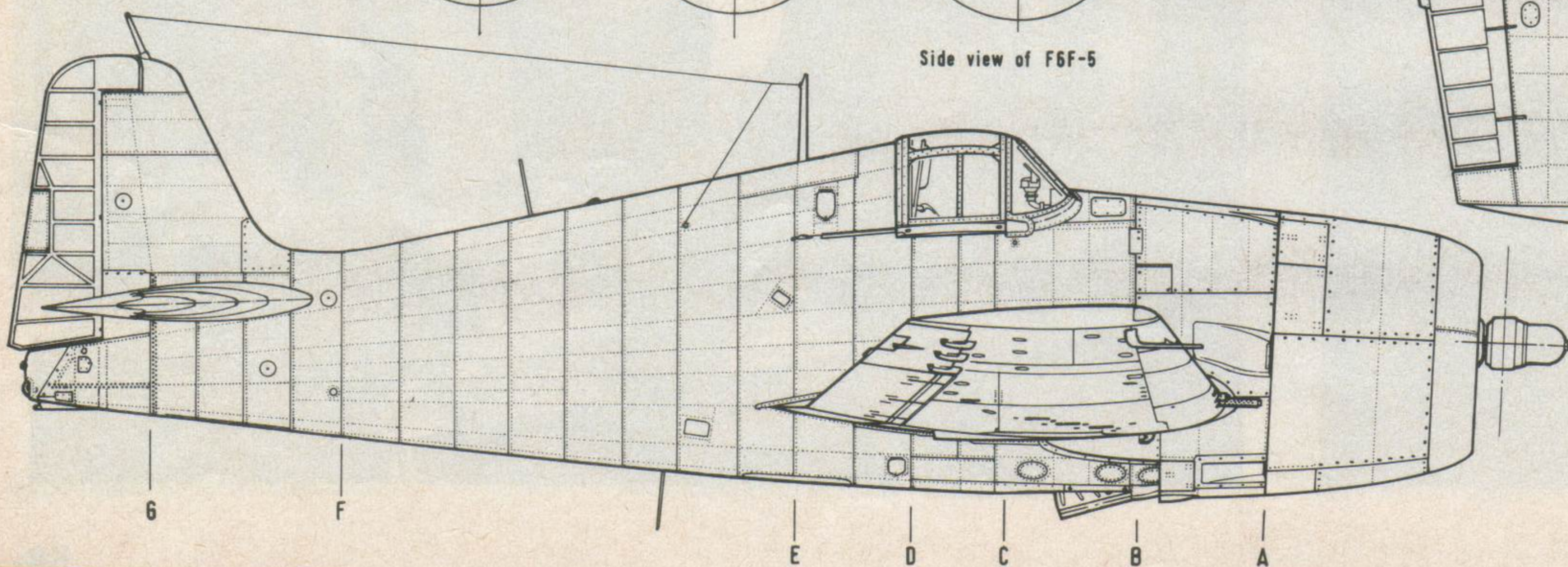
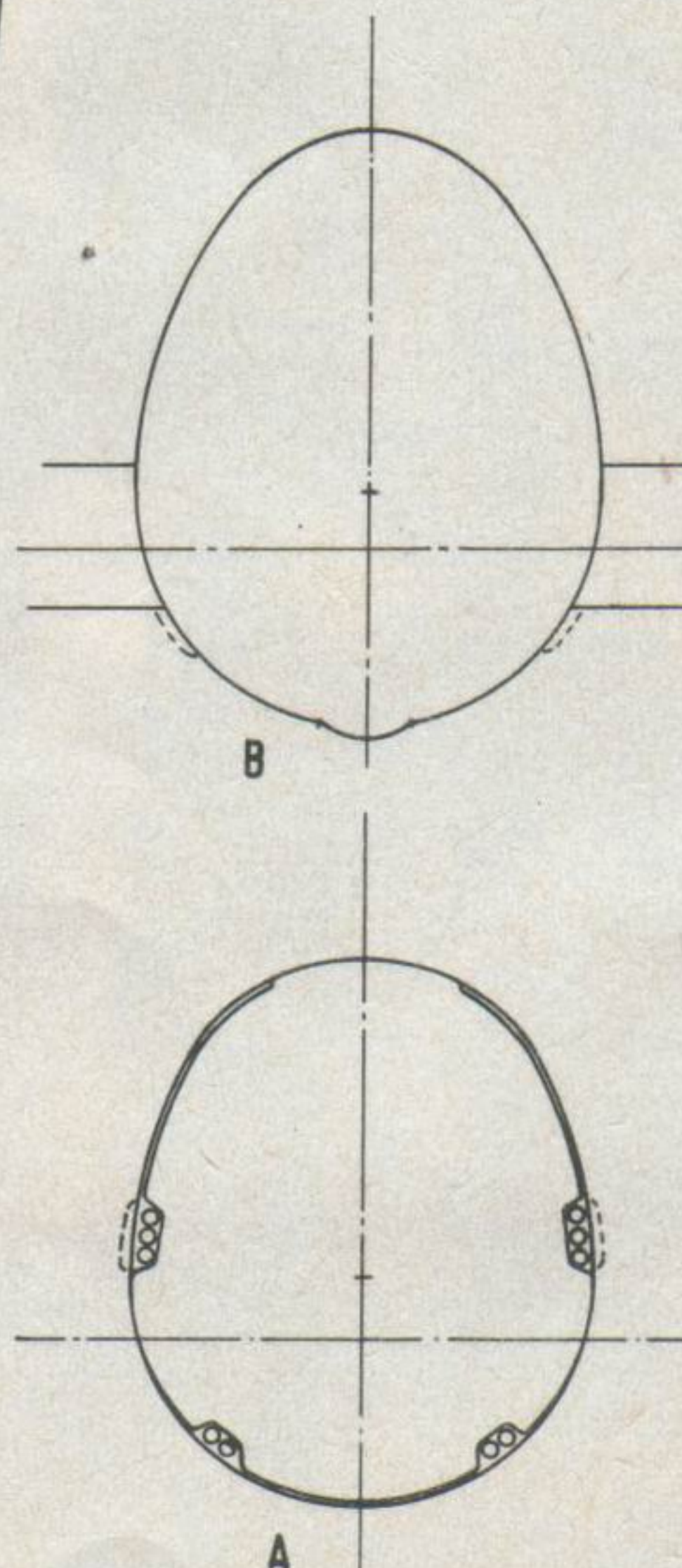
Detail of underside of outer wing of F6F-5



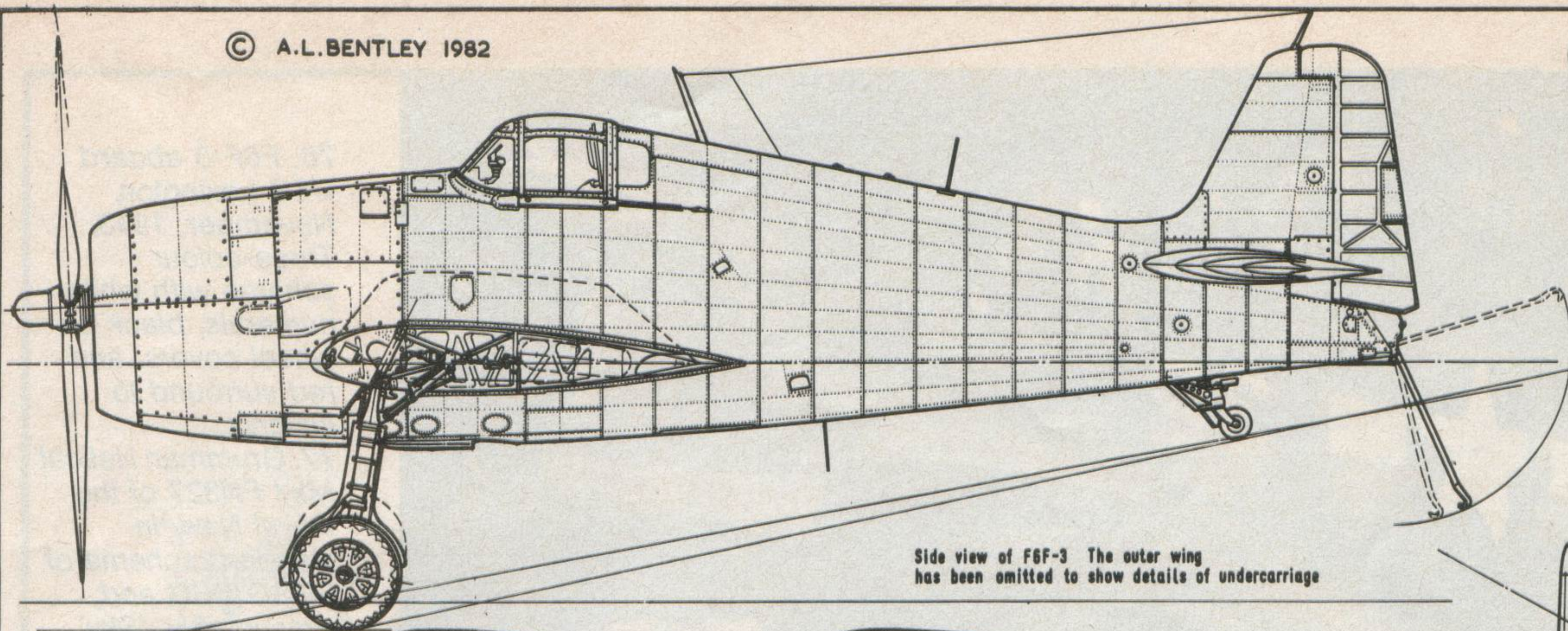
Underside view of F6F-3



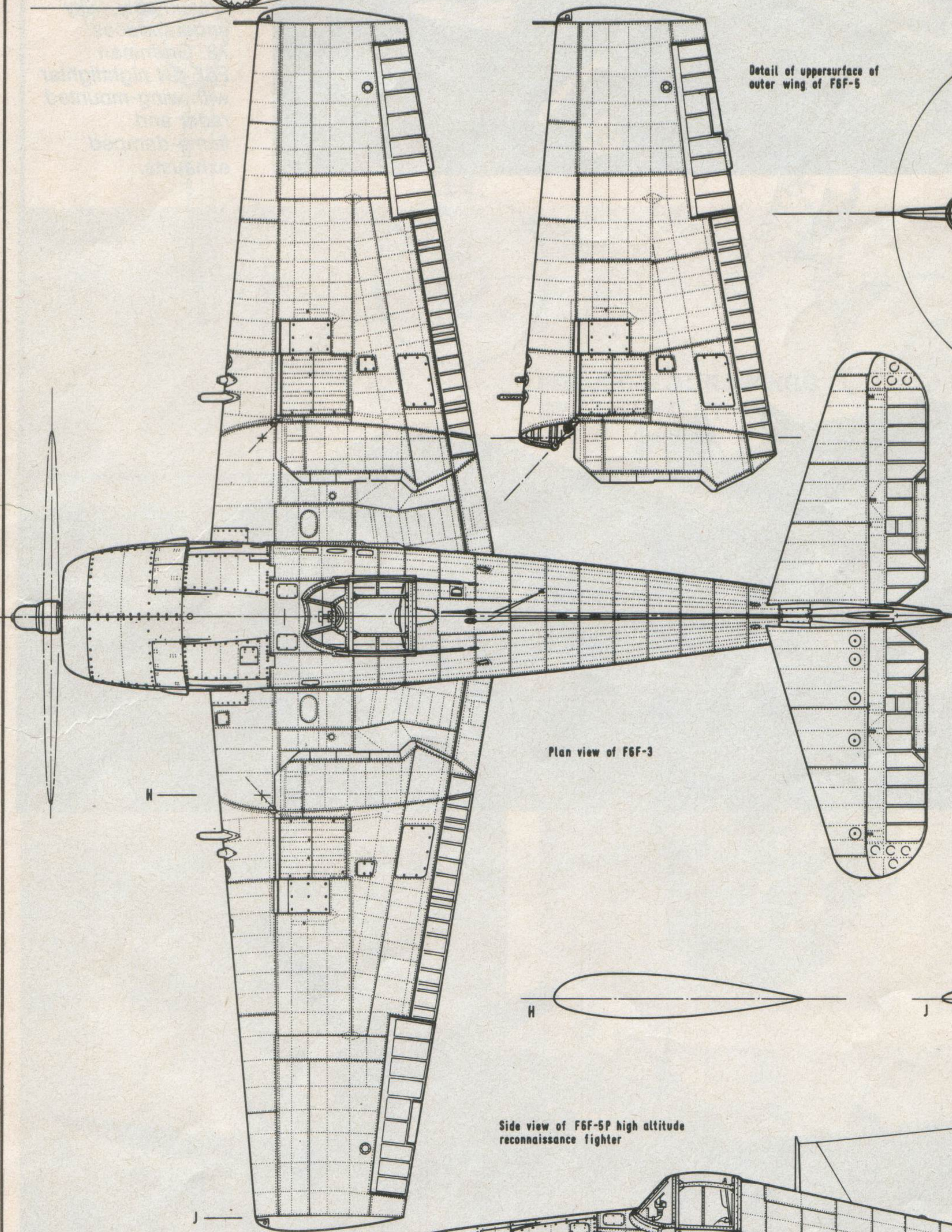
Side view of F6F-5



1/72nd SCALE DRAWINGS

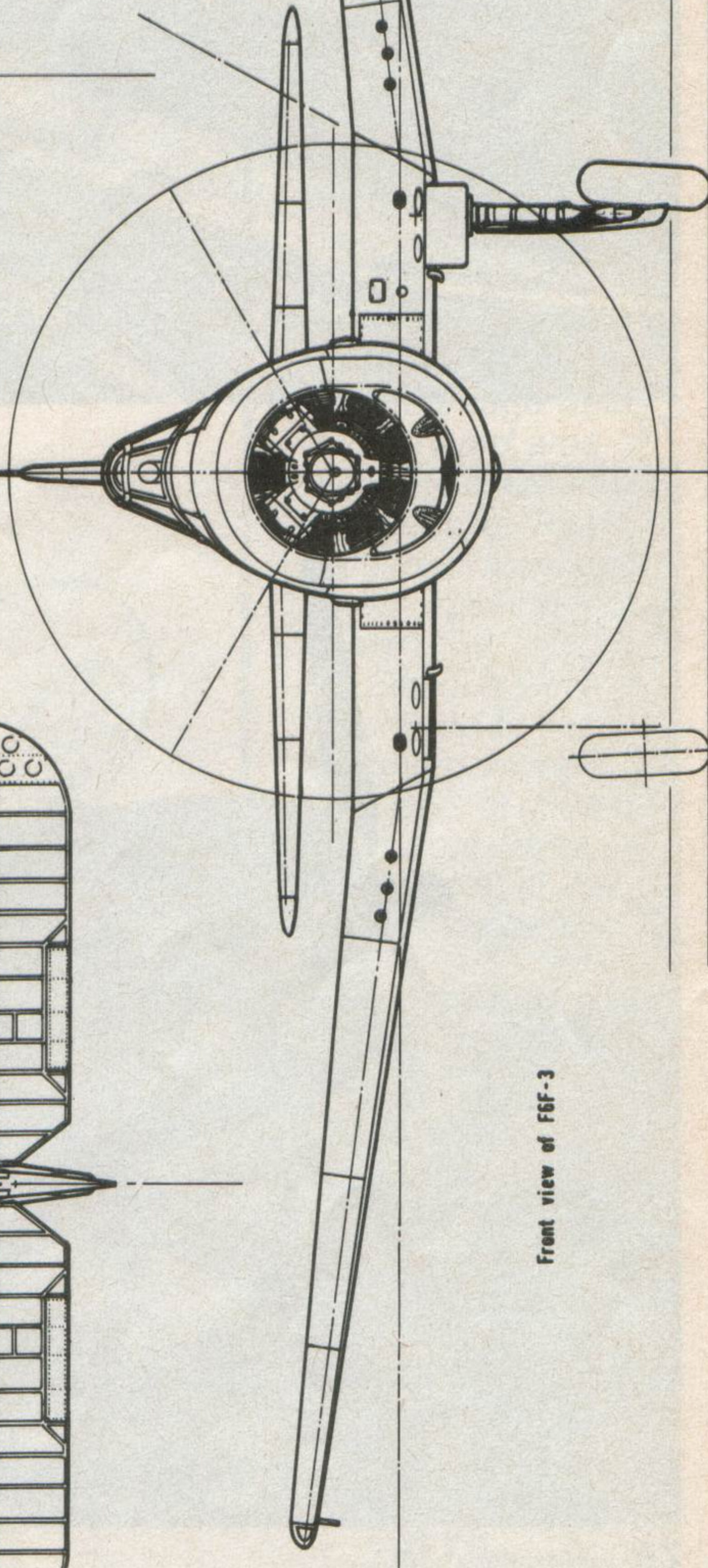


Side view of F6F-3 The outer wing has been omitted to show details of undercarriage

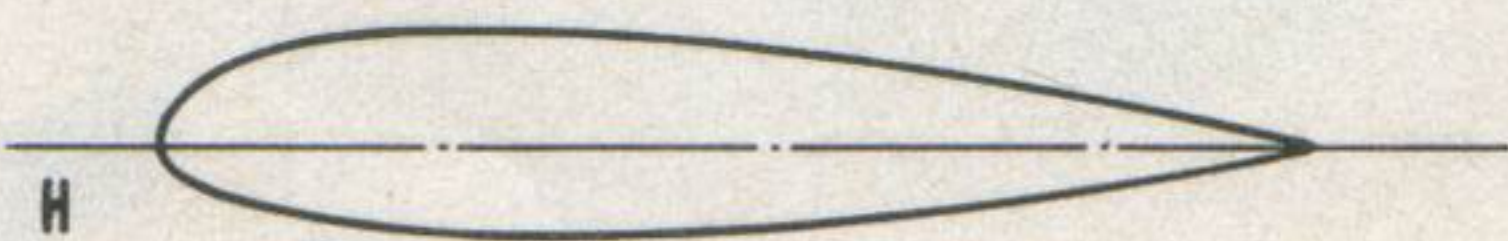


Plan view of F6F-3

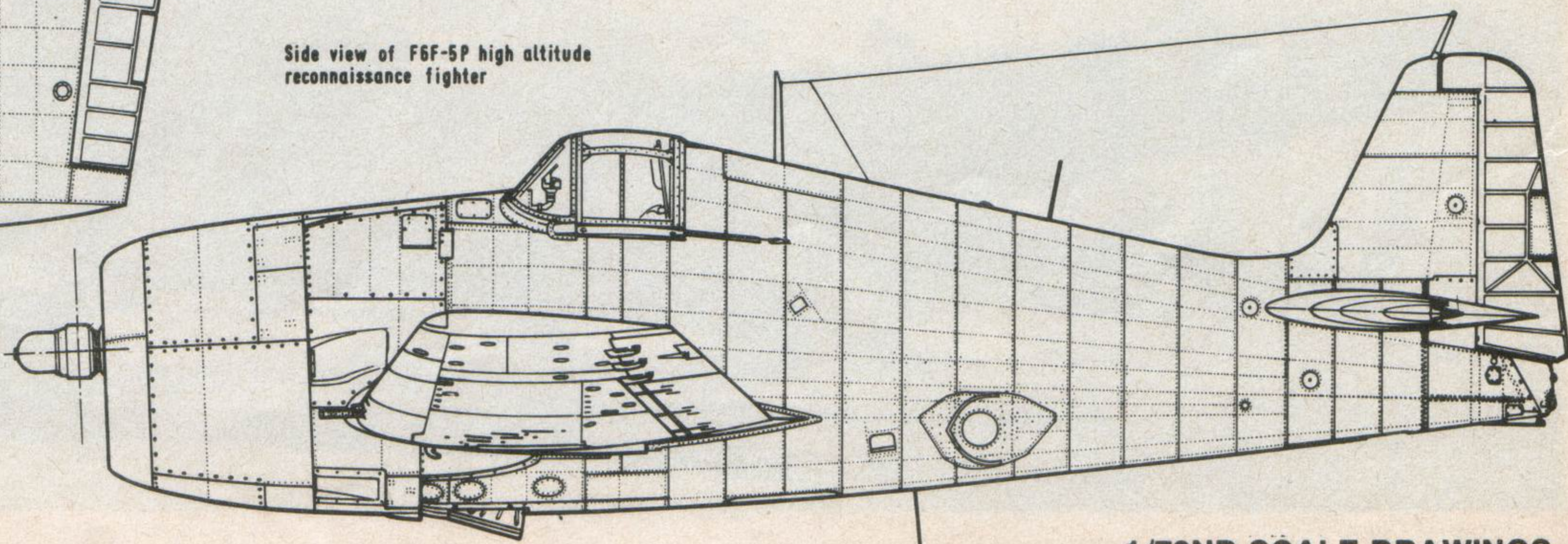
Detail of upper surface of outer wing of F6F-5



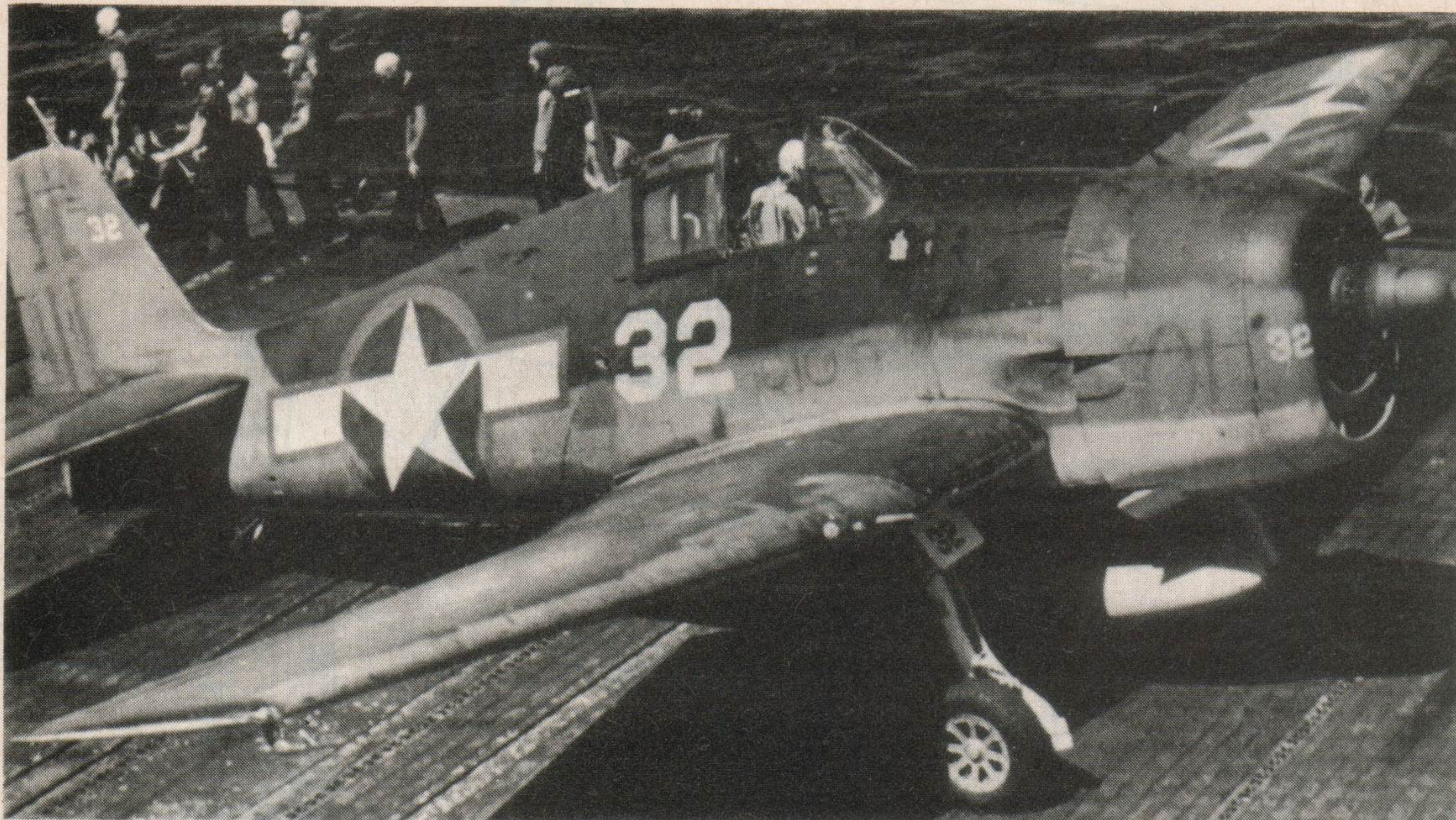
Front view of F6F-3



Side view of F6F-5P high altitude reconnaissance fighter



76



76. F6F-3 aboard USS Lexington, November, 1943. Three-colour scheme with white numerals, black on wheel covers, and red surround to insignia.

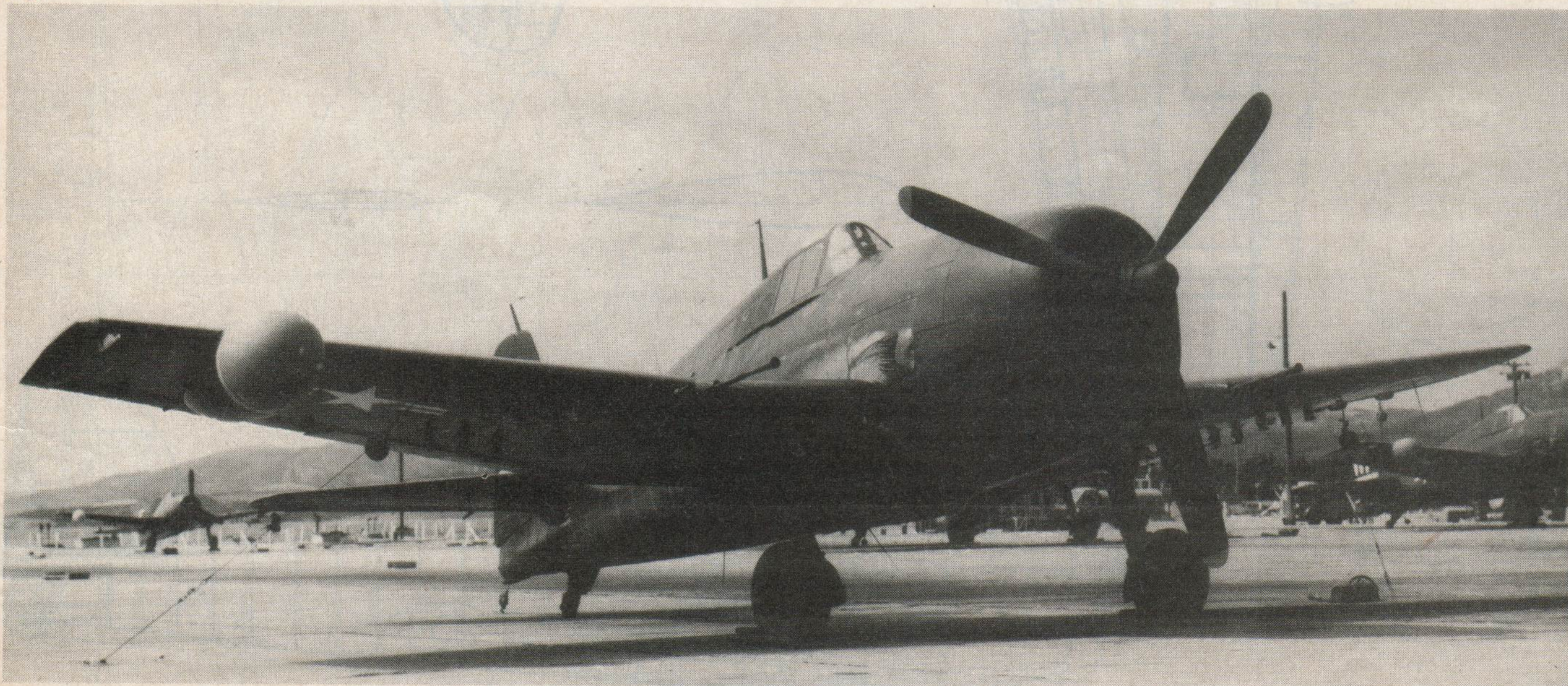
77. Grumman Hellcat Mk I FN327 of the Royal Navy in standard scheme of EDSG/DSG and, presumably, 'Sky' undersurfaces.

78. Grumman F6F-5N nightfighter with wing-mounted radar and flame-damped exhausts.

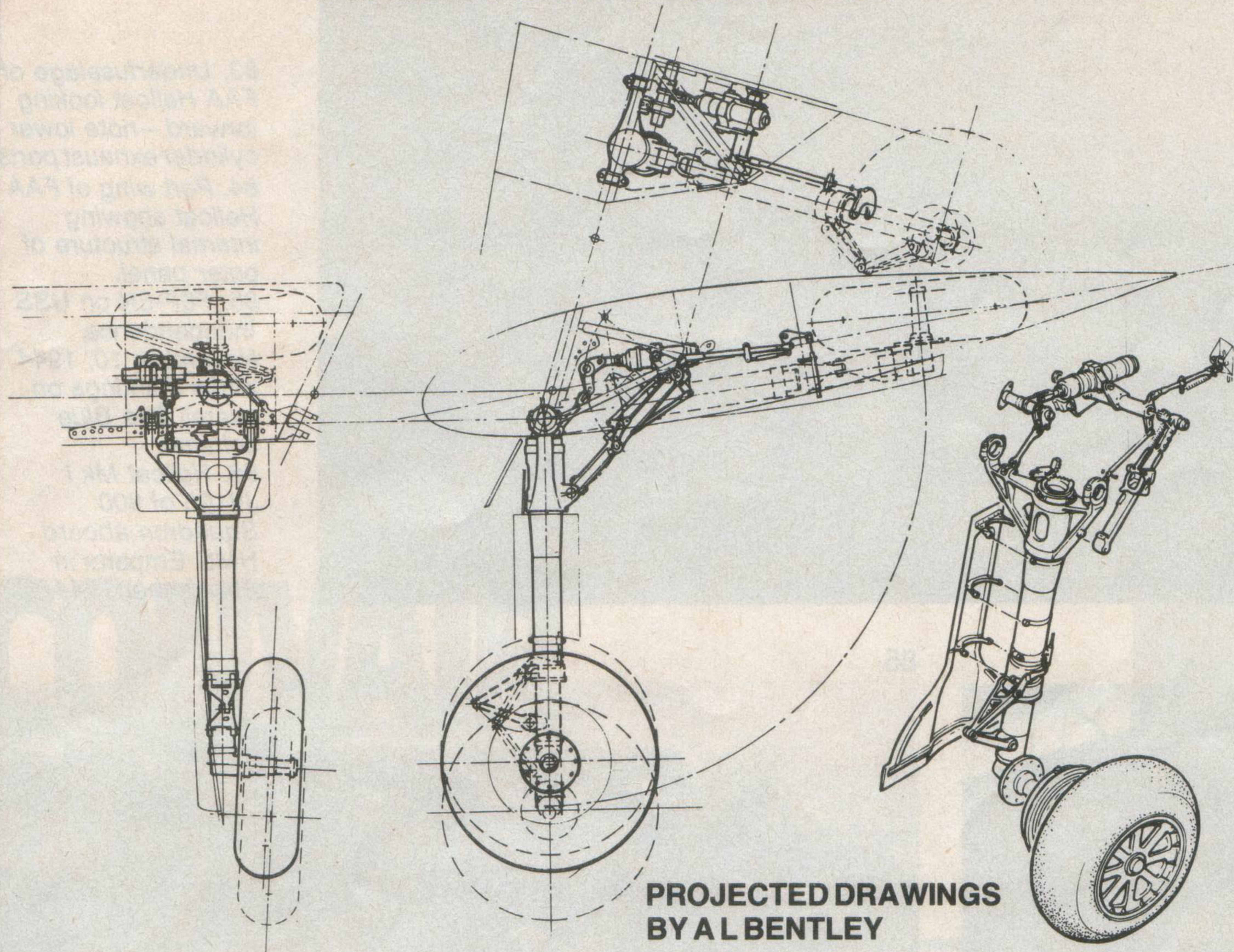
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78



GRUMMAN HELLCAT UNDERCARRIAGE.

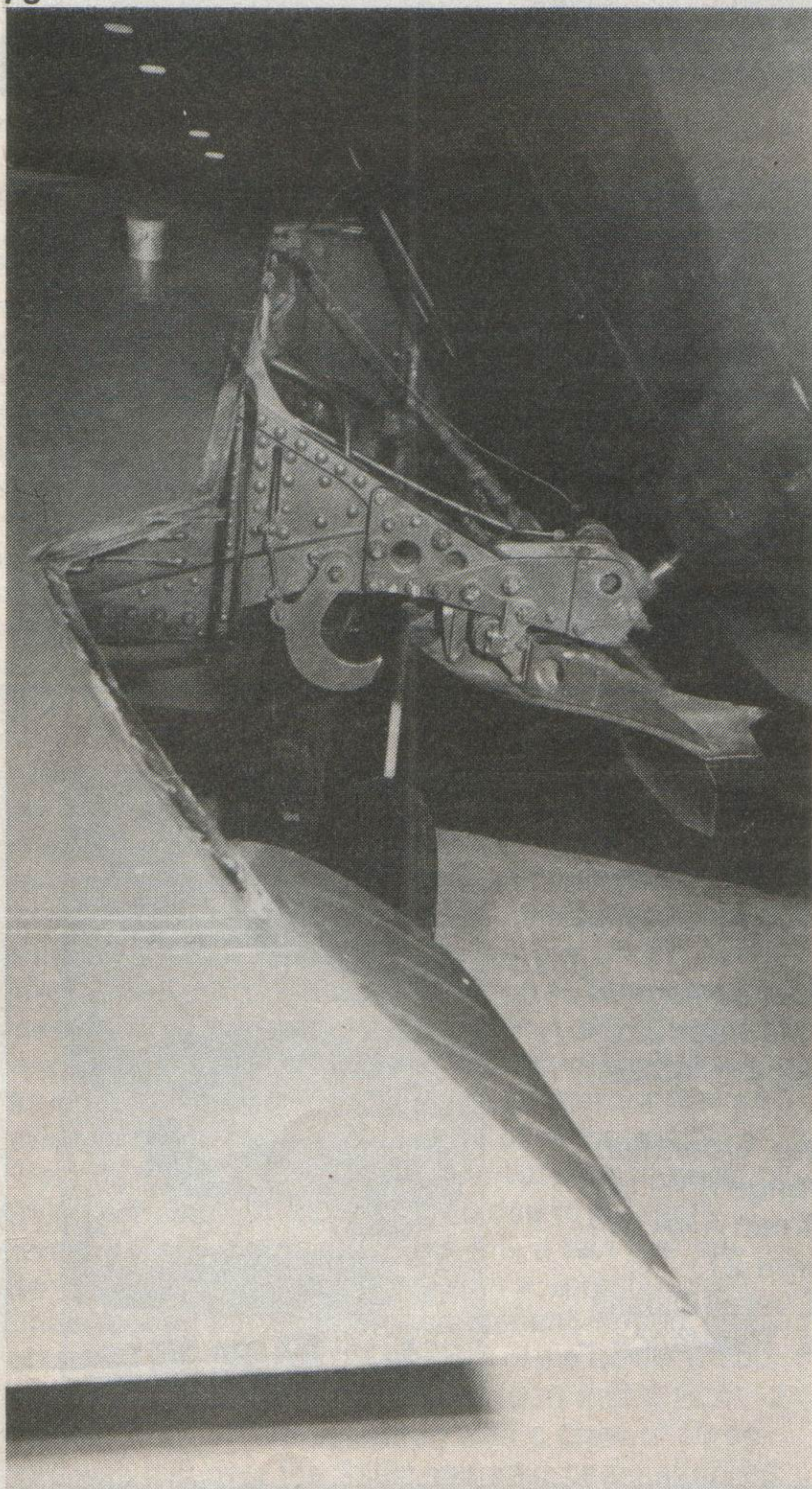


79. Rear of Hellcat wing-fold mechanism looking forward – starboard side.

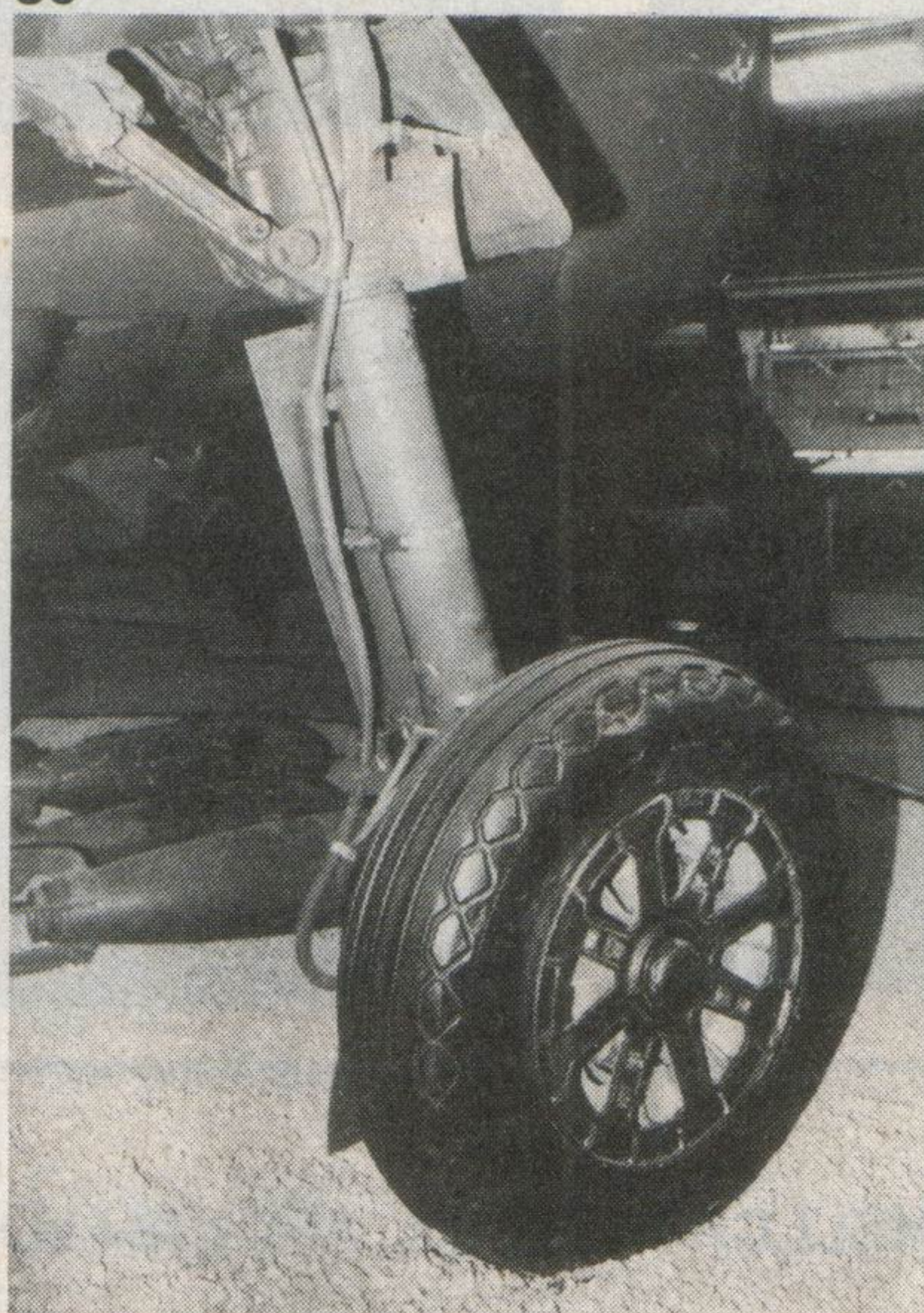
80 and 81. Starboard undercarriage detail and forward area of wing fold mechanism seen below. Tread pattern of tyres and wheel 'spoking' are noteworthy.

82. Oblique view looking up to the starboard wheel well. Door at extreme left is front cover, with the top of the main cover behind.

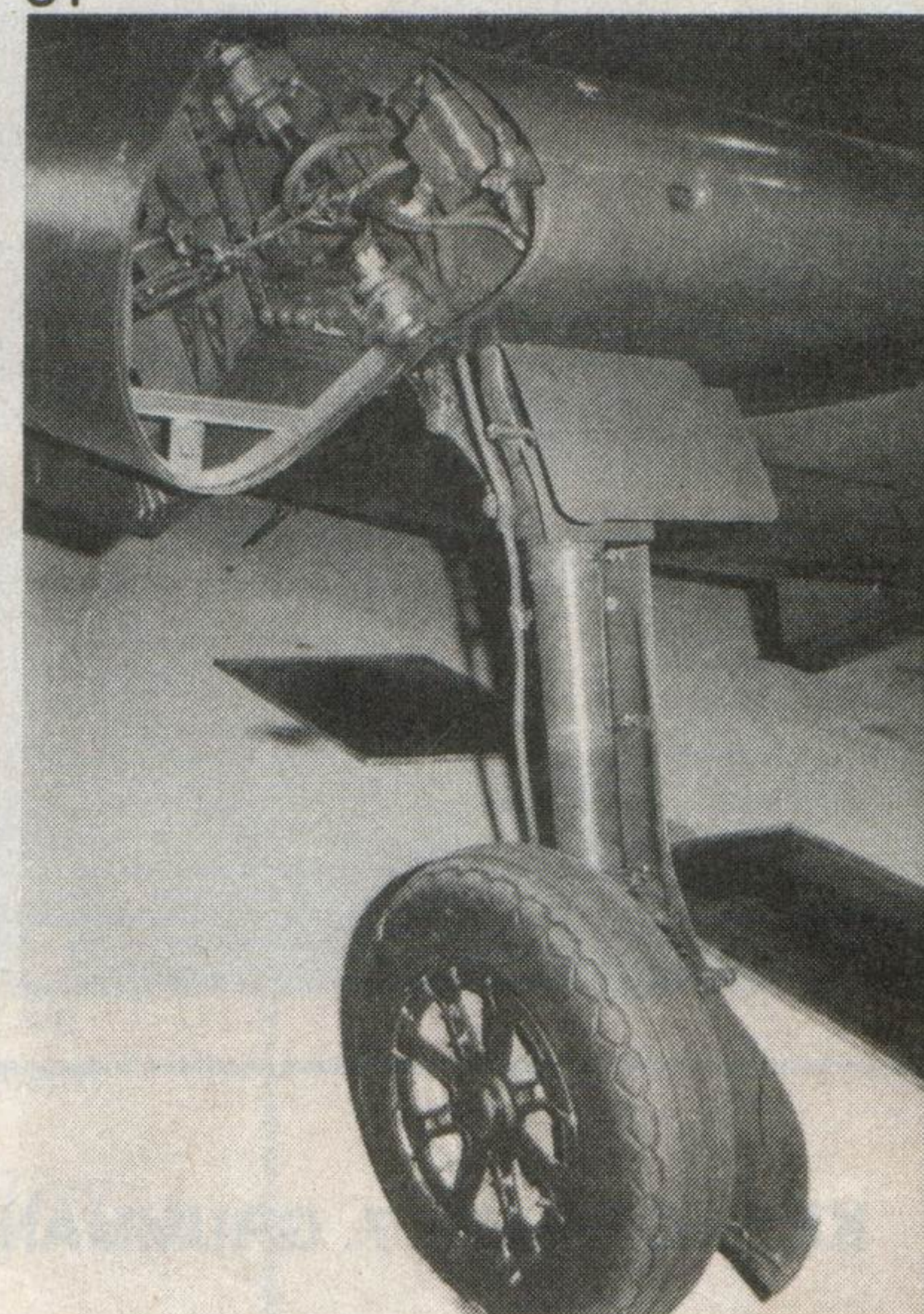
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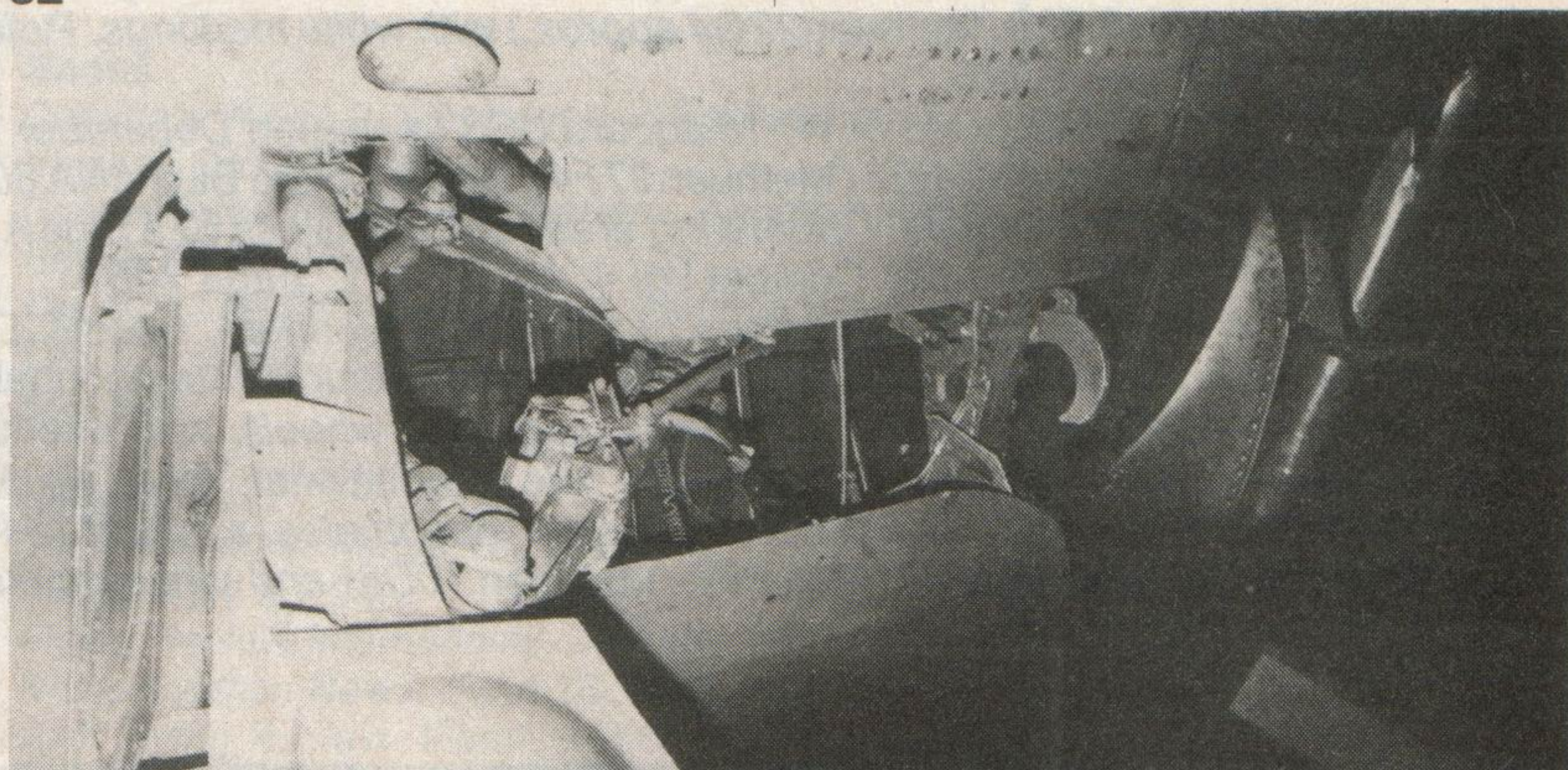
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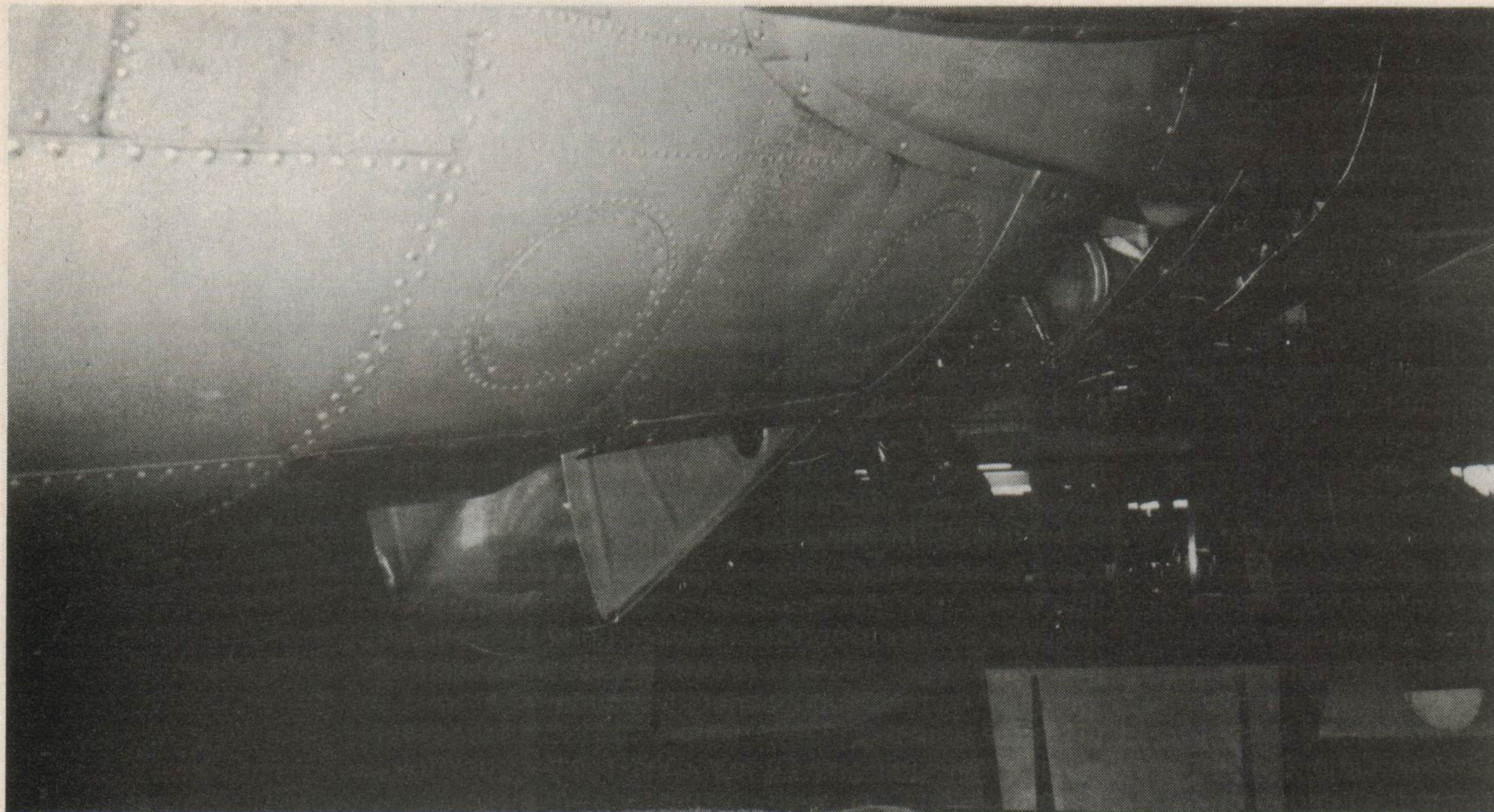


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82





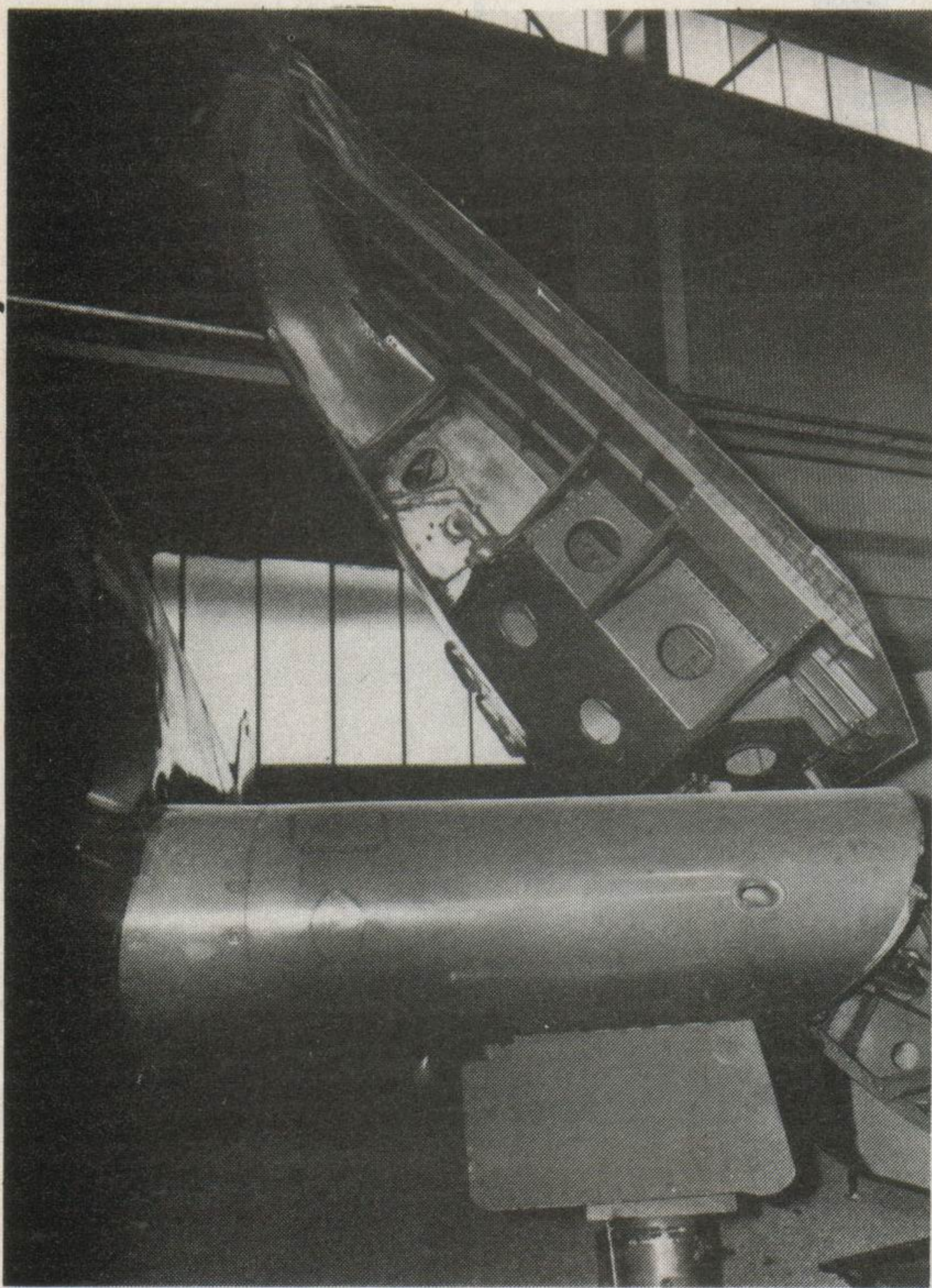
83. Underfuselage of FAA Hellcat looking forward – note lower cylinder exhaust ports.

84. Port wing of FAA Hellcat showing internal structure of outer panel.

85. F6F-5N on USS Independence, November 10, 1944. White markings on overall Sea Blue scheme.

86. Hellcat Mk I JV105 of 800 Squadron aboard HMS Emperor in September 1944.

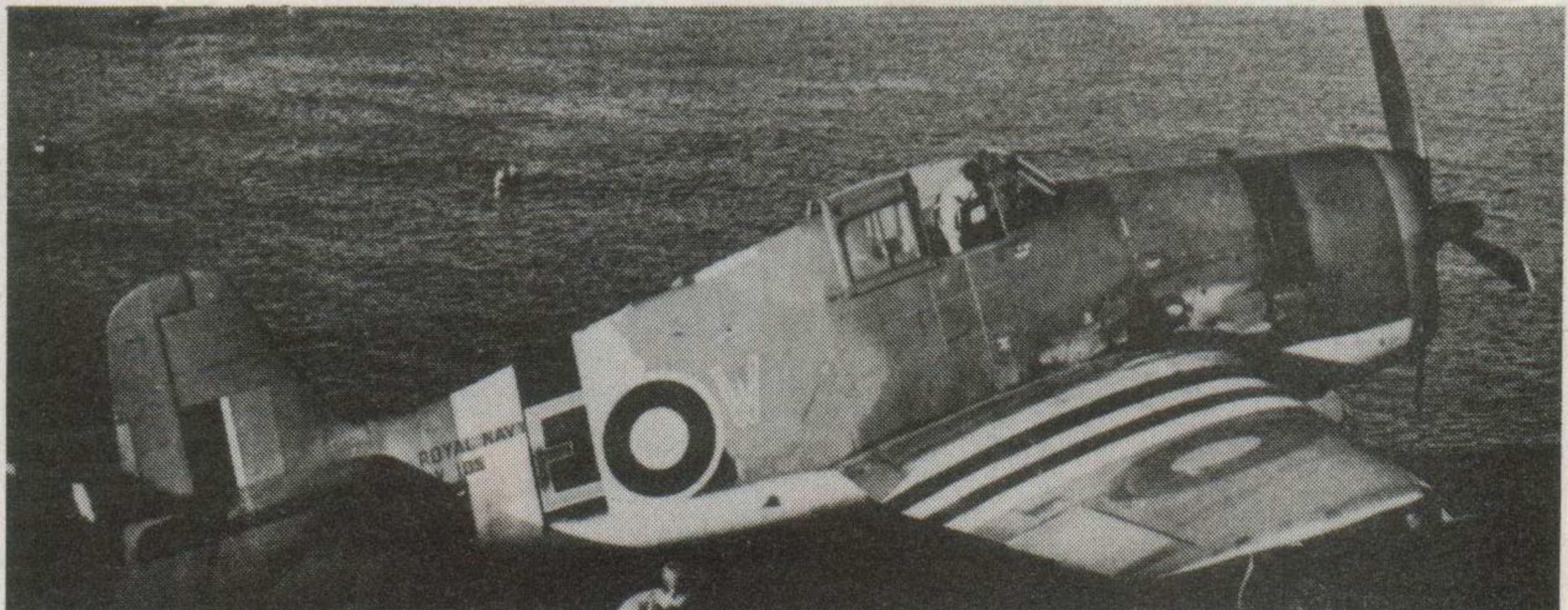
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85



86



KEY TO PLATE 7. GRUMMAN HELLCATS BY S L ARCHIBALD

1. GRUMMAN F6E5 HELLCAT of Air Group 36 aboard USS Siboney, Summer 1945. Overall Glossy Sea Blue ANA 623 (Methuen 22G4 approx.) with white markings. Reference Air Combat Vol 4, No 6 1972, page 176.
2. GRUMMAN F6F-3 HELLCAT of VF-16 aboard USS Lexington, December 1943. Fuselage in Non Specular Sea Blue ANA 607 (Methuen 27F4), Intermediate Blue ANA 608 (Methuen 22D4 approx.) and White undersides. Upperwing areas in Semi Gloss Sea Blue ANA 623 (Methuen 22G4 approx.) Reference – Air Combat Vol 4, No 6, 1972, page 166.
3. GRUMMAN F6F-3K HELLCAT drone of VU-1, ALF Bonham, Hawaii. During 'Operation Crossroads' atomic weapon tests, July 1946. Overall colour is International Orange ANA 508 (Methuen 2(B-C) approx.) including undercarriage and wheels, with Interior Green ANA 611 (Methuen 30F8) tail unit. Reference – Model Aire International, Vol 2, No 5, page 21.
4. GRUMMAN F6F-5 HELLCAT of 800 Squadron Trincomalee, summer 1945. Overall Glossy Sea Blue with Insignia Blue 47 ANA 605 (Methuen 10D8) and white markings. Reference – photo 70, page 58.



CONVAIR PRIVATEER

87



Improving the Liberator breed. G Mangion describes the PB4Y-2

Every aircraft enthusiast is familiar with the Consolidated B-24 Liberator, which was produced in large numbers during the Second World War. Being a very versatile design it was converted to take many different roles which the aircraft fulfilled successfully. One such design that evolved from the B-24 was the PB4Y-2 Privateer, which used the same Davis wing but with a completely re-worked fuselage having a seven foot extension, one single fin and rudder, and two large blisters on each side of the fuselage. Another change lay in the engine cowlings which were rotated through 90 degrees so that the longer diameter of the oval section was vertical instead of horizontal as on the B-24.

The US Navy was of the idea that the B-24 would have better stability with a single fin, so a B-24 was modified and tested in 1943, proving them right, and from then onwards the navy received 739 single-fin Liberators which they, in turn, named Privateer. Only few got into action before the war ended, two squadrons: VPB-118 and VPB-119 being operational from Tinian and Midway, but the type stayed in service for many years after the war, mainly as a patrol bomber. In this role the Privateer was slower than the B-24, mainly due to its heavy armament, and the use of slightly uprated power-plants than on the B-24. Armament was formidable and consisted of two twin-gun Martin dorsal turrets, a two-gun Consolidated tail turret, Erco nose ball turret and Erco two-gun type 260TH 'tear-drop' turrets at the waist positions. Besides this armament the Privateer was loaded with extensive radar equipment and fuel was carried in bomb bay tanks instead of in the wings.

Very little is written about the Privateer history in service with the US Navy, maybe due to its short operational service in WW2, but it is a fact that the PB4Y-2 provided the US Navy with a versatile patrol bomber loaded with electronic equipment; indeed, many flights were made round the borders of the Soviet Union. It was during such a flight in April 1950 that a PB4Y-2 Privateer from VP-26 squadron with a crew of 10 on board was lost over the Baltic sea after being attacked by Soviet aircraft.

In 1950 both the new Lockheed P2V Neptune and the Martin P4M-1Q were ready to enter service with the US Navy, and many PB4Y-2s were converted as transports and some used by the Honduran air force and were still in service in December 1966. All armament was removed and a large freight door fitted to one side of the rear fuselage.

Besides the transport role, Privateers were used successfully to fight large forest fires, carrying 2400 gallons of liquid fire retardant.

CONVAIR PRIVATEER

Available models (non-flying)

Model	Manufacturer	Scale
Convair Privateer	Combat Models (Vacform)	1/48th
Convair PB4Y-2 Privateer	'MATCHBOX'	1/72nd

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Books

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Consolidated B-240-AA Liberator. Aircam Aviation Series No 11 (Vol. 1).
The B24 Liberator by A G Blue. Scribners.
The B24 Liberator 1939-1945 by M Bowman. Wensum.

Magazines

The Aeroplane. March 16, 1945.
Flight. April 5, 1945.
Flying Review International. January 1965.
Naval Aviation News. June 15, 1944.
RAF Flying Review. March, 1958.

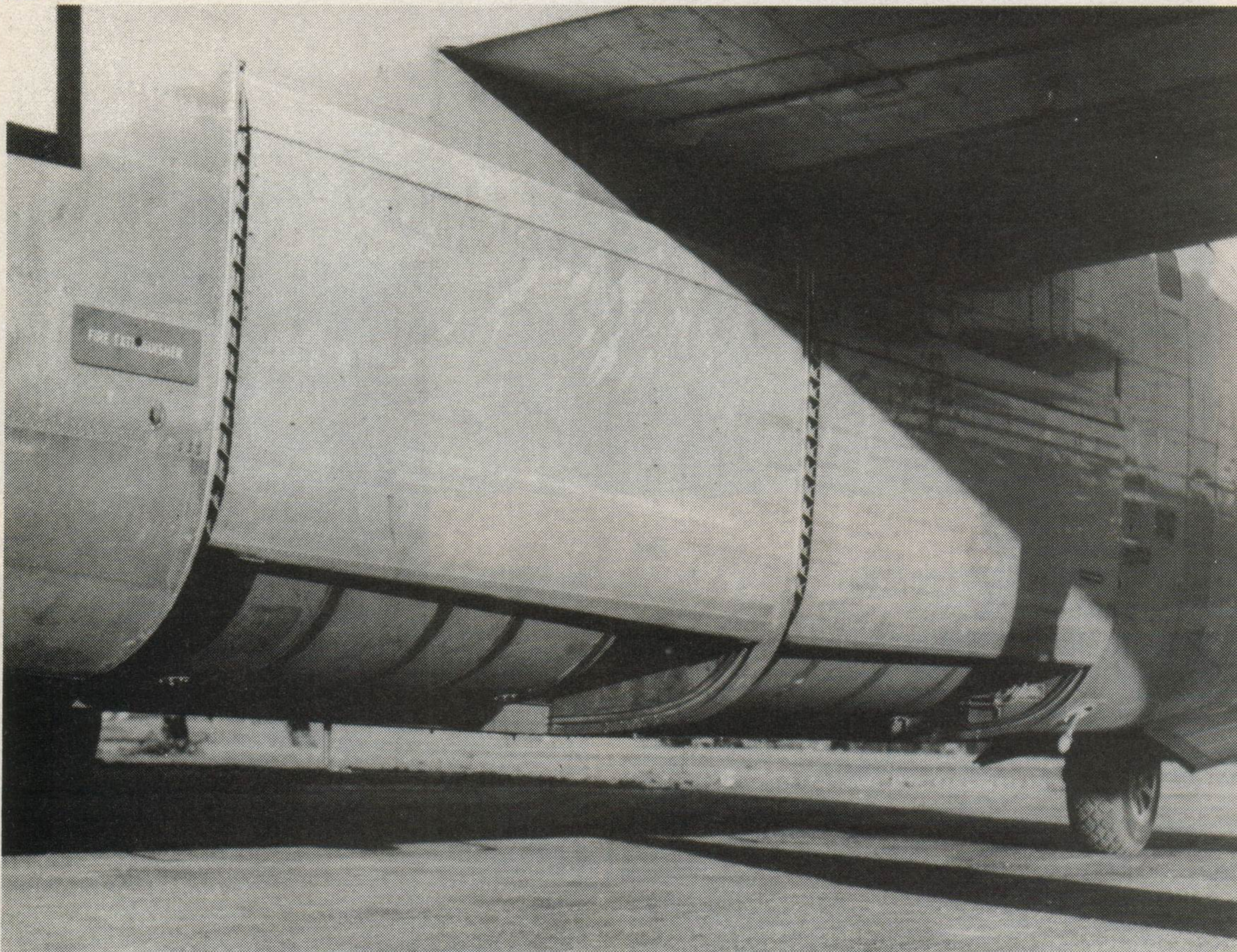
87. The distinctive tail of the Convair Privateer is unmistakable. This is Bu 59533 shown more fully in photo 89. Readers should note that an in-depth modelling feature on the Privateer is planned for publication in a future issue of SCALE MODELS.

20 KOPIRANJE

A reprint of this article, together with 1/72nd scale drawings and 1/48th scale dyelines by A A P Lloyd, is available as Plan Pack 3038 from MAP Plans Service at £2.65 plus 40p postage and packing.

Export orders may be obtained from agents at the same price or by post. (Add 50% to order value for airmail, or 30p for surface mail overseas.)

88



88. Although shown on a C-109 Liberator tanker, this view of the bomb bay is applicable to the Privateer.

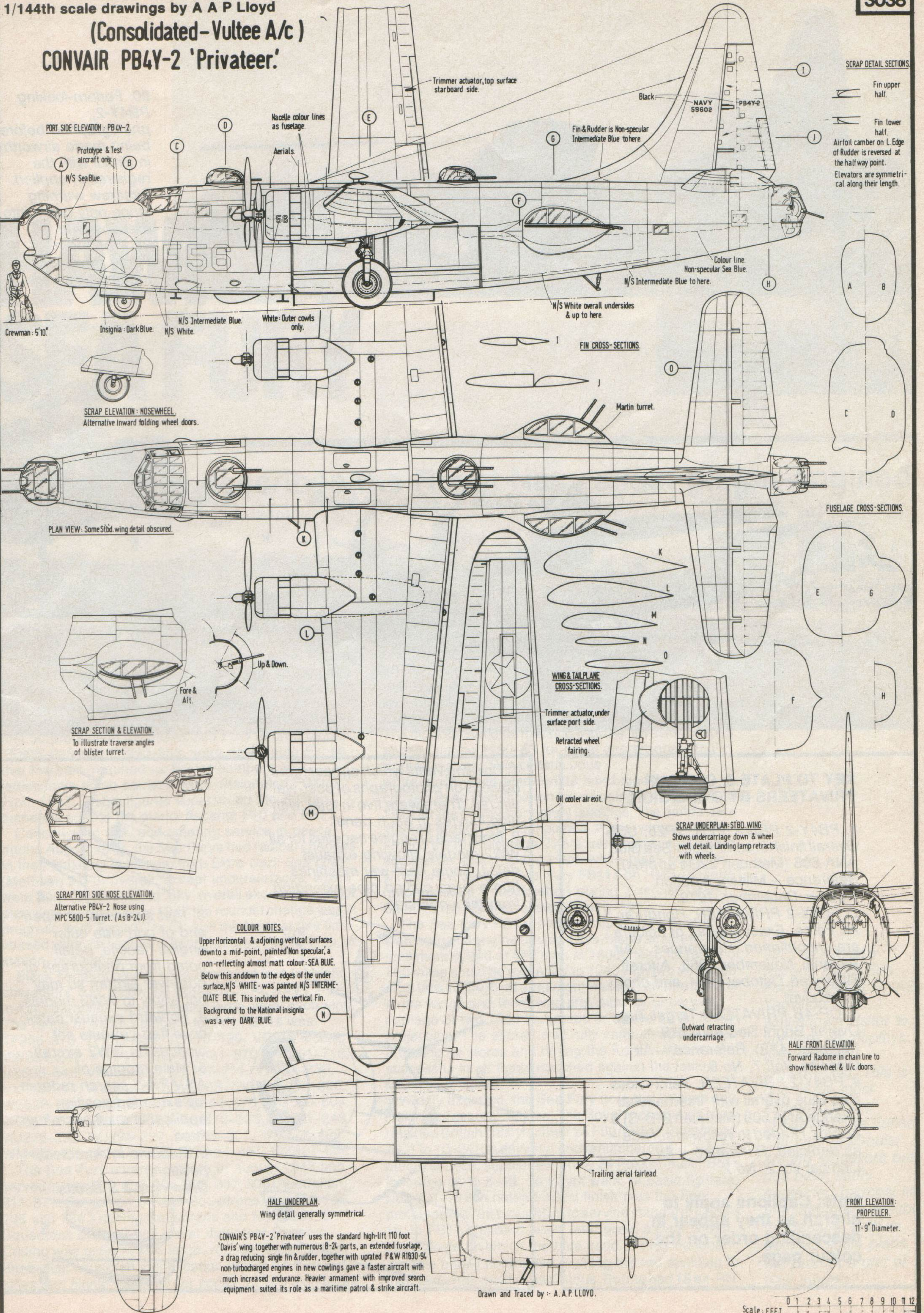
89. PB4Y-2 'D67', Bu No. 59533, highlights the typical paint scheme adopted by US Navy patrol units. The blotching of the Intermediate Blue area of the fuselage side between the Non-Specular Sea Blue top and Insignia White undersides was quite common, possibly due to problems with some paint batches. The letter/number code was widely applied, although combat units tended to have three, rather than two, numbers.

89



1/144th scale drawings by A A P Lloyd
(Consolidated-Vultee A/c)
CONVAIR PB4Y-2 'Privateer.'

3038





90. Forlorn-looking PB4Y-2, photographed before being made airworthy in Brazil with the registration applied. Aircrew warning stripe only came into use post-war.
91. Honduran Air Force Privateer transport conversion No. 792.

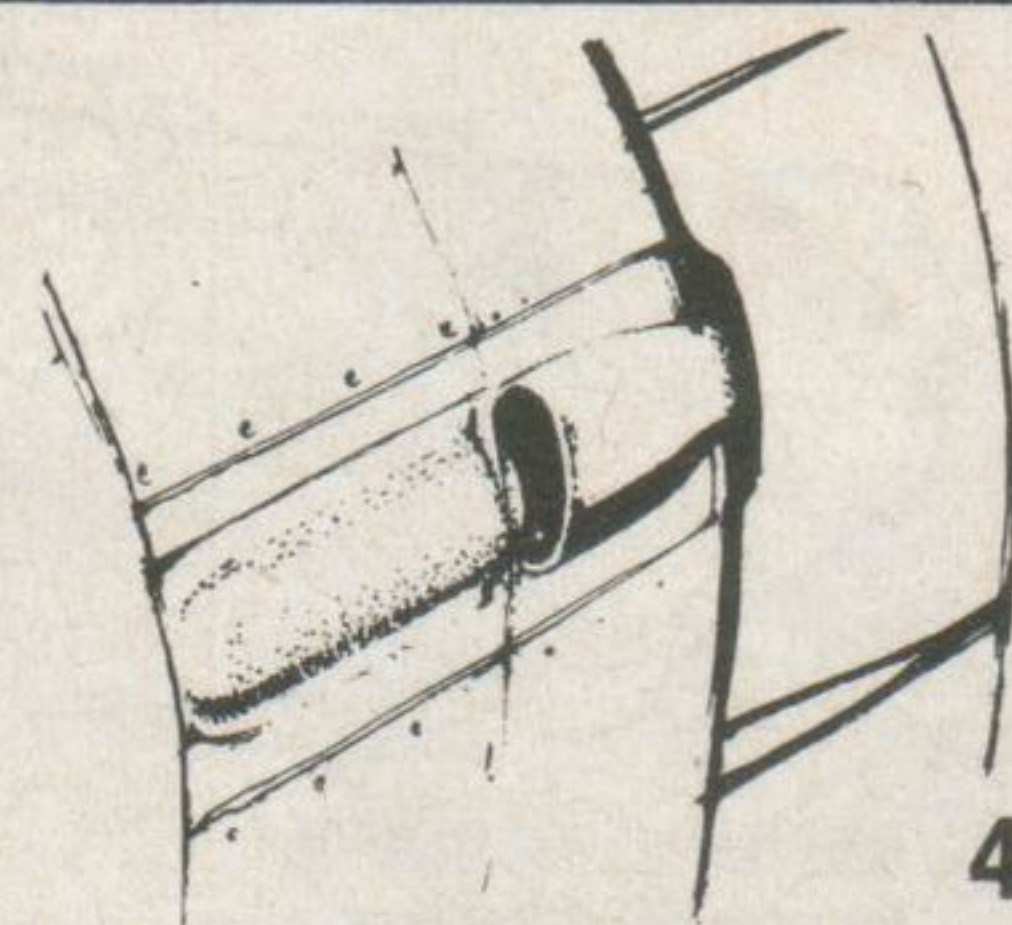
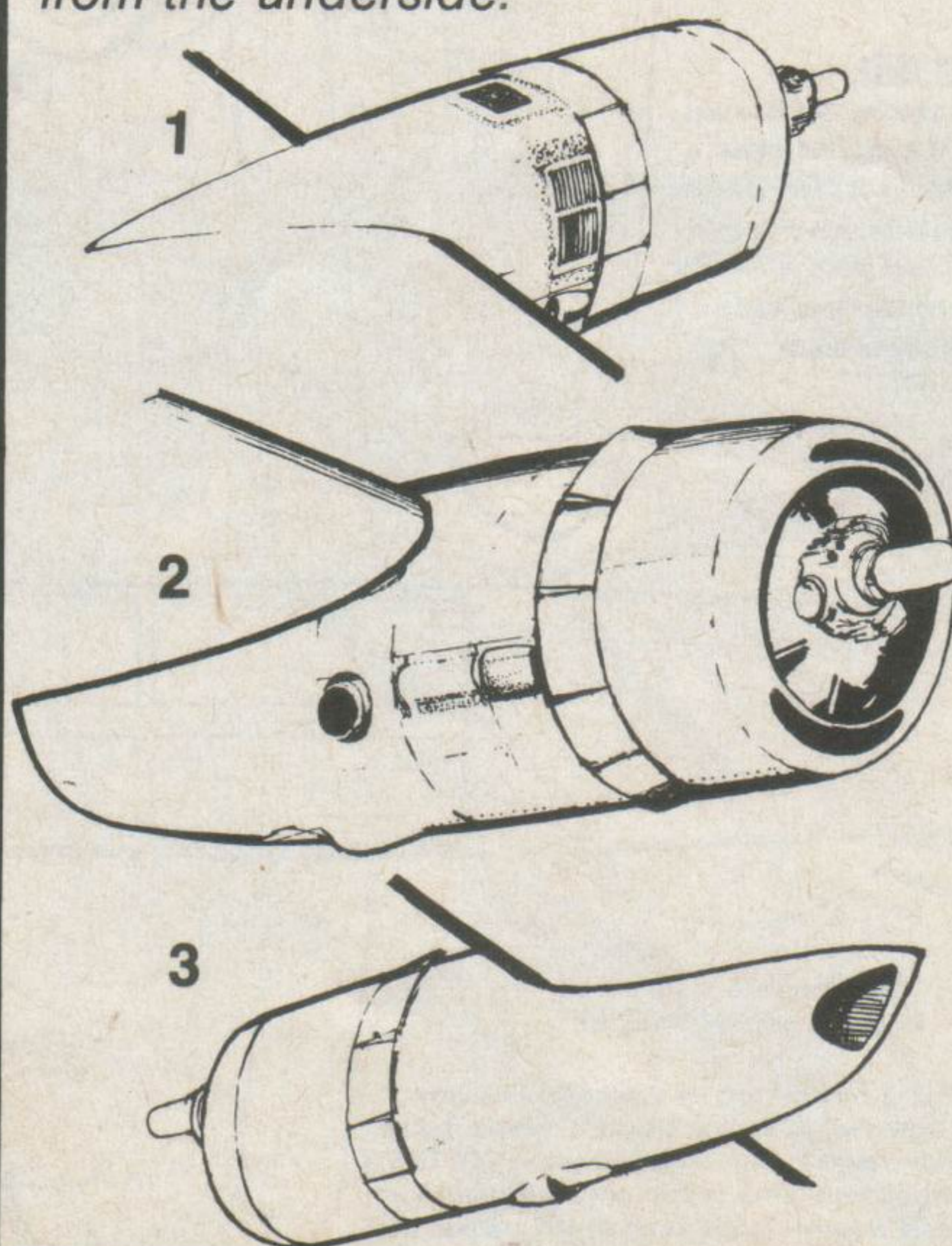


KEY TO PLATE 5. CONVAIR PRIVATEERS BY G MANGION

1. PB4Y-2 PRIVATEER, VP26, USN. Overall finish in semi-gloss Sea Blue ANA 606 (Methuen 22G4 approx). Reference – Military Aviation Review, December, 1979.
2. PB4Y-2 PRIVATEER, Honduran Air Force. Exact shades of colours are unconfirmed. References – Air Pictorial, November 1963, Aircraft Illustrated, October 1974, and photo 91 (above).
3. QP-4B PRIVATEER Target Tug. Overall Bright Red ANA 619 (Methuen 4A8). Reference – Air Classics, Vol. 7, No 6.
4. PB4Y-2 PRIVATEER. Semi-Gloss Sea Blue overall with International Orange ANA 508 (Methuen 2 (B-C) 6 approx.) Faded to yellow in service – as depicted. Reference – Air Combat Vol 2, No 2.

Note: Captions apply to aircraft as they appear in descending order on the colour page.

1. Cowling vents which appear more obvious on photographs of post-war aircraft. There were five in total, with nine louvres in each panel.
2. Inner face of engine nacelles for all WW2 models showing exhaust detail. Some post-war machines had a large curved pipe extending from the underside.



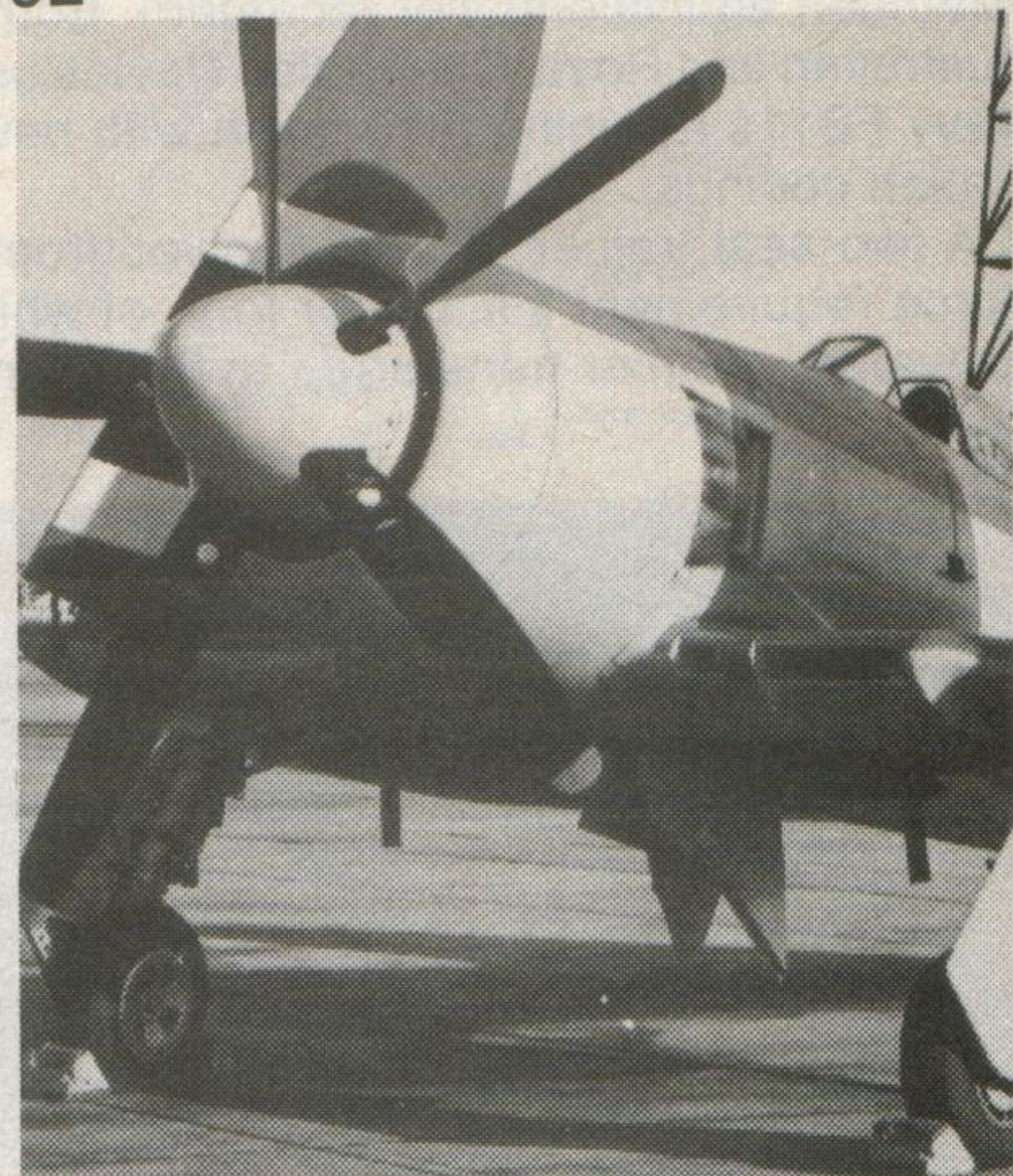
3. Port side view of 'open' end of port side outer engine nacelle; detail noted from photograph of post-war aircraft so may not apply to WW2 models.
4. Forward exhaust detail; cowl flap cut-outs not obvious on WW2 aircraft.
5. Main radome of AN/APR-5 search radar in full extended position – applicable to all aircraft so fitted.
6. Radome in retracted position.

Drawings: J S Scutts.



HAWKER SEA FURY

92



B Robertson describes the Royal Navy's last piston-engined fighter

The Sea Fury, the Fleet Air Arm's last piston-engined fighter, evolved from Hawker Aircraft's attempt to replace the Tempest during WW2. A navalised version of the proposed RAF Fury was prepared to Specification N22/43. This prototype, SR661, was basically a Fury prototype with a sting-type arrestor hook, and ready for deck trials in October 1945. A second prototype, SR666, was the first with folding wings and a third, VB857, was partly built by Boulton Paul, whose production order for the type was cancelled, and completed by Hawker. Because of the possibility of a production Fury FI, the first 50 production navalised Sea Fury aircraft batch, TF895-928 and TF940-955, were designated FX; so that the bulk, required as fighter-bombers with jettisonable bomb carriers, were designated FBXIs. From 1947, arabic figures superseded the Roman numerals so that the marks became F10 and FB11.

Conceived in war, and entering service in peace during August 1947, the Sea Furys had radical changes in their finishing schemes, from *Extra Dark Sea Grey* (Methuen 21F3) overall, except undersurfaces, which were 'Sky' (30(B-C)2), to 'Sky' overall except for a strict plan view in grey. Also in 1947 the roundel change was in progress from Type 'C' to 'D' and the Navy at this time ceased using fin flashes to keep this area free for ship, or station, code letters.

Black serial numbers were displayed in 4 in. high characters, 8 in. below the words 'ROYAL NAVY' – also in 4 in. characters – and repeated large under each wing. The range of batch numbers for RN FB11s was: TF956-973, TF985-999, TG113-129, VR918-952, VW224-243, VW541-590, VW621-670, VW691-718, VX608-643, VX650-696, VX707-711, VX724-730, VX748-764, WE673-694, WE708-736, WE785-806, WF590-595, WF610-627, WG564-575, WG590-604, WG621-630, WH581-594, WH612-623, WJ221-248, WJ276-292, WJ294-297, WJ299-301, WM472-482, WM487-495, WN474-479, WN484-487, WZ627-656.

The Sea Fury entered service in August 1947 and served in Nos 801, 802, 804, 805, 807, 808 (Australian), 811, 871 (Canadian) and 898 Squadrons, plus Nos 736, 738 and 764 Training Squadrons and Nos 1831-6 Squadrons of the Royal Naval Volunteer Reserve. Coding was uniform with large, roundel height, black three-digit squadron identification letters on fuselage sides and single letter carrier codes, or two significant

letter station codes, half the size, on fins. For example, on HMS *Warrior* whose deck letter was 'J', the 16 Sea Fury FB11s of No. 811 Sqn. bore that letter on their fins and the aircraft numbers 101-116.

There was little embellishment on Royal Navy aircraft during the Sea Fury's period of serving up to 1957 when the reserve squadrons were disbanded. One trim effected was that of coloured spinners, red by 736 and 810 Sqns and black and white by 804. The last-named squadron went further and painted their squadron badge, of a tiger's head mouthing a dagger, on the fins. The most sensational marking was the 'Invasion Stripes' applied during 1950-53 for naval aircraft operating in Korean waters. This conspicuous white-black-white-black-white band marking was chosen as an identification aid as being familiar in June 1944 for the D-Day Normandy landings. The bands were marked around the mainplanes at mid-wing point and around the rear fuselage. There were some variations in application. More limited black-white-black bands on wings were used by Sea Fury FB11s on HMS *Theseus* (appropriately 'T' deck letter) during 'Exercise Grand Slam' in the Mediterranean in early 1952.

The Sea Fury FB11, powered by a 2550 Bristol Centaurus 18 engine driving a five-blade airscrew, had a maximum speed of 460 mph at 18000 feet. Its range of 700 miles could be extended to 1040 with two 90 gallon drop tanks. The fixed armament was four 20 mm cannon in the wings and there was provision for underwing carriage of two 1000 lb. bombs or twelve 60 lb. rocket projectiles. The aircraft was fully combat-worthy after dropping its stores and during the Korean War was successful in air fights matched against the faster MiG-15 jet fighter.

Widely exported, the Sea Fury bore the finishes and insignia of several nations. The Royal Netherlands Navy retained British finish for their 24 F50/FB51s (numbered 10-1 to 10-24) on delivery, and renumbered 6-1 to 6-24 during service, supplemented by 24 Fokker-built FB51s following on to 6-48. To Egypt went 12 basic fighters, Nos 701-712 in natural metal finish plus the Fury prototype NX798 brought up to service standard. Cuba's 15, to FB11 standard, were later given a *Dark Green* camouflage on which the blue band of their national insignia barely contrasted, making the red outlining to their white star most conspicuous. Burma had 18 ex-RN

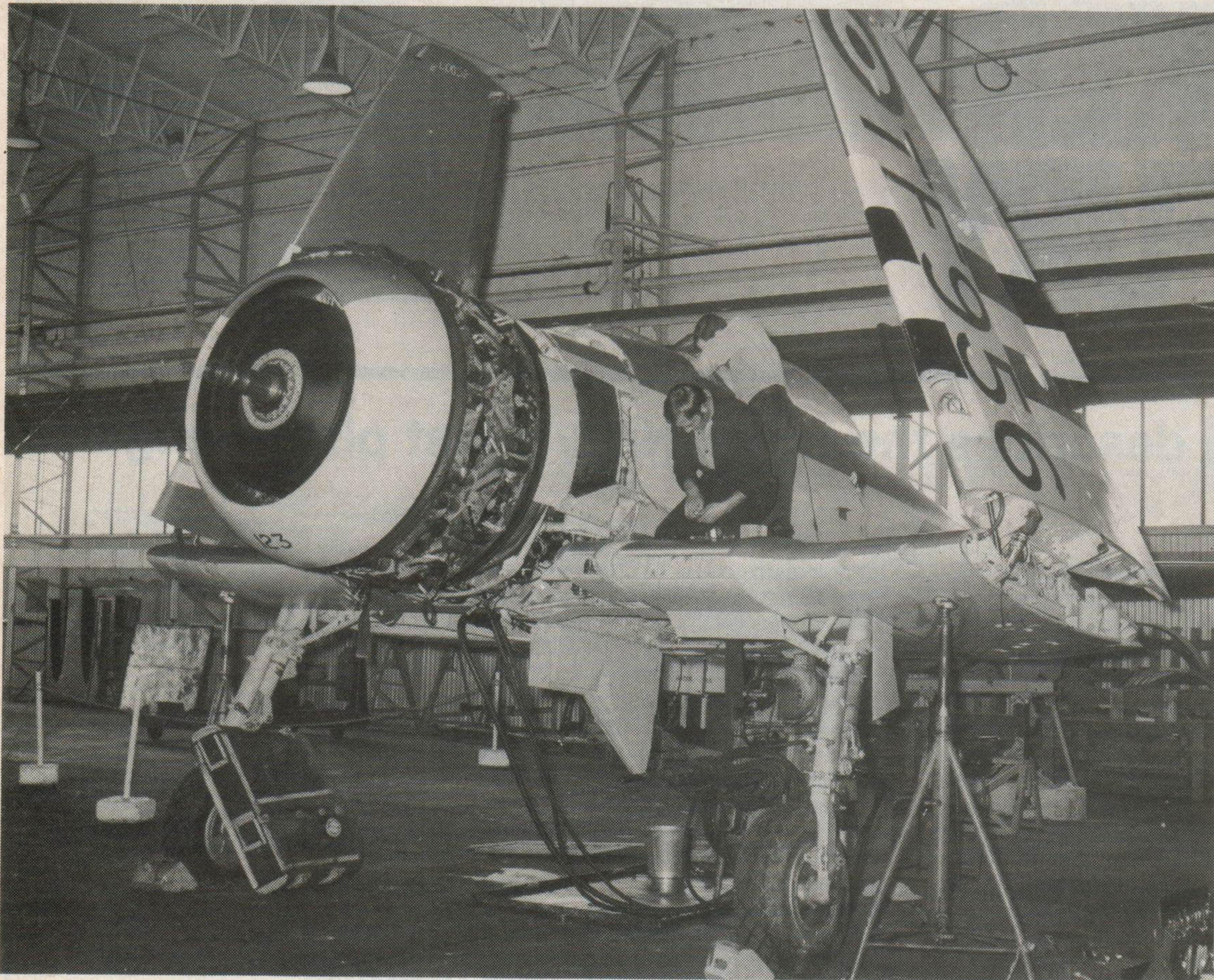
92. The FAAM's Historic Flight Sea Fury, based at RNAS Yeovilton, is a well-known visitor to summer air displays and a good crowd-puller. This is one of the most authentic of the preserved Sea Furies. The type is popular among modellers but has been sadly neglected by most kit manufacturers. Maybe this feature, with its detailed scale plans, will prompt a glut of new models?

FB11s reconditioned and renumbered UB454-471. Only the 25 specially-built Iraqi Fury fighters, which were non-navalised, received desert camouflage. The largest export was to Pakistan whose 93 FB60s numbered from L900 bore a disruptive patterned camouflage of two shades of brown, light and dark. (Methuen equivalents not recorded). Both the Royal Australian and Royal Canadian Navies used ex-Royal Navy FB11s retaining their finish with new ship and station codings.

A two-seat trainer version evolved from an Iraqi Air Force requirement initially for four, of which two were delivered, another transferred to Pakistan and the

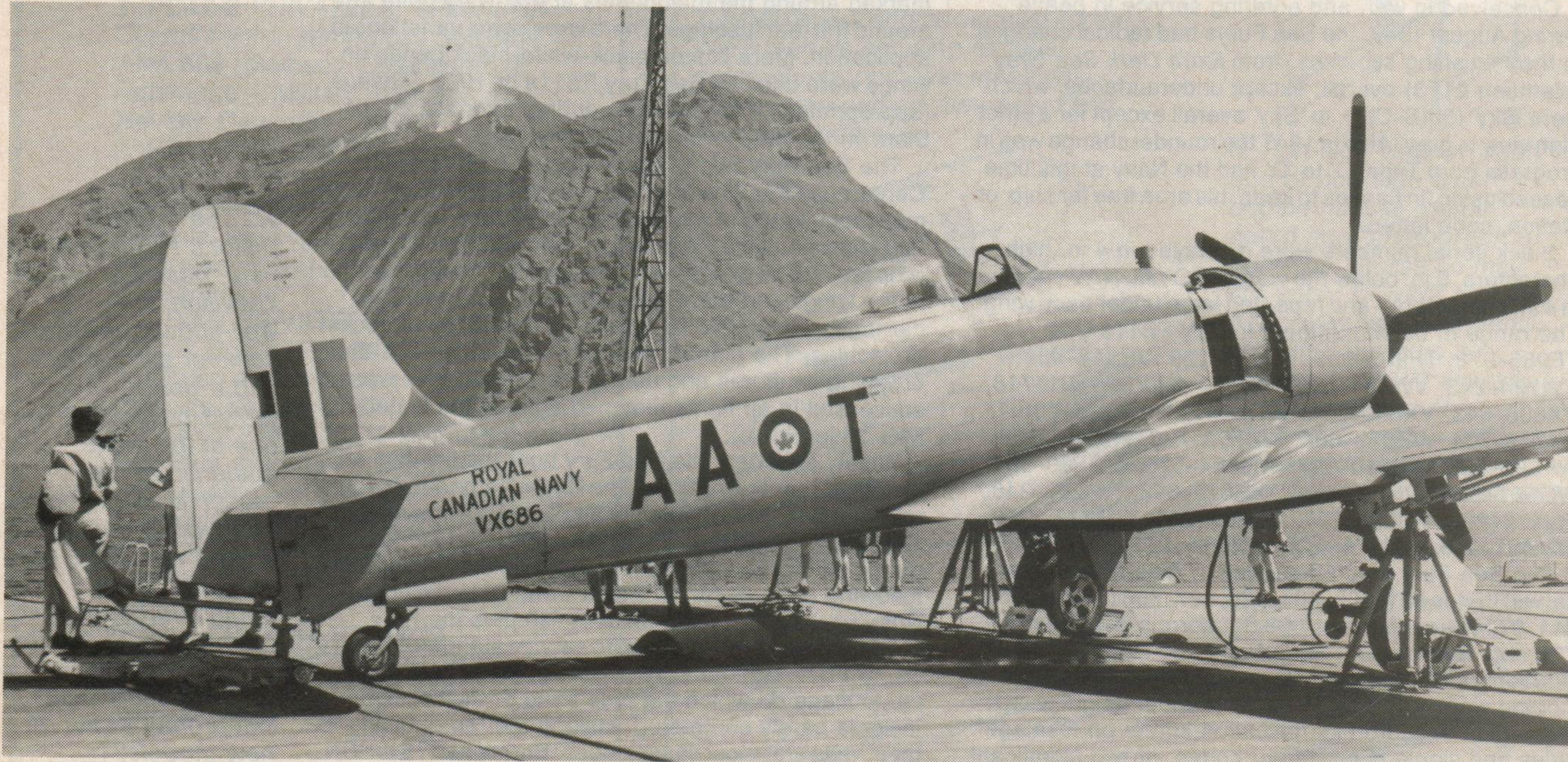
remaining one becoming the Royal Navy prototype VX818. Sixty production two-seaters for the Fleet followed, serialised: VX280-292, VX297-310, VZ345-355, VZ363-372, WE820-826, WG652-656. Designated T20, they were finished in the period trainer scheme of natural metal overall with *Trainer Yellow* bands around wings and fuselage. Five supplied to Pakistan as F61s were serialised K850-854, and a similar three ex-RN became UB451-453 in the Burmese Air Force. Two were supplied to Cuba and the *Deutsche Luftfahrt Beratungsdienst* purchased ten in 1957 for modifying and operating as target tugs under contract to the *Luftwaffe*.

93

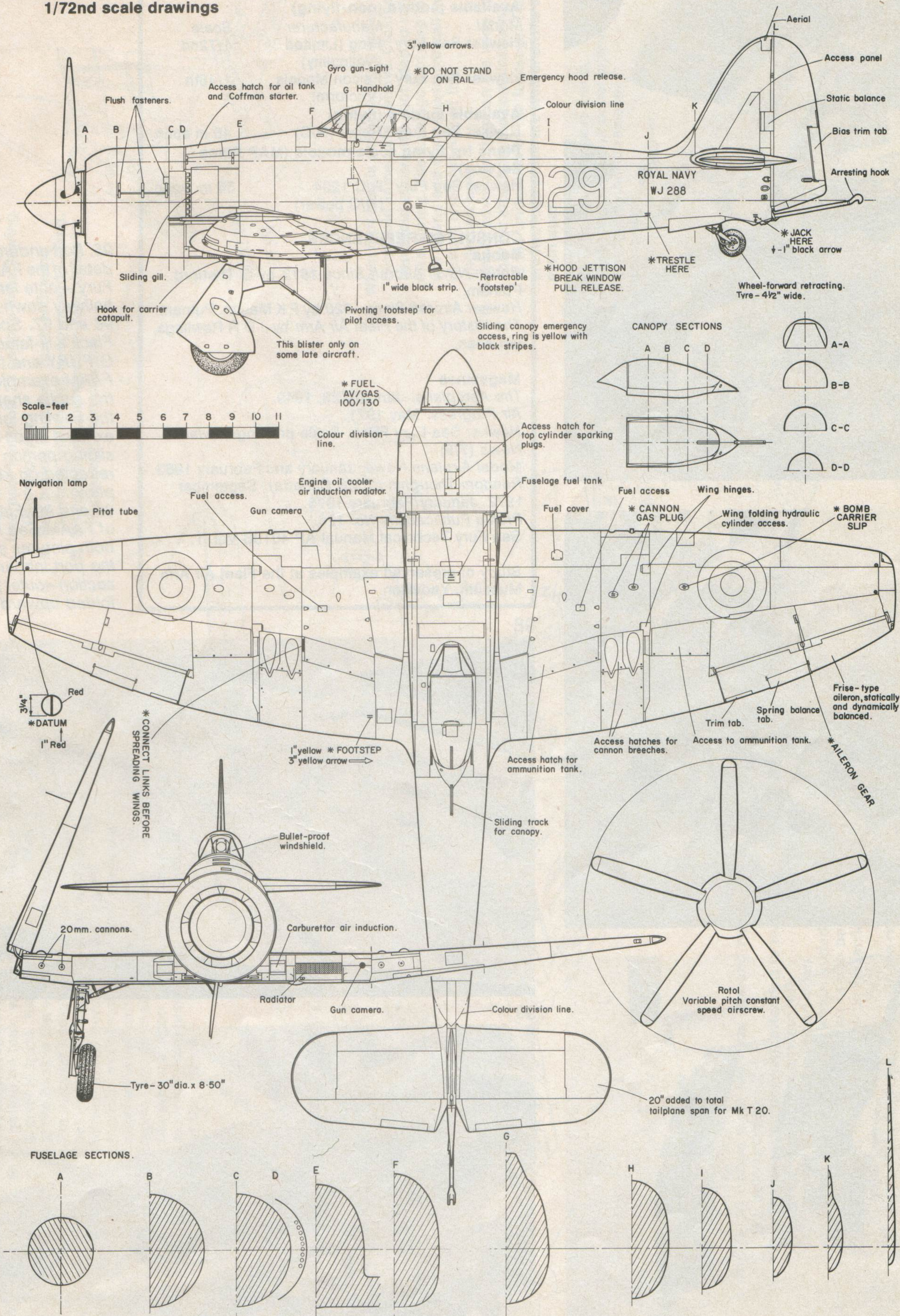


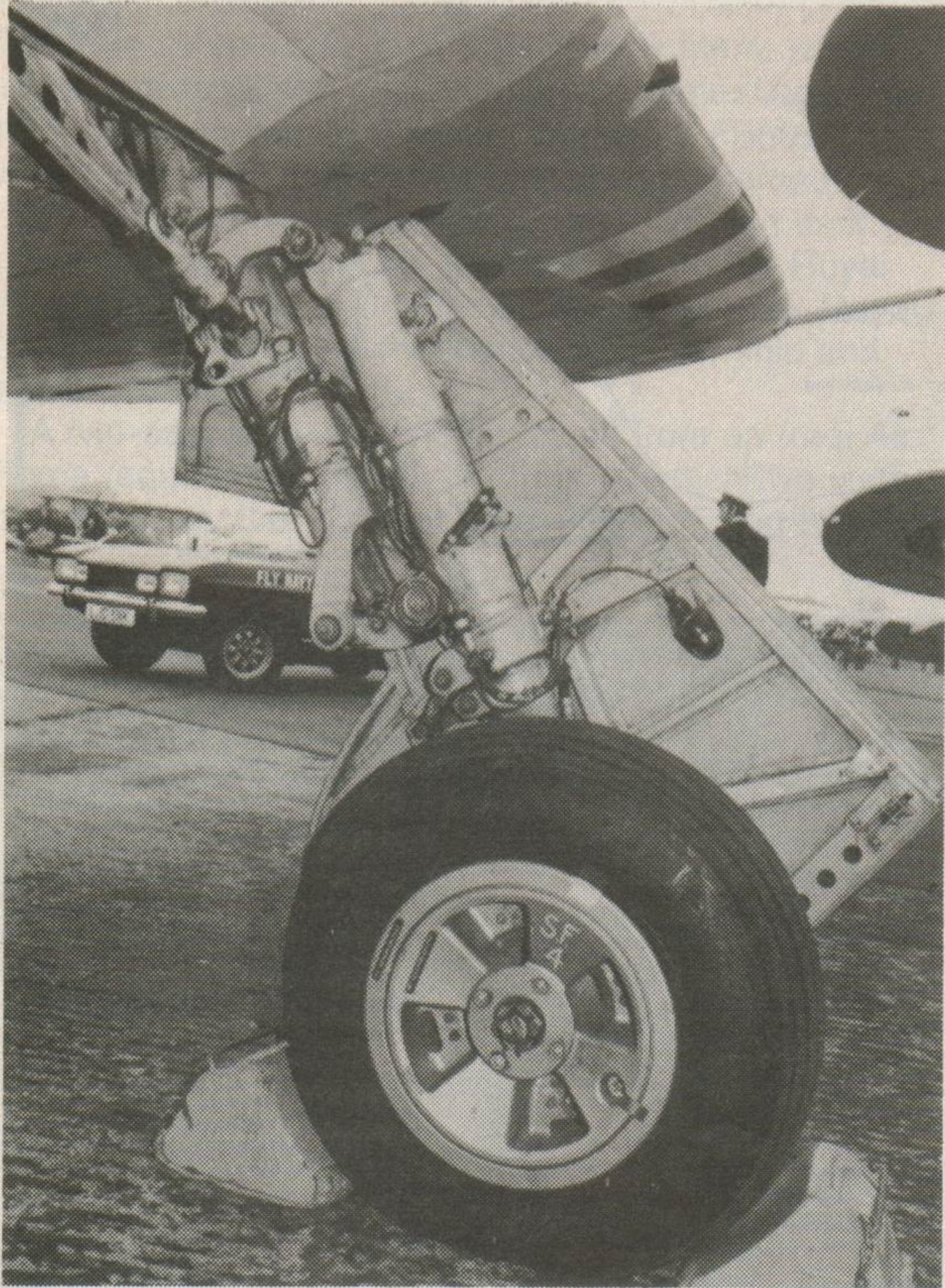
93. The FAAM's Historic Flight Sea Fury undergoing overhaul. A challenging project for a potential model diorama perhaps?
94. Sea Fury FB11 VX686 of the Royal Canadian Navy. Note small scale fuselage roundel with fine yellow outer ring and generally 'rippled' appearance of metal panelling.

94



1/72nd scale drawings





96



97



HAWKER SEA FURY

Available models (non-flying)

Model	Manufacturer	Scale
Hawker Sea Fury	Frog (Limited availability)	1/72nd
Hawker Sea Fury	Falcon Models (Vacform)	1/48th

Available models (flying)

Hawker Sea Fury	Rojair (R/C)	48 in span
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Plans for flying scale models (MAP Plans Service)

Hawker Sea Fury	R/C 1204 (R/C power)	56 in. span
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The History of the Fleet Air Arm by J D R Rawlings. Ian Allan.

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Model Airplane News. January and February 1963.

Random Thoughts (IPMS Canada). September 1972.

January/February 1973.

Profile Publications No. 126.

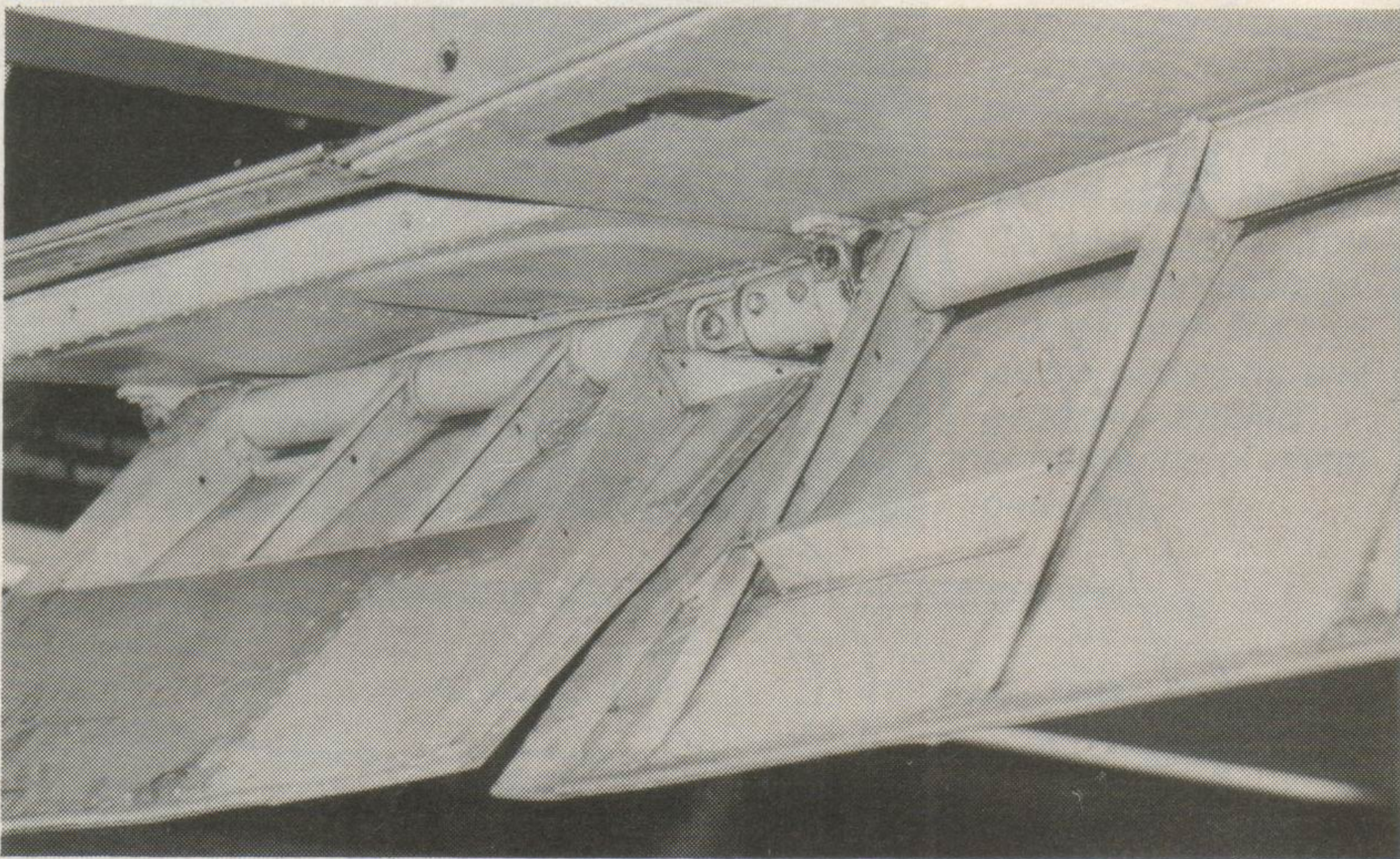
Sea Fury Technical Manual AP 4018B Vol. 1.

Study of preserved examples at the Fleet Air Arm Museum, Yeovilton.

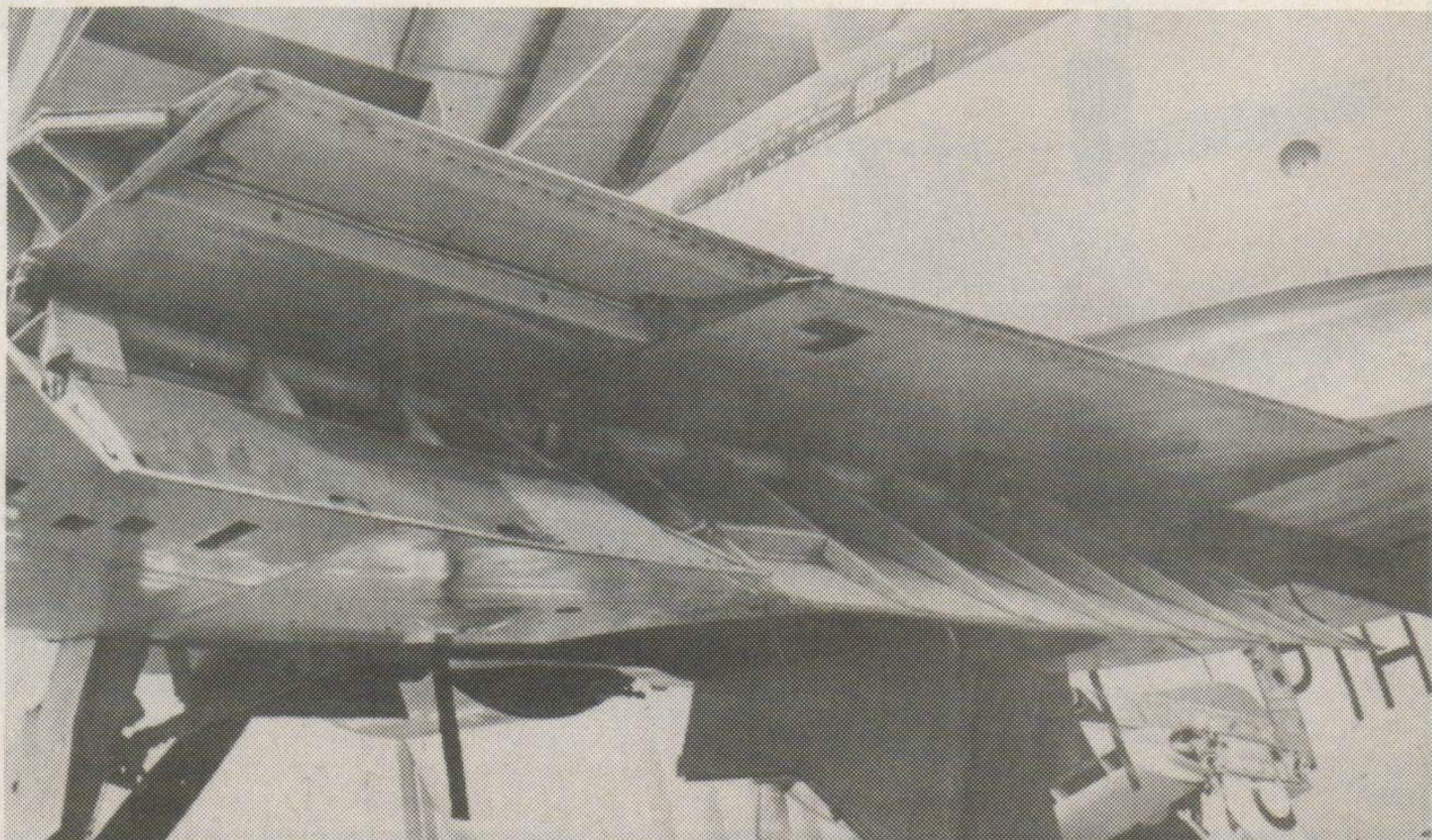
95. Port undercarriage detail of the FAAM Sea Fury – note lamp halfway down door.
96 and 97. Spencer Flack's ill-fated G-FURY and the FAAM example reveal the subtle shapes of the cowling 'gills' and exhaust stubs – note sliding portion of 'gill' retracted on lower photo.

98 and 99. Flap detail of FAAM Sea Fury, both pictures showing the port inboard wing section – outer panel is folded upwards.

98



99



CUTAWAY KEY

- A. 18 cylinder air-cooled Bristol Centaurus engine developing 2480 hp.
- B. 14 gallon oil tank, with Coffman cartridge starter in front. Just to the left of the tank at the back is the extended filter neck for the circular hydraulic reservoir.
- C. Chain-operated engine cooling shutter, shown in the normal ground (open) position out of sight behind the stainless steel exhaust baffle plate.
- D. Engine ram air intake, automatically blanked off when filtered air is being drawn in from just behind the underside of the engine.

- E. Oil radiator.
- F. 97 Gallon main fuel tank (Mareng type self-sealing).
- G. Red warning pennant attached to red mechanical lock on wing fold mechanism (always fitted when aircraft is parked with wings folded). Similar pennants and locks can be fitted at the tops of the undercarriage legs.
- H. and J. Wing fold hinges. Just to the right of the latter is the feed chute for the outboard ammunition tank.

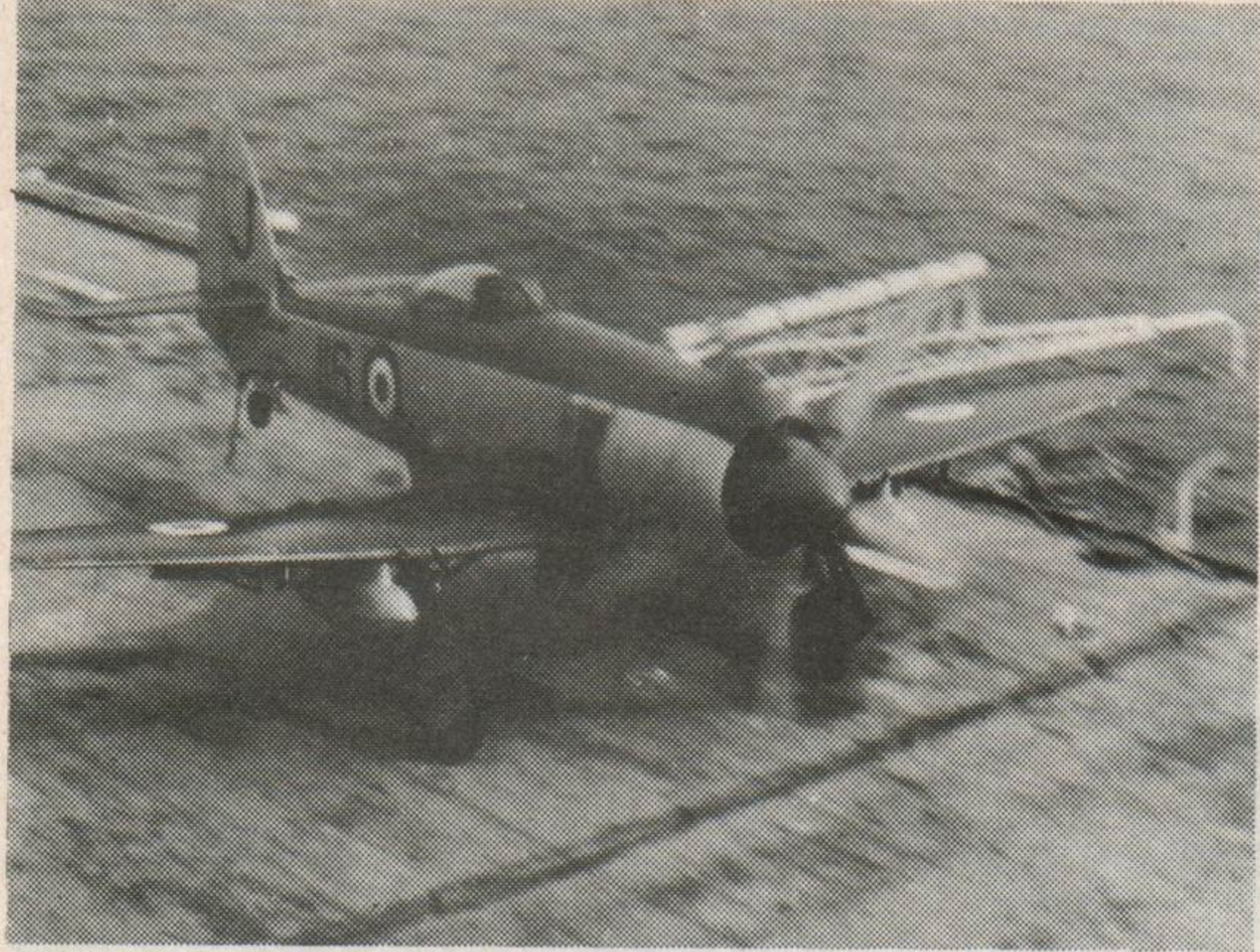
- K. Red button becomes flush with wing surface when undercarriage is up and locked.
- L. Interspar fuel tank, 28 gallons in each wing. (Mareng type).
- M. Red button becomes flush with wing surface when wing is down and locked.
- N. Blister covers ammunition feed drum for Hispano 20 mm cannon.

- P. When foot step is pulled down it opens the handhold immediately above. Closing the handhold allows the foot step to retract on a spring. The fuselage foot step to the left opens and closes automatically with raising and lowering of the undercarriage.
- Q. Blisters cover two lugs on the wing rear spar for attaching the complete wing unit to the underside of the fuselage. There are two lugs which are similar on the wing main spar.
- R. master compass.
- S. and T. Bolted transport joints.
- U. Emergency break-out panel, operates with emergency hood release.
- V. Gun camera.
- W. Aileron operating gear.

HAWKER SEA FURY FB11

© Peter Cooke 1982

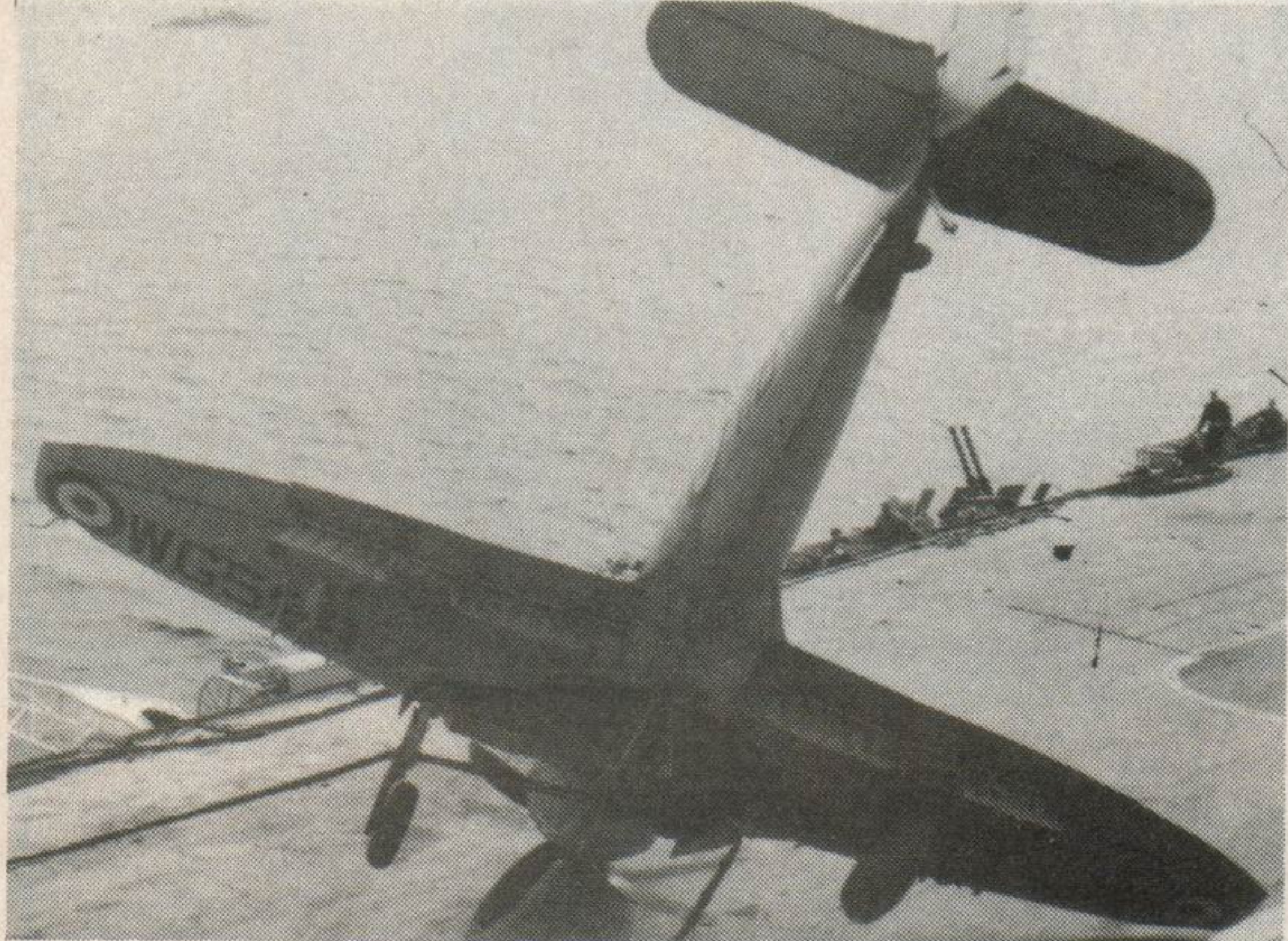
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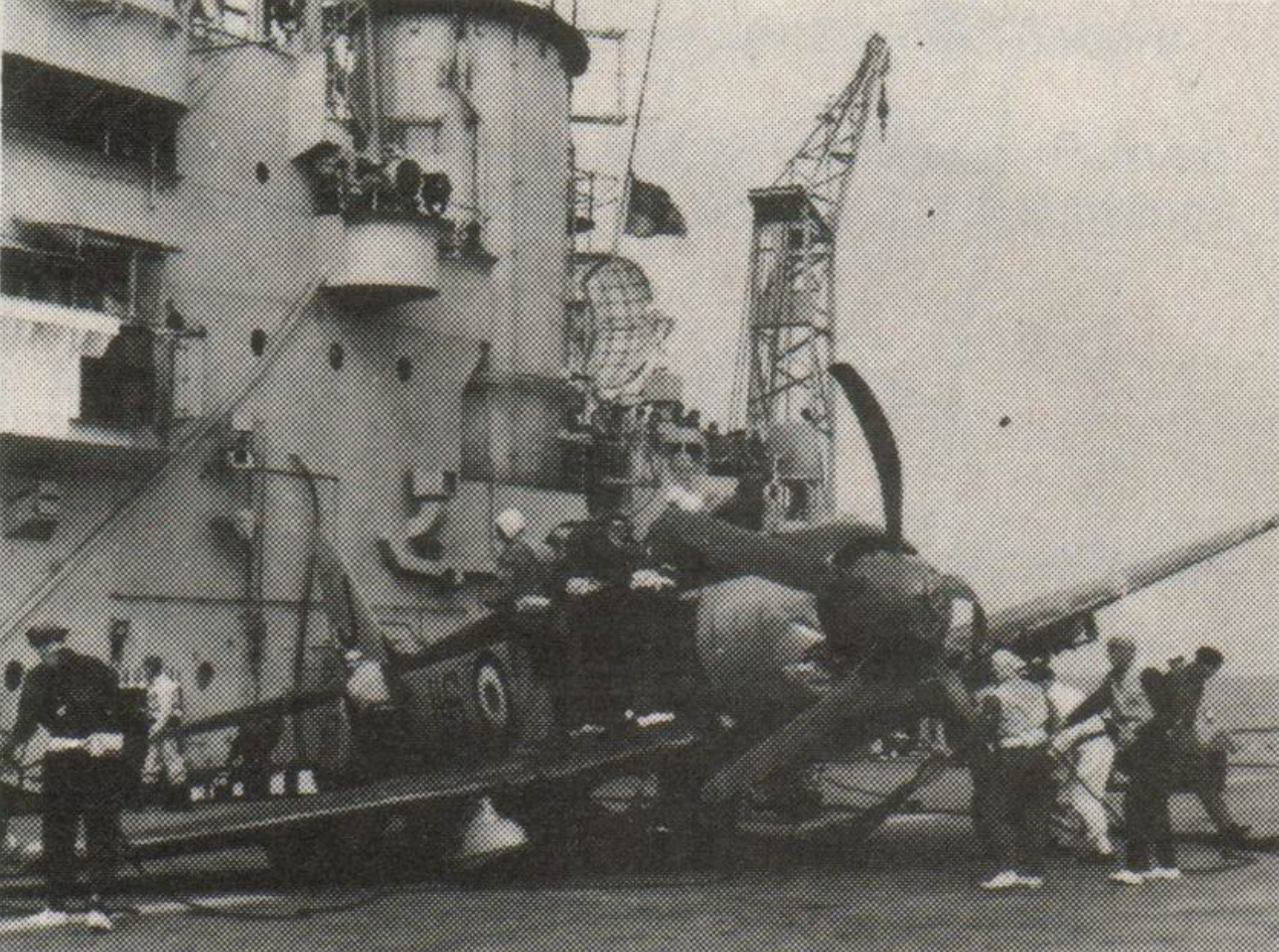
101



102

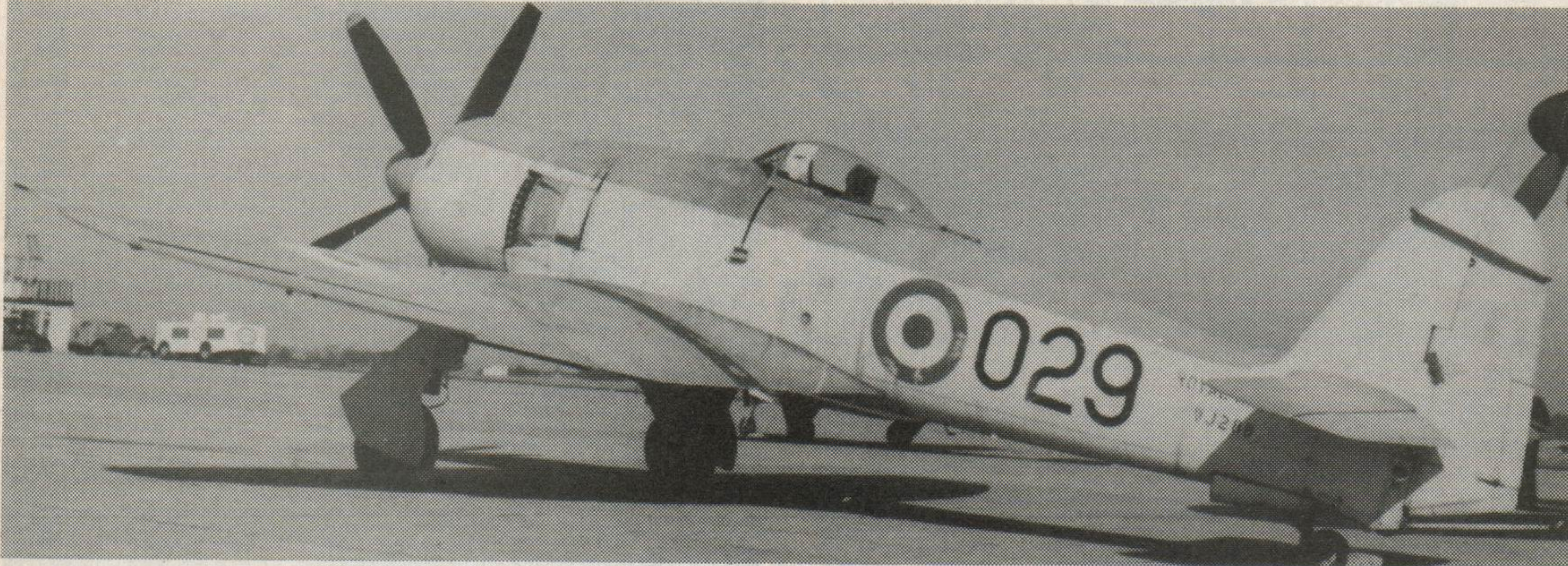


103



100, 101, 102 and 103. Hitherto unpublished action sequence of Sea Fury FBII WG 599 coming to grief on HMS Warrior en route to Korean waters in June 1954. This 811 Sqn aircraft missed the wires, piled into the barriers and fell back on to the deck. This misfortune is our luck for the aircraft displays undersurface detail not usually appreciated.

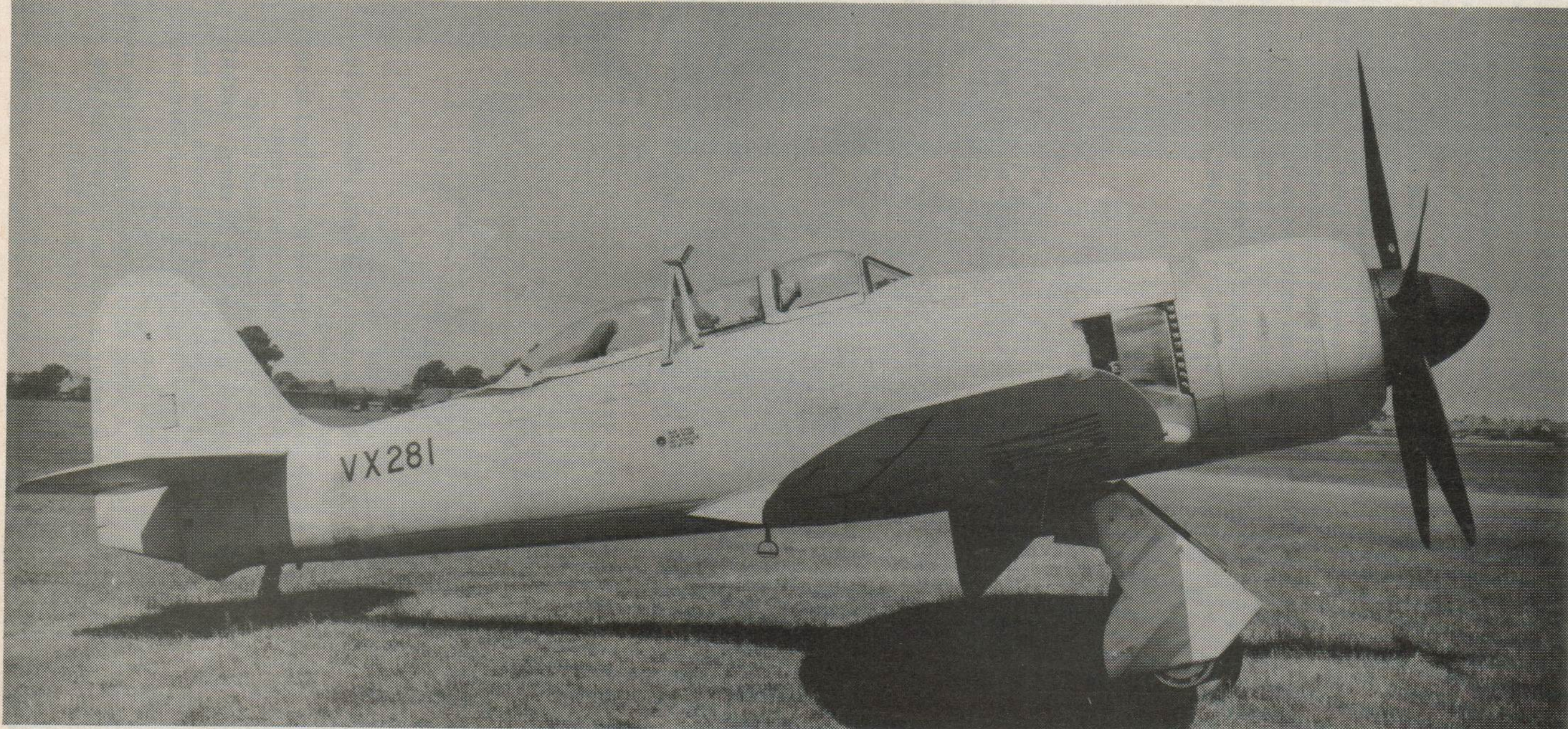
104



104. Sea Fury WJ288 '029' and subject of our new scale drawings, produced specially for 'WARPLANE'.

105. Hawker Sea Fury TMK 20 VX 281 in overall Trainer Yellow decor and black spinner. Note periscope between cockpits and reproduced on the drawings opposite.

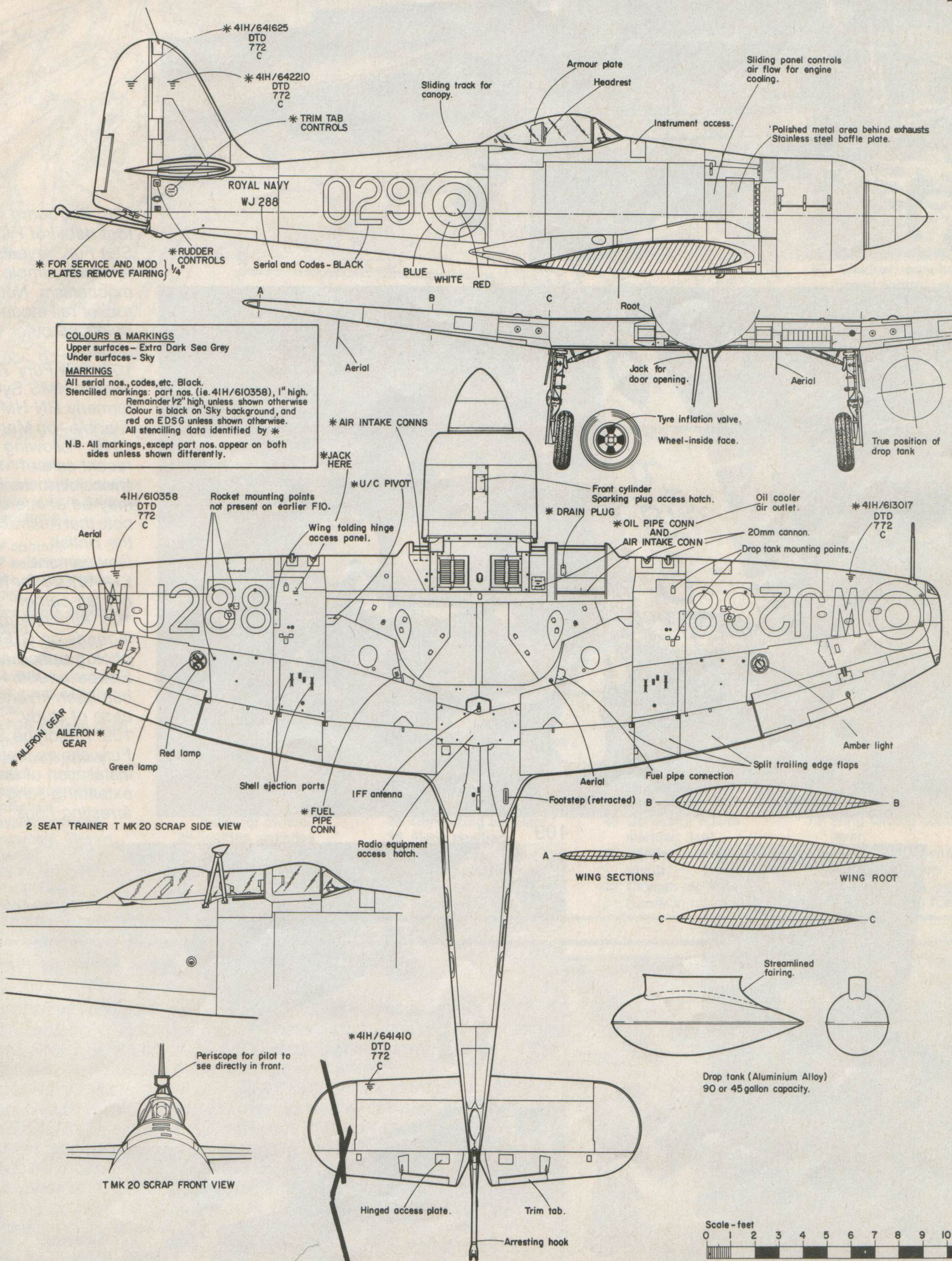
105

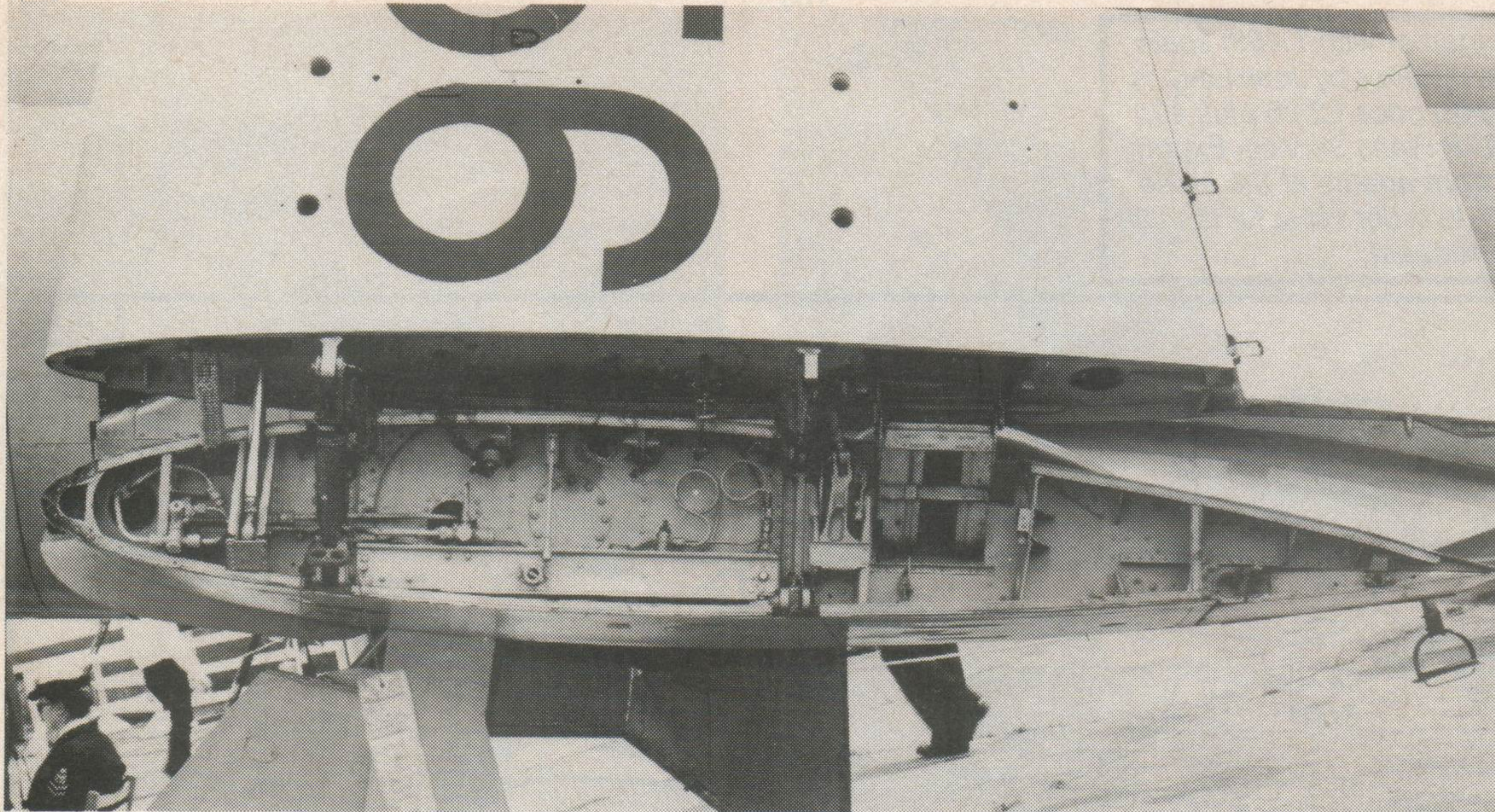


A reprint of this feature, together with 1/48th scale drawings and 1/24th scale dyelines by John Levy, is available as Plan Pack 3046, price £3.25 plus 40p post and packing, from MAP Plans Service. Export orders may be obtained from agents at the same price or by post. (Add 50% to order value for airmail or 30p for surface mail overseas).

1/72nd scale drawings

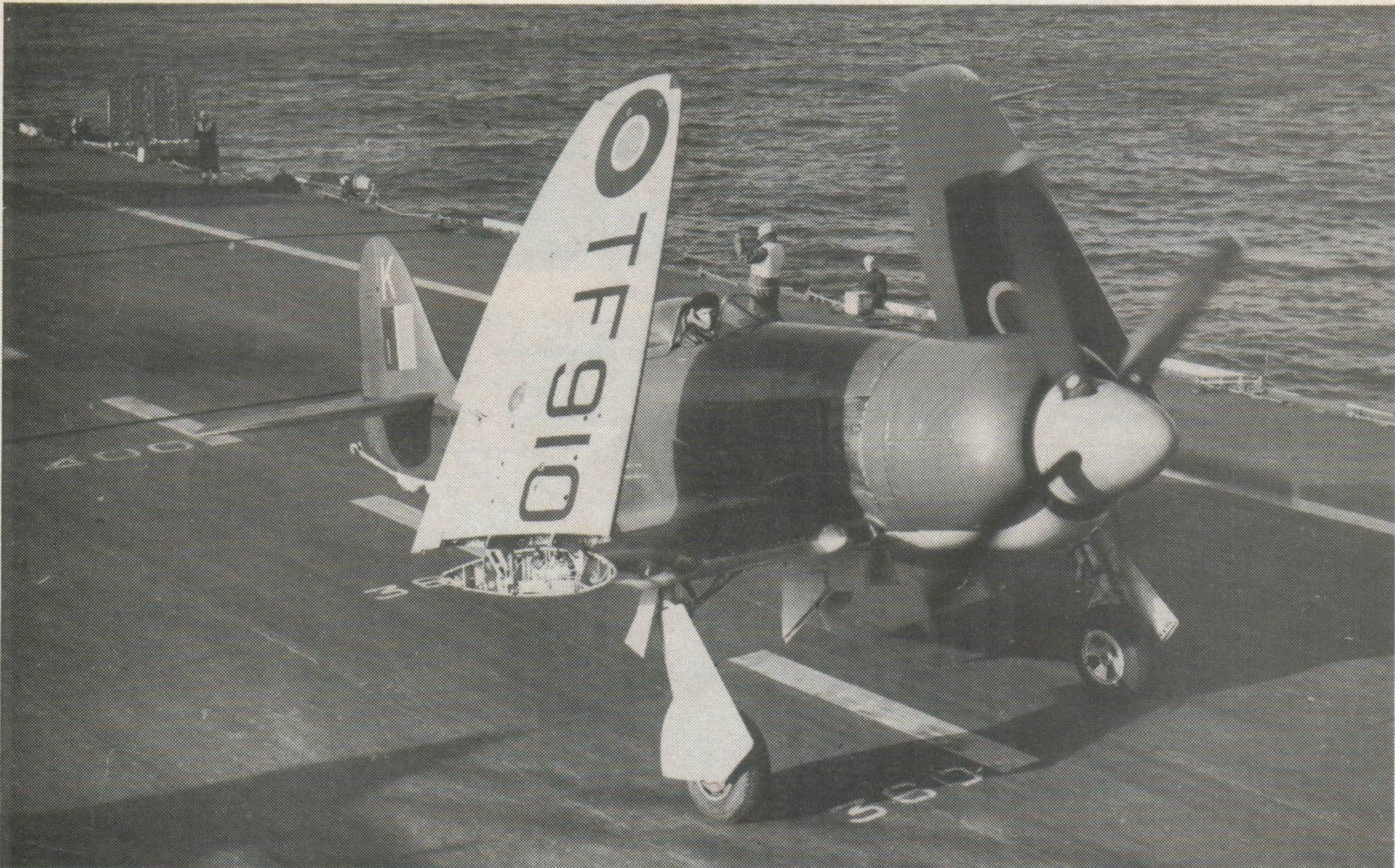
3046





106. Starboard wing root detail of FAAM Sea Fury reveals relatively simple mechanism. Note rocket rail mounting points on outer wing panel.

107



107. Sea Fury TF910 aboard HMS Sydney—formerly RN HMS Terrible—on March 30, 1949. Following the recent sale of Invincible to the RAN it may be of interest to note that Australia paid the British Government £1,440,000 for her first aircraft carrier . . .

108. Airscrew root legends on G-FURY photographed at Elstree in 1980. Picture has been inverted for ease of study.

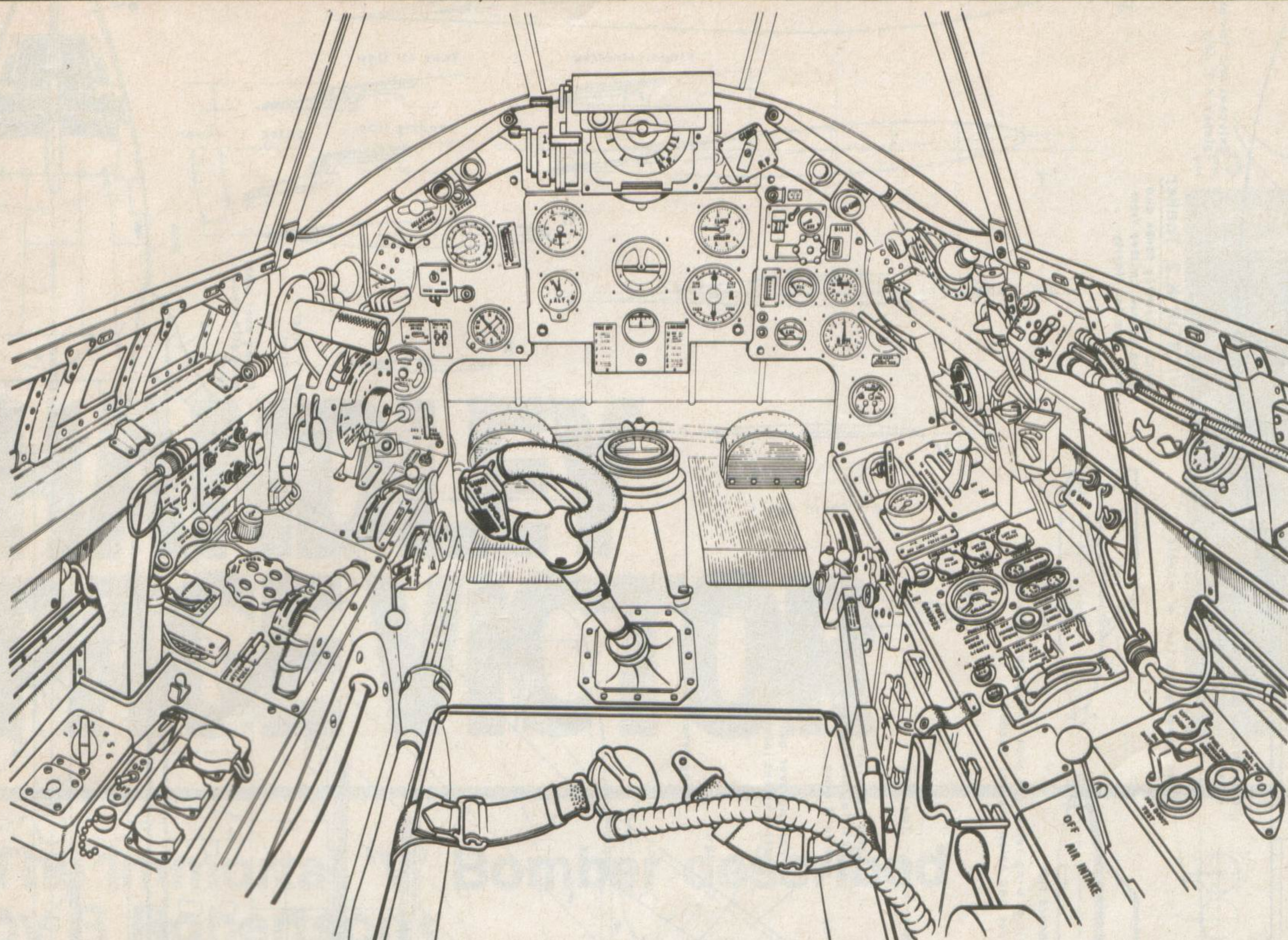
109. Prototype Sea Fury shows that neat installation of the extending sting-type arresting hook.

108



109





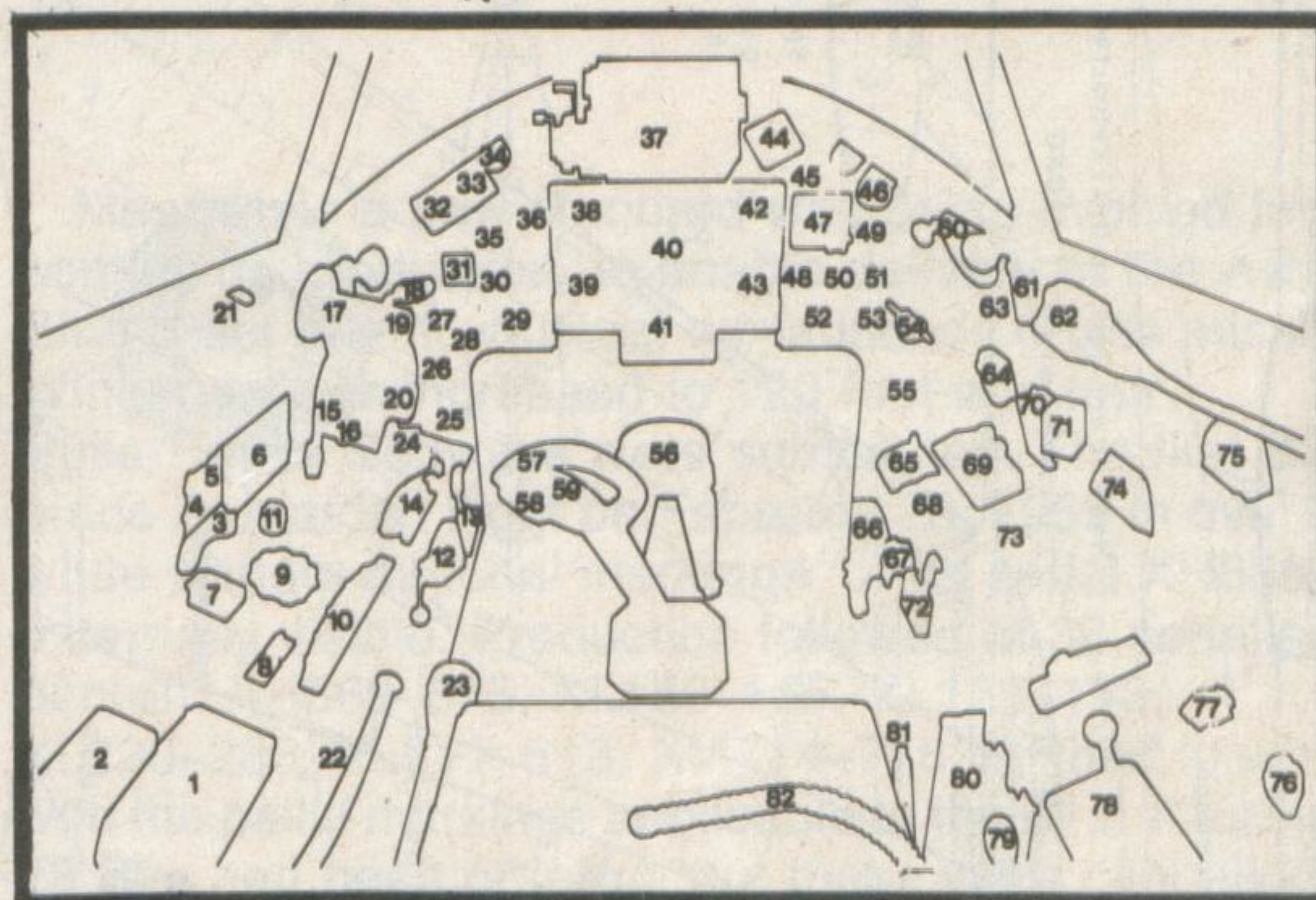
SEA FURY COCKPIT DRAWN BY P COOKE.

COCKPIT KEY

(The colour indications are for TF956 but are believed to be common.)

- 1 IFF control.
- 2 IFF selector unit.
- 3 Flare doors warning lights.
- 4 Flare doors operating switch.
- 5 Camera container master switch.
- 6 Rockets and bombs fusing and selection panel.
- 7 RATOG jettison push button.
- 8 Bomb rack jettison control.
- 9 Rudder trimming handwheel.
- 10 Elevator trimming handwheel. (Brown bakelite).
- 11 Cockpit (port) lamps dimmer switch.
- 12 Undercarriage control.

- 13 Arrestor hook control.
- 14 Flaps selector unit. (White knob).
- 15 Supercharger gear change control.
- 16 Fuel cut-off control. (Dark red knob).
- 17 Throttle lever.
- 18 RPM control lever.
- 19 RATOG firing button.
- 20 Throttle and RPM controls friction nut.
- 21 Canopy locking control.
- 22 Hydraulic handpump.
- 23 Sanitary bottle.
- 24 Arrestor hook indicator light.
- 25 Starter re-indexing control.
- 26 Undercarriage position indicator.
- 27 Undercarriage position indicator switch.
- 28 Ignition switches (magnetos).
- 29 RI compass indicator.
- 30 Supercharger warning light.



- 31 Contacting altimeter switch.
- 32 Gyro gunsight selector dimmer control.
- 33 Ventilating louvre.
- 34 Gyro gunsight skid indicator.
- 35 Contacting altimeter.
- 36 Flaps position indicator.
- 37 Gyro gunsight.
- 38 Airspeed indicator.
- 39 Altimeter.

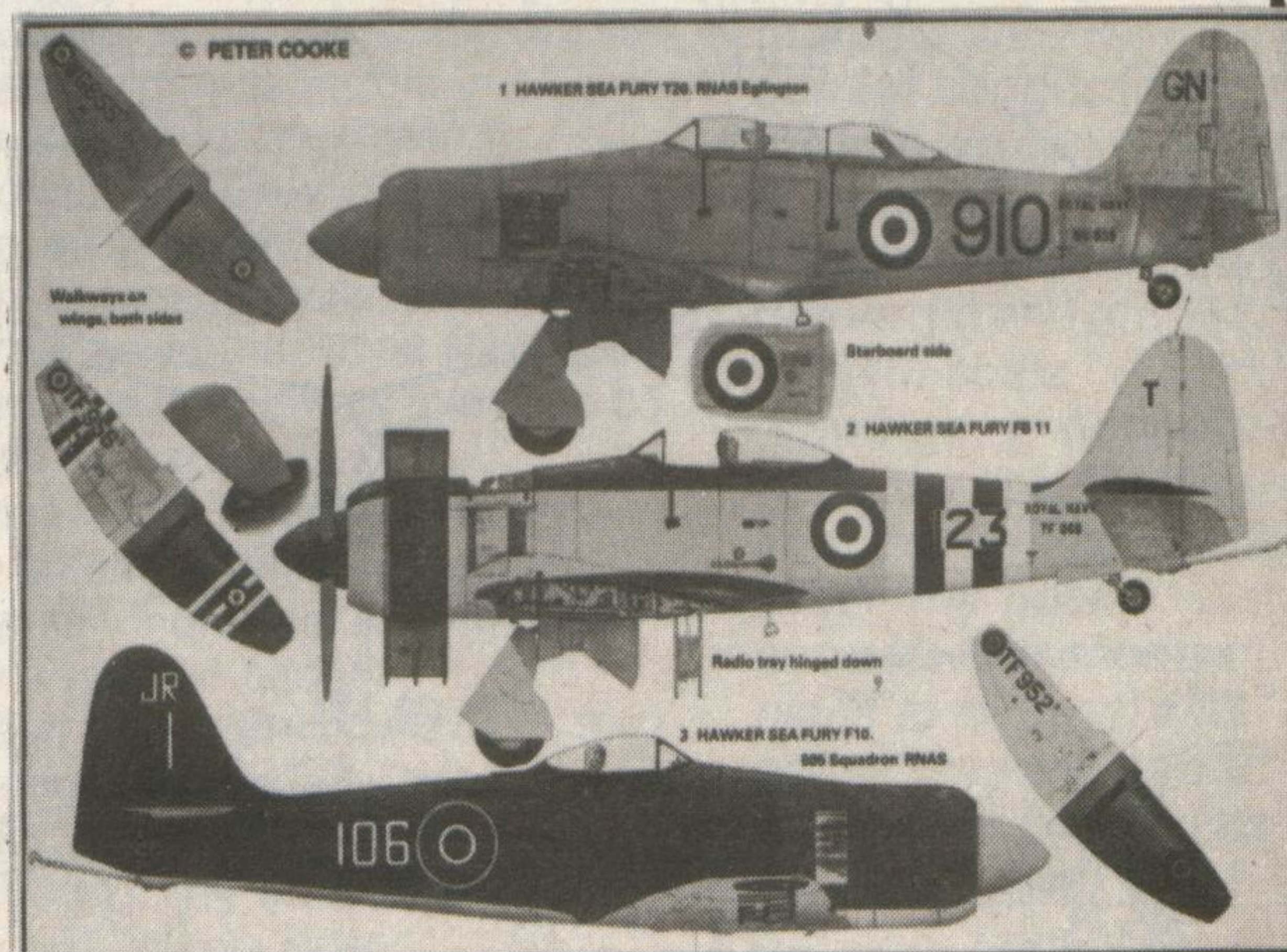
- 40 Artificial horizon.
- 41 Direction indicator.
- 42 Rate of climb indicator.
- 43 Turn and bank indicator.
- 44 Guns/RP selector switch.
- 45 Generator failure warning light.
- 46 Windscreen de-icing pump.
- 47 Oxygen regulator. (Lever in black and

- yellow stripes).
- 48 Oil pressure gauge. (Yellow case).
- 49 Engine cooling shutters control.
- 50 Oil temperature gauge. (Yellow rim).
- 51 Boost gauge. (Dark red rim).
- 52 Cylinder temperature gauge.
- 53 Engine speed indicator.
- 54 Canopy jettison control (black and yellow diagonal striped handle.)
- 55 Triple pressure gauge.
- 56 P11 compass.
- 57 Press-to-speak switch.
- 58 Firing button.
- 59 Parking brake lever.
- 60 Sliding canopy control.
- 61 Safety harness locking control.
- 62 ZBX control unit.
- 63 'Window' launcher speed control unit.
- 64 'Window' launcher override control unit.
- 65 Main fuel cock.
- 66 Flaps and undercarriage emergency selector levers (black and yellow striped knobs). Remove locking pins to operate.
- 67 Cockpit heating control. (Dark red handwheel).
- 68 Fuel tank air pressure gauge. (Pale brown rim).
- 69 Drop tanks jettison and selection levers. (Red and orange knobs respectively).
- 70 Mixer box.
- 71 VHF control unit.
- 72 Tailwheel locking control.
- 73 Engine starting buttons.
- 74 IFF auxiliary control unit.
- 75 Clock.
- 76 Fuel pump ammeter test socket.
- 77 Oil dilution pushbutton.
- 78 Air intake heat control.
- 79 Wing folding control lever.
- 80 Map case and chart board container.
- 81 Seat adjusting lever.
- 82 Pilot's oxygen tube.

KEY TO PLATE 1. SEA FURIES BY P B COOKE

1. Royal Navy Historic Flight SEA FURY T20 in colour scheme representative of the typical training colours worn when part of the station flight, RNAS Eglinton, 1954-55. Overall Aluminium with Trainer Yellow (Methuen (4-5)A8) bands on fuselage and wings.
2. Royal Navy Historic Flight SEA FURY FB11 in late standard scheme of Dark Sea Grey (Methuen 21E3) over uppersurfaces and 'sky' (Methuen 30(B-C)2) lower surfaces. Aircraft wears the black and white stripes of its Korean War service.
3. Royal Navy SEA FURY F10 of 805 Squadron in early standard scheme - colours as above. The plate depicts the aircraft as it was whilst working-up from HMS Eglinton in 1948 prior to joining the Royal Australian Navy aboard HMAS Sydney.

Note: Uppersurface view. Aircraft serial reads from the front of the wing on the starboard side.



HAWKER SEA FURY
PLATE 1

