

Research Notes on the
Hawker Sea Fury
Compiled by John Griffin
Part 1/1

Version 1.0 – 15 June 2026

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1 Canadian Air Division

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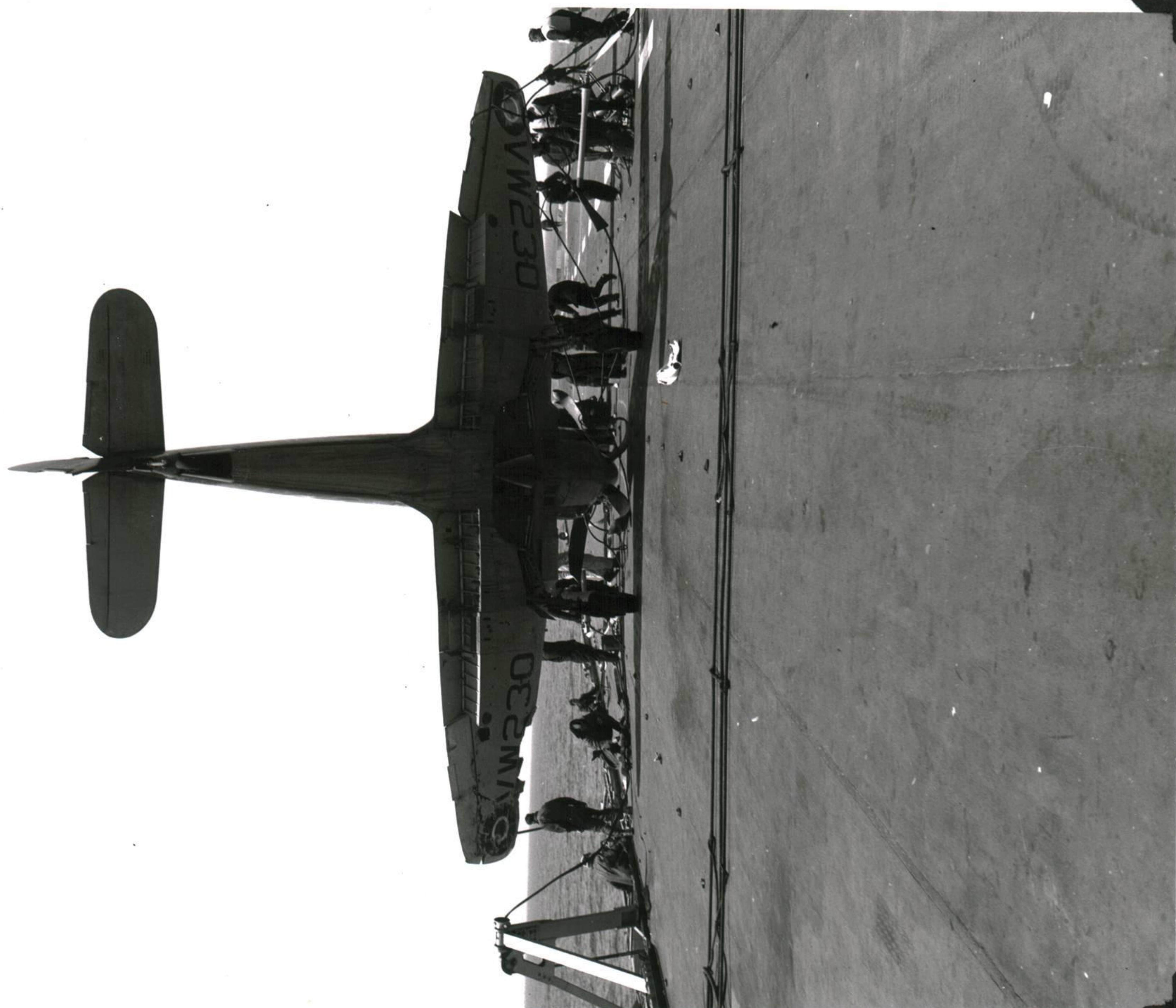
Sea Fury



0-1002-2



MAG-1673



MAG-1672



RN Squadron

O-975-13



DNS-567



DNS-1430



883

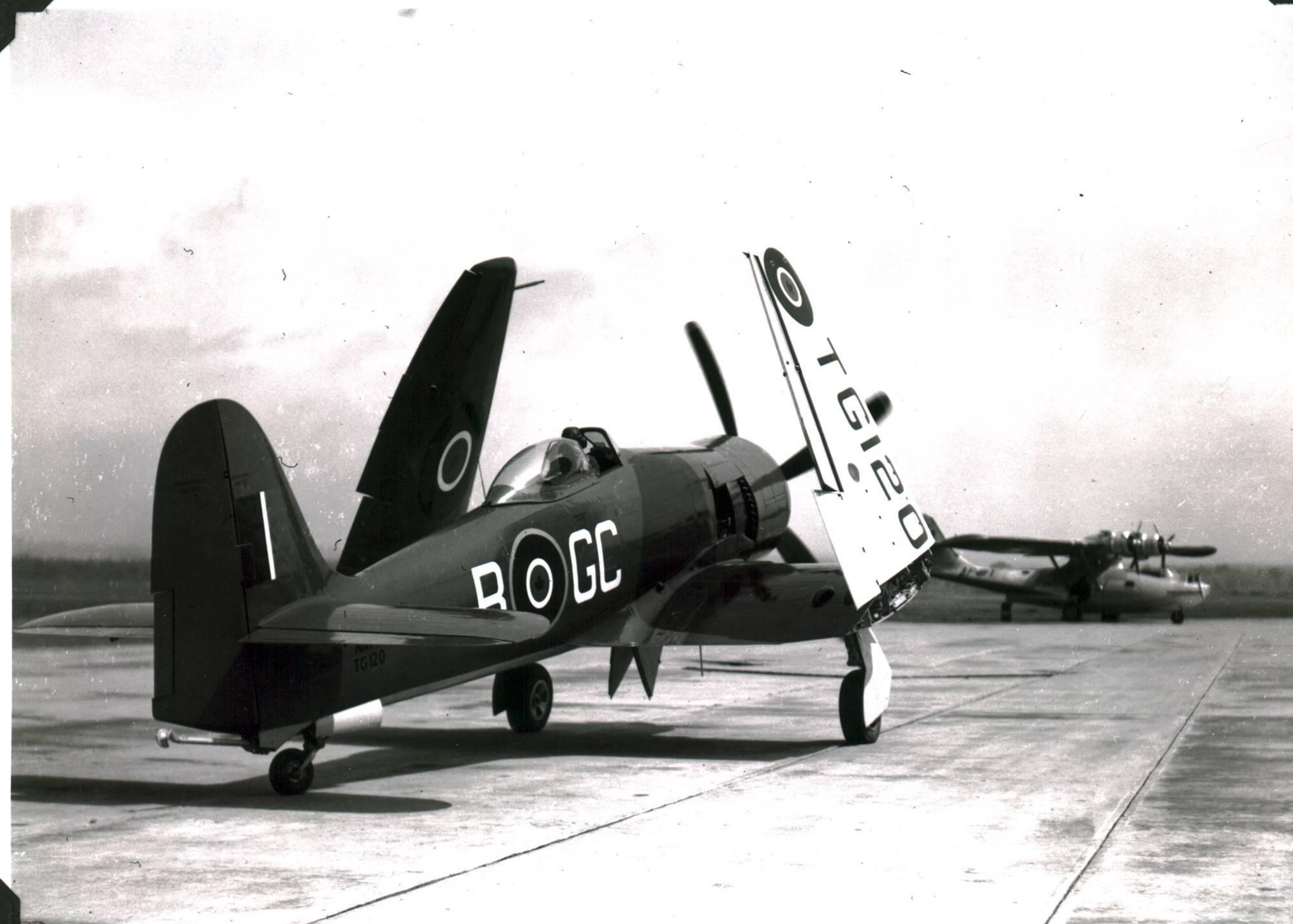
DNS-2450

BC K
To RCN Book (Murray)

O-975-14



O-947-7



O-947-8



883

DNS-2725



883

INS 2731



HS 39675



883

O-1145-1



DNS-2732



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DNS 1587



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DNS 1588



870

DNS 8052



DNS 10700



803

31.1.52

DNS. 6532



DNS. 6176



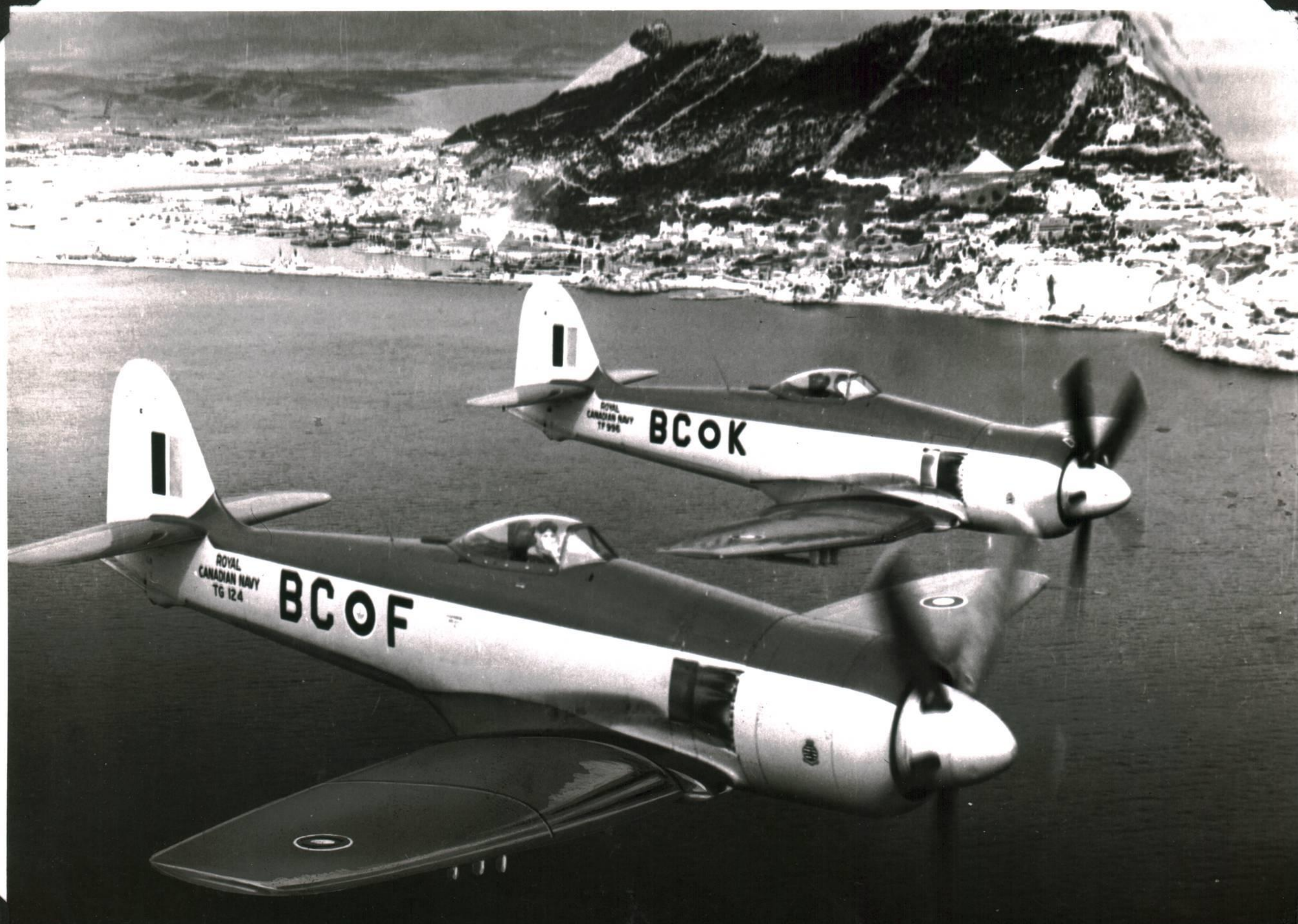
870

DNS. 8048



871

MAG. 2538



O-1905-1A



871

MAG. 1661



ENPE-2000



870

DNS 24102



DNS 24106



870

DNS.10594



CN 89

Photos:-
from
R. Wright
CY-TG



VX686

CYA-6



WG565

CYA-8



870

CT. 88



CT. 87

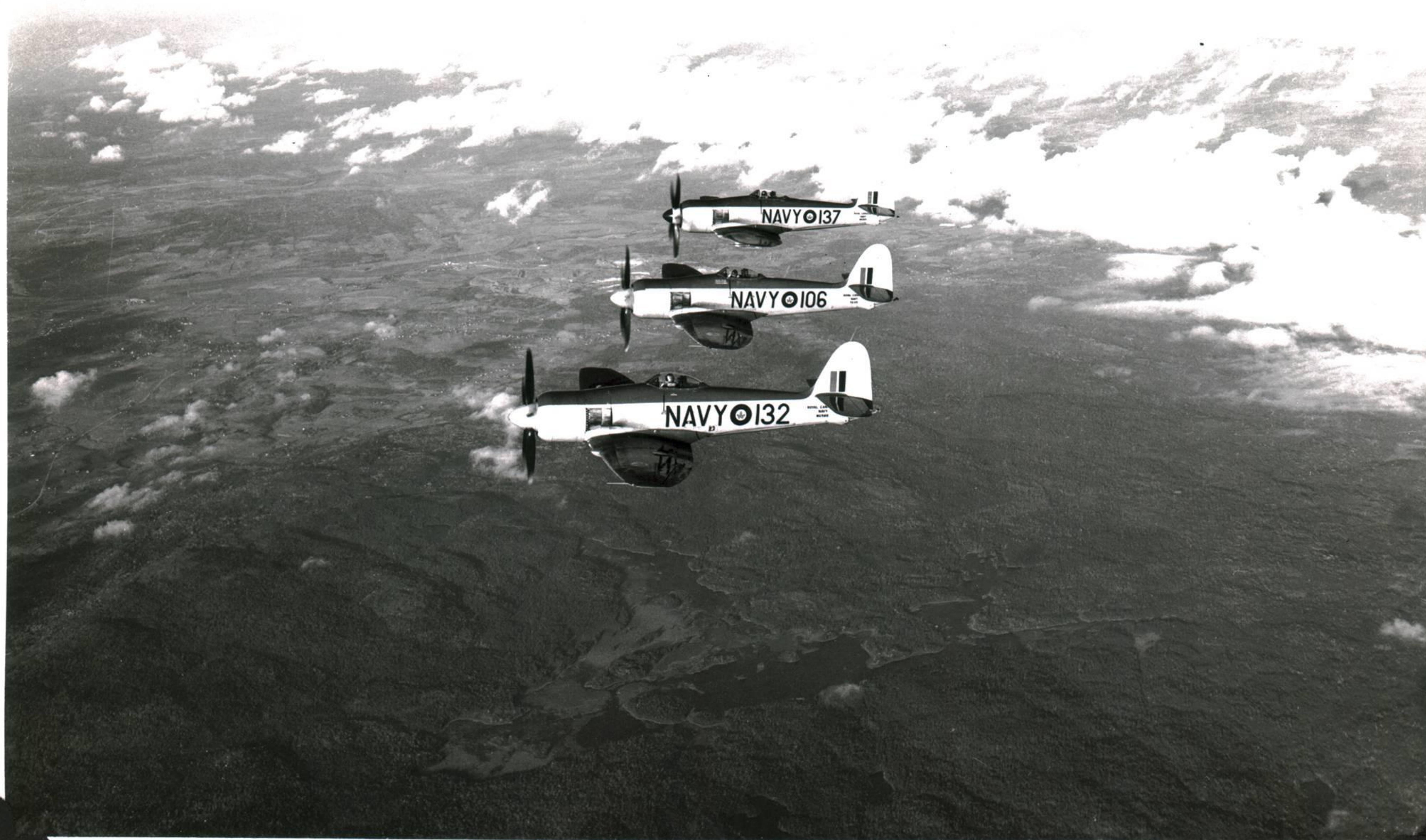


RS-2714

870

WG 57A

O-13078



DNS 9559



870

DN5 9559



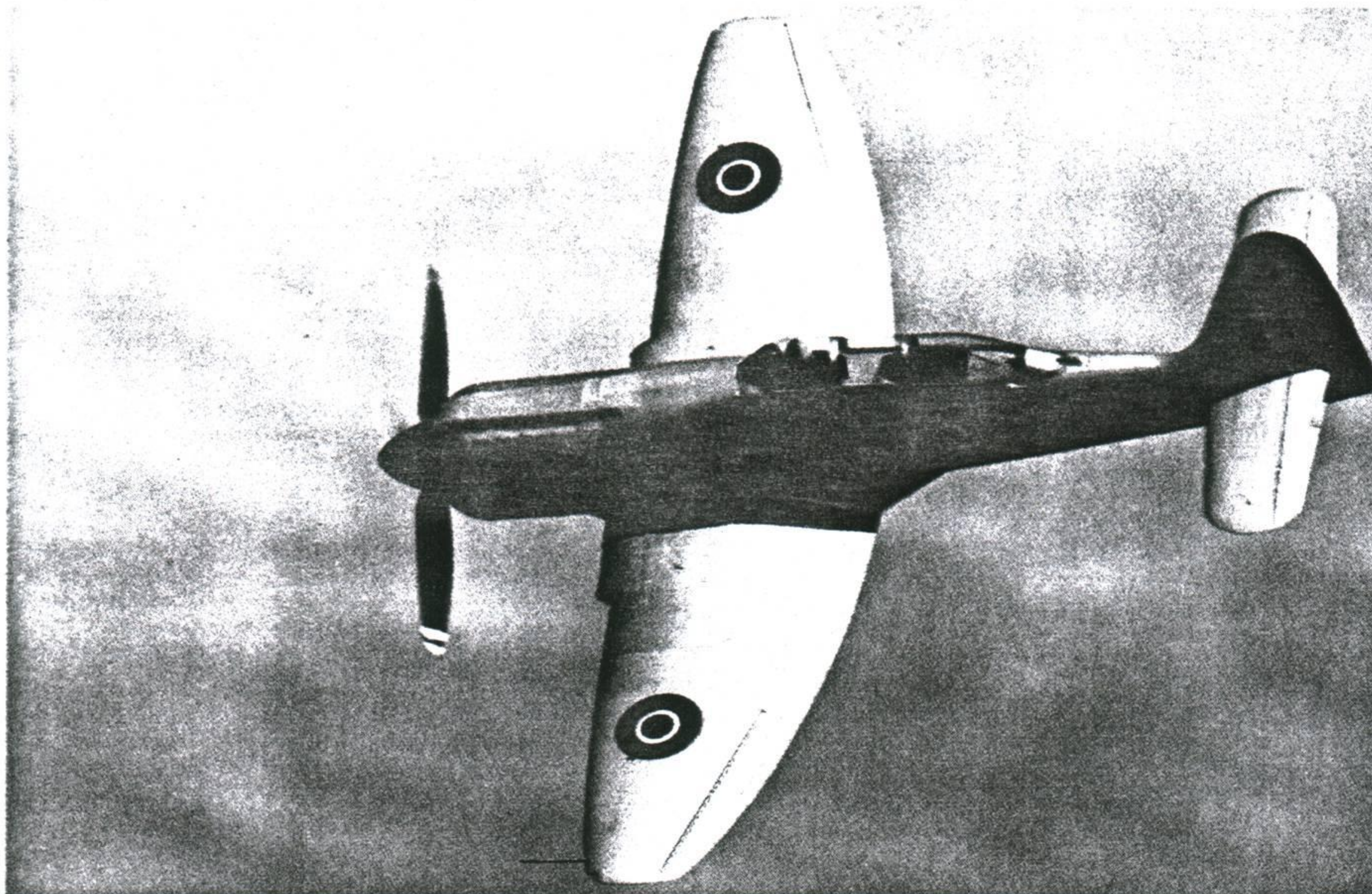
E-24575



Seafury CF-OYF

No Record
Moxton F.C.

RE 24001-3



Burmese T.20 UB-451 became the basis for the awesome Sanders' Pratt & Whitney R.4360-engined *Dreadnought* NX20SF. The first Sea Fury to be re-engined in this manner, the aircraft has been a regular participant at the annual Reno Air Races ever since.

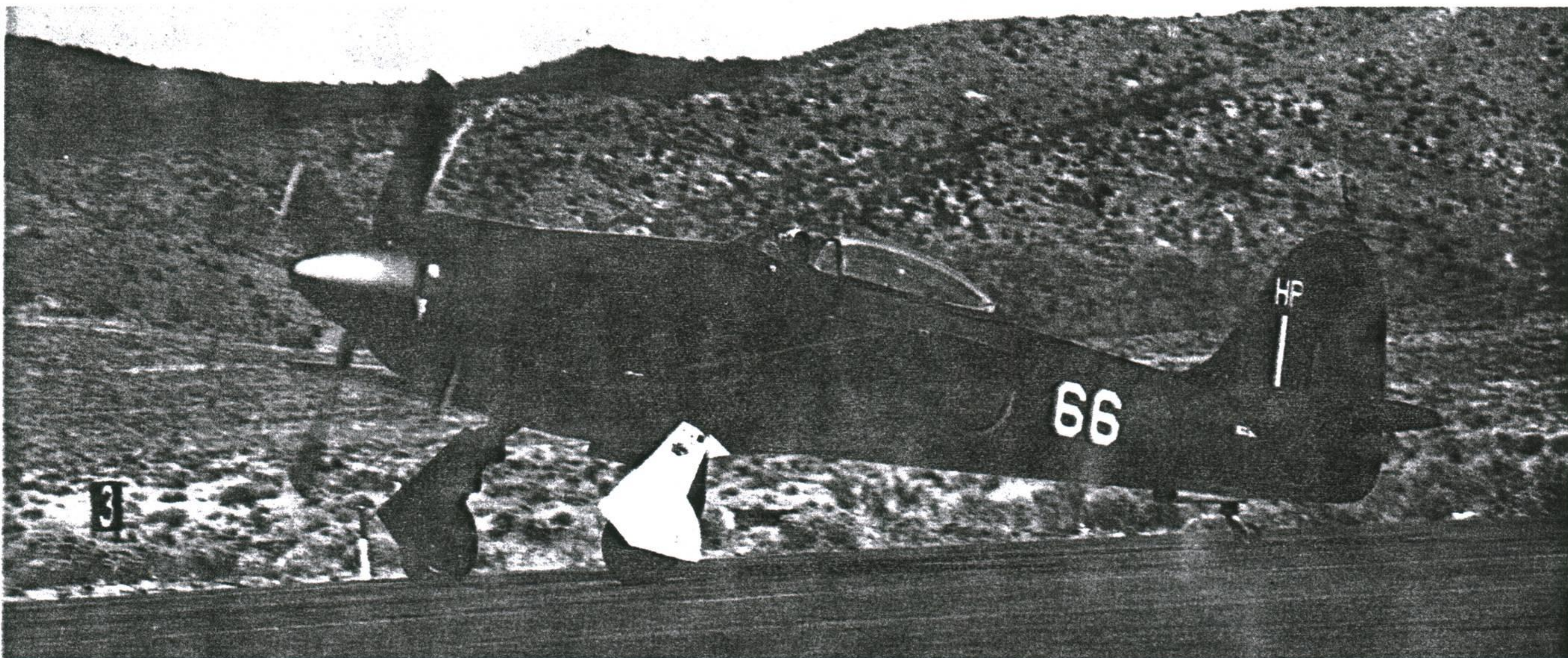
Furias. (*) Complex composite, but taking its identity from circa 1985 from FB.11 WH589, the former G-AGHB, CF-CHB and RAN. Also reported to have consumed elements of MLD FB.50 6-14 and former FAA FB.11 WJ290, both acquired by Hamilton in the Netherlands.

??? ISS ex Iraq. N24SF. Milton Leshe, Chandler, AZ. (R)

??? ISS ex Iraq, Morocco. Reportedly in the USA, perhaps via France.

??? ISS ex Iraq, Morocco. Reportedly in the USA, perhaps via France.

Notes: There are reports that one (at least) of the Moroccan examples is stored by the Salis Collection in France, although all four were thought to have transited to the USA via a French dealer. Amjet has an ISS under restoration at its Minneapolis facility — *FP* January p31. It will most likely be one of the VAI aircraft above, or one of the reclusive Moroccan examples. The USA is a haven for Sea Fury hulks, previous examples having shown remarkable phoenix-like powers. They act not just as parts donors, in some cases, they supply 'identities' to other rebuilds. George Baker/American Aero Services have the hulk of T.20S VZ365 (D-CACA) acquired in Belgium in 1985. Sanders Aircraft has the hulk of T.20S VZ350 (N20SF) following its accident in 1978.



255 ISS, is part of Howard Pardue's Breckenridge Aviation Museum collection. Like most American-based Sea Furies the original Bristol Centaurus radial engine has been removed and replaced by a Wright R.3350.

254 ISS ex Iraq. N35SF. Military Aircraft Restoration Corp. Stored.

255 ISS ex Iraq. N34SF, NX666HP. Howard Pardue, Breckenridge, TX. Wright R3350. (*)

259 ISS ex Iraq, Morocco. Reportedly in the USA, perhaps via France.

312 ISS ex Iraq. N45SF. Sonoma Valley Aircraft, Glen Ellen, CA. (R)

314 ISS ex Iraq. N38SF. Vintage Aircraft International. Last reported stored at Rockford, IL.

316 ISS ex Iraq. N56SF. John Rodgers, St Charles, IL. (*)

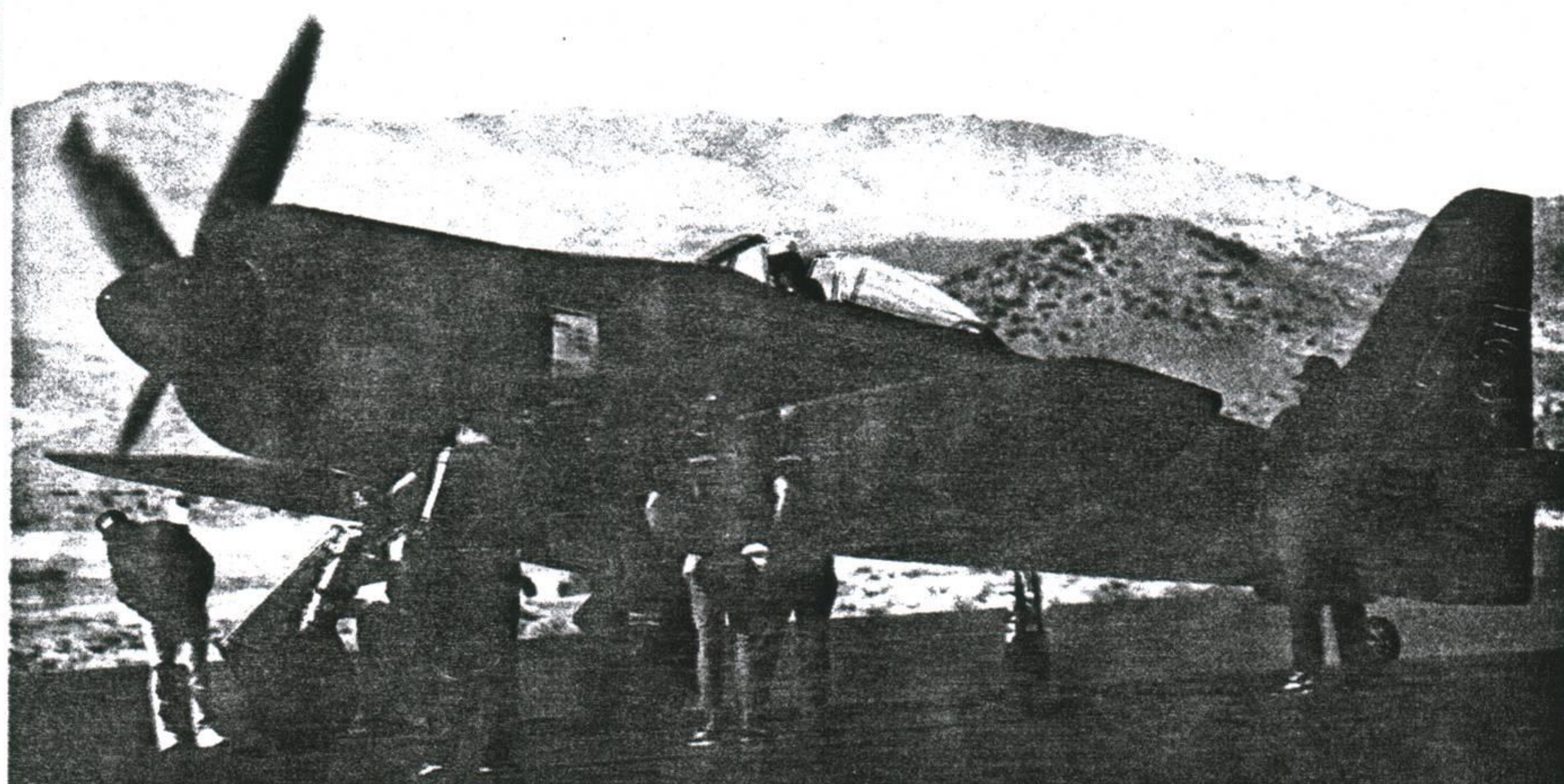
318 ISS ex Iraq. N46SF. Vintage Aircraft International. Stored.

324 ISS ex Iraq. N58SF, N1324. Utilco Inc, Trifton, GA.

325 ISS ex Iraq. N30SF, N71GB. George Baker, New Smyrna Beach, FL. R3350 ex AD Skyraider. *SkyFury*. (*)

327 IDT ex Iraq. N62SF. Vintage Aircraft International. Last reported stored at Rockford, IL.

N19SF ISS/FB.11 Dennis Sanders, Chino, CA. R3350 with four-blade prop. (*) Original N19SF



During the 1970s this Sea Fury was the well know mount of Duxford-based Ormond Haydon-Baillie, and was flown in RAF colours as WH589 (G-AGHB) After an accident in Germany, it eventually, via several owners, found its way out to America, where its remains were incorporated into this highly modified Reno racer N4434P *Furias*.

was former ISS 310 (WN482). It was destroyed at *Airsho 81*, Harlingen, TX, October 8, 1981, killing John Crawford Williams. See 250 / N21SF for the likely candidate.

N4434P FB.11 Lloyd Hamilton, Santa Rosa, CA. P&W R4360 plus extensive airframe mods.

Next Month ... in 'Something Special' Peter Taylor recalls his experiences flying Sea Fury WJ288. (March *FlyPast* on sale February 1)

Germany

WG599 FB.11 ex FAA. G-9-66, DLB D-CACY. Luftwaffenmuseum, Uetersen.

Netherlands

6-43 FB.50 ex MLD. Aviodome, Amsterdam.

New Zealand

ISS 326 ex Iraq. N43SF, ZK-SEA not taken up, ZK-SFR. NZ Sea Fury Syndicate, Ardmore. (*)

United Kingdom

TG114 FB.11 ex RCN. CF-OYF, N54M, N232, N232J, G-BVOE. Aces High, North Weald, Essex. (*)

VR930 FB.11 ex FAA. Instructional airframe No 8382M. RNHF, Brough, Humberside. (R)

VX653 FB.11 ex FAA. G-BUCM. The Fighter Collection, Duxford, Cambs. (R)

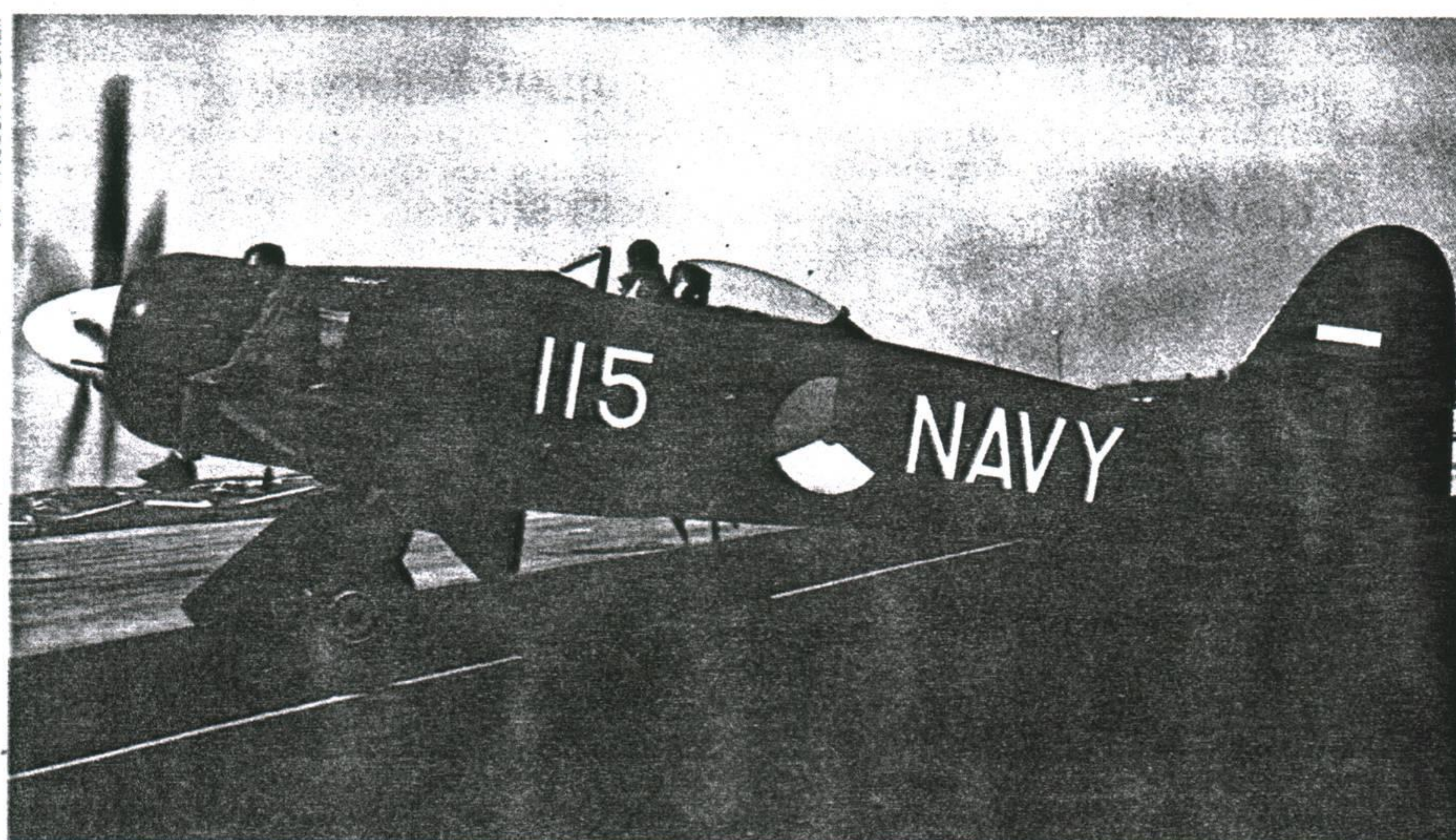
VZ345 T.20S ex FAA. G-9-30, DLB D-FATA, D-CATA. RNHF, Brough, Humberside. Spares for VR930, above.

FP - Duncan Cubitt



The oldest surviving Sea Fury FB.11, TG114 (N232J) was converted to two-seat configuration (two sitting under a long canopy) and given wing-mounted smoke generators by Frank Sanders at Chino, California. Acquired by UK collector Robs Lamplough in 1989, it is currently in the custody of Aces High at North Weald Airfield awaiting a new owner.

FP - Robert Rudhall



Although now flying in Iraqi colours with OFMC from Duxford, ISS 243 (G-BTTA) has appeared in a number of different schemes, including these pseudo Dutch markings. Mark Hanna taxis the powerful beast at the 1993 Blackpool Airshow.

WJ231 FB.11 ex FAA 'WE726'. Fleet Air Arm Museum, Yeovilton, Dorset.

243 ISS ex Iraq. N28SF, VH-HFF and VH-HFT not taken up, VH-HFX, G-BTTA. Old Flying Machine Company, Duxford, Cambs. (*)

315 ISS ex Iraq. N36SF. John Bradshaw, Bournemouth, Dorset. (*)

Additionally parts from two, possibly three, airframes are held in Essex for possible rebuild. These include substantial sections of FB.11 WH589 (see under USA) and the wreckage of FB.11 G-FURY.

United States of America

VX281 T.20S ex FAA. G-9-64, DLB D-CACO, G-BCOW, N8476W, N281L. Wally Fisk/Amjet, Minneapolis, MN. *Dragon of Cymru*. (*)

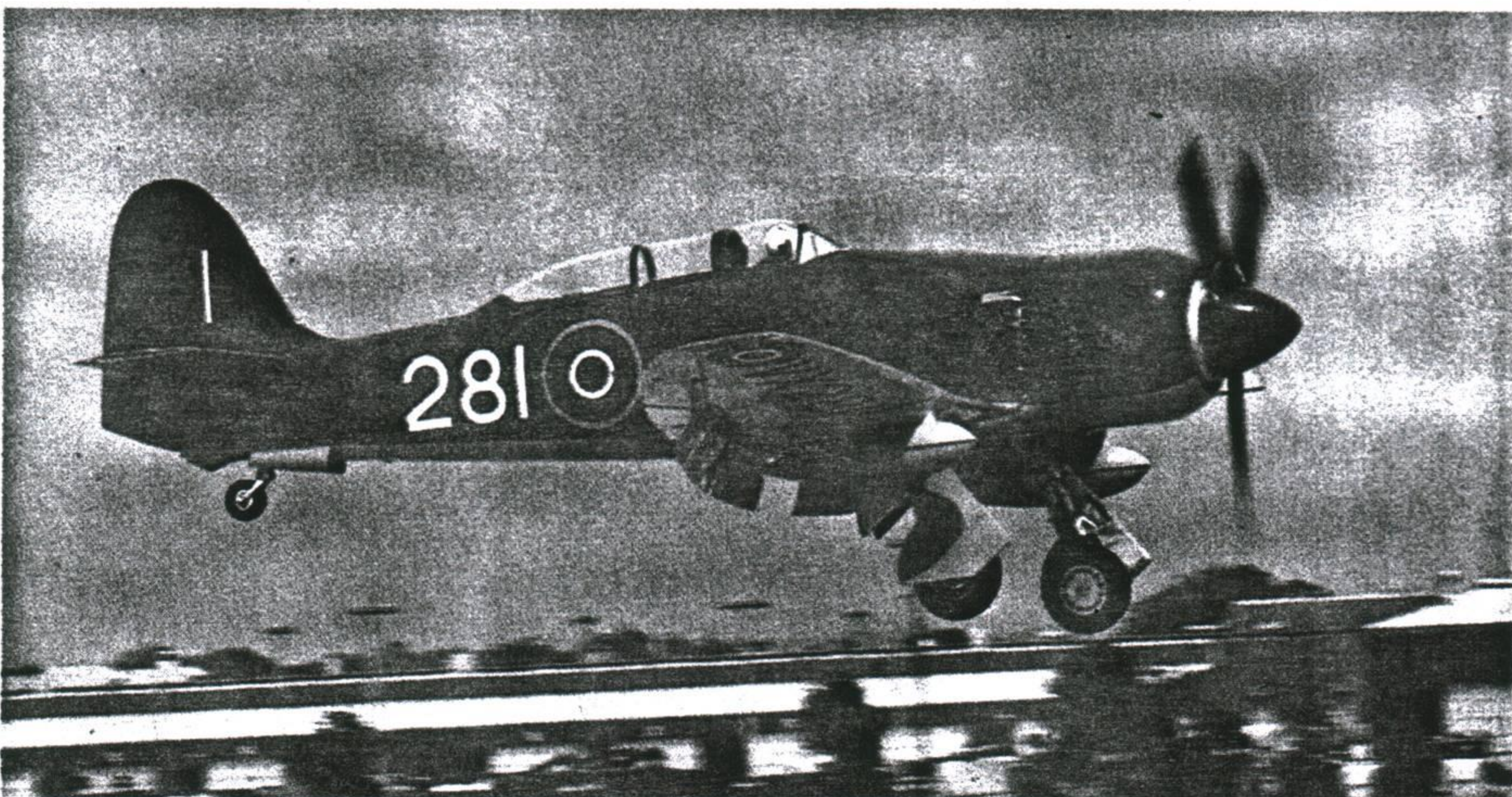
VX300 T.20S ex FAA. G-9-24, DLB D-FAMI, D-CAMI, 'G-BCKG', G-BCKH, N62147, N924G. Frank Sanders, Chino, CA. (*)

VX302 T.20S ex FAA. G-9-62, DLB D-CACE, G-BCOV, N613RD, N51SF. Jerry Janes, Vancouver, BC. Converted to single-seater. Wright R3350, ex AD Skyraider, four-blade prop. *Cottonmouth*. (*)

VZ351 T.20S ex FAA. G-9-53, DLB D-CEDO, OO-SFY. George Baker, New Smyrna, FL. (Sale reported)

VZ368 T.20 ex FAA. G-9-3, Burma UB-451, NX20SF. Sanders Aircraft, Chino, CA. P&W R4360, ex C-124 Globemaster II, four-blade prop. *Dreadnought*. (*) Second use of the registration N20SF, Sanders holds the wreckage of the original T.20S VZ350, which crashed in 1979.

FP - Duncan Cubitt



T.20S VX281 (N281L) is currently operated by Wally Fisk's Amjet Aircraft Corp at Minneapolis, USA. Formerly flown by Spencer Flack in the UK during the early 1980s as G-BCOW, the aircraft now carries Royal Navy markings along with impressive Welsh dragon nose art.

WE820 T.20S ex FAA. G-9-49, DLB D-FOTE, D-COTE, N85SF. Tom Dwelle, Auburn, CA. R3350, cowling ex A-26 Invader, many airframe mods, four-blade prop. *Critical Mass*. (*)

WG567 FB.11 ex RCN. CF-VAN, N878M. Jim Mott, South Gate, CA. Centaurus 173 ex Blackburn Beverley, many airframe mods. *Super Chief*. (*)

WG655 T.20S ex FAA. G-9-65, DLB D-CACU, RNHF, N20MD. Charles Greenhill, Mottville, WA. Wreckage from crash near Yonkers, NY.

July 14, 1990. (R)

WH587 FB.11 ex RAN. N260X. Ellsworth Getchell, San Jose, CA. (*)

WH588 FB.11 ex RAN. VH-BOU, N588. Lloyd Hamilton, Santa Rosa, CA. (*) *Baby Gorilla*.

WJ288 FB.11 ex FAA. G-SALY, N15S. David Peoler, Columbus, OH. (R)

WJ293 FB.11 ex FAA, Iraq 302. N39SF. Henry Haigh, Howell, MI. Wright R3350. (*)

WM483 FB.11 ex FAA, Iraq 304. N42SF. Rick Berteau, Chino, CA. Wright R3350 and four-blade prop. (*)

WM484 FB.11 ex FAA, Iraq 305. N59SF. Tom Reilly, Kissimmee, FL.

WN480 FB.11 ex FAA, Iraq 308. N60SF. Don Crowe, Sidney, BC. *Simply Magnificent*. (*)

234 ISS ex Iraq, Morocco. Reportedly in the USA, perhaps via France.

241 ISS ex Iraq. N63SF. Vintage Aircraft International. Stored.

250 ISS ex Iraq. N21SF. Sanders Trucking, Breckenridge, TX. R3350 and other mods, following accident July 1990. See N19SF below.

252 ISS ex Iraq. N48SF. Vintage Aircraft International. Stored.

253 ISS ex Iraq. N40SF, VH-HFA, N57JB. John M. G. ...

601 Duff Crescent
Ottawa, Ontario
K1J 7C6

8 June 1984

Bruce Duggan Lt.
Research Supervisor
Aero Space Museum Association
P.O. Box 882, Station M
Calgary, Alberta
T2P 2J6

Dear Bruce:

You have a few more decisions to make before I can help you with the markings for your Seafire and Sea Fury. What period in the life of the aircraft do you wish to represent.

The general colours you note in your letter suggests a Seafire as received from the Royal Navy in June 1946 and a Sea Fury in colours used later in its life with the RCN.

The Seafire colours are incorrect and should be a full camouflage scheme. The colour standards were British and are difficult to match exactly in the American standard:

Upper Surface

Extra Dark Sea Grey - 36118
Dark Slate - 34079

Lower Surface

Sky - 34583

The upper surface was a standard disruptive pattern and not a single colour.

The Sea Fury colours were to a Canadian standard and I have given you American equivalents where they exist.

<u>Colour</u>	<u>1-GP-12b</u>	<u>1-GP-12c</u>	<u>FS-5952</u>
Dark Grey	1-9	501-102	16099
Light Grey	1-13	501-106	16473
Roundel Red	9-2	509-102	--
Roundel Blue	3-9	503-108	--
Cockpit Green	2-6	202-101	--

The Canadian (CGSB) Colour standard is 1-GP-12. Series "b" was issued in 1957 and the series "c" in 1965. The latter colour series "c" chips are available from Supply and Services, Ottawa.

Both your aircraft served 803 Squadron. The Seafire, when painted with the above colours, bore the single letter "N".

The Sea Fury, when painted in the colours above carried unit codes AA and aircraft letter A at one stage in its life. It carried at least two other schemes later in its service with the RCN.

I have included photocopies of some photos and sketches to further confuse the decision.

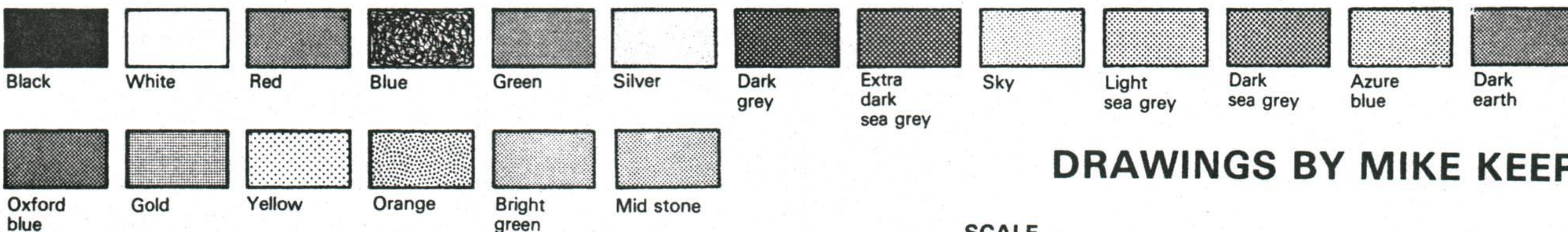
Yours truly,

J. A. Griffin

Attach.

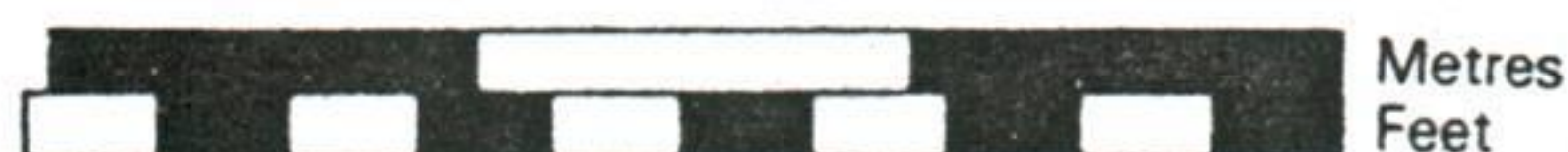
Hawker Sea Fury camouflage and markings

HAWKER SEA FURY COLOUR KEY

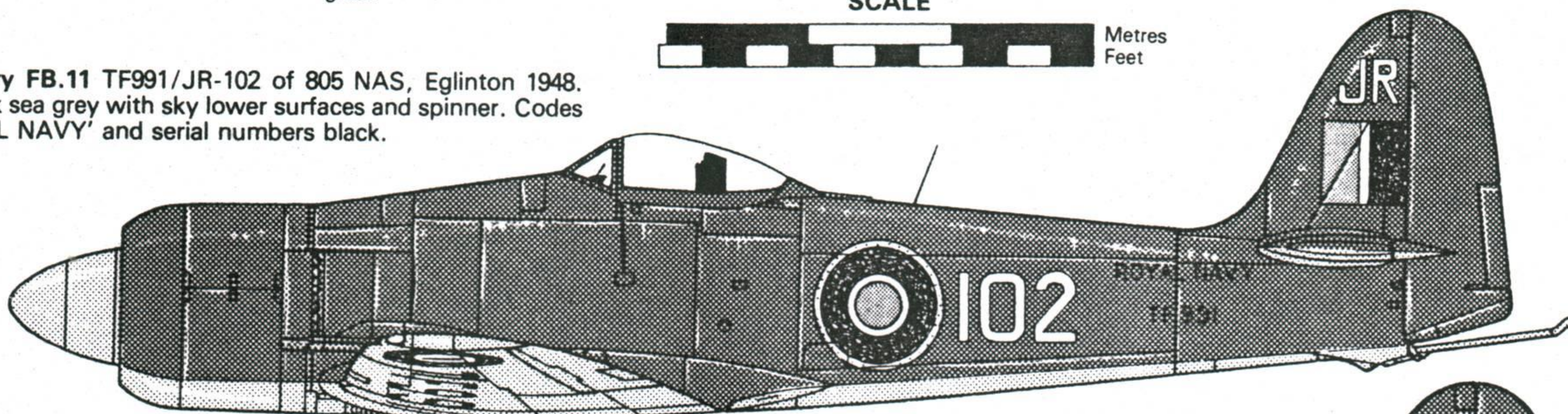


DRAWINGS BY MIKE KEEP

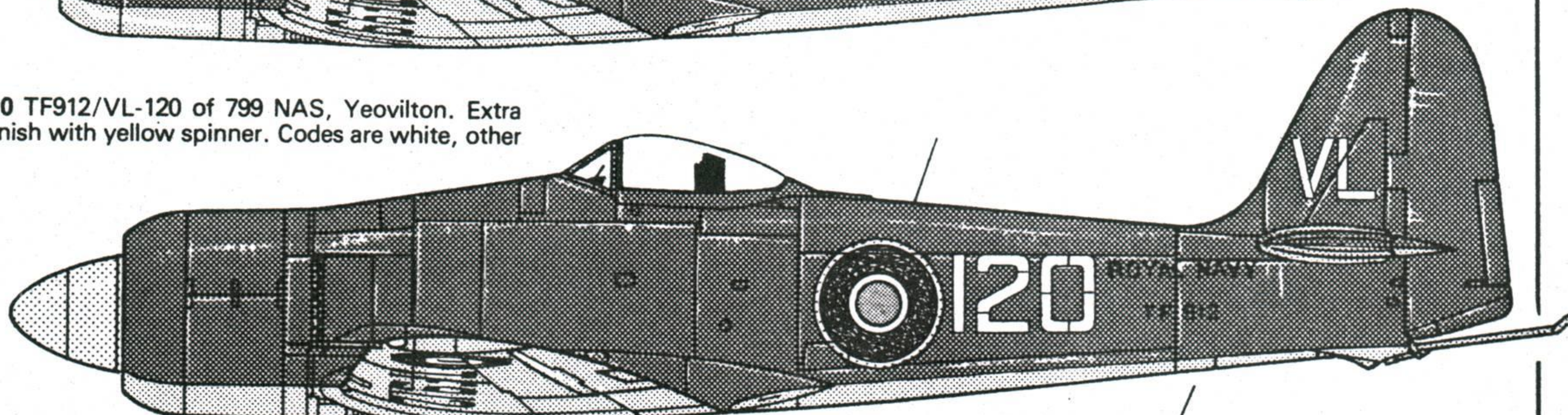
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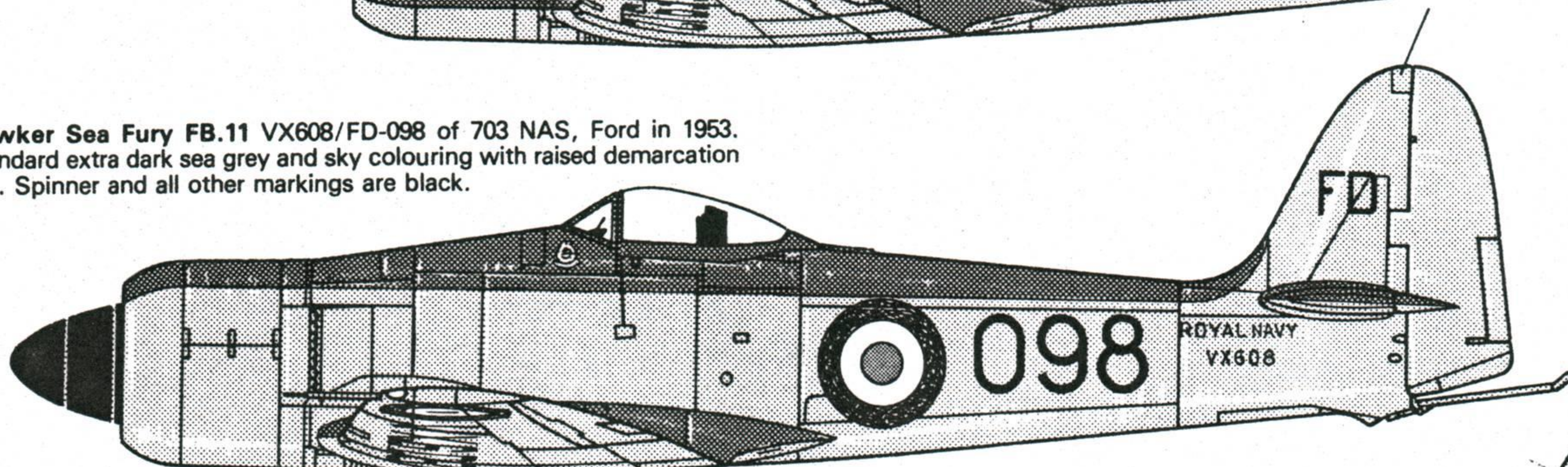
Hawker Sea Fury FB.11 TF991/JR-102 of 805 NAS, Eglinton 1948. Finish is extra dark sea grey with sky lower surfaces and spinner. Codes are white, 'ROYAL NAVY' and serial numbers black.



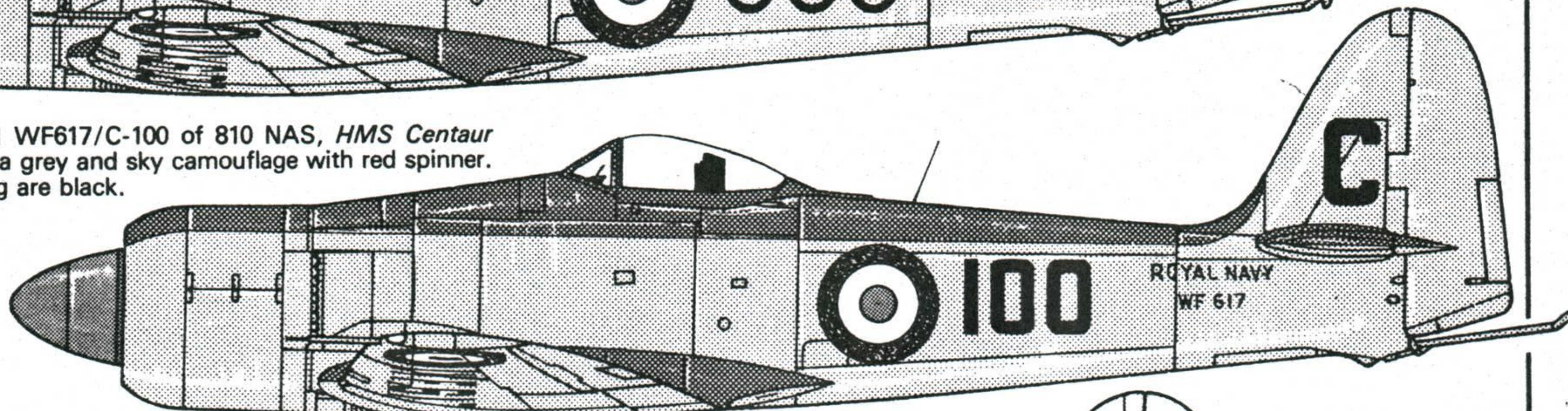
Hawker Sea Fury F.10 TF912/VL-120 of 799 NAS, Yeovilton. Extra dark sea grey and sky finish with yellow spinner. Codes are white, other markings black.



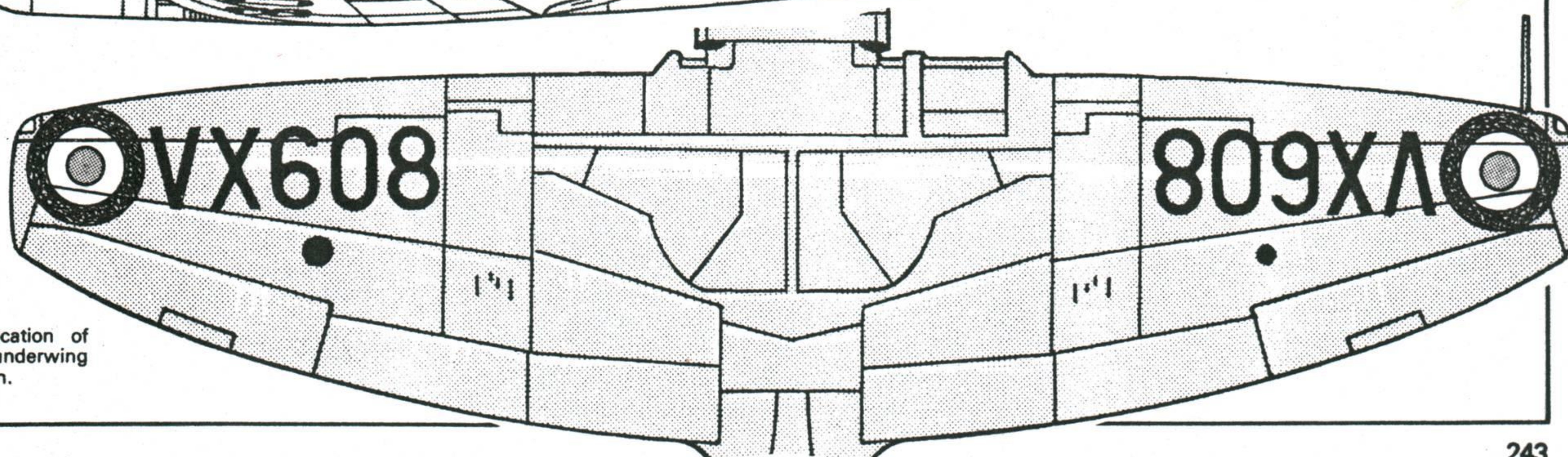
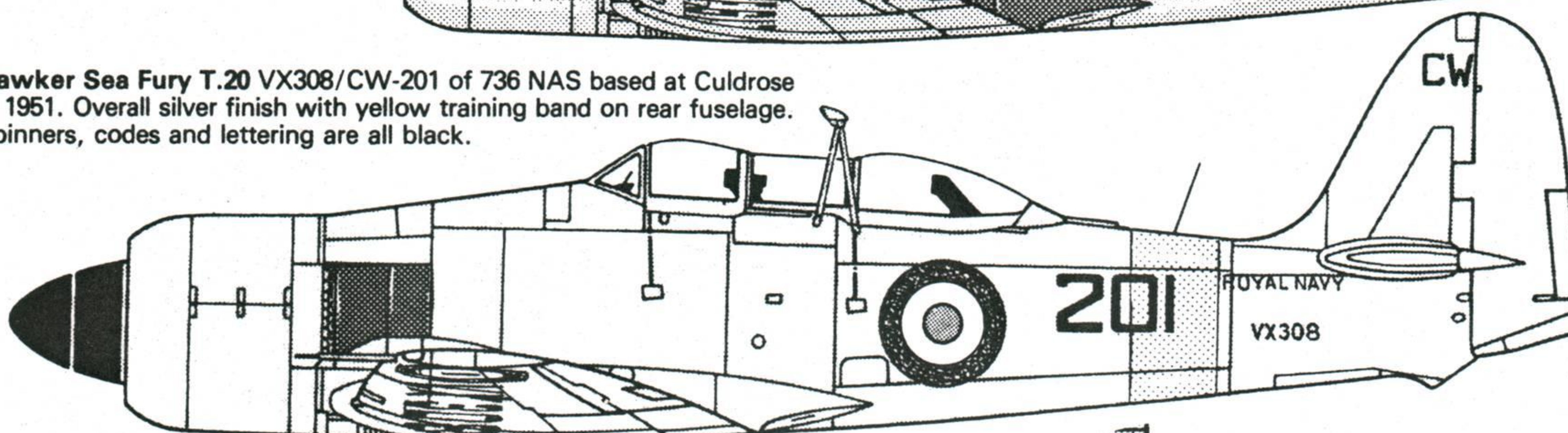
Hawker Sea Fury FB.11 VX608/FD-098 of 703 NAS, Ford in 1953. Standard extra dark sea grey and sky colouring with raised demarcation line. Spinner and all other markings are black.



Hawker Sea Fury FB.11 WF617/C-100 of 810 NAS, HMS Centaur during 1954. Extra dark sea grey and sky camouflage with red spinner. Codes, serials and lettering are black.

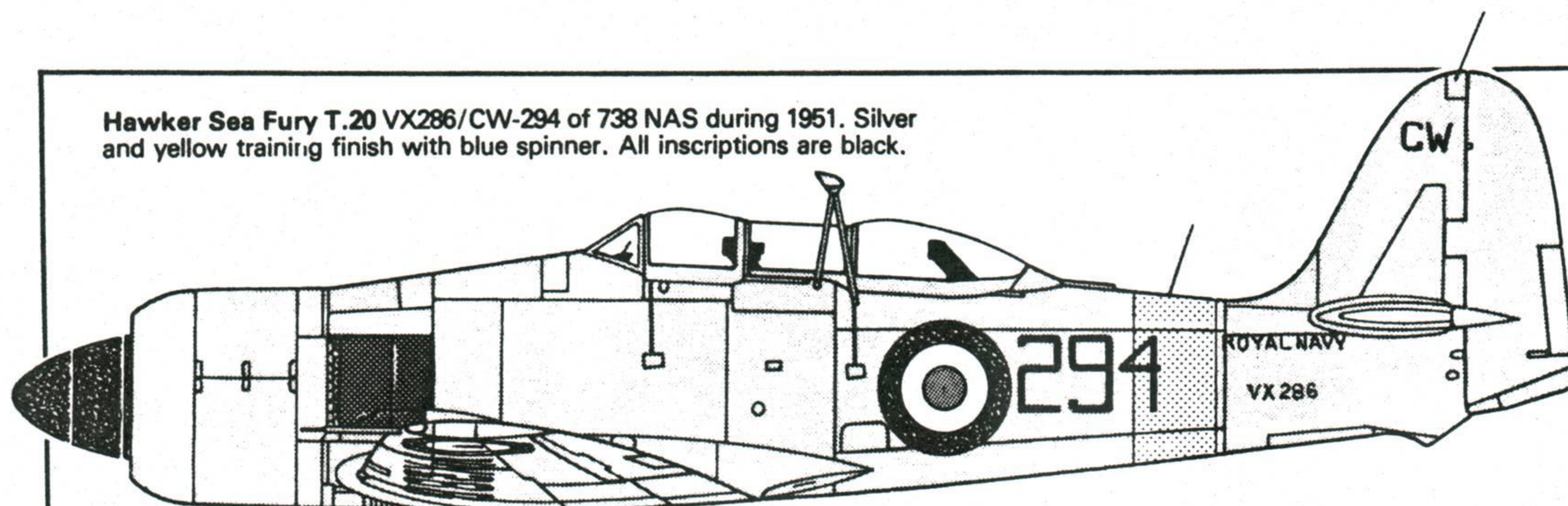


Hawker Sea Fury T.20 VX308/CW-201 of 736 NAS based at Culdrose in 1951. Overall silver finish with yellow training band on rear fuselage. Spinners, codes and lettering are all black.

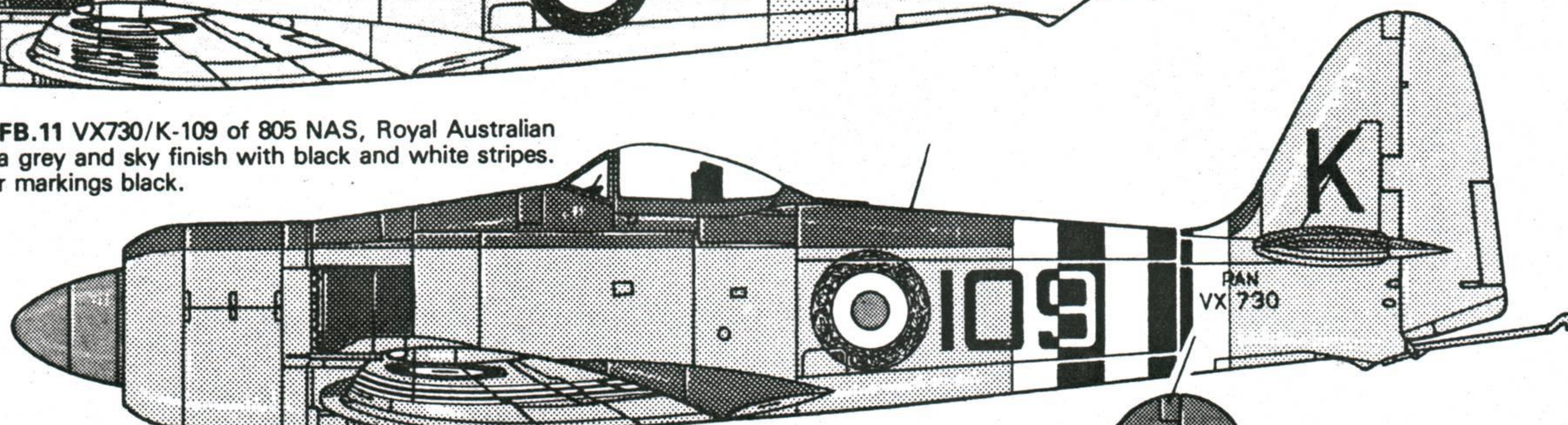


Royal Navy location of roundels and underwing serial presentation.

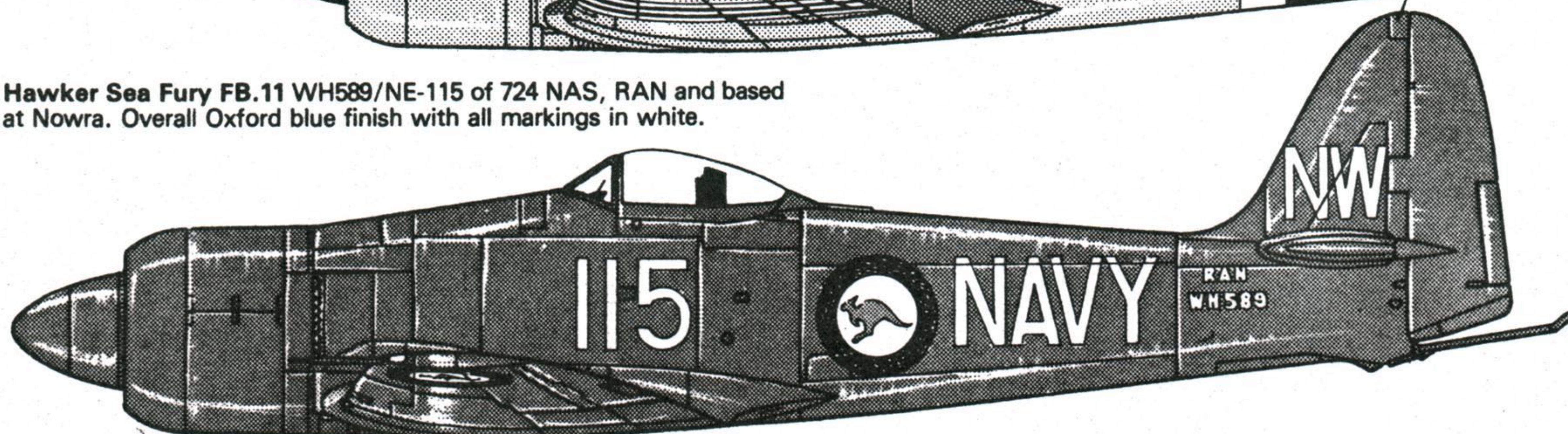
Hawker Sea Fury T.20 VX286/CW-294 of 738 NAS during 1951. Silver and yellow training finish with blue spinner. All inscriptions are black.



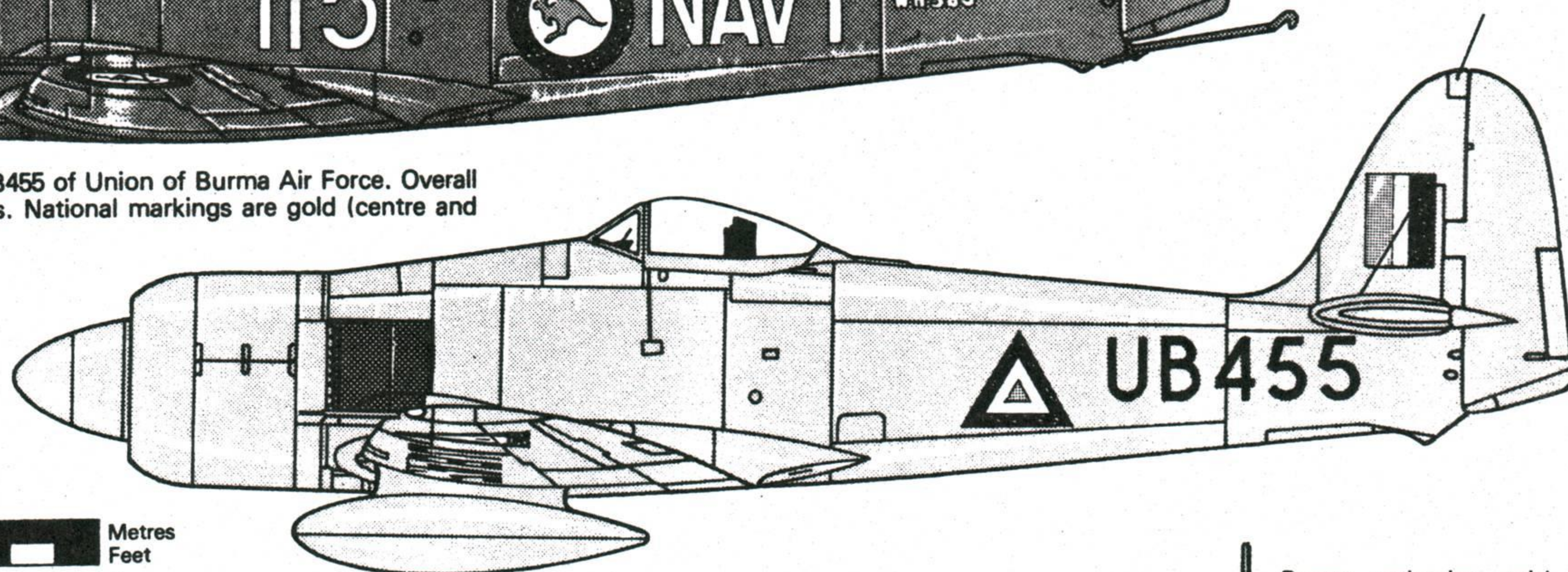
Hawker Sea Fury FB.11 VX730/K-109 of 805 NAS, Royal Australian Navy. Extra dark sea grey and sky finish with black and white stripes. Spinner is red, other markings black.



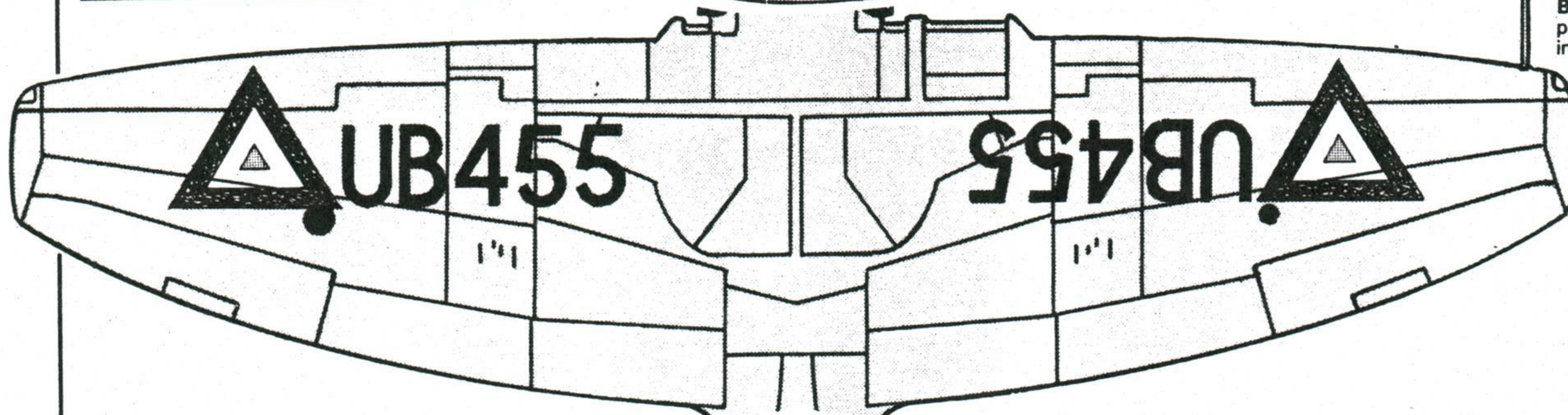
Hawker Sea Fury FB.11 WH589/NE-115 of 724 NAS, RAN and based at Nowra. Overall Oxford blue finish with all markings in white.



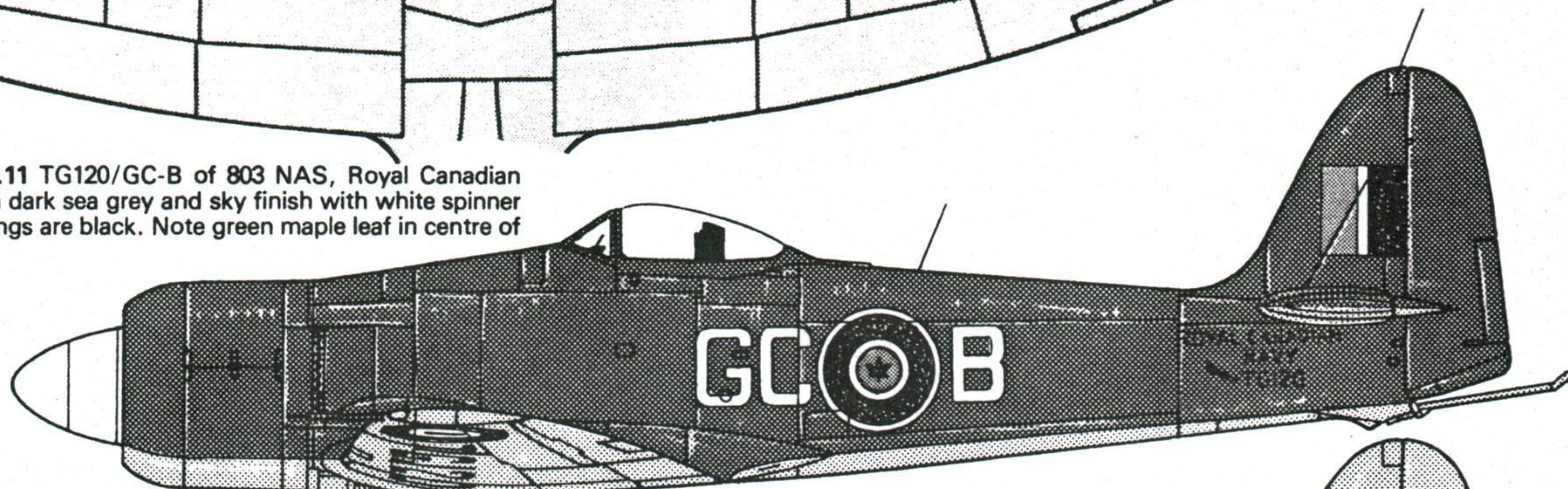
Hawker Sea Fury FB.11 VB455 of Union of Burma Air Force. Overall silver finish with black serials. National markings are gold (centre and forward), white and blue.



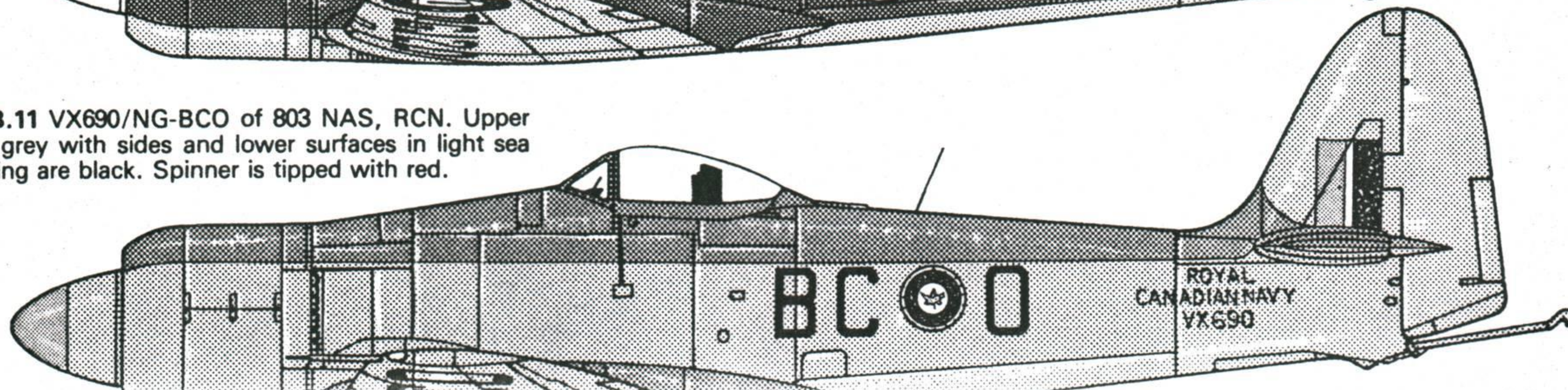
Burma underwing serial presentation and location of insignia.



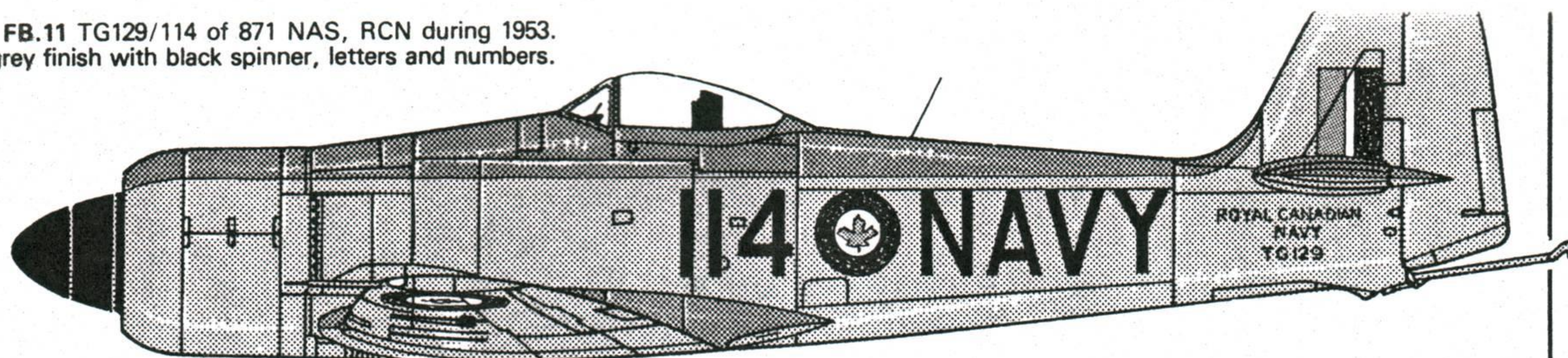
Hawker Sea Fury FB.11 TG120/GC-B of 803 NAS, Royal Canadian Navy during 1950. Extra dark sea grey and sky finish with white spinner and codes. Other markings are black. Note green maple leaf in centre of roundel.



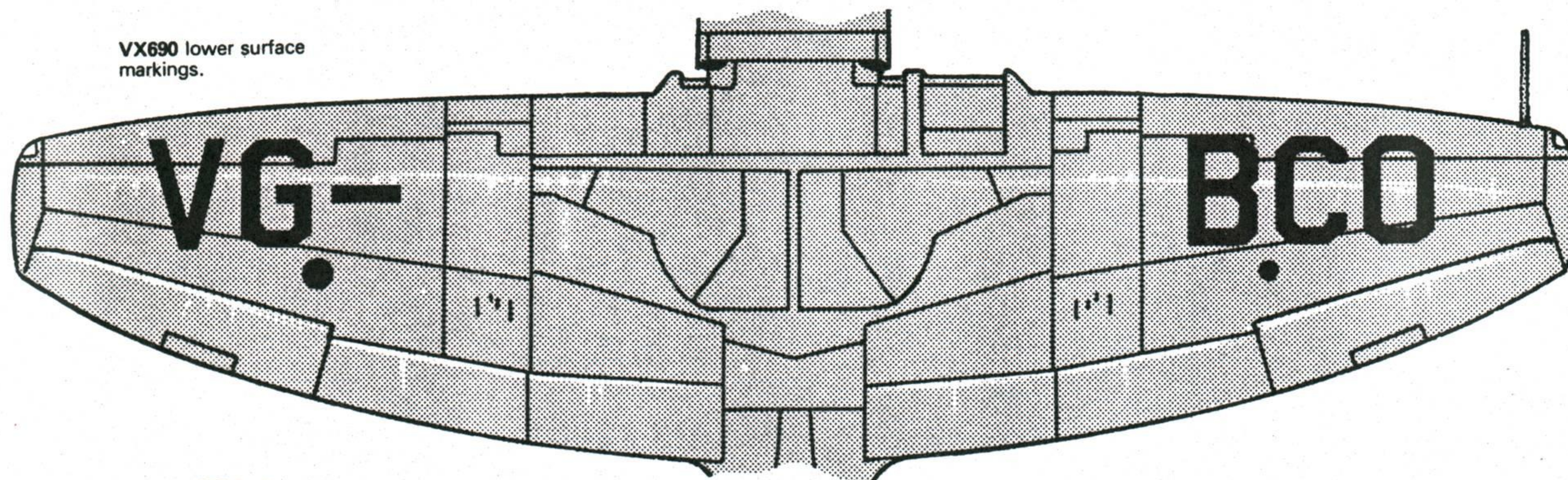
Hawker Sea Fury FB.11 VX690/NG-BCO of 803 NAS, RCN. Upper surfaces are dark sea grey with sides and lower surfaces in light sea grey. Codes and lettering are black. Spinner is tipped with red.



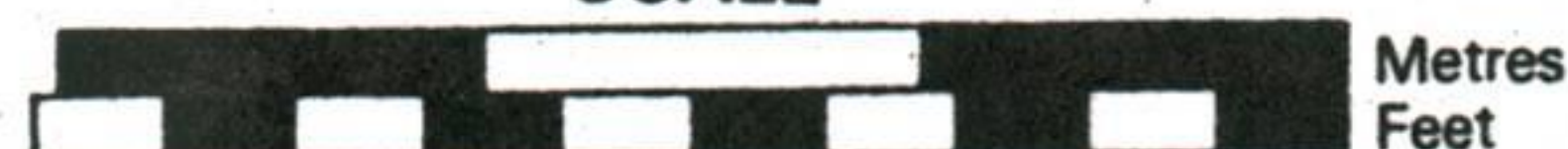
Hawker Sea Fury FB.11 TG129/114 of 871 NAS, RCN during 1953.
Dark and light sea grey finish with black spinner, letters and numbers.



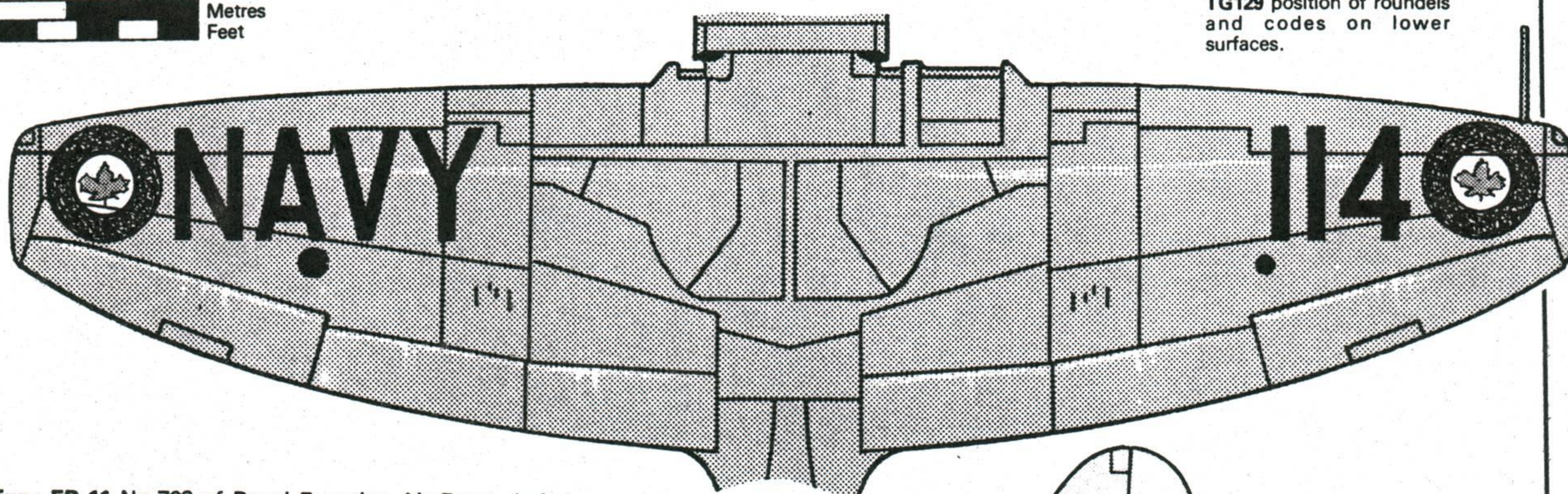
VX690 lower surface markings.



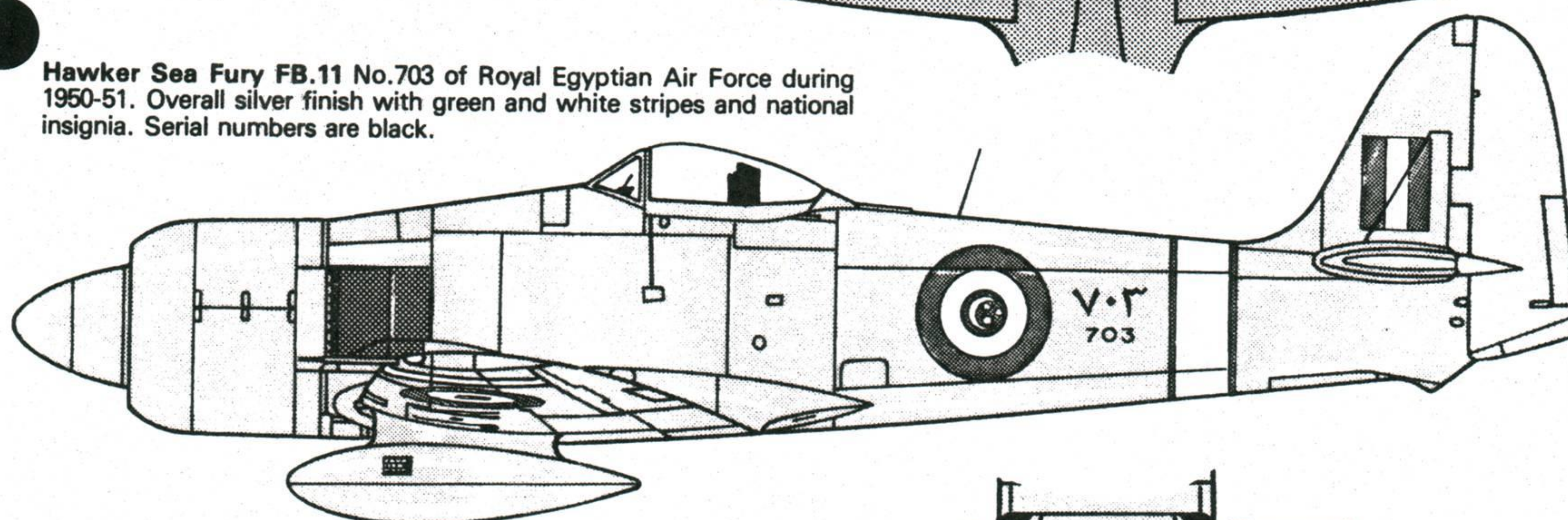
SCALE



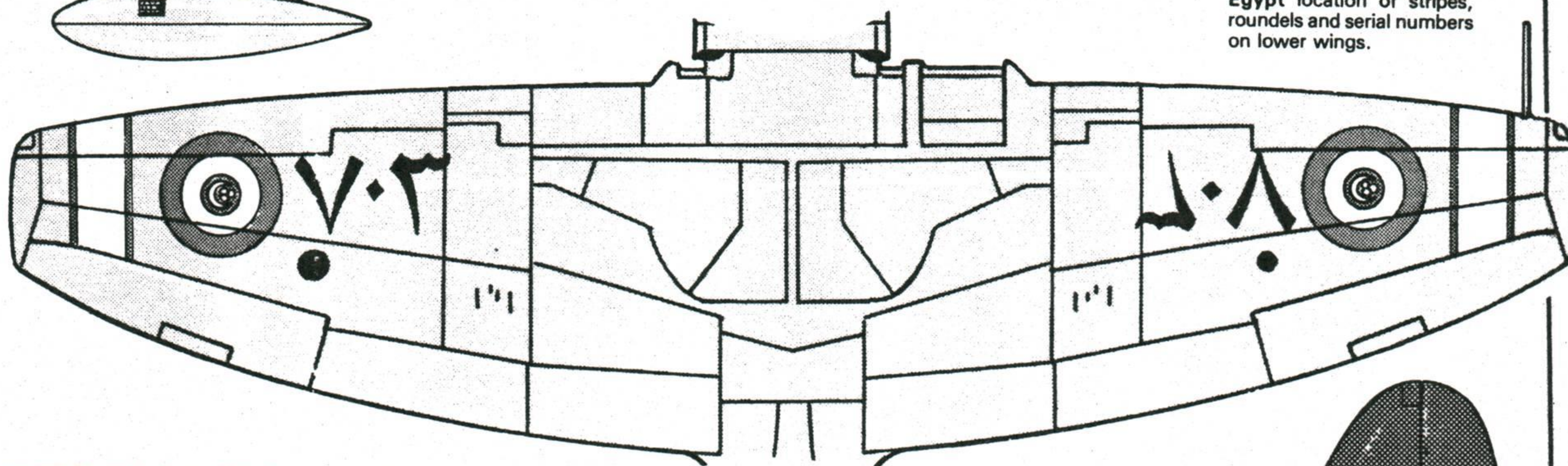
TG129 position of roundels and codes on lower surfaces.



Hawker Sea Fury FB.11 No.703 of Royal Egyptian Air Force during 1950-51. Overall silver finish with green and white stripes and national insignia. Serial numbers are black.



Egypt location of stripes, roundels and serial numbers on lower wings.



Hawker Sea Fury FB.51 10-9 of No.860 Squadron, Royal Netherlands Navy. Colouring is extra dark sea grey with grey spinner and lower surfaces. Codes and lettering are white. National insignia is red, white and blue, the roundels having an orange centre.

