

FURY

NAVY VERSION OF
THE F-86 SABRE JET

North American
FJ-3

SHEET ONE

WSAM=87%

NOSE

TYPICAL
FUSELAGE
CROSS
SECTION

FUSELAGE

SCORE ALL
BEND LINES

COWLING

CANOPY

GLUE THE TWO
SIDES OF THE
FIN TOGETHER

GLUE
CANOPY
HERE

GLUE WINGS HERE

GLUE WINGS HERE

FYN/98

GLUE

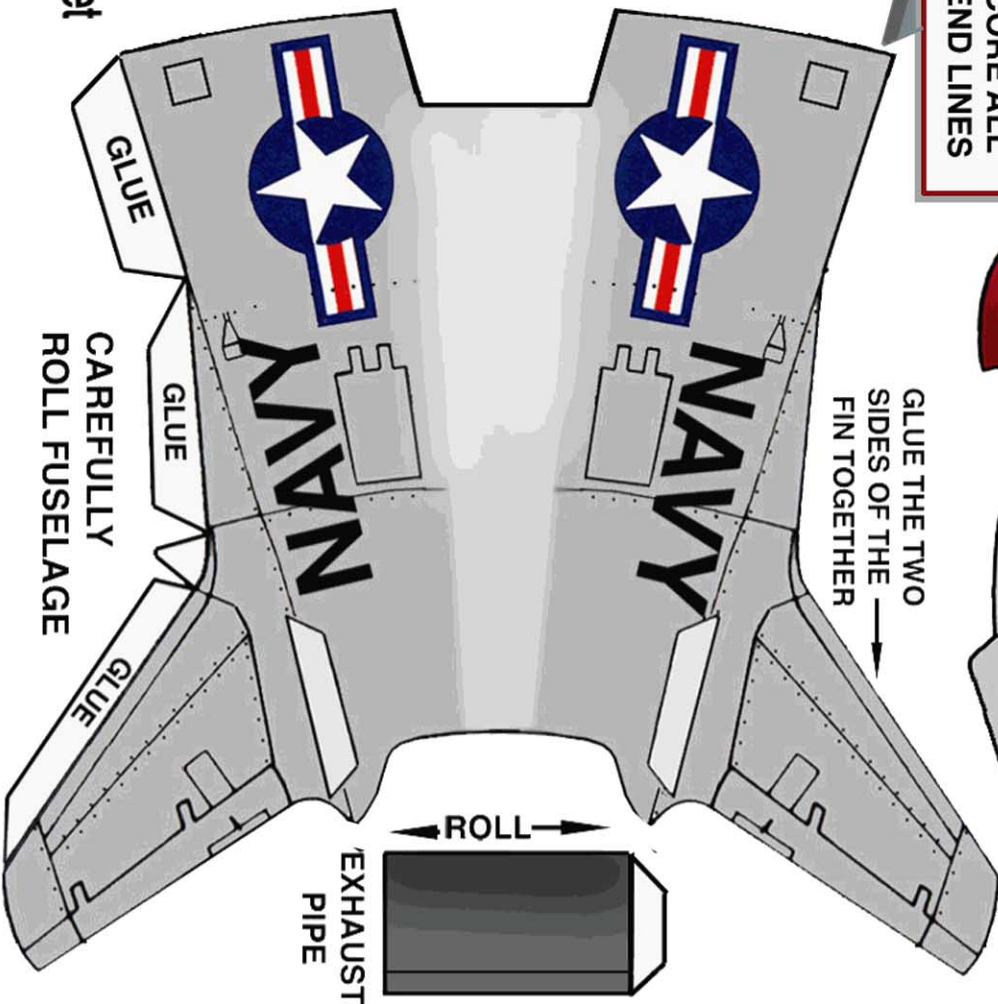
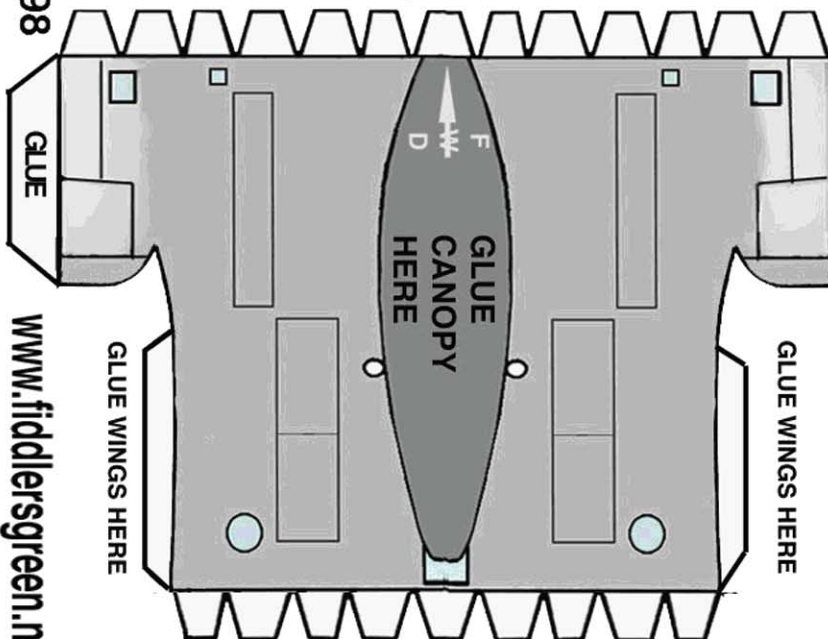
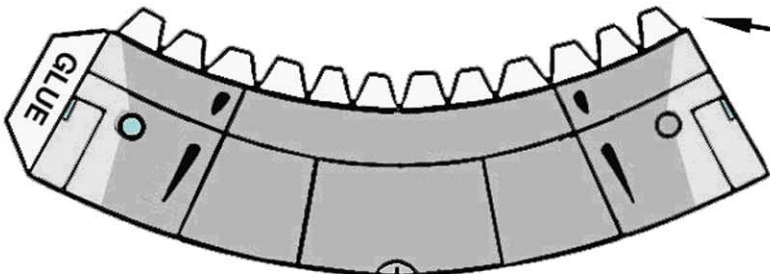
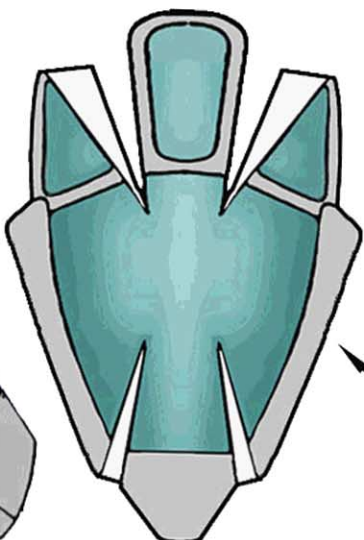
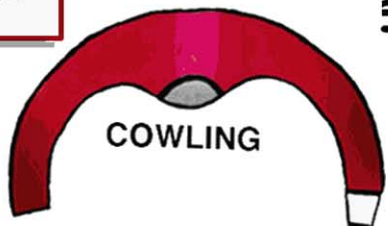
GLUE

CAREFULLY
ROLL FUSELAGE

EXHAUST
PIPE

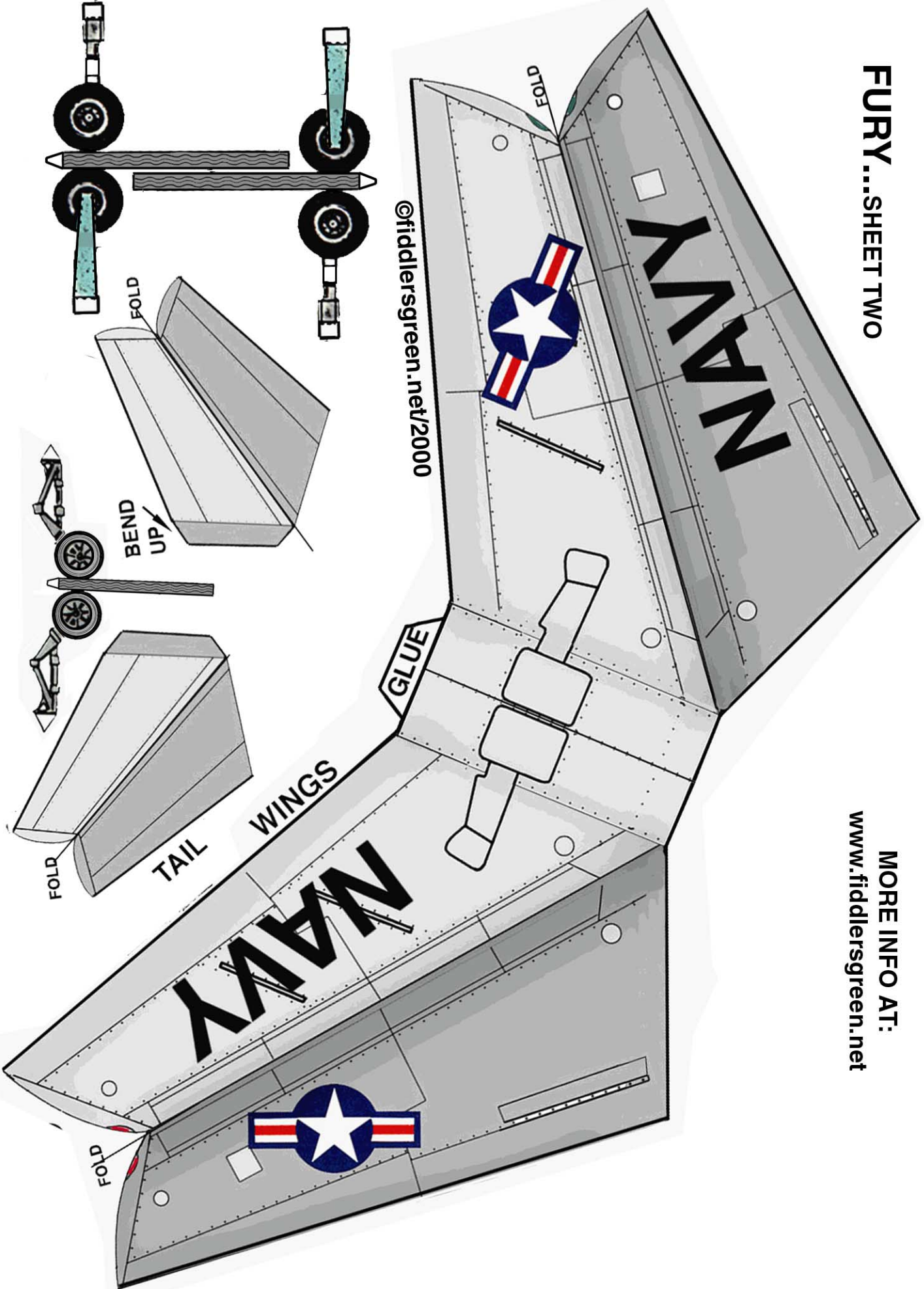
ROLL

www.fiddlersgreen.net

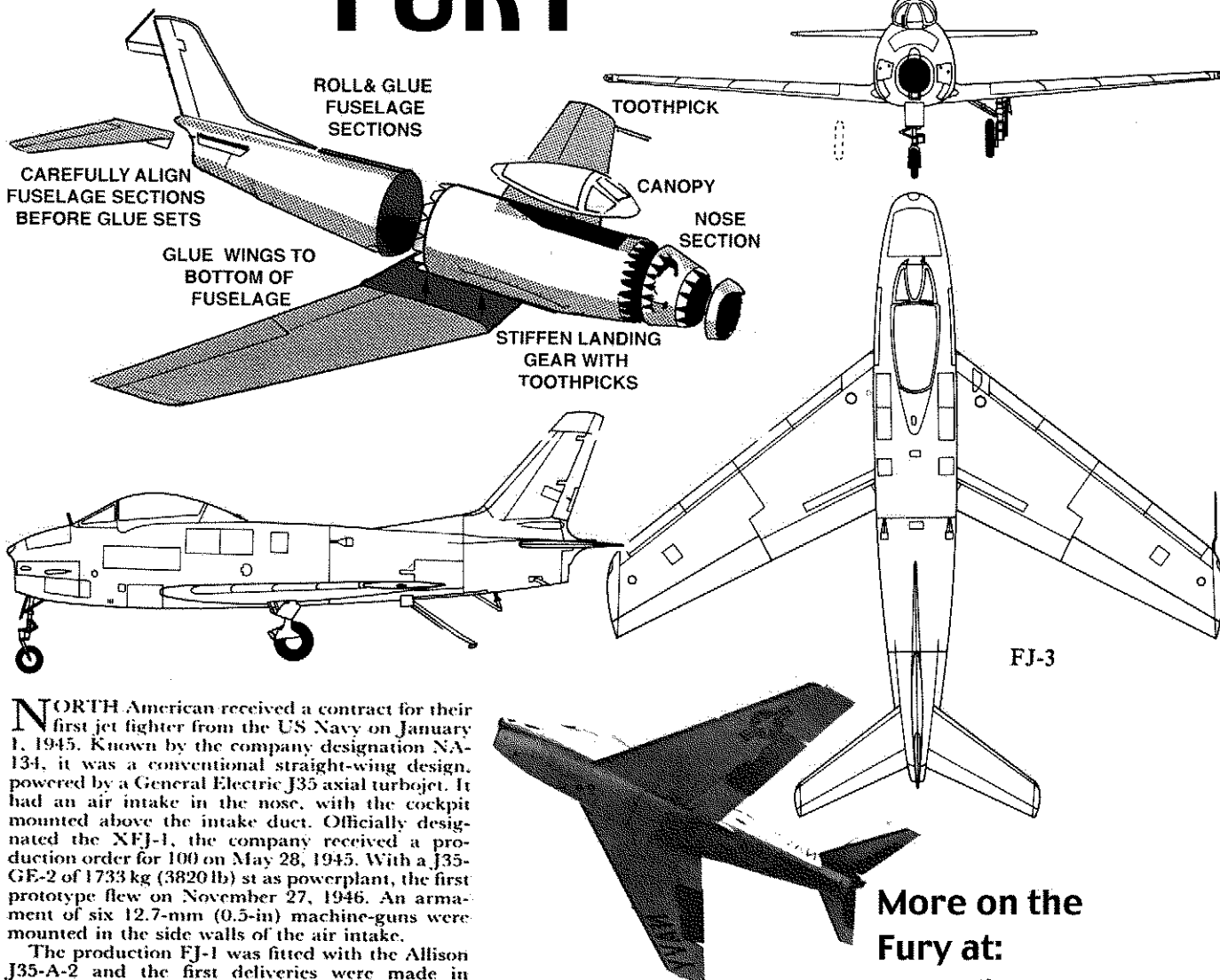


FURY...SHEET TWO

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North American FURY



NORTH American received a contract for their first jet fighter from the US Navy on January 1, 1945. Known by the company designation NA-134, it was a conventional straight-wing design, powered by a General Electric J35 axial turbojet. It had an air intake in the nose, with the cockpit mounted above the intake duct. Officially designated the XFJ-1, the company received a production order for 100 on May 28, 1945. With a J35-GE-2 of 1733 kg (3820 lb) st as powerplant, the first prototype flew on November 27, 1946. An armament of six 12.7-mm (0.5-in) machine-guns were mounted in the side walls of the air intake.

The production FJ-1 was fitted with the Allison J35-A-2 and the first deliveries were made in March, 1948. As more advanced aircraft were then under development the contract was cut to 30 machines. Only one naval squadron was equipped with the Fury, and the FJ-1 became the first jet fighter in operational service at sea.

North American had had plans for a naval F-86 early in 1951, and the US Navy ordered three prototypes in March 1951. Two of the prototypes were basically F-86Es with arrestor hooks, catapult points and a lengthened nosewheel leg to increase the angle of attack and to reduce the speed during carrier take-offs and landings. The third prototype XFJ-2B had four 20-mm (0.79-in) cannon fitted instead of the machine-guns, and was the first of the trio to fly on December 27, 1951. Carrier trials were carried out in December 1952 for the two XFJ-2s, using the USS *Coral Sea*.

A production order for 300 FJ-2s was received on February 10, 1951, and this work went to the North American Columbus plant, which was engaged already in the production of F-86s. The production FJ-2 had several major modifications for their naval role, which included folding wings, AN/APG-30 radar, increased wheel track and the 2722-kg (6000-lb) st J47-GE-2 powerplant. Although the first FJ-2 Fury was completed in the autumn of 1952, the programme was slowed by the requirements of the F-86 production and only 25 Furies had been built by the end of 1953. The contract was cut to 200 after the end of the Korean war. All FJ-2s went to Marine units, the deliveries beginning in January 1954.

Development of a new variant of the FJ-2 began in March 1952 with a Wright J65-W-2 engine of 3538 kg (7800 lb) st. A contract was placed on

April 18, 1952, for 389 machines with the designation FJ-3. A trial installation was made in an FJ-2 which flew on July 3, 1953. The production FJ-3 had an enlarged inlet and air duct to feed the J65-W-4 engine of 3470 kg (7650 lb) st. The first FJ-3 flew on December 11, 1953, and deliveries to the navy began in September 1954. A further contract for 214 aircraft, which was reduced to 149, brought the total FJ-3 order to 538, the second batch being fitted with the J65-W-4D. A total of 21 squadrons flew the type, the delivery of which was completed in August 1956.

During the production run several major modifications were made, some of which were retrofits. The original leading-edge slats were replaced by extended leading edges with fences and extra fuel in the wing. All aircraft had two underwing store stations, and two more were added, with provision for carrying the Sidewinder missile. A total of 80 Sidewinder-equipped Furies, designated FJ-3M were produced, entering service in 1956.

The final variant of the Fury had a 50% increase in internal fuel capacity, which meant an extensive redesign of the fuselage. It also had a new thinner wing with mid-span ailerons and inboard high-lift flaps, wider-track landing gear and thinner tail surfaces. Production FJ-4s appeared in February 1955 with the 3493-kg (7700-lb) st J65-W-16A.

The FJ-4B version which followed was an attack fighter with a stiffened wing, with six pylons and a LABS (low-altitude bombing system) to deliver a tactical nuclear weapon. Production of the 222 ordered ended in May 1958.

More on the
Fury at:

www.fiddlersgreen.net

Type: single-seat naval fighter

Maker: North American Aviation Inc

Span: 11.63 m (38 ft 2 in)

Length: 10.49 m (34 ft 5 in)

Height: 4.52 m (14 ft 10 in)

Wing area: 20.53 m² (221 sq ft)

Weight: maximum 7076 kg (15600 lb); empty 4011 kg (8843 lb)

Powerplant: one 1815-kg (4000-lb) st Allison J35-A-2 turbojet

Performance: maximum speed 880 km/h (547 mph) at 2743 m (9000 ft); range 1900 km (1180 miles); service ceiling 9753 m (32000 ft)

Armament: six 12.7-mm (0.5-in) guns

Crew: 1

Production: 30

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