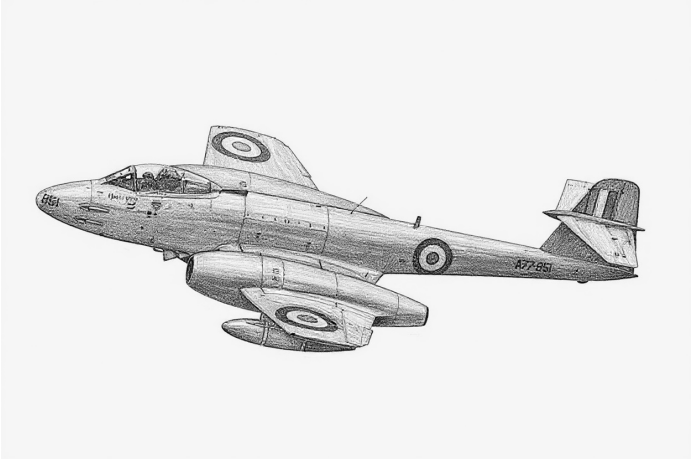
Gloster Meteor



The Gloster Meteor was the first British jet fighter and the only Allied jet to see combat in WW2. It entered service as a day fighter with the RAF in 1944 and continued to serve in various roles after the war. It was powered by two wing-mounted centrifugal-flow jet engines, had unswept wings, and was armed with four 20 mm guns.

Versions

Meteor F.8

The F.8 was a post-WW2 development of the late-WW2 F.4. It had more powerful Rolls-Royce Derwent 8 engines, a lengthened fuselage, a new tail to solve center-of-gravity problems, improved visibility from the cockpit, and provided the capability to carry air-to-ground weapons.

In common with many early jet fighters, it had short endurance and range compared to contemporary propeller-engined aircraft, and this was partially addressed by equipping it with a jettisonable, conformal ventral fuel tank.

The unsophisticated aerodynamics of the Meteor led it to be outclassed by newer swept-wing fighters like the MiG-15 and F-86, and so the F.8 was the last fighter version produced. Subsequent versions were reconnaissance and night fighters.

It was introduced into RAF service in 1949 and served until it was replaced by the Canadair Sabre 4 and Hawker Hunter in the 1950s. It was also used by No. 77 Squadron RAAF in the Korean War, replacing their F-51Ds in April 1951 and serving until replaced by the CAC Sabre. Also, it served in the air forces of Belgium, Brazil, Denmark, Ecuador, and the Netherlands.

Meteor FR.9

The FR.9 was a photoreconnaissance version of the F.8. It had an extended nose for a single camera that could be configured on the ground to be either overhead or oblique and retained the full combat capability of the F.8.

It served in the RAF from 1950, the Ecuadorian Air Force, the Israeli IAF, and the Syrian Air Force.

Armament and Stores

The internal armament of the Meteor was four 20 mm Hispano V cannons.

A typical air-to-air load was the ventral 175-gallon fuel tank, perhaps with two 100-gallon fuel tanks under the wings to increase patrol time.

A typical air-to-ground load was two 1000 lb bombs or eight or sixteen RP-3 rockets in addition to the ventral tank.

Combat

The F.8 saw combat with the RAAF in the Korean War, mainly in the ground-attack role. In the Suez Crisis, the F.8 was used by the Egyptian, Syrian, and Israeli air forces, and the FR.9 by the RAF.

ADCs

ADCs are provided for:

- Meteor F.8
- Meteor FR.9

Photo Credit

- Gloster Meteor: Chris Phutully (CC BY 2.0)

Meteor F.8

Crew: Pilot

Power APs/DPs: ○○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	1.0	1.0	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	4.0	Restr. Arcs:	—
Climb Spd.:	2.5	Blind Arcs:	30–
Visibility:	5	Internal Fuel:	164
Size:	+0	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	Early

Maneuver HFPs/DPs:

LR/DR	1.0	1.5
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	0.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 44	1/2 42	DT 40	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.5 – 5.0	2.5 – 4.5	2.5 – 4.5	5.5
HI	26–35	2.0 – 5.5	2.5 – 5.0	2.5 – 4.5	5.5
MH	17–25	1.5 – 5.5	2.0 – 5.0	2.0 – 4.5	6.0
ML	8–16	1.0 – 5.5	1.5 – 5.5	1.5 – 5.0	6.0
LO	0–7	1.0 – 5.5	1.0 – 5.5	1.5 – 5.0	6.0

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.50	—	0.50	—	0.25	VH
—	0.50	—	0.50	—	0.25	HI
—	0.50	—	0.50	—	0.50	MH
—	1.00	—	1.00	—	0.50	ML
—	1.00	—	1.00	—	0.50	LO

Radar:	—	**ECM:**	IFF
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano V
To Hit:	6/4/3
Ammunition:	7.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Bomb System: Manual

Technology:

None

Load Point Limits: CL : 0–2; 1/2: 3–5; DT : 6+

Weight Limit: 3,600

Station	Limit	Allowed Loads
1 and 3	1,000	BB FT
2	1,600	FT
4–7 and 8–11	200	RK

Load Notes:

1. Either stations 1 and 3 or stations 4 to 11 can be used.
2. Stations 1 and 3 can each carry a 100 gal (450L) FT.
3. Ventral station 2 can only be used to carry a special jettisonable conformal 175 gal (800L) FT. While carried, the FT restricts the maximum speed to 4.0.
4. Stations 4 to 11 can each carry two RP-3 RKs or one HVAR RK.

Notes:

1. The Gloster Meteor F.8 is a fighter and fighter-bomber. It is a development of the WW2 F.4, with more powerful Rolls-Royce Derwent 8 engines, a lengthened fuselage and a new tail to solve center-of-gravity problems, improved visibility from the cockpit, an ejector seat, and the capability to carry air-to-ground weapons.
2. High transonic drag (HTD). Low roll rate (LRR).

VPs: 6/4/2/1

v2 0000000
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Meteor FR.9

Crew: Pilot

Power APs/DPs: ○○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	1.0	1.0	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	4.0	Restr. Arcs:	—
Climb Spd.:	2.5	Blind Arcs:	30–
Visibility:	5	Internal Fuel:	164
Size:	+0	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	Early

Maneuver HFPs/DPs:

LR/DR	1.0	1.5
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	0.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 44	1/2 42	DT 40	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.5 – 5.0	2.5 – 4.5	2.5 – 4.5	5.5
HI	26–35	2.0 – 5.5	2.5 – 5.0	2.5 – 4.5	5.5
MH	17–25	1.5 – 5.5	2.0 – 5.0	2.0 – 4.5	6.0
ML	8–16	1.0 – 5.5	1.5 – 5.5	1.5 – 5.0	6.0
LO	0–7	1.0 – 5.5	1.0 – 5.5	1.5 – 5.0	6.0

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.50	—	0.50	—	0.25	VH
—	0.50	—	0.50	—	0.25	HI
—	0.50	—	0.50	—	0.50	MH
—	1.00	—	1.00	—	0.50	ML
—	1.00	—	1.00	—	0.50	LO

Radar:	—	**ECM:**	IFF
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano V
To Hit:	6/4/3
Ammunition:	7.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Technology:

None

Bomb System: Manual

Load Point Limits: CL : 0–2; 1/2: 3–5; DT : 6+

Weight Limit: 3,600

Station	Limit	Allowed Loads
1 and 3	1,000	BB FT
2	1,600	FT

Load Notes:

1. Stations 1 and 3 can each carry a 100 gal (450L) FT.
2. Ventral station 2 can only be used to carry a special jettisonable conformal 175 gal (800L) FT. While carried, the FT restricts the maximum speed to 4.0.

Notes:

1. The Gloster Meteor FR.9 is a photo-reconaissance aircraft. It is a development of the F.8, with a slightly longer nose incorporting a camera that could be configured on the ground to be either overhead or oblique.
2. High transonic drag (HTD). Low roll rate (LRR).

VPs: 8/5/3/1

v2 0000000
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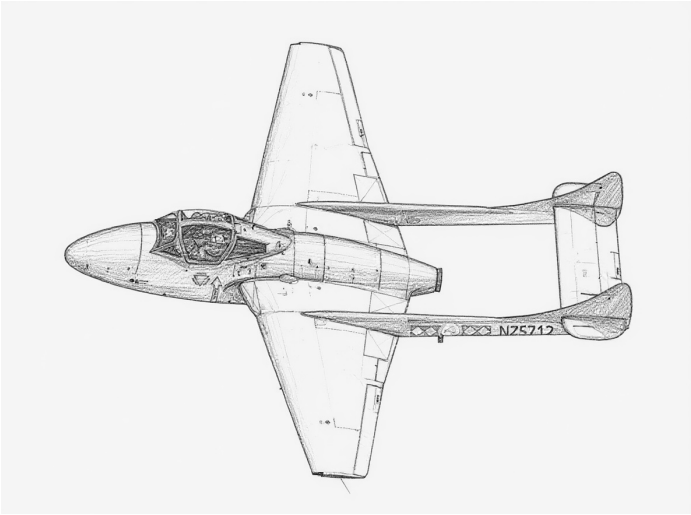
de Havilland Vampire



The de Havilland Vampire was a first-generation British jet day fighter, fighter-bomber, night fighter, and trainer. It first flew in 1943 but did not enter service until after the end of WW2. It had a single engine, straight wings, and an innovative twin-boom tail. The wings, rear fuselage, and tail were aluminum for strength, but the forward fuselage was fabricated from molded plywood, spruce, and balsa, building on de Havilland's extensive experience with this technique, most notably in the Mosquito. Initially, the pilot was not provided with an ejector seat, although one was refitted to some export versions.

Its armament was four Hispano 20 mm cannons, the standard for British fighters at that time, mounted under the nose.

The Vampire entered service with the RAF in 1946. Its contemporary, the twin-engined Meteor, was more complex, expensive, and had less endurance on internal fuel. However, the Meteor crucially had a higher rate of climb, and this led to it being selected for the interceptor role, and the Vampire served mainly as a day fighter, fighter-bomber, and trainer.

Nevertheless, the Vampire had considerable success on the export market, perhaps because of its lower price and simplicity compared to the Meteor, and for many air forces, it was their first jet aircraft.

Versions

Vampire F.1

The initial F.1 version was a day fighter. The initial batch of F.1 aircraft had the less powerful Goblin 1 engine and lacked cockpit pressurization, but later F.1 aircraft had the more powerful Goblin 2 engine and pressurization. It could carry 100 imperial gallon (450L) fuel tanks under the outer wings, but had no provision for air-to-ground weapons other than their guns.

It served in the RAF, French AA, Swedish Flygvapnet, and the Dominican AMD/FARD.

Vampire F.3

The F.3 was similar to the F.1, but had significantly more internal fuel and a much improved pressurization system. Like the F.1, it could carry 100 imperial gallon (450L) fuel tanks, but had no provision for air-to-ground stores.

It served in the RAF, RCAF, and Mexican FAM.

Vampire FB.5

The FB.5 was the first fighter-bomber version. It was developed from the F.3 and featured clipped wings for better performance at low level, armor to protect the engine, provision for bombs in place of the fuel tanks, and rails under the inner wings for up to eight RP-3 or T-10 rockets.

It served in the RAF, the French AA, the Italian AMI, the Lebanese LAF, the RNZAF, and the SAAF. The aircraft for the French AA were license-built by SNCASE.

Vampire FB.6

The FB.6 was derived from the FB.5 but had the more powerful Goblin 3 engine. The "Late" version reflects the 1960 upgrade to install an ejection seat.

It was manufacturer by both de Havilland and Eidgenössische Konstruktionswerkstätte (F+W).

It served in the Swiss Flugwaffe from 1950 to 1990 (alongside de Havilland Vampire FB.6s), although from 1968 only as a trainer.

Vampire FB.9

The FB.9 was also derived from the FB.5 and had air conditioning for use in tropical zones. Most FB.9s retained the Goblin 2 engine of the FB.5, but Rhodesian FB.9s were fitted with the Goblin 3 for better performance.

It served in the RAF, RAAF, Jordanian RJAF, Lebanese LAF, RNZAF, SRAF/RRAF, and SAAF.

Vampire NF.10

The Vampire NF.10 was a night fighter version, derived from the FB.5 but with a new forward fuselage for the AI Mk X (SCR-720B) radar, side-by-side seating for the pilot and radar operator, and the Goblin 3 engine to compensate for the weight of the radar equipment. It was developed initially for export, but was taken up by the RAF to bridge the

gap between the Mosquito NF.36 and the Meteor NF.11.

It served in the RAF.

Vampire T.11

The Vampire T.11 was a trainer version, derived from the FB.5 but with a new forward fuselage similar to that of the NF.11, with side-by-side seating for the instructor and pupil and dual controls. It retained full combat capability. RAF aircraft were refitted with ejection seats between 1954 and 1957.

It served in the RAF, Austrian Luftstreitkräfte, Chilean FACh, Indian IAF, Jordanian RJAF, Mexican FAM, and Swiss Air Force.

Vampire F.20

The Sea Vampire F.20 was an adaptation of the FB.5 for RN carrier operations. It had strengthened undercarriage, an arrestor hook, and more effective speed brakes, but no capacity to fold its wings.

It served in the RN FAA, but for trials and familiarization and not as a front-line fighter.

Vampire T.22

The Sea Vampire T.22 trainer was essentially a T.11 adapted to RN standards, but was not carrier-capable. It was flown exclusively from terrestrial air stations. RN aircraft were refitted with ejection seats in 1956 and 1957.

It served in the FAA as an advanced trainer.

Vampire F.30

The Vampire F.30 was derived from the Vampire F.2, which had trialed the Nene engine in the F.1 airframe. It was equipped with a Nene-2VH engine with 5,000 lb of thrust, significantly more than the Goblin 3 with 3,500 lb. This greater thrust required greater airflow than could be provided by the standard wing-root intakes, so the F.30 was delivered with additional intakes on the upper side of the fuselage behind the cockpit. To improve handling close to the critical Mach number, these were later moved to the lower side of the fuselage. The F.30 was license-built by de Havilland (Australia).

The F.30 served in the RAAF from 1949 until 1960, when it was replaced by the CAC Sabre.

Vampire FB.31

The Vampire FB.31 was derived from the F.30 with the air-to-ground improvements of the FB.5. It was license-built by de Havilland (Australia).

The FB.31 served in the RAAF from 1952 until 1960, when it was replaced by the CAC Sabre.

Vampire T.33 and T.33A

The Vampire T.33 and was a trainer largely similar to the Vampire T.11 (and notably using the Goblin 35 engine rather than the Nene). The ejection seats and canopy of the T.35 were refitted to the T.33 to give the T.33A. It was license-built by de Havilland (Australia).

The T.33 served in the RAAF from 1952 until 1970, when it was replaced by the Aermacchi MB-326H (CAC CA-30). The T.33A conversions took place some time after 1957.

Vampire T.34 and T.34A

The Vampire T.34 and T.34A were similar to the T.33 and T.33A, but for the RAN rather than the RAAF. It was license-built by de Havilland (Australia).

The T.34 served in the RAN from 1954 until 1970, when it was replaced by the Aermacchi MB-326H (CAC CA-30). The T.34A conversions took place some time after 1957.

Vampire T.35

The Vampire T.35 was a development of the T.33 and added ejection seats, a new canopy, and increased fuel capacity. The ejection seats and canopy were refitted to the T.33 and T.34 to give the T.33A and T.34A versions. It was license-built by de Havilland (Australia).

The T.35 served in the RAAF from 1957 until 1970, when it was replaced by the Aermacchi MB-326H (CAC CA-30).

Vampire FB.50 and FB.52

The Vampire FB.50 and FB.52 were licensed or export versions of the FB.6.

The FB.50 and FB.52 were built by de Havilland and HAL license-built the FB.52 for the Indian IAF.

The FB.50 served in the Swedish Flygvapnet and the Dominican AMD/FARD. The FB.52 served in the Egyptian EAF, Finnish Ilmavoimat, Indian IAF (from 1952 to at least 1971), Iraqi Air Force, Jordanian RJAF, Lebanese LAF, RNZAF, Norwegian Luftförsvaret, SRAF/RRAF, Saudi Arabian Air Force, SAAF, Syrian Air Force, and Venezuelan FAV.

Vampire FB.52A

The Vampire FB.52A was a version of the FB.52 for the Italian AMI. Unusually, the FB.52A had the Goblin 2 engine rather than the more powerful Goblin 3 engine used by many of the other fighter-bomber Vampires.

It was built by de Havilland and also under-license by FIAT and Macchi.

It served in the Italian AMI, the Egyptian EAF, and the Syrian Air Force.

Vampire NF.54

The Vampire NF.54 was the export version of the NF.10.

It served in the Italian AMI and the Indian IAF.

Vampire T.55

The Vampire T.55 was the export version of the T.11, and again later variants were fitted with ejection seats.

It was built by de Havilland and also license-built by HAL for the Indian IAF and F+W for the Swiss Flugwaffe.

A few IAF aircraft were adapted in 1959 for photo-reconnaissance and designated PR.55.

It served in the Austrian Luftstreitkräfte, Burmese Air Force, Chilean FACh, Egyptian EAF, Finnish Ilmavoimat, Indian IAF and INAS (from 1952 to 1989), Indonesian Air Force, Iraqi Air Force, Irish IAC, RNZAF, Norwegian Luftforsvaret, Portuguese Air Force, SAAF, Swedish Flygvapnet, Swiss Flugwaffe (late version from 1955 to 1990), and Venezuelan FAV.

Vampire T.55A

The Vampire T.55A was a conversion of the FB.50 with a forward fuselage like that of the T.55.

It served in the Swedish Flygvapnet.

Armament and Stores

The gun armament of all versions was four Hispano 20 mm cannons with 150 rounds per gun.

A typical air-to-air load was two 100 gal (450L) fuel tanks to increase endurance.

A typical air-to-ground load was eight RP-3 or T-10 rockets and then either two 500 lb bombs or fuel tanks, depending on the mission radius. On short-range missions, two 1,000-lb bombs could be carried but without rockets.

ADCs

- Vampire F.3
- Vampire FB.5
- Vampire FB.6
- Vampire FB.6 (Late)
- Vampire FB.9
- Vampire FB.9 (Goblin 3)
- Vampire NF.10
- Vampire T.11
- Vampire T.11 (Late)
- Sea Vampire F.20
- Sea Vampire T.22
- Sea Vampire T.22 (Late)
- Vampire F.30
- Vampire FB.31
- Vampire T.33
- Vampire T.33A
- Vampire T.34
- Vampire T.34A
- Vampire T.35
- Vampire FB.50
- Vampire FB.52
- Vampire FB.52A
- Vampire NF.54
- Vampire T.55
- Vampire T.55 (Late)
- Vampire T.55A

See Also

- SNCASE Mistral

Photo Credit

- de Havilland Vampire: Pseudopanax (Public domain)

Vampire F.1

Crew: Pilot

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	122
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Speeds and Ceilings / **Climb Capabilities**

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed	CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
EH+	46+	—	—	—	—	—	—	—	—	—	—	EH+
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	VH
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	HI
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	MH
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	ML
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	LO

Radar:	—
ECCM:	—
Arcs:	—
Search:	—
Track:	—
Lock-On:	—

ECM:	
RWR:	—
DDS:	—
DJM:	—
AJM:	—
BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Technology:

None

Bomb System: Manual

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 2	1,000	FT

Load Notes:

1. May use 450L FTs.

Notes:

1. The de Havilland Vampire F.1 is a day fighter. It has no provision for air-to-ground ordnance and unclipped wings. This ADC represents the full-specification variant, with cockpit pressurization and the Goblin 2 engine. It was designated J28A in service with the Swedish Flygvapnet.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

v2 0000000
0000-00-00T00:00:00

Vampire F.3

Crew: Pilot

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Speeds and Ceilings / Climb Capabilities

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed	CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
EH+	46+	—	—	—	—	—	—	—	—	—	—	EH+
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	VH
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	HI
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	MH
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	ML
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	LO

Radar:	—
ECCM:	—
Arcs:	—
Search:	—
Track:	—
Lock-On:	—

ECM:	
RWR:	—
DDS:	—
DJM:	—
AJM:	—
BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Technology:

None

Bomb System: Manual

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 2	1,000	FT

Load Notes:

1. May use 450L FTs.

Notes:

1. The de Havilland Vampire F.3 is a day fighter. The F.3 version has no provision for air-to-ground ordnance, the Goblin 2 engine, and unclipped wings.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire FB.5

Crew: Pilot

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.5	—	0.5	—	0.5	VH
—	0.5	—	0.5	—	0.5	HI
—	0.5	—	0.5	—	0.5	MH
—	0.5	—	0.5	—	0.5	ML
—	0.5	—	0.5	—	0.5	LO

Radar:	—	**ECM:**	
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*
Bomb System:	Manual

Technology:

None

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The de Havilland Vampire FB.5 is a day fighter and fighter-bomber. The FB.5 version has provision for air-to-ground ordnance, the Goblin 2 engine, and clipped wings.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire FB.6

Crew: Pilot

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0
MH	17–25	1.5 – 5.0	2.0 – 4.5	2.0 – 4.5	6.0
ML	8–16	1.5 – 5.0	1.5 – 4.5	1.5 – 4.5	6.0
LO	0–7	1.0 – 5.0	1.5 – 4.5	1.5 – 4.5	6.0

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.5	—	0.5	—	0.5	VH
—	0.5	—	0.5	—	0.5	HI
—	0.5	—	0.5	—	0.5	MH
—	0.5	—	0.5	—	0.5	ML
—	1.0	—	1.0	—	0.5	LO

Radar:	—	**ECM:**	
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*
Bomb System:	Manual

Technology:

None

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The de Havilland Vampire FB.6 is a day fighter and fighter-bomber. The FB.6 version has provision for air-to-ground ordnance, the Goblin 3 engine, and clipped wings.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire FB.6 (Late)

Crew: Pilot

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	Early

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0
MH	17–25	1.5 – 5.0	2.0 – 4.5	2.0 – 4.5	6.0
ML	8–16	1.5 – 5.0	1.5 – 4.5	1.5 – 4.5	6.0
LO	0–7	1.0 – 5.0	1.5 – 4.5	1.5 – 4.5	6.0

Climb Capabilities

	CL		1/2		DT		
	AB	Oth	AB	Oth	AB	Oth	
EH+	—	—	—	—	—	—	EH+
VH	—	0.5	—	0.5	—	0.5	VH
HI	—	0.5	—	0.5	—	0.5	HI
MH	—	0.5	—	0.5	—	0.5	MH
ML	—	0.5	—	0.5	—	0.5	ML
LO	—	1.0	—	1.0	—	0.5	LO

Radar:	—
ECCM:	—
Arcs:	—
Search:	—
Track:	—
Lock-On:	—

ECM:	
RWR:	—
DDS:	—
DJM:	—
AJM:	—
BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Technology:

None

Bomb System: Manual

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The Vampire FB.6 is a day fighter and fighter-bomber. The “Late” variant described is the 1960 upgrade with an ejection seat.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire FB.9

Crew: Pilot

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0

Climb Capabilities

	CL		1/2		DT		
	AB	Oth	AB	Oth	AB	Oth	
EH+	—	—	—	—	—	—	EH+
VH	—	0.5	—	0.5	—	0.5	VH
HI	—	0.5	—	0.5	—	0.5	HI
MH	—	0.5	—	0.5	—	0.5	MH
ML	—	0.5	—	0.5	—	0.5	ML
LO	—	0.5	—	0.5	—	0.5	LO

Radar:	—
ECCM:	—
Arcs:	—
Search:	—
Track:	—
Lock-On:	—

ECM:	
RWR:	—
DDS:	—
DJM:	—
AJM:	—
BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Technology:

None

Bomb System: Manual

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The de Havilland Vampire FB.9 is a day fighter and fighter-bomber. The FB.9 version has provision for air-to-ground ordnance, the Goblin 2 engine, clipped wings, and an air-conditioned cockpit for use in tropical climates.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire FB.9 (Goblin 3)

Crew: Pilot

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0
MH	17–25	1.5 – 5.0	2.0 – 4.5	2.0 – 4.5	6.0
ML	8–16	1.5 – 5.0	1.5 – 4.5	1.5 – 4.5	6.0
LO	0–7	1.0 – 5.0	1.5 – 4.5	1.5 – 4.5	6.0

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.5	—	0.5	—	0.5	VH
—	0.5	—	0.5	—	0.5	HI
—	0.5	—	0.5	—	0.5	MH
—	0.5	—	0.5	—	0.5	ML
—	1.0	—	1.0	—	0.5	LO

Radar:	—
ECCM:	—
Arcs:	—
Search:	—
Track:	—
Lock-On:	—

ECM:	
RWR:	—
DDS:	—
DJM:	—
AJM:	—
BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Technology:

None

Bomb System: Manual

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The de Havilland Vampire FB.9 is a day fighter and fighter-bomber. This "Goblin 3" version is a derivative of the base version, but is equipped with the more powerful Goblin 3 engine.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire NF.10

Crew: Pilot and Radar Operator

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Speeds and Ceilings / Climb Capabilities

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed	CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
EH+	46+	—	—	—	—	—	—	—	—	—	—	EH+
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	VH
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	HI
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	MH
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	ML
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	LO

Radar:	AI Mk X	**ECM:**	IFF
ECCM:	0	RWR:	—
Arcs:	Limited	DDS:	—
Search:	15–3	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*
Bomb System:	Manual

Technology:

None

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 2	1,000	FT

Load Notes:

1. May use 450L FTs.

Notes:

1. The de Havilland Vampire NF.10 is a night fighter. The NF.10 version is derived from the FB.5, but has a new forward fuselage for the AI Mk X radar and two crew members.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire T.11

Crew: Pilot and Observer

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Speeds and Ceilings / **Climb Capabilities**

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed	CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
EH+	46+	—	—	—	—	—	—	—	—	—	—	EH+
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	VH
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	HI
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	MH
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	ML
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	LO

Radar:	—	**ECM:**	
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*
Bomb System:	Manual

Technology:

None

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The de Havilland Vampire T.11 is a trainer with a secondary light attack capability. The T.11 is derived from the FB.5, but has a new forward fuselage similar to that of the NF.10.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire T.11 (Late)

Crew: Pilot and Observer

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	Early

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.5	—	0.5	—	0.5	VH
—	0.5	—	0.5	—	0.5	HI
—	0.5	—	0.5	—	0.5	MH
—	0.5	—	0.5	—	0.5	ML
—	0.5	—	0.5	—	0.5	LO

Radar:	—	**ECM:**	
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*
Bomb System:	Manual

Technology:

None

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The de Havilland Vampire T.11 is a trainer with a secondary light attack capability. The T.11 is derived from the FB.5, but has a new forward fuselage similar to that of the NF.10. This “Late” version is refitted with ejection seats.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Sea Vampire F.20

Crew: Pilot

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	2.0	2.0	2.0	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.5	—	0.5	—	0.5	VH
—	0.5	—	0.5	—	0.5	HI
—	0.5	—	0.5	—	0.5	MH
—	0.5	—	0.5	—	0.5	ML
—	0.5	—	0.5	—	0.5	LO

Radar:	—
ECCM:	—
Arcs:	—
Search:	—
Track:	—
Lock-On:	—

ECM:	
RWR:	—
DDS:	—
DJM:	—
AJM:	—
BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Bomb System: Manual

Technology:

None

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The de Havilland Sea Vampire F.20 is a carrier-capable day fighter and fighter-bomber. It is an adaptation of the Vampire FB.5 for carrier operation, with an arrester hook, strengthed undercarriage, and more effective speed brakes.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Sea Vampire T.22

Crew: Pilot and Observer

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Speeds and Ceilings / Climb Capabilities

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed	CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
EH+	46+	—	—	—	—	—	—	—	—	—	—	EH+
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	VH
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	HI
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	MH
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	ML
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	LO

Radar:	—
ECCM:	—
Arcs:	—
Search:	—
Track:	—
Lock-On:	—

ECM:	
RWR:	—
DDS:	—
DJM:	—
AJM:	—
BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Technology:

None

Bomb System: Manual

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The de Havilland Sea Vampire T.22 is a trainer with a secondary light attack capability. It is derived from the Vampire T.11 and is not carrier-capable.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Sea Vampire T.22 (Late)

Crew: Pilot and Observer

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	Early

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Speeds and Ceilings / Climb Capabilities

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed	CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
EH+	46+	—	—	—	—	—	—	—	—	—	—	EH+
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	VH
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	HI
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	MH
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	ML
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	LO

Radar:	—
ECCM:	—
Arcs:	—
Search:	—
Track:	—
Lock-On:	—

ECM:	
RWR:	—
DDS:	—
DJM:	—
AJM:	—
BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Technology:

None

Bomb System: Manual

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The de Havilland Sea Vampire T.22 is a trainer with a secondary light attack capability. It is derived from the Vampire T.11 and is not carrier-capable. This “Late” version is refitted with ejection seats.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire F.30

Crew: Pilot

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	1.0	1.0	1.5
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 48	1/2 44	DT 40	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.5 – 5.5	3.0 – 5.0	3.0 – 4.5	6.0
HI	26–35	2.0 – 5.5	2.5 – 5.0	2.5 – 4.5	6.5
MH	17–25	1.5 – 5.5	2.0 – 5.0	2.0 – 5.0	6.5
ML	8–16	1.5 – 5.5	1.5 – 5.0	1.5 – 5.0	6.5
LO	0–7	1.0 – 5.5	1.5 – 5.0	1.5 – 5.0	6.0

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.5	—	0.5	—	0.5	VH
—	0.5	—	0.5	—	0.5	HI
—	0.5	—	0.5	—	0.5	MH
—	1.0	—	1.0	—	1.0	ML
—	1.5	—	1.0	—	1.0	LO

Radar:	—
ECCM:	—
Arcs:	—
Search:	—
Track:	—
Lock-On:	—

ECM:	
RWR:	—
DDS:	—
DJM:	—
AJM:	—
BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Bomb System: Manual

Technology:

None

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 2	1,000	FT

Load Notes:

1. May use 450L FTs.

Notes:

1. The Vampire F.30 a day fighter. It is a derivative of the de Havilland Vampire F.3 but with a more powerful Nene engine.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 6/4/2/1

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Vampire FB.31

Crew: Pilot

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	1.0	1.0	1.5
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 48	1/2 44	DT 40	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.5 – 5.5	3.0 – 5.0	3.0 – 4.5	6.0
HI	26–35	2.0 – 5.5	2.5 – 5.0	2.5 – 4.5	6.5
MH	17–25	1.5 – 5.5	2.0 – 5.0	2.0 – 5.0	6.5
ML	8–16	1.5 – 5.5	1.5 – 5.0	1.5 – 5.0	6.5
LO	0–7	1.0 – 5.5	1.5 – 5.0	1.5 – 5.0	6.0

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.5	—	0.5	—	0.5	VH
—	0.5	—	0.5	—	0.5	HI
—	0.5	—	0.5	—	0.5	MH
—	1.0	—	1.0	—	1.0	ML
—	1.5	—	1.0	—	1.0	LO

Radar:	—	**ECM:**	
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*
Bomb System:	Manual

Technology:

None

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The Vampire FB.31 a day fighter and fighter-bomber. It is a derivative of the de Havilland Vampire FB.5 but with a more powerful Nene engine.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 6/4/2/1

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Vampire T.33

Crew: Pilot and Observer

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Speeds and Ceilings / Climb Capabilities

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed	CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
EH+	46+	—	—	—	—	—	—	—	—	—	—	EH+
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	VH
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	HI
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	MH
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	ML
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	LO

Radar:	—
ECCM:	—
Arcs:	—
Search:	—
Track:	—
Lock-On:	—

ECM:	
RWR:	—
DDS:	—
DJM:	—
AJM:	—
BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Technology:

None

Bomb System: Manual

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The Vampire T.33 is a trainer with a secondary light attack capability. It is a license-built version of the de Havilland Vampire T.11.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire T.33A

Crew: Pilot and Observer

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	Early

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Speeds and Ceilings / Climb Capabilities

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed	CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
EH+	46+	—	—	—	—	—	—	—	—	—	—	EH+
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	VH
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	HI
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	MH
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	ML
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	LO

Radar:	—
ECCM:	—
Arcs:	—
Search:	—
Track:	—
Lock-On:	—

ECM:	
RWR:	—
DDS:	—
DJM:	—
AJM:	—
BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Technology:

None

Bomb System: Manual

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The Vampire T.33A is a trainer with a secondary light attack capability. It is T.33 refitted with the canopy and ejection seat of the T.35.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire T.34

Crew: Pilot and Observer

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Speeds and Ceilings / Climb Capabilities

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed	CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
EH+	46+	—	—	—	—	—	—	—	—	—	—	EH+
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	VH
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	HI
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	MH
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	ML
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	LO

Radar:	—
ECCM:	—
Arcs:	—
Search:	—
Track:	—
Lock-On:	—

ECM:	
RWR:	—
DDS:	—
DJM:	—
AJM:	—
BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Technology:

None

Bomb System: Manual

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The Vampire T.34 is a trainer with a secondary light attack capability. It is a development of the T.33 for RAN use.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire T.34A

Crew: Pilot and Observer

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	Early

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0

Climb Capabilities

	CL		1/2		DT		
	AB	Oth	AB	Oth	AB	Oth	
EH+	—	—	—	—	—	—	EH+
VH	—	0.5	—	0.5	—	0.5	VH
HI	—	0.5	—	0.5	—	0.5	HI
MH	—	0.5	—	0.5	—	0.5	MH
ML	—	0.5	—	0.5	—	0.5	ML
LO	—	0.5	—	0.5	—	0.5	LO

Radar:	—
ECCM:	—
Arcs:	—
Search:	—
Track:	—
Lock-On:	—

ECM:	
RWR:	—
DDS:	—
DJM:	—
AJM:	—
BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Technology:

None

Bomb System: Manual

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The Vampire T.34A is a trainer with a secondary light attack capability. It is T.34 refitted with the canopy and ejection seat of the T.35.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire T.35

Crew: Pilot and Observer

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	Early

Speeds and Ceilings

Climb Capabilities

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed	CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
EH+	46+	—	—	—	—	—	—	—	—	—	—	EH+
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	VH
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	HI
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	MH
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	ML
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	LO

Radar:	—
ECCM:	—
Arcs:	—
Search:	—
Track:	—
Lock-On:	—

ECM:	
RWR:	—
DDS:	—
DJM:	—
AJM:	—
BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Technology:

None

Bomb System: Manual

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The Vampire T.35 is a trainer with a secondary light attack capability. It is a development of the T.33 with a new canopy, ejection seats, and additional fuel.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire FB.50

Crew: Pilot

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0
MH	17–25	1.5 – 5.0	2.0 – 4.5	2.0 – 4.5	6.0
ML	8–16	1.5 – 5.0	1.5 – 4.5	1.5 – 4.5	6.0
LO	0–7	1.0 – 5.0	1.5 – 4.5	1.5 – 4.5	6.0

Climb Capabilities

	CL		1/2		DT		
	AB	Oth	AB	Oth	AB	Oth	
EH+	—	—	—	—	—	—	EH+
VH	—	0.5	—	0.5	—	0.5	VH
HI	—	0.5	—	0.5	—	0.5	HI
MH	—	0.5	—	0.5	—	0.5	MH
ML	—	0.5	—	0.5	—	0.5	ML
LO	—	1.0	—	1.0	—	0.5	LO

Radar:	—
ECCM:	—
Arcs:	—
Search:	—
Track:	—
Lock-On:	—

ECM:	
RWR:	—
DDS:	—
DJM:	—
AJM:	—
BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Technology:

None

Bomb System: Manual

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The de Havilland Vampire FB.50 is a day fighter and fighter-bomber. The FB.50 version is an export version of the FB.6, with provision for air-to-ground ordnance, the Goblin 3 engine, and clipped wings. It was designated J28B/A28Bin service with the Swedish Flygvapnet.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire FB.52

Crew: Pilot

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0
MH	17–25	1.5 – 5.0	2.0 – 4.5	2.0 – 4.5	6.0
ML	8–16	1.5 – 5.0	1.5 – 4.5	1.5 – 4.5	6.0
LO	0–7	1.0 – 5.0	1.5 – 4.5	1.5 – 4.5	6.0

Climb Capabilities

	CL		1/2		DT		
	AB	Oth	AB	Oth	AB	Oth	
EH+	—	—	—	—	—	—	EH+
VH	—	0.5	—	0.5	—	0.5	VH
HI	—	0.5	—	0.5	—	0.5	HI
MH	—	0.5	—	0.5	—	0.5	MH
ML	—	0.5	—	0.5	—	0.5	ML
LO	—	1.0	—	1.0	—	0.5	LO

Radar:	—
ECCM:	—
Arcs:	—
Search:	—
Track:	—
Lock-On:	—

ECM:	
RWR:	—
DDS:	—
DJM:	—
AJM:	—
BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Technology:

None

Bomb System: Manual

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The de Havilland Vampire FB.52 is a day fighter and fighter-bomber. The FB.52 version is an export version of the FB.6, with provision for air-to-ground ordnance, the Goblin 3 engine, and clipped wings.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire FB.52A

Crew: Pilot

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.5	—	0.5	—	0.5	VH
—	0.5	—	0.5	—	0.5	HI
—	0.5	—	0.5	—	0.5	MH
—	0.5	—	0.5	—	0.5	ML
—	0.5	—	0.5	—	0.5	LO

Radar:	—	**ECM:**	
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*
Bomb System:	Manual

Technology:

None

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The de Havilland Vampire FB.52A is a day fighter and fighter-bomber. The FB.52A version is an export version of the FB.6, with provision for air-to-ground ordnance, the Goblin 2 engine, and clipped wings.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire NF.54

Crew: Pilot and Radar Operator

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Speeds and Ceilings

Climb Capabilities

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed	CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
EH+	46+	—	—	—	—	—	—	—	—	—	—	EH+
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	VH
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	HI
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	MH
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	ML
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	LO

Radar:	AI Mk X	**ECM:**	IFF
ECCM:	0	RWR:	—
Arcs:	Limited	DDS:	—
Search:	15–3	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*
Bomb System:	Manual

Technology:

None

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 2	1,000	FT

Load Notes:

1. May use 450L FTs.

Notes:

1. The de Havilland Vampire NF.54 is a night fighter. The NF.54 is an export version of the NF.10, which is in turn derived from the FB.5, but has a new forward fuselage for the AI Mk X radar and two crew members.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire T.55

Crew: Pilot and Observer

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Speeds and Ceilings / Climb Capabilities

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed	CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
EH+	46+	—	—	—	—	—	—	—	—	—	—	EH+
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	VH
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	HI
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0	—	0.5	—	0.5	—	0.5	MH
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	ML
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0	—	0.5	—	0.5	—	0.5	LO

Radar:	—
ECCM:	—
Arcs:	—
Search:	—
Track:	—
Lock-On:	—

ECM:	
RWR:	—
DDS:	—
DJM:	—
AJM:	—
BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Technology:

None

Bomb System: Manual

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The de Havilland Vampire T.55 is a trainer with a secondary light attack capability. The T.55 is an export version of the T.11. It was designated J28C/Sk28C/Sk28C-1 in service with the Swedish Flygvapnet.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire T.55 (Late)

Crew: Pilot and Observer

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	Early

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0
MH	17–25	1.5 – 4.5	2.0 – 4.0	2.0 – 4.0	6.0
ML	8–16	1.5 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0
LO	0–7	1.0 – 4.5	1.5 – 4.0	1.5 – 4.0	6.0

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.5	—	0.5	—	0.5	VH
—	0.5	—	0.5	—	0.5	HI
—	0.5	—	0.5	—	0.5	MH
—	0.5	—	0.5	—	0.5	ML
—	0.5	—	0.5	—	0.5	LO

Radar:	—	**ECM:**	
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*
Bomb System:	Manual

Technology:

None

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The de Havilland Vampire T.55 is a trainer with a secondary light attack capability. The T.55 is an export version of the T.11. This "Late" version is refitted with ejection seats. It was designated Sk28C-2 in service with the Swedish Flygvapnet.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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Vampire T.55A

Crew: Pilot and Observer

Power APs/DPs: ○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	0.5	0.5	1.0
N	0.0	0.0	0.0	0.5
I	1.0	1.0	1.0	0.0
SPBR	1.0	1.0	1.0	—

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		0.5

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	1.0	1.0	1.0
BT	1.0	1.0	1.0
ET	—	—	—

Cruise Spd. CL:	3.5	Restr. Arcs:	—
Climb Spd.:	3.0	Blind Arcs:	30–
Visibility:	4	Internal Fuel:	200
Size:	+1	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	Early

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 44	1/2 40	DT 38	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.5 – 5.0	3.0 – 4.5	3.0 – 4.0	6.0
HI	26–35	2.0 – 5.0	2.5 – 4.5	2.5 – 4.0	6.0
MH	17–25	1.5 – 5.0	2.0 – 4.5	2.0 – 4.5	6.0
ML	8–16	1.5 – 5.0	1.5 – 4.5	1.5 – 4.5	6.0
LO	0–7	1.0 – 5.0	1.5 – 4.5	1.5 – 4.5	6.0

Climb Capabilities

	CL		1/2		DT		
	AB	Oth	AB	Oth	AB	Oth	
EH+	—	—	—	—	—	—	EH+
VH	—	0.5	—	0.5	—	0.5	VH
HI	—	0.5	—	0.5	—	0.5	HI
MH	—	0.5	—	0.5	—	0.5	MH
ML	—	0.5	—	0.5	—	0.5	ML
LO	—	1.0	—	1.0	—	0.5	LO

Radar:	—	**ECM:**	
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano Mk V
To Hit:	7/4/3
Ammunition:	5.0
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*
Bomb System:	Manual

Technology:

None

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 2,000

Station	Limit	Allowed Loads
1 and 6	1,000	BB FT
2–3 and 4–5	200	RK

Load Notes:

1. Stations 2 to 5 may each carry one or two RP-3 RKs.
2. May use 450L FTs.

Notes:

1. The de Havilland Vampire T.55A is a trainer with a secondary light attack capability. It is a conversion of the FB.50 with the forward fuselage replaced by one similar to the late variant of the T.55. It was designated Sk28C-3 in service with the Swedish Flygvapnet.
2. High transonic drag (HTD). Rapid acceleration (RA) if speed ≤ 4.0.

VPs: 5/3/2/1

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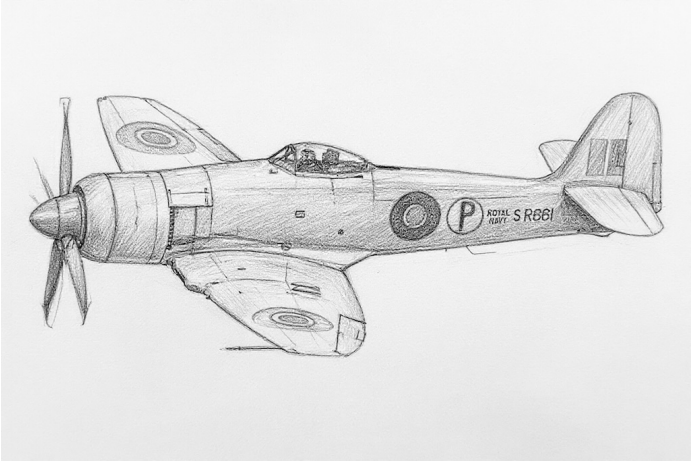
Hawker Sea Fury and Fury



The Hawker Sea Fury was a post-WW2 propeller-driven fighter bomber.

The Sea Fury was a descendant of the WW2 Hawker Tempest fighter bomber, which was designed to be a long-range fighter for use by the RAF in the war against Japan. After WW2 ended, the RAF no longer had an interest, but the RN acquired a version adapted for carrier operations as a replacement for its Seafires, which were not well suited to carrier operations, and Corsairs, which had to be returned to the US as the Lend-Lease program ended.

The Sea Fury was powered by a Centaur radial engine, armed with four 20 mm guns, and had a bubble canopy with an excellent view except under the nose.

Versions

Sea Fury F.10

The initial version of the Sea Fury was the F.10 day fighter.

It entered service in the RN in 1947, but seems to have been quickly replaced by the FB.11 version.

Sea Fury F.11

The FB.11 was derived from the F.10 and had added armor and weapon stations to perform better as a fighter-bomber.

It served in the RN from 1948 to 1956, RAN from 1948 to 1959, and RCN from 1948 to 1956. It was replaced in the RN by the Sea Hawk and Attacker starting in 1953, in the RAN by the Sea Venom in 1956, and in the RCN by the F2H Banshees starting in 1956. New and ex-RN FB.11s also served in the Burmese Air Force from 1958 to 1968, the Cuban Air Force from 1957, the Egyptian Air Force, and the Pakistan Air Force.

Sea Fury T.20

The T.20 was a two-seater trainer. To compensate for the weight of the additional cockpit, the armament was reduced to two 20 mm cannons.

It served with the RN. Some ex-RN aircraft were later used by the Burmese Air Force from 1958 to 1968 and by the Cuban Air Force from 1957.

Sea Fury F.50 and FB.50

The F.50 and FB.50 were export versions of the F.10 and FB.11 with minor changes. Some were license-built by Fokker.

The F.50 and FB.50 were used by the Royal Netherlands Navy from 1947 and were eventually replaced by Sea Hawks.

Fury and Fury FB.60

The Fury (with no version designation but sometimes referred to as the “Baghdad Fury”) and the FB.60 were export versions of the FB.11 with carrier-specific equipment removed.

The Fury was used by the Iraqi Air Force from 1946 until 1969, being replaced by the Su-7 starting in 1967. The FB.60 was used by the Pakistan Air Force from 1950 until 1960, being replaced by Sabres starting in 1955.

Fury Trainer and Fury T.61

The Fury Trainer (with no version designation) and the T.61 were export versions of the T.20 with carrier-specific equipment removed.

The Fury Trainer was used by the Iraqi Air Force. The T.61 was used by the Pakistan Air Force.

Armament and Stores

A typical air-to-ground load was two 500-lb or 1000-lb bombs or twelve RP-3 rockets. It could also carry two 90-gallon fuel tanks to extend its range.

Combat

The RN and RAN used the Sea Fury as a fighter-bomber in the Korean War. They also saw combat with the Netherlands Royal Navy in the Dutch East Indies, with the Cuban Air Force against Fidel Castro’s revolutionaries, and with the Cuban Revolutionary Air Force during the Bay of Pigs invasion.

ADCs

- Sea Fury F.10
- Sea Fury FB.11
- Sea Fury T.20
- Sea Fury F.50
- Sea Fury FB.50
- Sea Fury FB.60
- Sea Fury T.61
- Fury
- Fury Trainer

Photo Credit

- Hawker Sea Fury: Alan Wilson (CC BY-SA 2.0)

Sea Fury F.10

Crew: Pilot

Power APs/DPs: ⊙

	CL	1/2	DT	Fuel
FT	2.0	1.5	1.0	0.5
HT	0.5	0.5	0.5	0.2
N	0.0	0.0	0.0	0.1
I	1.0	1.0	1.0	0.0
SPBR	—	—	—	—

If speed ≥ 3.5, reduce power by 0.5.
If speed ≥ 4.5, reduce power by 1.0.

Cruise Spd. CL:	3.0	Restr. Arcs:	180L
Climb Spd.:	1.5	Blind Arcs:	30–
Visibility:	6	Internal Fuel:	70
Size:	+0	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		1.0

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	0.0	1.0	1.0
BT	1.0	1.0	1.0
ET	2.0	—	—

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 36	1/2 29	DT 21	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.0 – 4.0	—	—	5.5
HI	26–35	1.5 – 4.0	2.0 – 3.5	—	6.0
MH	17–25	1.5 – 4.5	1.5 – 4.0	1.5 – 3.5	6.0
ML	8–16	1.0 – 4.5	1.5 – 3.5	1.5 – 3.0	6.0
LO	0–7	1.0 – 4.0	1.0 – 3.5	1.5 – 3.0	5.5

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.5	—	—	—	—	VH
—	0.5	—	0.5	—	—	HI
—	0.5	—	0.5	—	0.5	MH
—	1.0	—	0.5	—	0.5	ML
—	1.0	—	1.0	—	1.0	LO

Radar:	—	**ECM:**	IFF
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Guns:	Four 20 mm Hispano V
To Hit:	6/4/3
Ammunition:	5.5
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Bomb System: Manual

Technology:

None

Weapon Stations Diagram:

Load Point Limits: CL : 0–2
1/2: 3–4
Weight Limit: 3,400 DT : 5+

Station	Limit	Allowed Loads
1 and 2	700	FT

Load Notes:

1. Stations 1 and 2 can each carry a 90 gal (400L) FT.

Notes:

1. The Hawker Sea Fury F.10 is a carrier-capable day fighter.
2. High transonic drag (HTD). Low bleed rate (LBR).

VPs: 6/4/2/1

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Sea Fury FB.11

Crew: Pilot

Power APs/DPs: ⊙

	CL	1/2	DT	Fuel
FT	2.0	1.5	1.0	0.5
HT	0.5	0.5	0.5	0.2
N	0.0	0.0	0.0	0.1
I	1.0	1.0	1.0	0.0
SPBR	—	—	—	—

If speed ≥ 3.5, reduce power by 0.5.
If speed ≥ 4.5, reduce power by 1.0.

Cruise Spd. CL:	3.0	Restr. Arcs:	180L
Climb Spd.:	1.5	Blind Arcs:	30–
Visibility:	6	Internal Fuel:	70
Size:	+0	AtA Refuel:	No
Vulnerability:	+1	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		1.0

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	0.0	1.0	1.0
BT	1.0	1.0	1.0
ET	2.0	—	—

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 36	1/2 29	DT 21	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.0 – 4.0	—	—	5.5
HI	26–35	1.5 – 4.0	2.0 – 3.5	—	6.0
MH	17–25	1.5 – 4.5	1.5 – 4.0	1.5 – 3.5	6.0
ML	8–16	1.0 – 4.5	1.5 – 3.5	1.5 – 3.0	6.0
LO	0–7	1.0 – 4.0	1.0 – 3.5	1.5 – 3.0	5.5

Climb Capabilities

	CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
EH+	—	—	—	—	—	—	EH+
VH	—	0.5	—	—	—	—	VH
HI	—	0.5	—	0.5	—	—	HI
MH	—	0.5	—	0.5	—	0.5	MH
ML	—	1.0	—	0.5	—	0.5	ML
LO	—	1.0	—	1.0	—	1.0	LO

Radar:	—	**ECM:**	IFF
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Weapon Stations Diagram:

Guns:	Four 20 mm Hispano V
To Hit:	6/4/3
Ammunition:	5.5
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*
Bomb System:	Manual

Technology:

None

Load Point Limits: CL : 0–2; 1/2: 3–4; DT : 5+

Weight Limit: 3,400

Station	Limit	Allowed Loads
1 and 4	1,000	BB
2 and 3	700	FT
5–7 and 8–10	200	RK

Load Notes:

1. Either stations 1 and 4 or stations 5 to 10 can be used.
2. Stations 2 and 3 can each carry a 90 gal (400L) FT.
3. Stations 5 to 10 can each carry two RP-3 RKs.

Notes:

1. The Hawker Sea Fury FB.11 is a carrier-capable day fighter and fighter-bomber. The FB.11 is a development of the original F.10 fighter with additional armor and underwing weapon stations to better carry out air-to-ground missions.
2. High transonic drag (HTD). Low bleed rate (LBR).

VPs: 7/5/2/1

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Sea Fury T.20

Crew: Pilot and Observer

Power APs/DPs: ⊙

	CL	1/2	DT	Fuel
FT	2.0	1.5	1.0	0.5
HT	0.5	0.5	0.5	0.2
N	0.0	0.0	0.0	0.1
I	1.0	1.0	1.0	0.0
SPBR	—	—	—	—

If speed ≥ 3.5, reduce power by 0.5.
If speed ≥ 4.5, reduce power by 1.0.

Cruise Spd. CL:	3.0	Restr. Arcs:	180L
Climb Spd.:	1.5	Blind Arcs:	30–
Visibility:	6	Internal Fuel:	70
Size:	+0	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		1.0

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	0.0	1.0	1.0
BT	1.0	1.0	1.0
ET	2.0	—	—

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 36	1/2 29	DT 21	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.0 – 4.0	—	—	5.5
HI	26–35	1.5 – 4.0	2.0 – 3.5	—	6.0
MH	17–25	1.5 – 4.5	1.5 – 4.0	1.5 – 3.5	6.0
ML	8–16	1.0 – 4.5	1.5 – 3.5	1.5 – 3.0	6.0
LO	0–7	1.0 – 4.0	1.0 – 3.5	1.5 – 3.0	5.5

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.5	—	—	—	—	VH
—	0.5	—	0.5	—	—	HI
—	0.5	—	0.5	—	0.5	MH
—	1.0	—	0.5	—	0.5	ML
—	1.0	—	1.0	—	1.0	LO

Radar:	—	**ECM:**	IFF
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Guns:	Two 20 mm Hispano V
To Hit:	6/4/3
Ammunition:	5.5
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	4/5*

Bomb System: Manual

Technology:

None

Weapon Stations Diagram:

Load Point Limits: CL : 0–2
1/2: 3–4
Weight Limit: 3,400 DT : 5+

Station	Limit	Allowed Loads
1 and 4	1,000	BB
2 and 3	700	FT
5–7 and 8–10	200	RK

Load Notes:

1. Either stations 1 and 4 or stations 5 to 10 can be used.
2. Stations 2 and 3 can each carry a 90 gal (400L) FT.
3. Stations 5 to 10 can each carry two RP-3 RKs.

Notes:

1. The Hawker Sea Fury T.20 is a carrier-capable trainer.
2. High transonic drag (HTD). Low bleed rate (LBR).

VPs: 6/4/2/1

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Sea Fury F.50

Crew: Pilot

Power APs/DPs: ⊙

	CL	1/2	DT	Fuel
FT	2.0	1.5	1.0	0.5
HT	0.5	0.5	0.5	0.2
N	0.0	0.0	0.0	0.1
I	1.0	1.0	1.0	0.0
SPBR	—	—	—	—

If speed ≥ 3.5, reduce power by 0.5.
If speed ≥ 4.5, reduce power by 1.0.

Cruise Spd. CL:	3.0	Restr. Arcs:	180L
Climb Spd.:	1.5	Blind Arcs:	30–
Visibility:	6	Internal Fuel:	70
Size:	+0	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		1.0

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	0.0	1.0	1.0
BT	1.0	1.0	1.0
ET	2.0	—	—

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 36	1/2 29	DT 21	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.0 – 4.0	—	—	5.5
HI	26–35	1.5 – 4.0	2.0 – 3.5	—	6.0
MH	17–25	1.5 – 4.5	1.5 – 4.0	1.5 – 3.5	6.0
ML	8–16	1.0 – 4.5	1.5 – 3.5	1.5 – 3.0	6.0
LO	0–7	1.0 – 4.0	1.0 – 3.5	1.5 – 3.0	5.5

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.5	—	—	—	—	VH
—	0.5	—	0.5	—	—	HI
—	0.5	—	0.5	—	0.5	MH
—	1.0	—	0.5	—	0.5	ML
—	1.0	—	1.0	—	1.0	LO

Radar:	—	**ECM:**	IFF
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Guns:	Four 20 mm Hispano V
To Hit:	6/4/3
Ammunition:	5.5
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Bomb System: Manual

Technology:

None

Weapon Stations Diagram:

Load Point Limits: CL : 0–2
1/2: 3–4
Weight Limit: 3,400 DT : 5+

Station	Limit	Allowed Loads
1 and 2	700	FT

Load Notes:

1. Stations 1 and 2 can each carry a 90 gal (400L) FT.

Notes:

1. The Hawker Sea Fury F.50 is a carrier-capable day fighter. It is an export version of the F.10.
2. High transonic drag (HTD). Low bleed rate (LBR).

VPs: 6/4/2/1

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Sea Fury FB.50

Crew: Pilot

Power APs/DPs: ⊙

	CL	1/2	DT	Fuel
FT	2.0	1.5	1.0	0.5
HT	0.5	0.5	0.5	0.2
N	0.0	0.0	0.0	0.1
I	1.0	1.0	1.0	0.0
SPBR	—	—	—	—

If speed ≥ 3.5, reduce power by 0.5.
If speed ≥ 4.5, reduce power by 1.0.

Cruise Spd. CL:	3.0	Restr. Arcs:	180L
Climb Spd.:	1.5	Blind Arcs:	30–
Visibility:	6	Internal Fuel:	70
Size:	+0	AtA Refuel:	No
Vulnerability:	+1	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		1.0

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	0.0	1.0	1.0
BT	1.0	1.0	1.0
ET	2.0	—	—

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 36	1/2 29	DT 21	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.0 – 4.0	—	—	5.5
HI	26–35	1.5 – 4.0	2.0 – 3.5	—	6.0
MH	17–25	1.5 – 4.5	1.5 – 4.0	1.5 – 3.5	6.0
ML	8–16	1.0 – 4.5	1.5 – 3.5	1.5 – 3.0	6.0
LO	0–7	1.0 – 4.0	1.0 – 3.5	1.5 – 3.0	5.5

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.5	—	—	—	—	VH
—	0.5	—	0.5	—	—	HI
—	0.5	—	0.5	—	0.5	MH
—	1.0	—	0.5	—	0.5	ML
—	1.0	—	1.0	—	1.0	LO

Radar:	—	**ECM:**	IFF
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Guns:	Four 20 mm Hispano V
To Hit:	6/4/3
Ammunition:	5.5
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Bomb System: Manual

Technology:

None

Weapon Stations Diagram:

Load Point Limits: CL : 0–2
1/2: 3–4
Weight Limit: 3,400 DT : 5+

Station	Limit	Allowed Loads
1 and 4	1,000	BB
2 and 3	700	FT
5–7 and 8–10	200	RK

Load Notes:

1. Either stations 1 and 4 or stations 5 to 10 can be used.
2. Stations 2 and 3 can each carry a 90 gal (400L) FT.
3. Stations 5 to 10 can each carry two RP-3 RKs.

Notes:

1. The Hawker Sea Fury FB.50 is a carrier-capable day fighter and fighter-bomber. It is an export version of the FB.11.
2. High transonic drag (HTD). Low bleed rate (LBR).

VPs: 7/5/2/1

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Sea Fury FB.60

Crew: Pilot

Power APs/DPs: ⊙

	CL	1/2	DT	Fuel
FT	2.0	1.5	1.0	0.5
HT	0.5	0.5	0.5	0.2
N	0.0	0.0	0.0	0.1
I	1.0	1.0	1.0	0.0
SPBR	—	—	—	—

If speed ≥ 3.5, reduce power by 0.5.
If speed ≥ 4.5, reduce power by 1.0.

Cruise Spd. CL:	3.0	Restr. Arcs:	180L
Climb Spd.:	1.5	Blind Arcs:	30–
Visibility:	6	Internal Fuel:	70
Size:	+0	AtA Refuel:	No
Vulnerability:	+1	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		1.0

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	0.0	1.0	1.0
BT	1.0	1.0	1.0
ET	2.0	—	—

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 36	1/2 29	DT 21	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.0 – 4.0	—	—	5.5
HI	26–35	1.5 – 4.0	2.0 – 3.5	—	6.0
MH	17–25	1.5 – 4.5	1.5 – 4.0	1.5 – 3.5	6.0
ML	8–16	1.0 – 4.5	1.5 – 3.5	1.5 – 3.0	6.0
LO	0–7	1.0 – 4.0	1.0 – 3.5	1.5 – 3.0	5.5

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.5	—	—	—	—	VH
—	0.5	—	0.5	—	—	HI
—	0.5	—	0.5	—	0.5	MH
—	1.0	—	0.5	—	0.5	ML
—	1.0	—	1.0	—	1.0	LO

Radar:	—	**ECM:**	IFF
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Guns:	Four 20 mm Hispano V
To Hit:	6/4/3
Ammunition:	5.5
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Bomb System: Manual

Technology:

None

Weapon Stations Diagram:

Load Point Limits: CL : 0–2
1/2: 3–4
Weight Limit: 3,400 DT : 5+

Station	Limit	Allowed Loads
1 and 4	1,000	BB
2 and 3	700	FT
5–7 and 8–10	200	RK

Load Notes:

1. Either stations 1 and 4 or stations 5 to 10 can be used.
2. Stations 2 and 3 can each carry a 90 gal (400L) FT.
3. Stations 5 to 10 can each carry two RP-3 RKs.

Notes:

1. The Hawker Sea Fury FB.60 is a day fighter and fighter-bomber. It is an export version of the FB.11 with carrier-specific equipment removed.
2. High transonic drag (HTD). Low bleed rate (LBR).

VPs: 7/5/2/1

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Sea Fury T.61

Crew: Pilot and Observer

Power APs/DPs: ⊙

	CL	1/2	DT	Fuel
FT	2.0	1.5	1.0	0.5
HT	0.5	0.5	0.5	0.2
N	0.0	0.0	0.0	0.1
I	1.0	1.0	1.0	0.0
SPBR	—	—	—	—

If speed ≥ 3.5, reduce power by 0.5.
If speed ≥ 4.5, reduce power by 1.0.

Cruise Spd. CL:	3.0	Restr. Arcs:	180L
Climb Spd.:	1.5	Blind Arcs:	30–
Visibility:	6	Internal Fuel:	70
Size:	+0	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		1.0

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	0.0	1.0	1.0
BT	1.0	1.0	1.0
ET	2.0	—	—

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 36	1/2 29	DT 21	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.0 – 4.0	—	—	5.5
HI	26–35	1.5 – 4.0	2.0 – 3.5	—	6.0
MH	17–25	1.5 – 4.5	1.5 – 4.0	1.5 – 3.5	6.0
ML	8–16	1.0 – 4.5	1.5 – 3.5	1.5 – 3.0	6.0
LO	0–7	1.0 – 4.0	1.0 – 3.5	1.5 – 3.0	5.5

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.5	—	—	—	—	VH
—	0.5	—	0.5	—	—	HI
—	0.5	—	0.5	—	0.5	MH
—	1.0	—	0.5	—	0.5	ML
—	1.0	—	1.0	—	1.0	LO

Radar:	—	**ECM:**	IFF
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Guns:	Two 20 mm Hispano V
To Hit:	6/4/3
Ammunition:	5.5
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	4/5*

Bomb System: Manual

Technology:

None

Weapon Stations Diagram:

Load Point Limits: CL : 0–2
1/2: 3–4
Weight Limit: 3,400 DT : 5+

Station	Limit	Allowed Loads
1 and 4	1,000	BB
2 and 3	700	FT
5–7 and 8–10	200	RK

Load Notes:

1. Either stations 1 and 4 or stations 5 to 10 can be used.
2. Stations 2 and 3 can each carry a 90 gal (400L) FT.
3. Stations 5 to 10 can each carry two RP-3 RKs.

Notes:

1. The Hawker Sea Fury T.61 is a trainer. It is a export version of the T.20 with carrier-specific equipment removed.
2. High transonic drag (HTD). Low bleed rate (LBR).

VPs: 6/4/2/1

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Fury

Crew: Pilot

Power APs/DPs: ⊙

	CL	1/2	DT	Fuel
FT	2.0	1.5	1.0	0.5
HT	0.5	0.5	0.5	0.2
N	0.0	0.0	0.0	0.1
I	1.0	1.0	1.0	0.0
SPBR	—	—	—	—

If speed ≥ 3.5, reduce power by 0.5.
If speed ≥ 4.5, reduce power by 1.0.

Cruise Spd. CL:	3.0	Restr. Arcs:	180L
Climb Spd.:	1.5	Blind Arcs:	30–
Visibility:	6	Internal Fuel:	70
Size:	+0	AtA Refuel:	No
Vulnerability:	+1	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		1.0

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	0.0	1.0	1.0
BT	1.0	1.0	1.0
ET	2.0	—	—

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 36	1/2 29	DT 21	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.0 – 4.0	—	—	5.5
HI	26–35	1.5 – 4.0	2.0 – 3.5	—	6.0
MH	17–25	1.5 – 4.5	1.5 – 4.0	1.5 – 3.5	6.0
ML	8–16	1.0 – 4.5	1.5 – 3.5	1.5 – 3.0	6.0
LO	0–7	1.0 – 4.0	1.0 – 3.5	1.5 – 3.0	5.5

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.5	—	—	—	—	VH
—	0.5	—	0.5	—	—	HI
—	0.5	—	0.5	—	0.5	MH
—	1.0	—	0.5	—	0.5	ML
—	1.0	—	1.0	—	1.0	LO

Radar:	—	**ECM:**	IFF
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Guns:	Four 20 mm Hispano V
To Hit:	6/4/3
Ammunition:	5.5
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	5/6*

Bomb System: Manual

Technology:

None

Weapon Stations Diagram:

Load Point Limits: CL : 0–2
1/2: 3–4
Weight Limit: 3,400 DT : 5+

Station	Limit	Allowed Loads
1 and 4	1,000	BB
2 and 3	700	FT
5–7 and 8–10	200	RK

Load Notes:

1. Either stations 1 and 4 or stations 5 to 10 can be used.
2. Stations 2 and 3 can each carry a 90 gal (400L) FT.
3. Stations 5 to 10 can each carry two RP-3 RKs.

Notes:

1. The Hawker Fury is a day fighter and fighter-bomber. It is an export version of the FB.11 with carrier-specific equipment removed.
2. High transonic drag (HTD). Low bleed rate (LBR).

VPs: 7/5/2/1

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Fury Trainer

Crew: Pilot and Observer

Power APs/DPs: ⊙

	CL	1/2	DT	Fuel
FT	2.0	1.5	1.0	0.5
HT	0.5	0.5	0.5	0.2
N	0.0	0.0	0.0	0.1
I	1.0	1.0	1.0	0.0
SPBR	—	—	—	—

If speed ≥ 3.5, reduce power by 0.5.
If speed ≥ 4.5, reduce power by 1.0.

Cruise Spd. CL:	3.0	Restr. Arcs:	180L
Climb Spd.:	1.5	Blind Arcs:	30–
Visibility:	6	Internal Fuel:	70
Size:	+0	AtA Refuel:	No
Vulnerability:	+0	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	1.0	1.0
VR		1.0

Turn DPs:

	CL	1/2	DT
TT	0.0	0.0	0.0
HT	0.0	1.0	1.0
BT	1.0	1.0	1.0
ET	2.0	—	—

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 36	1/2 29	DT 21	Dive Speed
EH+	46+	—	—	—	—
VH	36–45	2.0 – 4.0	—	—	5.5
HI	26–35	1.5 – 4.0	2.0 – 3.5	—	6.0
MH	17–25	1.5 – 4.5	1.5 – 4.0	1.5 – 3.5	6.0
ML	8–16	1.0 – 4.5	1.5 – 3.5	1.5 – 3.0	6.0
LO	0–7	1.0 – 4.0	1.0 – 3.5	1.5 – 3.0	5.5

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	—	—	—	—	—	EH+
—	0.5	—	—	—	—	VH
—	0.5	—	0.5	—	—	HI
—	0.5	—	0.5	—	0.5	MH
—	1.0	—	0.5	—	0.5	ML
—	1.0	—	1.0	—	1.0	LO

Radar:	—	**ECM:**	IFF
ECCM:	—	RWR:	—
Arcs:	—	DDS:	—
Search:	—	DJM:	—
Track:	—	AJM:	—
Lock-On:	—	BJM:	—

Guns:	Two 20 mm Hispano V
To Hit:	6/4/3
Ammunition:	5.5
Gunsight:	TT+0/HT+1/BT+2
Ranging:	—
AtA/AtG:	4/5*

Bomb System: Manual

Technology:

None

Notes:

1. The Hawker Fury Trainer is a trainer. It is a export version of the T.20 with carrier-specific equipment removed.
2. High transonic drag (HTD). Low bleed rate (LBR).

Weapon Stations Diagram:

Load Point Limits: CL : 0–2
1/2: 3–4
Weight Limit: 3,400 DT : 5+

Station	Limit	Allowed Loads
1 and 4	1,000	BB
2 and 3	700	FT
5–7 and 8–10	200	RK

Load Notes:

1. Either stations 1 and 4 or stations 5 to 10 can be used.
2. Stations 2 and 3 can each carry a 90 gal (400L) FT.
3. Stations 5 to 10 can each carry two RP-3 RKs.

VPs: 6/4/2/1

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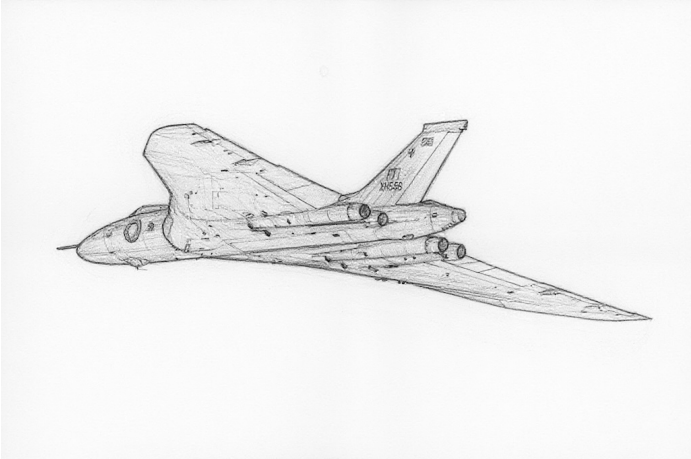
Avro Vulcan



The Avro Vulcan was a strategic bomber. It featured a tailless delta-wing configuration designed for high-speed subsonic flight at high altitude, and was the last and most advanced of the V-bombers.

Versions

Vulcan B.1

The initial B.1 version had the Rolls-Royce Olympus 101 engine (12,000 lbf) and lacked ECM systems, tail-warning radar, and in-flight refueling capability. It entered service with the RAF in 1956. Many were converted to B.1As in 1959 to 1963 and the remainder retired in 1966.

Vulcan B.1A

The B.1A version was an upgrade of the B.1 with a more powerful Rolls-Royce Olympus 104 engines (13,500 lbf), ECM systems and a tail-warning radar similar to those in the B.2, and in-flight refueling capability. The first modified aircraft became available in 1960 and all were retired in 1968.

Vulcan B.2

The B.2 version was built with a larger wing to accommodate the Olympus 200/300-series engine (17,000 to 20,000 lbf), ECM systems and a tail-warning radar in an extended tail cone, and in-flight refueling capability. It served with the RAF from 1960 to 1982.

Some B.2s were modified to permit the carriage of the Blue Steel nuclear stand-off missile semi-recessed in the bomb bay and the cancelled Skybolt air-launched nuclear ballistic missile on under-wing station. TFR was fitted starting in 1966 and an improved RWR the mid 1970s.

In 1982, for the *Black Buck* missions in the South Atlantic War, several B.2s were modified to permit the carriage of Shrike ARMs or an ALQ-101D ECM pod on the underwing pylons originally installed for Skybolt.

Vulcan B.2(MRR)

Several B.2s were converted to maritime radar-reconnaissance aircraft (MRR) in 1973 and served until 1982.

Vulcan K.2

The South Atlantic War consumed much of the remaining fatigue life of the RAF's fleet of Victor tankers. To compensate, several Vulcan B.2s were converted to single-point tankers and designated K.2. They served from 1982 to 1984.

Vulcan F.3

The F.3 is a hypothetical long-range interceptor. At least two options were considered in the 1970s: one with twelve AIM-54 Phoenix missiles and another with ten air-launched variants of the Sea Dart missile.

Armament and Stores

The bomb bay could accommodate twenty-one 1,000 lb bombs, one nuclear bomb (Blue Danube, Violet Club, Mark 5, Yellow Sun, Red Beard, and WE.177B), or (in modified B.2s from 1960), or one Blue Steel nuclear stand-off missile. The B.2s modified for the *Black Buck* missions could also carry AGM-45 Shrike ARMs on under-wing stations.

Combat

Vulcans only saw combat in the *Black Buck* missions in the South Atlantic War.

ADCs

ADCs are provided for:

- Vulcan B.2
- Vulcan B.2(MRR)
- Vulcan F.3 (Phoenix)
- Vulcan F.3 (Sea Dart)

Photo Credit

- Avro Vulcan: John5199 (CC BY 2.0)

Vulcan B.2

Crew: Pilot, Copilot, Navigator, Radar Navigator, and Air Electronics Officer

Power APs/DPs: ○○○○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	2.0	1.5	1.5	8.0
N	0.0	0.0	0.0	4.0
I	1.0	1.0	1.0	0.0
SPBR	1.0	2.0	2.0	—

Cruise Spd. CL:	5.0	Restr. Arcs:	-
Climb Spd.:	3.5	Blind Arcs:	60–
Visibility:	12	Internal Fuel:	3600
Size:	–2	AtA Refuel:	Yes
Vulnerability:	+2	Ejection Seat:	Std

Maneuver HFPs/DPs:

LR/DR	—	—
VR		—

Turn DPs:

	CL	1/2	DT
TT	1.0	2.0	2.0
HT	2.0	3.0	4.0
BT	—	—	—
ET	—	—	—

No rolling maneuvers allowed.

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 64	1/2 61	DT 59	Dive Speed
EH+	46+	3.5 – 6.5	3.5 – 6.0	4.0 – 6.0	6.5
VH	36–45	3.0 – 6.5	3.0 – 6.0	3.5 – 6.0	6.5
HI	26–35	2.5 – 6.5	2.5 – 6.0	3.0 – 6.0	6.5
MH	17–25	2.0 – 6.0	2.0 – 5.5	3.0 – 5.5	6.5
ML	8–16	1.5 – 6.0	2.0 – 5.5	2.5 – 5.5	7.0
LO	0–7	1.0 – 6.0	1.5 – 5.5	2.0 – 5.5	7.0

Climb Capabilities

Alt. Band	CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	Alt. Band
EH+	—	0.5	—	0.5	—	0.5	EH+
VH	—	1.0	—	1.0	—	0.5	VH
HI	—	1.0	—	1.0	—	1.0	HI
MH	—	1.0	—	1.0	—	1.0	MH
ML	—	1.5	—	1.0	—	1.0	ML
LO	—	1.5	—	1.5	—	1.5	LO

Radar: H2S Mk.9A

ECCM:	2
Arcs:	150+
Search:	Gr. Nav. (60)
Track:	Gr. Attack (40)
Lock-On:	6

ECM: IFF

RWR:	B
DDS:	A
DJM:	B2
AJM:	B2
BJM:	B2

Weapon Stations Diagram:

Guns: —

To Hit:	—
Ammunition:	—
Gunsight:	—
Ranging:	—
AtA/AtG:	—

Bomb System: Ballistic

Technology:

TFR-A

Load Point Limits: CL : 0–24; 1/2: 25–43; DT : 44+

Weight Limit: 42,000

Station	Limit	Allowed Loads
1 and 3	1,000	ARM MDR EP
2	28,000	BB NAM FT

Load Notes:

1. Stations 1 and 3 are the under-wing stations. From 1982, each may carry two Shrike ARM or one ALQ-101D EP.
2. Station 2 is the internal bomb bay. Load options include (a) twenty-one 1000 lb BB in three groups of seven; (b) two auxiliary fuel tanks; (c) seven 1000 lb bombs and one auxiliary fuel tank; (d) one Blue Steel NAM. All bombs must be the same type and low-drag.
3. An auxiliary fuel tank has a weight of 14000, 14 load points, and 700 fuel points.
4. As an exception to the normal rules for load points, internal loads contribute 1 load point for each 1,000 of weight and internal fuel contributes 1 load point for each 50 fuel points. A return mission will typically require leaving the target with at least 1200 fuel points (24 load points).

Notes:

1. The Avro Vulcan B.2 is a strategic conventional and nuclear bomber.
2. High transonic drag (HTD). Low roll rate (LRR).
3. DDS capacity is 60 CH.
4. Tail Radar. Equiped with a Red Steer tail radar with ECCM of 2, arc of 60–, search of 40-8, track of 18-6. and lock-on of 7.
5. Only the pilot and copilot have ejection seats. The other crew members can bail out three game turns after declaring their intent to do so.
6. TFR from 1965.

VPs: 40/27/13/7

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Vulcan B.2(MRR)

Crew: Pilot, Copilot, Navigator, Radar Navigator, and Air Electronics Officer

Power APs/DPs: ○○○○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	2.0	1.5	1.5	8.0
N	0.0	0.0	0.0	4.0
I	1.0	1.0	1.0	0.0
SPBR	1.0	2.0	2.0	—

Cruise Spd. CL:	5.0	Restr. Arcs:	-
Climb Spd.:	3.5	Blind Arcs:	60–
Visibility:	12	Internal Fuel:	3600
Size:	–2	AtA Refuel:	Yes
Vulnerability:	+2	Ejection Seat:	Std

Maneuver HFPs/DPs:

LR/DR	—	—
VR		—

Turn DPs:

	CL	1/2	DT
TT	1.0	2.0	2.0
HT	2.0	3.0	4.0
BT	—	—	—
ET	—	—	—

No rolling maneuvers allowed.

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 64	1/2 61	DT 59	Dive Speed
EH+	46+	3.5 – 6.5	3.5 – 6.0	4.0 – 6.0	6.5
VH	36–45	3.0 – 6.5	3.0 – 6.0	3.5 – 6.0	6.5
HI	26–35	2.5 – 6.5	2.5 – 6.0	3.0 – 6.0	6.5
MH	17–25	2.0 – 6.0	2.0 – 5.5	3.0 – 5.5	6.5
ML	8–16	1.5 – 6.0	2.0 – 5.5	2.5 – 5.5	7.0
LO	0–7	1.0 – 6.0	1.5 – 5.5	2.0 – 5.5	7.0

Climb Capabilities

	CL		1/2		DT		
	AB	Oth	AB	Oth	AB	Oth	
EH+	—	0.5	—	0.5	—	0.5	EH+
VH	—	1.0	—	1.0	—	0.5	VH
HI	—	1.0	—	1.0	—	1.0	HI
MH	—	1.0	—	1.0	—	1.0	MH
ML	—	1.5	—	1.0	—	1.0	ML
LO	—	1.5	—	1.5	—	1.5	LO

Radar:	H2S Mk.9A	**ECM:**	IFF
ECCM:	2	RWR:	B
Arcs:	150+	DDS:	A
Search:	Gr. Nav. (60)	DJM:	B2
Track:	Gr. Attack (40)	AJM:	B2
Lock-On:	6	BJM:	B2

Weapon Stations Diagram:

Guns:	—
To Hit:	—
Ammunition:	—
Gunsight:	—
Ranging:	—
AtA/AtG:	—
Bomb System:	Ballistic

Technology:

None

Load Point Limits: CL : 0–24
1/2: 25–43
Weight Limit: 42,000 DT : 44+

Station	Limit	Allowed Loads
1 and 3	1,000	ARM MDR EP
2	28,000	BB NAM FT

Load Notes:

1. Stations 1 and 3 are the under-wing stations. From 1982, each may carry two Shrike ARM or one ALQ-101D EP.
2. Station 2 is the internal bomb bay. Load options include (a) twenty-one 1000 lb BB in three groups of seven; (b) two auxiliary fuel tanks; (c) seven 1000 lb bombs and one auxiliary fuel tank; (d) one Blue Steel NAM. All bombs must be the same type and low-drag.
3. An auxiliary fuel tank has a weight of 14000, 14 load points, and 700 fuel points.
4. As an exception to the normal rules for load points, internal loads contribute 1 load point for each 1,000 of weight and internal fuel contributes 1 load point for each 50 fuel points. A return mission will typically require leaving the target with at least 1200 fuel points (24 load points).

Notes:

1. The Avro Vulcan B.2(MRR) is a maritime radar reconnaissance aircraft.
2. High transonic drag (HTD). Low roll rate (LRR).
3. DDS capacity is 60 CH.
4. Tail Radar. Equiped with a Red Steer tail radar with ECCM of 2, arc of 60–, search of 40-8, track of 18-6. and lock-on of 7.
5. Only the pilot and copilot have ejection seats. The other crew members can bail out three game turns after declaring their intent to do so.

VPs: 40/27/13/7

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Vulcan F.3 (Phoenix)

Crew: Pilot, Copilot, Navigator, Weapons System Officer, and Air Electronics Officer

Power APs/DPs: ○○○○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	2.0	1.5	1.5	8.0
N	0.0	0.0	0.0	4.0
I	1.0	1.0	1.0	0.0
SPBR	1.0	2.0	2.0	—

Cruise Spd. CL:	5.0	Restr. Arcs:	-
Climb Spd.:	3.5	Blind Arcs:	60–
Visibility:	12	Internal Fuel:	3600
Size:	–2	AtA Refuel:	Yes
Vulnerability:	+2	Ejection Seat:	Std

Maneuver HFPs/DPs:

LR/DR	—	—
VR		—

Turn DPs:

	CL	1/2	DT
TT	1.0	2.0	2.0
HT	2.0	3.0	4.0
BT	—	—	—
ET	—	—	—

No rolling maneuvers allowed.

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 64	1/2 61	DT 59	Dive Speed
EH+	46+	3.5 – 6.5	3.5 – 6.0	4.0 – 6.0	6.5
VH	36–45	3.0 – 6.5	3.0 – 6.0	3.5 – 6.0	6.5
HI	26–35	2.5 – 6.5	2.5 – 6.0	3.0 – 6.0	6.5
MH	17–25	2.0 – 6.0	2.0 – 5.5	3.0 – 5.5	6.5
ML	8–16	1.5 – 6.0	2.0 – 5.5	2.5 – 5.5	7.0
LO	0–7	1.0 – 6.0	1.5 – 5.5	2.0 – 5.5	7.0

Climb Capabilities

CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
—	0.5	—	0.5	—	0.5	EH+
—	1.0	—	1.0	—	0.5	VH
—	1.0	—	1.0	—	1.0	HI
—	1.0	—	1.0	—	1.0	MH
—	1.5	—	1.0	—	1.0	ML
—	1.5	—	1.5	—	1.5	LO

Radar:	AWG-9	**ECM:**	IFF
ECCM:	3	RWR:	B
Arcs:	150+	DDS:	A
Search:	500–60	DJM:	B2
Track:	360–60	AJM:	B2
Lock-On:	7	BJM:	B2

Weapon Stations Diagram:

Guns:	—
To Hit:	—
Ammunition:	—
Gunsight:	—
Ranging:	—
AtA/AtG:	—
Bomb System:	Ballistic

Technology:

Look-Down Radar, Track-While-Scan (18), and Multi-Target (6)

Load Point Limits: CL : 0–24
1/2: 25–43
Weight Limit: 42,000 DT : 44+

Station	Limit	Allowed Loads
1–3 and 5–7	2,000	AHM
4	28,000	FT

Load Notes:

1. Stations 1 to 3 and 5 to 7 are underwing stations. Each may carry two AIM-54A AHMs.
2. Station 4 is the internal bomb bay. It may carry two auxiliary fuel tanks.
3. An auxiliary fuel tank has a weight of 14000, 14 load points, and 700 fuel points.
4. As an exception to the normal rules for load points, internal loads contribute 1 load point for each 1,000 of weight and internal fuel contributes 1 load point for each 50 fuel points.

Notes:

1. The Avro Vulcan F.3A is a long-range intercepter. This variant is equipped with AIM-54 Phoenix missiles and the AWG-9 radar from the F-14A.
2. High transonic drag (HTD). Low roll rate (LRR).
3. DDS capacity is 60 CH.
4. Only the pilot and copilot have ejection seats. The other crew members can bail out three game turns after declaring their intent to do so.

VPs: 40/27/13/7

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Vulcan F.3 (Sea Dart)

Crew: Pilot, Copilot, Navigator, Weapons System Officer, and Air Electronics Officer

Power APs/DPs: ○○○○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	2.0	1.5	1.5	8.0
N	0.0	0.0	0.0	4.0
I	1.0	1.0	1.0	0.0
SPBR	1.0	2.0	2.0	—

Cruise Spd. CL:	5.0	Restr. Arcs:	-
Climb Spd.:	3.5	Blind Arcs:	60–
Visibility:	12	Internal Fuel:	3600
Size:	–2	AtA Refuel:	Yes
Vulnerability:	+2	Ejection Seat:	Std

Maneuver HFPs/DPs:

LR/DR	—	—
VR		—

Turn DPs:

	CL	1/2	DT
TT	1.0	2.0	2.0
HT	2.0	3.0	4.0
BT	—	—	—
ET	—	—	—

No rolling maneuvers allowed.

Speeds and Ceilings

Alt. Band	Conf. Ceil.	CL 64	1/2 61	DT 59	Dive Speed
EH+	46+	3.5 – 6.5	3.5 – 6.0	4.0 – 6.0	6.5
VH	36–45	3.0 – 6.5	3.0 – 6.0	3.5 – 6.0	6.5
HI	26–35	2.5 – 6.5	2.5 – 6.0	3.0 – 6.0	6.5
MH	17–25	2.0 – 6.0	2.0 – 5.5	3.0 – 5.5	6.5
ML	8–16	1.5 – 6.0	2.0 – 5.5	2.5 – 5.5	7.0
LO	0–7	1.0 – 6.0	1.5 – 5.5	2.0 – 5.5	7.0

Climb Capabilities

Alt. Band	CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	Alt. Band
EH+	—	0.5	—	0.5	—	0.5	EH+
VH	—	1.0	—	1.0	—	0.5	VH
HI	—	1.0	—	1.0	—	1.0	HI
MH	—	1.0	—	1.0	—	1.0	MH
ML	—	1.5	—	1.0	—	1.0	ML
LO	—	1.5	—	1.5	—	1.5	LO

Radar:	Fox Finder	**ECM:**	IFF
ECCM:	2	RWR:	B
Arcs:	150+	DDS:	A
Search:	300–40	DJM:	B2
Track:	300–30	AJM:	B2
Lock-On:	7	BJM:	B2

Weapon Stations Diagram:

Guns:	—
To Hit:	—
Ammunition:	—
Gunsight:	—
Ranging:	—
AtA/AtG:	—
Bomb System:	Ballistic

Technology:

Look-Down Radar and Track-While-Scan (6)

Load Point Limits: CL : 0–24
1/2: 25–43
DT : 44+

Weight Limit: 42,000

Station	Limit	Allowed Loads
1 and 7	1,000	RHM
2–3 and 5–6	2,000	RHM
4	28,000	FT

Load Notes:

1. Stations 1 to 3 and 5 to 7 are underwing stations. Stations 1 and 7 may each carry one Sea Dart RHM and the others each may carry two Sea Dark RHMs.
2. Station 4 is the internal bomb bay. It may carry two auxiliary fuel tanks.
3. An auxiliary fuel tank has a weight of 14000, 14 load points, and 700 fuel points.
4. As an exception to the normal rules for load points, internal loads contribute 1 load point for each 1,000 of weight and internal fuel contributes 1 load point for each 50 fuel points.

Notes:

1. The Avro Vulcan F.3A is a long-range intercepter. This variant is equipped with air-launched Sea Dart missiles and an early version of the Fox Hunter radar.
2. High transonic drag (HTD). Low roll rate (LRR).
3. DDS capacity is 60 CH.
4. Only the pilot and copilot have ejection seats. The other crew members can bail out three game turns after declaring their intent to do so.

VPs: 40/27/13/7

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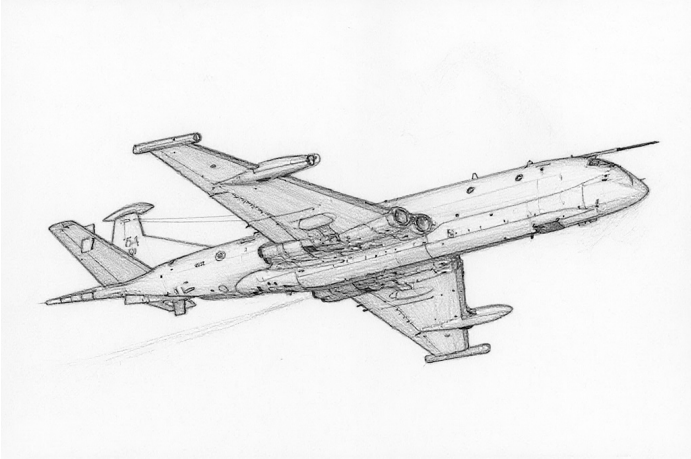
Hawker Siddeley Nimrod



The Hawker Siddeley Nimrod is a maritime patrol and signals intelligence aircraft. It was developed from the Comet jet airliner, and this line thus holds the distinction of being both the first jet airliner and the first jet maritime patrol aircraft.

Versions

Nimrod MR.1

The initial version was the MR.1 maritime patrol aircraft. The airframe of the MR.1 was developed from the Comet 4 jet airliner, with the addition of a large unpressurized pannier under the fuselage for sensors and weapons and the replacement of the original Rolls-Royce Avon turbojets with Rolls-Royce Spey turbofans to give longer endurance. The mission components, and in particular the ASV Mk 21 radar, were largely recycled from the Shackleton MR.3. The MR.1 entered service with the RAF in 1969.

Nimrod R.1

The Nimrod R.1 electronic and signals intelligence (ELINT and SIGINT) aircraft was developed from the MR.1. Signal detection equipment replaced the mission systems of the MR.1 and filled the weapons bays. The R.1 entered service with the RAF in 1974 and served until 2011. It was replaced by Boeing RC-135W Rivet Joint.

Nimrod MR.2 and MR.2P

Many of the MR.1 aircraft were upgraded to the MR.2 standard starting in 1975, gaining the much improved Searchwater radar and Yellow Gate ESM system. The remaining MR.1 aircraft were retired.

During the South Atlantic War, air-to-air refueling probes from Avro Vulcans were installed on several MR.2s to give the MR.2P version and the underwing stations were equipped with AIM-9G/L IRMs.

In 1990, some Nimrods were further equipped with decoy dispensers. In 2022, some gained TV/IR optics The MR.2 was retired in 2010.

Nimrod AEW.3

The Nimrod AEW.3 was a prototype airborne early-warning aircraft for the RAF. Development started in the 1970s and the project was cancelled in 1986s after significant technical problems, delays, and cost increases. The RAF acquired the Boeing E-3D Sentry for this role.

Nimrod MR.4

The Nimrod MR.4 was an advanced maritime patrol aircraft. It was based on existing MR.2 aircraft, but with new engines, wings, and systems. It was cancelled in 2010, when it was on the point of entering service. The RAF eventually acquired the Boeing P-8 Poseidon for this role.

Armament and Stores

The maritime patrol versions have three internal weapons bays for Mk.44, Mk.46, or Stingray torpedoes, Mk.11 conventional depth charges, Mk.57 nuclear depth charges, or auxiliary fuel tanks. During the South Atlantic War, they were also qualified to drop 1,000 lb bombs. During peacetime, one or two bays routinely carried air-droppable SAR equipment.

The two under-wing stations were originally intended to carry AS.12 or Martel missiles, but apparently they were not deployed. During the South Atlantic War, these stations were modified to each carry two AIM-9 Sidewinder missiles.

Combat

The Nimrod MR.2/2P and R.1 saw combat in the South Atlantic War, the Gulf War, the Invasion of Afghanistan, and the Invasion of Iraq. The R.1 further saw combat in the military intervention in Libya Civil War.

ADCs

ADCs are provided for:

- Nimrod MR.1
- Nimrod MR.2
- Nimrod MR.2P

Photo Credit

- Hawker Siddeley Nimrod: Dale Coleman (GFDL 1.2)

Nimrod MR.1

Crew: Pilot, Copilot, Flight Engineer, Navigator, Tactical Navigator, Air Electronics Officer, WSO, WSO, EWSO, EWSO, EWSO, and EWSO

Power APs/DPs: ○○○○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	1.0	0.5	10.0
N	0.0	0.0	0.0	3.0
I	1.0	1.0	2.0	1.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	5.0	Restr. Arcs:	60–
Climb Spd.:	3.5	Blind Arcs:	30–
Visibility:	10	Internal Fuel:	4300
Size:	–2	AtA Refuel:	No
Vulnerability:	+1	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	—	—
VR		—

Turn DPs:

	CL	1/2	DT
TT	1.0	2.0	2.0
HT	2.0	3.0	3.0
BT	—	—	—
ET	—	—	—

No rolling maneuvers allowed.

Speeds and Ceilings / Climb Capabilities

Alt. Band	Conf. Ceil.	CL 44	1/2 38	DT 32	Dive Speed	CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
EH+	46+	—	—	—	—	—	—	—	—	—	—	EH+
VH	36–45	3.0 – 5.5	3.5 – 5.0	—	6.0	—	0.25	—	0.25	—	—	VH
HI	26–35	3.0 – 5.5	3.5 – 5.0	3.5 – 5.0	6.5	—	0.25	—	0.25	—	0.25	HI
MH	17–25	2.5 – 6.0	3.0 – 5.5	3.0 – 5.0	6.5	—	0.50	—	0.50	—	0.50	MH
ML	8–16	2.0 – 6.0	2.5 – 5.5	2.5 – 5.0	6.5	—	0.50	—	0.50	—	0.50	ML
LO	0–7	1.5 – 5.5	2.0 – 5.0	2.0 – 4.5	6.5	—	1.00	—	1.00	—	0.50	LO

Radar:	ASV Mk 21D	**ECM:**	IFF
ECCM:	1	RWR:	B
Arcs:	180+	DDS:	—
Search:	Gr. Nav. (100)	DJM:	—
Track:	Gr. Attack (50)	AJM:	—
Lock-On:	6	BJM:	—

Guns:	—
To Hit:	—
Ammunition:	—
Gunsight:	—
Ranging:	—
AtA/AtG:	—
Bomb System:	Ballistic

Technology:

TV/IR Optics

Weapon Stations Diagram:

Load Point Limits: CL : 0–30
1/2: 31–50
DT : 51+

Weight Limit: 20,000

Station	Limit	Allowed Loads
1 and 5	1,500	IRM RG ASM
2–4	6,500	BB Torpedoes Depth Chargets ASM

Load Notes:

1. Stations 1 and 5 may each carry two AS.12 RGs or two Martel ARM or RG.
2. Stations 2 to 4 are the internal bomb bays. Each bay can carry three Mk.44 or Mk.46 torpedoes, six Mk.11 depth charges, one Mk.57 nuclear depth charge, or one 1500L fuel tank (weight 2500 and 125 fuel points).
3. As an exception to the normal rules for load points, internal loads contribute 1 load point for each 1,000 of weight and internal fuel contributes 1 load point for each 50 fuel points.

Notes:

1. The Hawker Siddeley Nimrod MR.1 is a maritime patrol aircraft.
2. Patrol Power. The Nimrod can shut down the outer two engines, reducing power APs, fuel consumption, and climb capability by one half and the cruise speed to 3.0.

VPs: 40/27/13/7

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Nimrod MR.2

Crew: Pilot, Copilot, Flight Engineer, Navigator, Tactical Navigator, Air Electronics Officer, WSO, WSO, EWSO, EWSO, EWSO, and EWSO

Power APs/DPs: ○○○○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	1.0	0.5	10.0
N	0.0	0.0	0.0	3.0
I	1.0	1.0	2.0	1.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	5.0	Restr. Arcs:	60–
Climb Spd.:	3.5	Blind Arcs:	30–
Visibility:	10	Internal Fuel:	4300
Size:	–2	AtA Refuel:	No
Vulnerability:	+1	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	—	—
VR		—

Turn DPs:

	CL	1/2	DT
TT	1.0	2.0	2.0
HT	2.0	3.0	3.0
BT	—	—	—
ET	—	—	—

No rolling maneuvers allowed.

Speeds and Ceilings

Climb Capabilities

Alt. Band	Conf. Ceil.	CL 44	1/2 38	DT 32	Dive Speed	CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
EH+	46+	—	—	—	—	—	—	—	—	—	—	EH+
VH	36–45	3.0 – 5.5	3.5 – 5.0	—	6.0	—	0.25	—	0.25	—	—	VH
HI	26–35	3.0 – 5.5	3.5 – 5.0	3.5 – 5.0	6.5	—	0.25	—	0.25	—	0.25	HI
MH	17–25	2.5 – 6.0	3.0 – 5.5	3.0 – 5.0	6.5	—	0.50	—	0.50	—	0.50	MH
ML	8–16	2.0 – 6.0	2.5 – 5.5	2.5 – 5.0	6.5	—	0.50	—	0.50	—	0.50	ML
LO	0–7	1.5 – 5.5	2.0 – 5.0	2.0 – 4.5	6.5	—	1.00	—	1.00	—	0.50	LO

Radar:	Searchwater	**ECM:**	IFF
ECCM:	3	RWR:	B
Arcs:	90+	DDS:	B
Search:	Gr. Nav. (200)	DJM:	—
Track:	Gr. Attack (100)	AJM:	—
Lock-On:	8	BJM:	—

Guns:	—
To Hit:	—
Ammunition:	—
Gunsight:	—
Ranging:	—
AtA/AtG:	—
Bomb System:	Ballistic

Technology:

TV/IR Optics

Weapon Stations Diagram:

Load Point Limits: CL : 0–30
1/2: 31–50
DT : 51+

Weight Limit: 20,000

Station	Limit	Allowed Loads
1 and 5	1,500	IRM RG ASM
2–4	6,500	BB Torpedoes Depth Chargets ASM

Load Notes:

1. Stations 1 and 5 may each carry two AS.12 RGs, two Martel ARM or RG, two AIM-9 IRMs (from 1982), or two AGM-84 ASMs (from 1985).
2. Stations 2 to 4 are the internal bomb bays. Each bay can carry three Mk.46 torpedoes, three Stingray torpedoes (from 1982), six Mk.11 depth charges, one Mk.57 nuclear depth charge, eight 500 lb or four 1000 lb bombs (from 1982), or one 1500L fuel tank (weight 2500 and 125 fuel points).
3. As an exception to the normal rules for load points, internal loads contribute 1 load point for each 1,000 of weight and internal fuel contributes 1 load point for each 50 fuel points.

Notes:

1. The Hawker Siddeley Nimrod MR.2 is a maritime patrol aircraft.
2. Patrol Power. The Nimrod can shut down the outer two engines, reducing power APs, fuel consumption, and climb capability by one half and the cruise speed to 3.0.
3. Yellow Gate RWR D from 1985.
4. DDS and TV/IR Optics from 1991.

VPs: 50/33/17/8

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Nimrod MR.2P

Crew: Pilot, Copilot, Flight Engineer, Navigator, Tactical Navigator, Air Electronics Officer, WSO, WSO, EWSO, EWSO, EWSO, and EWSO

Power APs/DPs: ○○○○

	CL	1/2	DT	Fuel
AB	—	—	—	—
M	1.0	1.0	0.5	10.0
N	0.0	0.0	0.0	3.0
I	1.0	1.0	2.0	1.0
SPBR	1.0	1.0	1.0	—

Cruise Spd. CL:	5.0	Restr. Arcs:	60–
Climb Spd.:	3.5	Blind Arcs:	30–
Visibility:	10	Internal Fuel:	4300
Size:	–2	AtA Refuel:	Yes
Vulnerability:	+1	Ejection Seat:	None

Maneuver HFPs/DPs:

LR/DR	—	—
VR		—

Turn DPs:

	CL	1/2	DT
TT	1.0	2.0	2.0
HT	2.0	3.0	3.0
BT	—	—	—
ET	—	—	—

No rolling maneuvers allowed.

Speeds and Ceilings / Climb Capabilities

Alt. Band	Conf. Ceil.	CL 44	1/2 38	DT 32	Dive Speed	CL AB	CL Oth	1/2 AB	1/2 Oth	DT AB	DT Oth	
EH+	46+	—	—	—	—	—	—	—	—	—	—	EH+
VH	36–45	3.0 – 5.5	3.5 – 5.0	—	6.0	—	0.25	—	0.25	—	—	VH
HI	26–35	3.0 – 5.5	3.5 – 5.0	3.5 – 5.0	6.5	—	0.25	—	0.25	—	0.25	HI
MH	17–25	2.5 – 6.0	3.0 – 5.5	3.0 – 5.0	6.5	—	0.50	—	0.50	—	0.50	MH
ML	8–16	2.0 – 6.0	2.5 – 5.5	2.5 – 5.0	6.5	—	0.50	—	0.50	—	0.50	ML
LO	0–7	1.5 – 5.5	2.0 – 5.0	2.0 – 4.5	6.5	—	1.00	—	1.00	—	0.50	LO

Radar:	Searchwater	**ECM:**	IFF
ECCM:	3	RWR:	B
Arcs:	90+	DDS:	B
Search:	Gr. Nav. (200)	DJM:	—
Track:	Gr. Attack (100)	AJM:	—
Lock-On:	8	BJM:	—

Guns:	—
To Hit:	—
Ammunition:	—
Gunsight:	—
Ranging:	—
AtA/AtG:	—
Bomb System:	Ballistic

Technology:

TV/IR Optics

Notes:

1. The Hawker Siddeley Nimrod MR.2P is a maritime patrol aircraft. It differs from the MR.2 version only in the addition of an air-to-air refueling probe.
2. Patrol Power. The Nimrod can shut down the outer two engines, reducing power APs, fuel consumption, and climb capability by one half and the cruise speed to 3.0.
3. Yellow Gate RWR D from 1985.
4. DDS and TV/IR Optics from 1991.

Weapon Stations Diagram:

Load Point Limits: CL : 0–30
1/2: 31–50
DT : 51+

Weight Limit: 20,000

Station	Limit	Allowed Loads
1 and 5	1,500	IRM RG ASM
2–4	6,500	BB Torpedoes Depth Chargets ASM

Load Notes:

1. Stations 1 and 5 may each carry two AS.12 RGs, two Martel ARM or RG, two AIM-9 IRMs (from 1982), or two AGM-84 ASMs (from 1985).
2. Stations 2 to 4 are the internal bomb bays. Each bay can carry three Mk.46 torpedoes, three Stingray torpedoes (from 1982), six Mk.11 depth charges, one Mk.57 nuclear depth charge, eight 500 lb or four 1000 lb bombs (from 1982), or one 1500L fuel tank (weight 2500 and 125 fuel points).
3. As an exception to the normal rules for load points, internal loads contribute 1 load point for each 1,000 of weight and internal fuel contributes 1 load point for each 50 fuel points.

VPs: 55/37/18/9

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