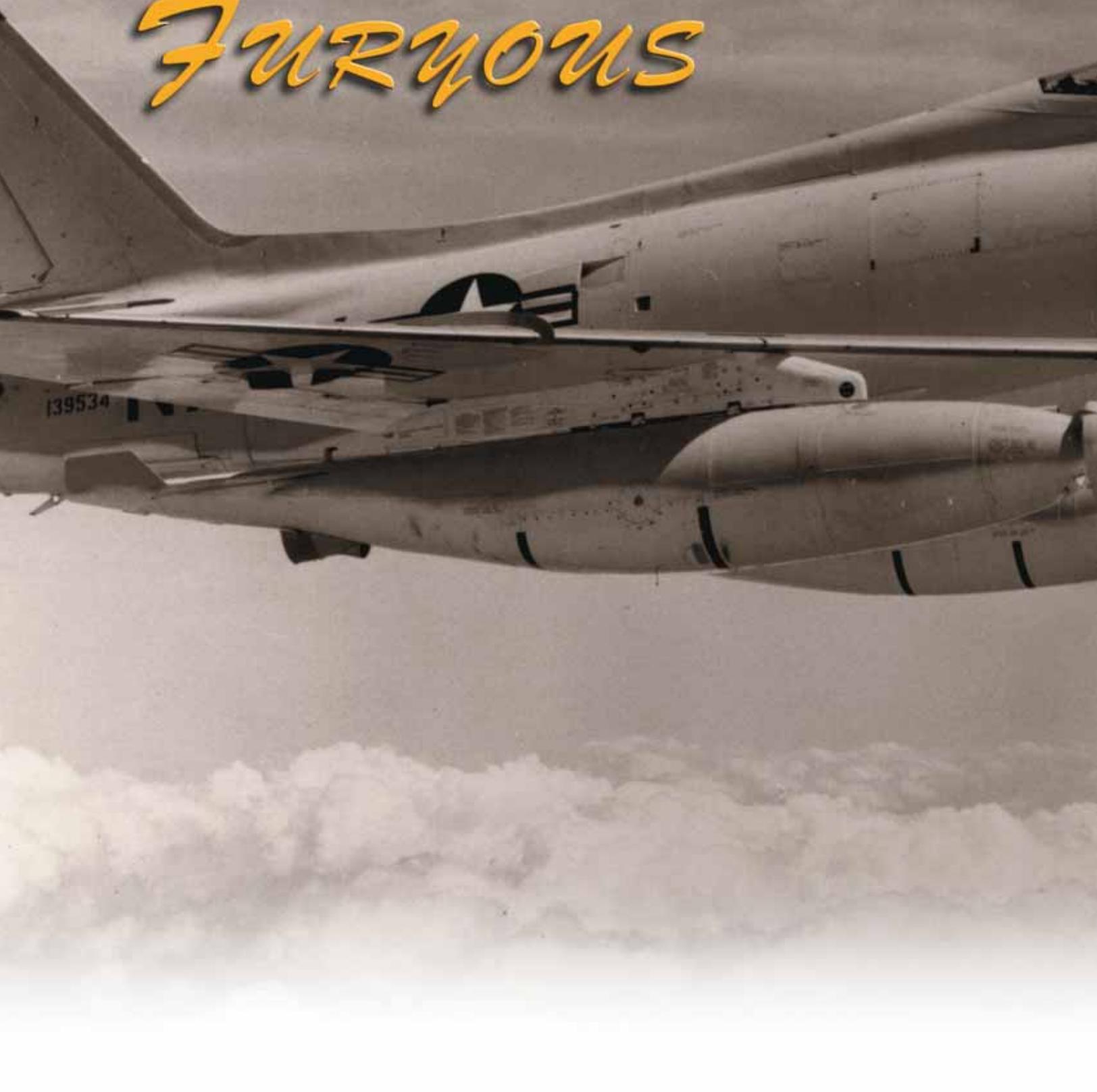


FURIOUS



North American's FJ Fury series began with the FJ-1 straight-wing jet. It evolved into the U.S. Air Force's swept-wing F-86 Sabre, which formed the basis of the Navy's FJ-2. However, the FJ-2 was heavier than the F-86 and underpowered for carrier operations. The FJ-3 kept the swept wing of its predecessor but incorporated a more powerful engine. After the Korean War, the new afterburner-equipped aircraft—the F8U

Crusader and F11F Tiger—were in the development stage, and the Navy needed an interim nonafterburner day-jet fighter to ensure its operational needs would be met should the new technology fall short. The result was the FJ-4. Keeping the engine and propulsion systems of the FJ-3, the fuselage was enlarged and reshaped to incorporate more fuel space and the wings redesigned to carry fuel, providing a 50 percent improvement in range. The FJ-4's



This FJ-4B Fury was photographed on 29 July 1960. The first FJ-4B flew on 4 December 1956, and production ended in May 1958. The aircraft were issued to nine Navy and three Marine Corps attack squadrons, beginning with VA-126 and VMA-223.

wings shared the same 35-degree sweep as its predecessors, but were more tapered and had a smaller thickness ratio. With its new design and an engine that produced 7,700 pounds of thrust, the transonic Fury Four was the Navy's last, and best, nonafterburner jet fighter.

The FJ-4B attack fighter was built in greater numbers and deployed to more operational squadrons than the FJ-4. Modifications included stiffened wings with six

stores stations to carry five Bullpup missiles or one tactical nuclear device, and an extra set of speed brakes on the underfuselage.

Only two examples of the final Fury model, the FJ-4F, were built. The -4Fs were notable for the added rocket motor which allowed them to reach supersonic speed at high altitude, but they remained experimental aircraft only.



Left, the straight-winged FJ-1 (below left) gave way to the swept-wing F-86, and in 1951 the Navy ordered three prototypes of the swept-wing fighter which became the FJ-2 (top right). Below, a Marine Attack Squadron 212 FJ-4B Fury taxis up to the catapult aboard *Oriskany* (CVA 34) on 17 November 1960.





Above, an FJ-4B flies over Mt. Fuji while assigned to Attack Squadron 323, NAS Atsugi, Japan, in 1958. Right, VMA-323 CO Lt. Col. D. L. Cummings poses beside his Fury. Below, the FJ-4B attack fighter incorporated some of the features developed for the F-86H, including a stiffened wing with six pylons and a system to deliver a tactical nuclear weapon. In the ground attack role, the FJ-4B could carry up to five Bullpup missiles.

