

# THE HAWKER AIRCRAFT COMPANY JET AIRCRAFT



**The 1948 straight-winged Hawker Sea Hawk was Hawker's first production jet fighter.**

Hawker started studying jet fighters with the P.1011 of 1941. However, Camm favoured the highly developed powerful piston engines over the low thrust early Whittle jets. The Hawker design team was very busy throughout the war and a new project would have delayed the valuable Tempest. It was not until 1947 that the Roll-Royce Nene powered P.1040 flew. Rejected by the RAF, the P.1040 was developed as the Sea Hawk for the Royal Navy and was also operated by the Indian, Netherlands and West German navies. 556 Sea Hawks were built.



Other research prototypes were developed to explore high speed flight. The P.1072 had auxiliary rocket engine in the tail, the P.1052 had swept wings, the P.1081 had a swept tailplane and straight through jet pipe in place of the split exhausts.



**The elegant 1951 Hawker Hunter was a world speed record breaker, a major success as a fighter and a money maker. Because of its sweet handling qualities it was the fighter pilot's favourite**

Following the P.1052 and P.1081 experimental swept wing jets the first Hunter was flown by Chief Test Pilot Neville Duke in 1951. The early Marks were short on range but the mature Mk 6 with more fuel and an uprated Rolls-Royce Avon engine was all that could be desired of a jet fighter. Capable of diving supersonically, initially an interceptor it was developed for ground attack and for reconnaissance. A total of 1974 was built and besides to the RAF they were sold to 18 countries from Sweden to Rhodesia and from Peru to Singapore. In addition a large number were bought back by Hawker for conversion, refurbishment and resale.



**The 1955 Hunter Two-Seater was the standard advanced trainer for the RAF and was widely exported to single-seat Hunter customers**

A wider and longer front fuselage of the trainer accommodated the instructor and student side-by-side, the fashion of the day. Performance was almost indistinguishable from the single seater.

**The revolutionary 1960 Hawker P.1127 vertical and short take-off and landing (V/STOL) aircraft devised by Ralph Hooper assured a future for Hawker Aircraft**

In 1957 Sydney Camm's young Project Engineer Ralph Hooper designed the P.1127 V/STOL aircraft using an engine designed by Stanley Hooker's Project Engineer Gordon Lewis at Bristol Engines. This engine had two exhaust nozzles on each side which could be rotated downwards for vertical take-off and hover and rearwards for conventional flight. Ralph Hooper's revolutionary design reconciled V/STOL ability with transonic performance. An uncomplicated design with innovative simple aircraft and engine nozzle controls, help achieve the minimum possible aircraft weight for the, initially low thrust, BE53 engines to lift. The prototype aircraft still had all non-essential items removed to achieve the initial hover. Chief Test Pilot Bill Bedford made the first free vertical take-off, hover and vertical landing in November 1960. Six P.1127s were built for the flight development programme.

