# GRUMMAN F11F-1 TIGER

The Grumman F11F/F-11 Tiger was a single-seat carrier-based Navy fighter aircraft in operation during the 1950s and 1960s. Originally designated the F11F Tiger in April 1955 under the pre-1962 Navy designation system, it was redesignated as F-11 Tiger under the 1962 United States Tri-Service aircraft designation system.

The design's potential for supersonic performance and reduced transonic drag stirred interest in the Navy. By 1953, redesigns led to a completely new aircraft bearing no more than a familial resemblance to the F9F-8T Cougar.

The new wing had full-span leading edge slats and trailing edge flap with roll control achieved using spoilers rather than traditional ailerons. For storage on aircraft carriers, the F-11 Tiger's wings manually folded downwards. Anticipating supersonic performance, the tailplane was all-moving.

The Navy Bureau of Aeronautics was sufficiently impressed to order two prototypes, designated XF9F-8 even though the new fighter was clearly a new design. To add to the confusion, the prototypes were then redesignated XF9F-9 with the XF9F-8 designation going to another more straightforward Cougar derivative.

Since the afterburning version of the J65 was not ready, the first prototype flew on 30 July 1954 with a non-afterburning engine. In spite of this, the aircraft nearly reached Mach 1 in its maiden flight.

The second prototype, equipped with the afterburning engine, became the second supersonic US Navy aircraft, the first being the Douglas F4D Skyray.

In April 1955, the aircraft received the new designation F11F-1 (F-11A after adoption of the unified Tri-Service naming system in 1962). Carrier trials started on 4 April 1956 when an F11F-1 Tiger landed on and launched from USS Forrestal.

Initial deliveries of the F11F Tiger F11F were made to the Navy squadrons in March 1957, and soon afterwards, the Navy's Blue Angel aerobatic team was equipped with this latest of the Grumman "Cats."

The Tiger was phased out as a front-line fleet fighter during 1959. The F11F's career only lasted four years because its performance was inferior to the Vought F-8 Crusader and the J65 engine proved unreliable. Also, the range and endurance of the Tiger was found to be inadequate.

Thus, the Navy cancelled all orders for the F11F-1P reconnaissance version and only 199 F11F-1 (F-11A) fighters were built.

The aircraft was withdrawn from carrier operations by 1961. It continued in service, however, in the training command in South Texas at Chase Field (Beeville) and NAAS Kingsville until 1961. Students performed advanced jet training in the F-9F Cougar, and upon completing that syllabus, were given a brief taste of supersonic capability before transitioning to fleet fighters.

Grumman Aircraft Corporation made about 200 Tigers, with last delivered 23 January 1959.

General characteristics
Crew: 1 Length: 46 ft 11 in
Wingspan: 31 ft 7.5 in Height: 13 ft 3 in
Wing area: 250 ft²
Empty weight: 13,810 lb (6,277 kg)
Loaded weight: 21,035 lb (9,561 kg)
Max takeoff weight: 23,459 lb
Powerplant: 1× Wright J65-W-18 turbojet
Dry thrust: 7,400 lbf (32.9 kN)
Thrust with afterburner: 10,500 lbf
Maximum speed: Mach 1.1 (727 mph) at 35,000 ft
Cruise speed: 577 mph Range: 1,275 mi