**Beaufort - Australian Built**

Beaufort Mk.V

50 built. First Australian built version, powered by two Pratt & Whitney R-1830-S3C4-G Twin Wasp radial piston engines with Curtiss Electric propellers.

Beaufort Mk.Va

30 built. Pratt & Whitney S3C4-G with Hamilton Standard propellers. Similar to the Beaufort Mk V, but fitted with a larger tail.

Beaufort Mk.VI

40 built. Pratt & Whitney-S1C3 Twin Wasp radial piston engines with Curtiss Electric propellers

Beaufort Mk.VII

60 built. Pratt & Whitney S1C3-G with Hamilton Standard propellers.

Beaufort Mk.VIII

520 built. Pratt & Whitney S3C4-G with Curtiss Electric propellers. Improved version fitted with an ASV radar, it could carry American or British mines or torpedoes.

Total Production = 700

Beaufort Mk.IX

46 Beauforts of various marks were converted into light transport aircraft for the RAAF and used Pratt & Whitney S3C4-G with Curtiss Electric propellers.

A distinguishing feature of Australian Beauforts was a larger fin, which was used from the Mk VI on. Armament varied from British aircraft: British or American torpedoes were able to be carried and the final 140 Mk VIII were fitted with a locally manufactured Mk VE turret with .50 cal machine guns. A distinctive diamond-shaped DF aerial was fitted on the cabin roof, replacing the loop antenna.[26] Other Australian improvements included fully enclosed landing gear and Browning M2 .5 in (13 mm) machine guns in the wings. Some were also fitted with ASV radar aerial arrays on either side of the rear fuselage.[27]

The Mk.XI was a transport conversion, stripped of armament, operational equipment and armour and rebuilt with a redesigned centre fuselage. Maximum speed was 300 mph (480 km/h) and a payload of 4,600 lb (2,100 kg) could be carried. Production of the Australian Beaufort ended in August 1944 when production switched to the Beaufighter.[28]