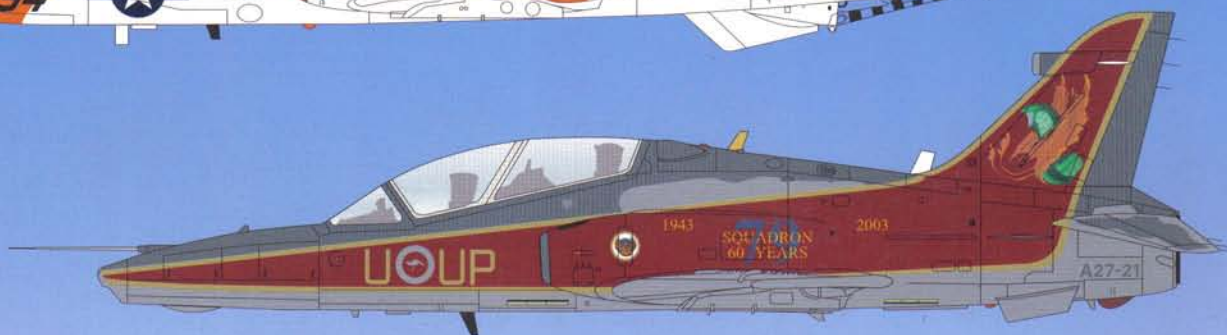
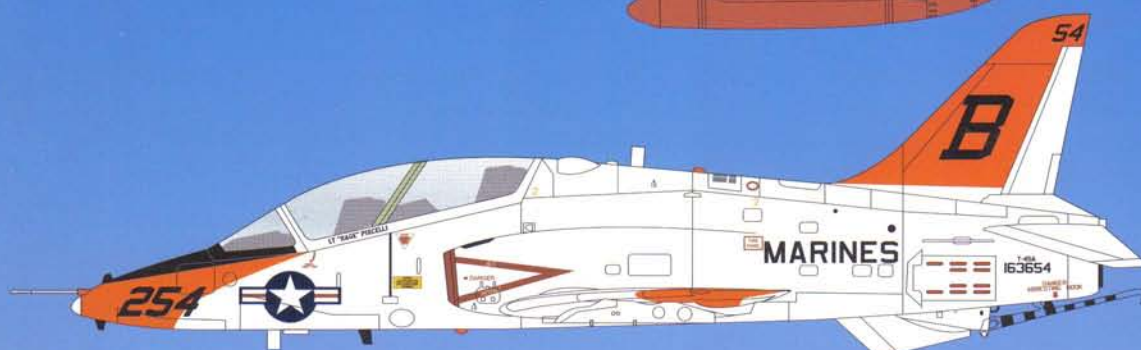
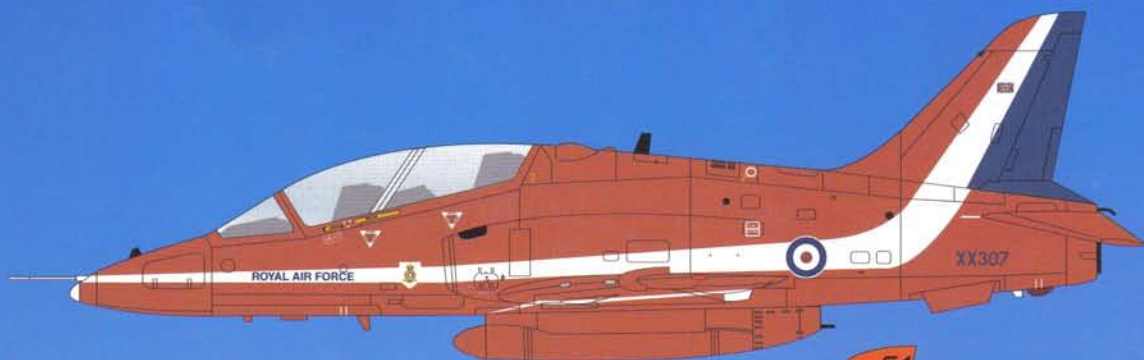


ON TARGET

PROFILES 3



BAe Hawk in worldwide service

by Jon Freeman

Series Editor Neil Robinson

**THE AVIATION WORKSHOP
PUBLICATIONS LTD**



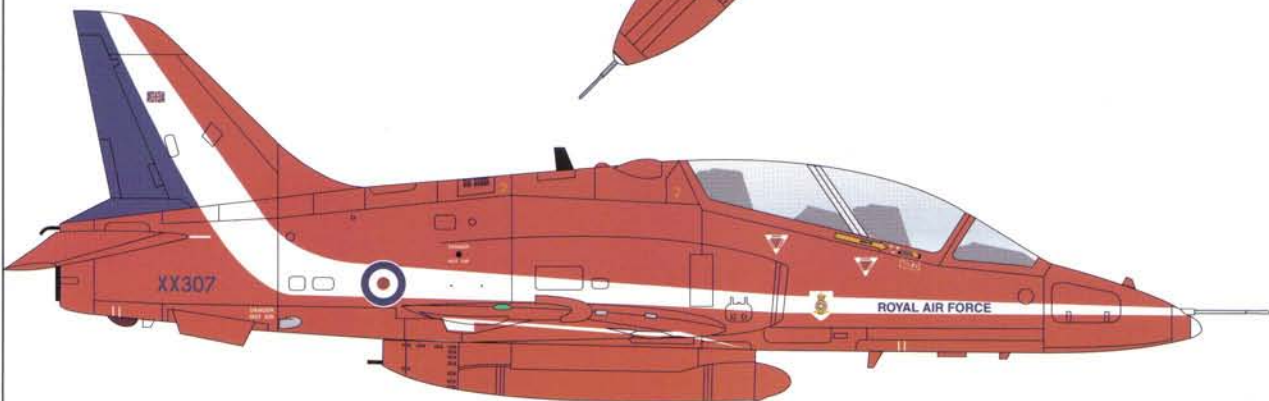
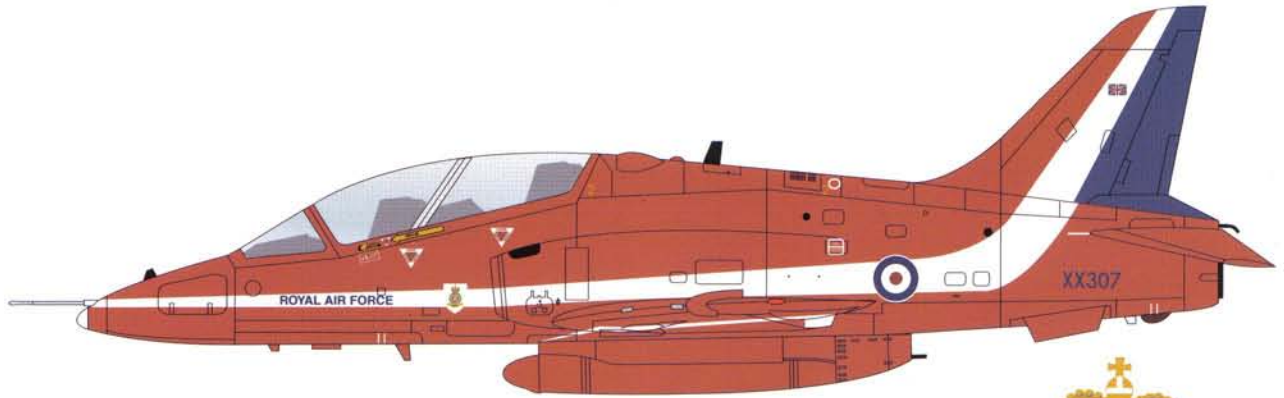
ISBN 1-904643-02-7



Red Arrows Aerobatic Team

BAe Hawk T Mk 1A, XX307 of the Red Arrows Aerobatic Display Team, 2003

Probably the most recognisable military jet aerobatic team in the world, the Red Arrows have operated the Hawk T Mk 1 since the winter of 1979/80. XX307 joined the Red Arrows in 1996, from HQ CFS. Red Arrows Hawks are finished in overall BS381C: 537 Signal Red with BS381C: 110 Roundel Blue rear fin/rudder and white cheat line along the fuselage sides and up the fin with a white outline arrow head under the wings/fuselage. Red/White/Blue roundels were carried in the usual six positions. The 6 inch high serial number, (placed further back and lower on the rear fuselage than on standard RAF Hawks), and the ROYAL AIR FORCE legend were both in BS381C: 110 Roundel Blue. Note the smoke generation pipes over the jet pipe and the Red Arrows 'squadron' crest on the white cheat line under the cockpit area.



THE BAe Hawk in world wide service artwork by Jon Freeman

On Target 'Profiles' No 4 BAe Hawk in worldwide service

The BAe Hawk must surely rank as one of the most successful post-war British aircraft designs ever. In service, or on order, with no less than nineteen Air Forces worldwide, the Hawk has made its home in the skies over Europe, the Middle East, India, Africa, the Far East, Australasia and America.

Traditionally, 'advanced trainers', however versatile, tend not to attract as much interest as the more overtly 'warlike' designs, but with its breathtaking performances with the superlative 'Red Arrows' RAF aerobatic team, the type's ongoing development as a very effective ground attack platform and the diverse variety of its colour schemes, the Hawk is destined to be a popular subject with aviation enthusiasts and modellers alike for many more years to come.

On Target 'Profiles'

On Target 'Profiles' are designed to complement your existing camouflage and markings reference material. They are not designed to be the 'last word' on the subject, but to act as sources of inspiration – for aircraft modellers and aviation enthusiasts alike.

All the artwork, in this and all the other titles in this series, (provided by a dedicated group of like-minded aviation enthusiast and aircraft modeller artists), is based upon a mixture of contemporary photographs and information from a variety of sources, to offer as wide a ranging coverage as possible, with good quality, well presented and well-researched colour scheme and markings details for specific aircraft types.

On Target 'Profiles' are also an integral part of a bigger package, comprising these and other modeller-friendly reference books, together with exclusive Model Alliance (UK) decal sheets and conversion sets in 1:144, 1:72 and 1:48 scales.

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Royal Air Force – Page 2



BAe/BAE Systems Demonstrators – Page 14



Australia/Canada/United States/Finland/Switzerland – Page 18



Kenya/Zimbabwe/Abu Dhabi/Dubai/Kuwait/Oman – Page 24



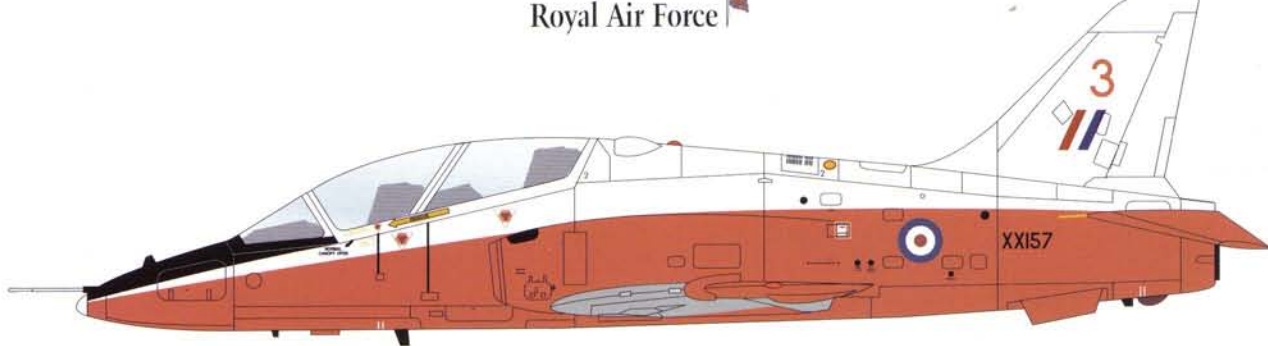
Indonesia/South Korea/Malaysia/Saudi Arabia – Page 28



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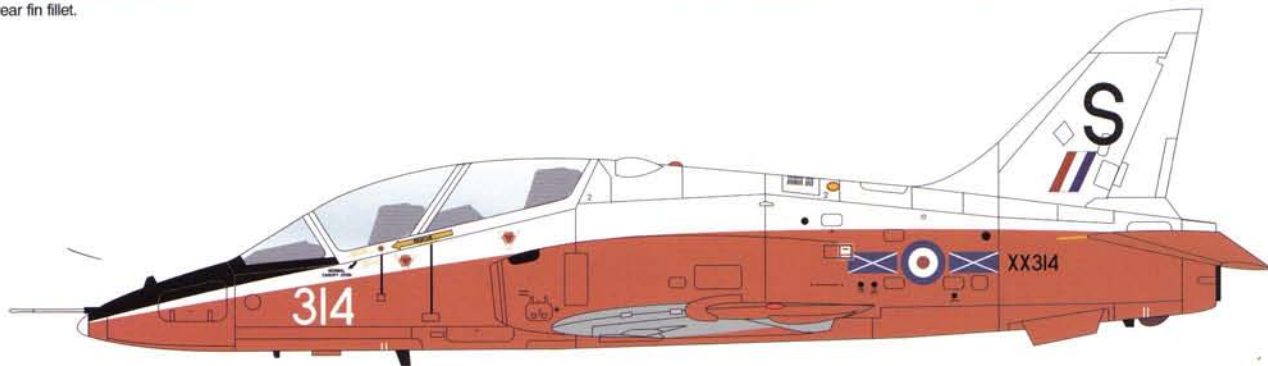
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and with the help, advice and personal photo archives of:-

Gordon G Bartley, Hawk Sales Support, BAE Systems; British Aerospace; Michael Evans; Steve Evans; Graham Green; Steve Mackenzie; Sam Matthews; Dave Matthews; UK



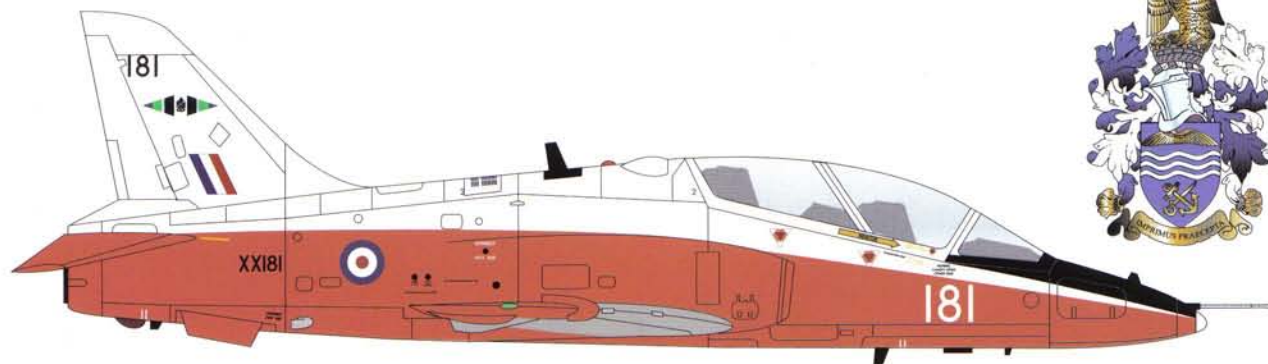
BAe Hawk T Mk 1, XX157, during pre-RAF service trials at Farnborough, circa 1976

Despite being a trials machine, XX157 was finished in the original high visibility 'RAF Trainer' scheme of BS381C: 537 Signal Red fuselage, tailplanes and wing tips with white fuselage spine and fin, and BS381C: 627 Light Aircraft Grey wings. Black anti-glare panel. Red/White/Blue roundels were carried in the usual six positions with the associated fin flash. Black serial number on the rear fuselage and under the wings - reading from the front under the port wing and from the rear under the starboard wing. Note the red 'trials aircraft number' on the fin and the 'short' rear fin fillet.



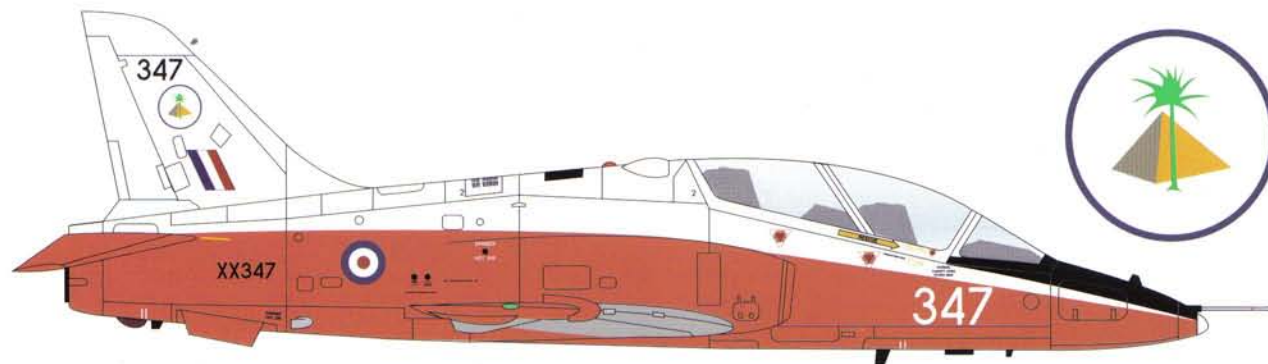
BAe Hawk T Mk 1, XX314/S of No 151 Squadron, RAF Chivenor, circa early 1980s

XX314 was finished in the original standard high visibility 'RAF Trainer' scheme of BS381C: 537 Signal Red fuselage, tailplanes and wing tips with white fuselage spine and fin, and BS381C: 627 Light Aircraft Grey wings. Black anti-glare panel. Red/White/Blue roundels were carried in the usual six positions with the associated fin flash. Black serial number on the rear fuselage and under the wings - reading from the front under the port wing and from the rear under the starboard wing. Note the black aircraft letter on the fin, 'last three' of the serial number in white on the nose and No 151's 'squadron bars' flanking the fuselage roundel. 'Short' rear fin fillet.



BAe Hawk T Mk 1, XX181 of the Central Flying School, RAF Valley, circa early 1980s

XX181 was finished in the original standard high visibility 'RAF Trainer' scheme of BS381C: 537 Signal Red fuselage, tailplanes and wing tips with white fuselage spine and fin, and BS381C: 627 Light Aircraft Grey wings. Black anti-glare panel. Red/White/Blue roundels were carried in the usual six positions with the associated fin flash. Black serial number on the rear fuselage and under the wings - reading from the front under the port wing and from the rear under the starboard wing. Note the 'last three' of the serial number in black on the fin and in white on the nose. The CFS badge was applied to both sides of the fin (see inset). 'Long' rear fin fillet.



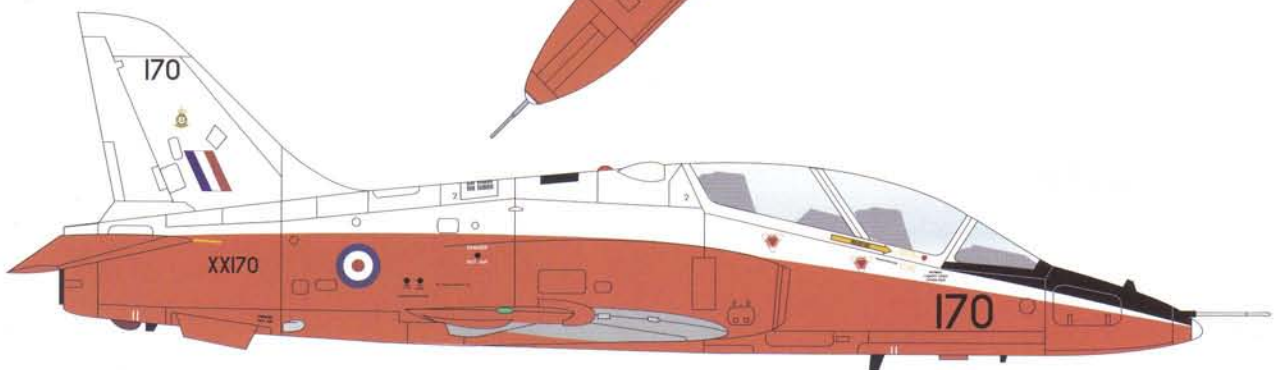
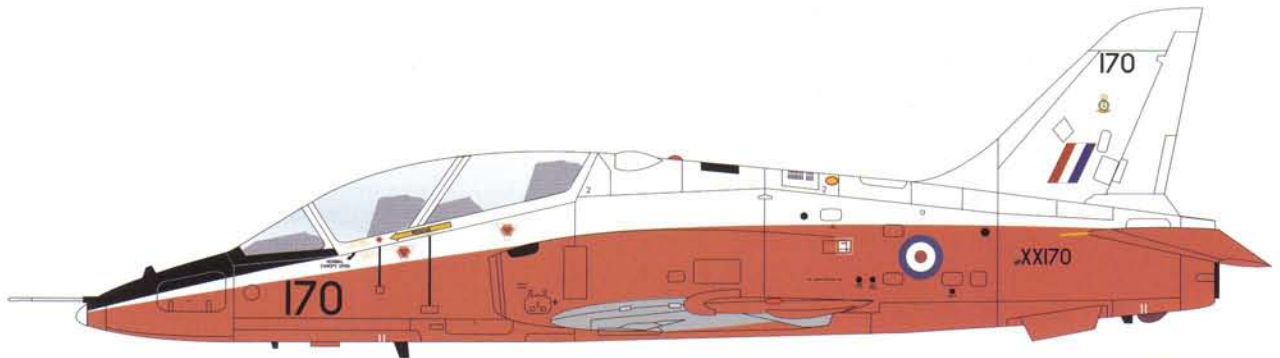
BAe Hawk T Mk 1, XX347 of No 4 Flying Training School, RAF Valley, 1982

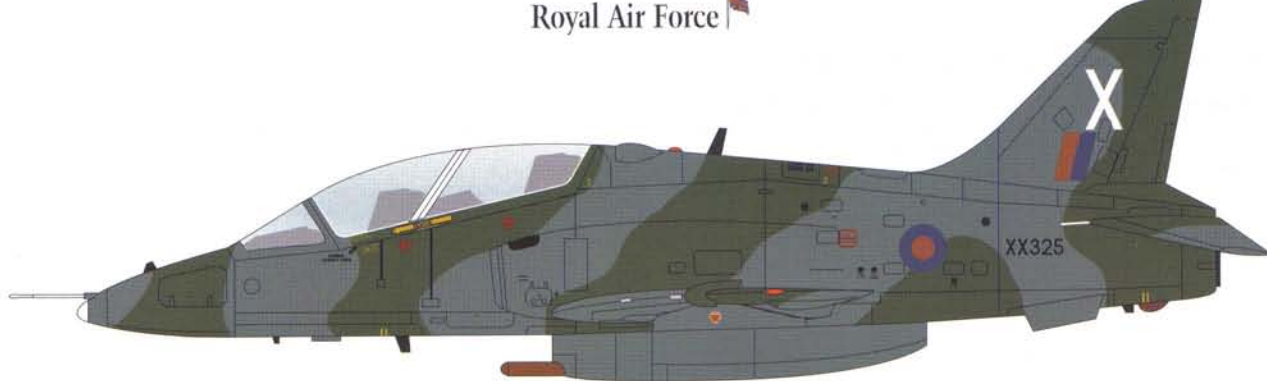
XX347 was finished in the original standard high visibility 'RAF Trainer' scheme of BS381C: 537 Signal Red fuselage, tailplanes and wing tips with white fuselage spine and fin, and BS381C: 627 Light Aircraft Grey wings. Black anti-glare panel. Red/White/Blue roundels were carried in the usual six positions with the associated fin flash. Black serial number on the rear fuselage and under the wings - reading from the front under the port wing and from the rear under the starboard wing. Note the 'last three' of the serial number in black on the fin and in white on the nose. The 4 FTS badge was applied to both sides of the fin (see inset). 'Short' rear fin fillet.

Royal Air Force

BaE Hawk T Mk 1, XX170 of No 4 Flying Training School, RAF Valley, circa 1977

XX170 is illustrated here as she looked when the type first entered RAF service with No 4 FTS, finished in the original standard high visibility 'RAF Trainer' scheme of BS381C: 537 Signal Red fuselage, tailplanes and wing tips with white fuselage spine and fin, and BS381C: 627 Light Aircraft Grey wings. Black anti-glare panel. Red/White/Blue roundels were carried in the usual six positions with the associated fin flash. Black serial number on the rear fuselage and under the wings - reading from the front under the port wing and from the rear under the starboard wing. Note the 'last three' of the serial number on the fin and on the nose - both in black. The original presentation of the 4 FTS badge, within a standard frame, was applied to both sides of the fin (see inset). 'Short' rear fin fillet.





BAe Hawk T Mk 1, XX325/X of No 2 Tactical Weapons Unit, (No 151 'shadow' Squadron), RAF Chivenor, circa 1980s

Overall 'wraparound' tactical scheme of BS381C: 638 Dark Sea Grey and BS381C: 641 Dark Green. Red/Blue roundels were carried in the usual six positions with the associated Red/Blue fin flash. Black serial number on the rear fuselage and under the wings - reading from the front under the port wing and from the rear under the starboard wing. (In early 1981, No 151's St Andrews Cross 'squadron bars' were applied to either side of the fuselage roundels). Note the large white 'X' carried on the fin. 'Long' rear fin fillet.



BAe Hawk T Mk 1, XX192 of No 1 Tactical Weapons Unit, (No 234 'shadow' Squadron), RAF Valley, circa 1979

Overall 'wraparound' tactical scheme of BS381C: 638 Dark Sea Grey and BS381C: 641 Dark Green. Red/Blue roundels were carried in the usual six positions with the associated Red/Blue fin flash. Black serial number on the rear fuselage and under the wings. No 234's black and red diamonds 'squadron bars' were applied to either side of the fuselage roundels, with the 'last three' of the serial number on the fin in white. Note the Tactical Weapons Unit badge in a standard frame under the windscreen, (see inset). 'Short' rear fin fillet.



BAe Hawk T Mk 1, XX222 of No 1 Tactical Weapons Unit, (No 79 'shadow' Squadron), RAF Brawdy, 1982

Overall 'wraparound' tactical scheme of BS381C: 638 Dark Sea Grey and BS381C: 641 Dark Green. Red/Blue roundels were carried in the usual six positions with the associated Red/Blue fin flash. Black serial number on the rear fuselage and under the wings. No 79's red arrowhead 'squadron bars' were applied to either side of the fuselage roundels, with the 'last three' of the serial number on the fin in white. Note the No 79 Squadron badge in a standard frame under the windscreen, (see inset). 'Long' rear fin fillet.



BAe Hawk T Mk 1, XX299, used for camouflage trials, RAF Chivenor, November 1992

In November 1992, the RAF conducted the 'Longview 2 Trials' - air-to-air visibility trials for the Hawk fleet. XX299 was one of the aircraft selected to take part and received a temporary overall 'wraparound' tactical scheme of Dark Sea Grey and Dark Green over its original Signal Red/White/Light Aircraft Grey trainer scheme. Red/White/Blue roundels, (from the original trainer scheme), were retained and carried in the usual six positions with the associated Red/White/Blue fin flash. Black serial number on the rear fuselage and under the wings. Note the small white 'J' on the fin and the black anti-glare panel in front of the windscreen. Traces of the original trainer scheme Signal Red were visible around the nose. 'Long' rear fin fillet.