

HAWKER SIDDELEY AND BRITISH AEROSPACE IN KINGSTON



Export Hawk variants have been continuously developed to deliver the pilot training needed for the latest combat aircraft

The initial 50 series export Hawks were similar to the RAF TMk1 but with external fuel tanks. The 60 series were more powerful and the 100 series had avionics and cockpit systems representative of 21st century fighters. The versatility of the Hawk added greatly to its value, most export Hawks fulfilled the dual role of advanced trainer and ground attack fighter.



The biggest overseas customer for Hawks was the United States Navy with their standard advanced trainer, the T-45 Goshawk

To satisfy the requirement for carrier operations the airframe and undercarriage were strengthened and a tail hook and catapult facility were added. Design and manufacture was shared with McDonnell-Douglas in the USA.



The single seat 200 series Hawk offered customers a high performance air combat and ground attack fighter at a bargain price

Hawk variants remained in production at BAe and BAE Systems for over 35 years with almost 1,000 sold to 18 countries

The 1978 Hawker Siddeley/BAe Sea Harrier FRSMk1 with its nose mounted radar, raised cockpit and Sidewinder missiles was a potent fleet defence fighter retaining the Harrier's full ground attack capability

Sea Harrier returned air power to the Royal Navy who for several years had only operated helicopters. It was ideally suited to the small (15000 ton) Invincible class through-deck cruisers and came into its own during the 1982 Falkland Islands war with Argentina. Without the Harriers and their carriers it would not have been possible to defeat the invaders. Sea Harriers were also bought by the Indian Navy.



The 1988 British Aerospace Sea Harrier FA2 was developed from Falklands War experience. Improvements included a new radar, larger fuel tanks and long range air-to-air missiles

A new multi-mode radar with better look-down capability, 190 gallon combat tanks, beyond visual range AMRAAM missiles and twin Sidewinder missile carriers were the main features of this mid-life update programme.

The Harrier II was jointly developed by British Aerospace and McDonnell-Douglas to meet a USMC requirement to carry more weapons farther

The Harrier II had an enlarged wing, a new front fuselage with a bigger, raised cockpit. Changes to nozzles, flaps and under fuselage-strakes improved short and vertical take-off performance. The wing, front fuselage, fin and tailplane were made from lightweight carbon fibre. When the RAF adopted the Harrier II, BAe added an extra missile pylon and leading edge root extensions. Component manufacture was divided equally between the two Companies with US aircraft assembled in St Louis, Missouri and RAF aircraft assembled at Dunsfold.



In 1992 aircraft design and manufacturing operations in Kingston ceased after 80 illustrious years

Some Kingston based personnel transferred to Dunsfold, Surrey. The Harrier business and technical team moved to the new BAe Farnborough Aerospace Centre.