

ERRATA

(Yes, no matter how hard you try, it always happens.....!)

PAGE 10

Mere days after the book had gone to print, a new photograph emerged which clearly shows that the Gnat used for the "1976 Experimental / Trial Scheme" was in fact XR540, *not* XP535.



Although not specifically stated in the book, it is worth mentioning that it is thought both of the "Experimental / Trial Schemes" were painted up *on one side only* - the "1972 scheme" on the right/starboard side and the "1976 scheme" on the left/port side, as illustrated.

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The colour of the "ROYAL AIR FORCE" lettering on the nose of the Hawks is always difficult to tell from "period" photos", as they are often indistinct when taken from any distance. It was actually debated at some length before, as to whether it was originally black, or Roundel Blue.



But based on a number of comments received *now*, it would seem that it was always Roundel Blue, from 1979, until it was removed in 2007.

PAGES 16 & 18

Originally, the underside "arrow" markings on the Hawk were in fact slightly different to how they are now : The white stripe along the trailing edge of the flaps was narrower and did not cover the rear of the actuators. This was changed to the current "wider" style in 1987. The same applies to XX297, the "armed" Hawk - it had the narrower white line at the time of the "armed" P.R. photos.

