McDONNELL-DOUGLAS / BOEING AIRCRAFT T-45 'GOSHAWK'

NAS KINGSVILLE 1992 TO PRESENT

The T-45 Goshawk is a highly modified version of the BAE Hawk land-based training jet aircraft. Manufactured by McDonnell Douglas (now Boeing) and British Aerospace (BAE Systems), the T-45 is used by the Navy as an aircraft carrier-capable trainer.

The T-45 Goshawk is a fully carrier-capable version of the Hawk Mk.60. It was developed for the United States Navy (USN) for use in training. The Goshawk's origins began in the mid-1970s, when the US Navy began looking for replacement for its T-2 and TA-4 trainers.

The Navy started the VTXTS advanced trainer program in 1978. British Aerospace and McDonnell Douglas proposed a version of the Hawk and were awarded the T-45 contract in 1981. The Hawk was not designed for carrier operations.

Numerous modifications were required for Navy carrier use, including improvements to the low-speed handling characteristics and a reduction in the approach speed. Other changes were strengthened airframe, more robust and wider landing gear with catapult attachment and an arresting hook. It features a two-wheel nose landing gear.

The Goshawk first flew in 1988 and became operational in 1991. the T-45 service is slated to continue until at least 2035. The T-45 has been used for intermediate and advanced portions of the Navy/Marine Corps strike pilot training program with Training Air Wing ONE at NAS Meridian and Training Air Wing TWO at NAS Kingsville.

The T-45 replaced the T-2C Buckeye and the TA-4J Skyhawk with an integrated training system that includes the T-45 Goshawk aircraft, operational and instrument flight simulators (OFT/IFT), academics, and training integration system support.

In 2008, the T-45 began operation in the advanced portion of Navy/Marine Corps Naval Flight Officer (NFO) training with Training Air Wing SIX at NAS Pensacola, Fla.

The T-45's A and C models are currently in operational use. The T-45A, which became operational in 1991, contains an analog cockpit design while the newer T-45C, which was first delivered in December 1997, features a digital "glass cockpit" design. All T-45A aircraft will eventually be converted to a T-45C configuration under the T-45 Required Avionics Modernization Program (T-45 RAMP).

General Characteristics

Crew: 2 (student, instructor)
Length: 39 ft., 4 in.
Wingspan: 30 ft., 10 in.
Height: 13 ft., 5 in.
Wing area: 190.1 ft²
Empty weight: 10,403 lbs.
Max takeoff weight: 14,081 lbs.
Powerplant: 1× Rolls-Royce Turbomeca F405-RR-401 (Adour) turbofan, 5,527 lbf

Performance

Max Speed: 645 mph at 8,000 ft
Range: 700 nmi (805 miles)
Service ceiling: 42,500 ft.
Rate of climb: 8,000 ft/min