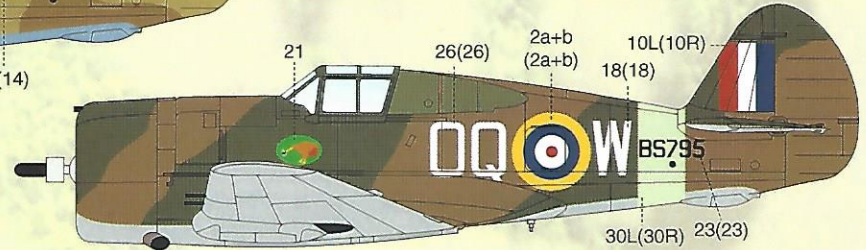


Mohawk IV LA164 8

Sgt. D Parsons. 1 OTU (India), Raisalpur, India 1942. Wearing 'desert scheme' camouflage, LA164 was probably part of an Iranian order of Hawk H-75s 'diverted' by the RAF to the Far East. Note the badly worn aircraft number on the rudder.

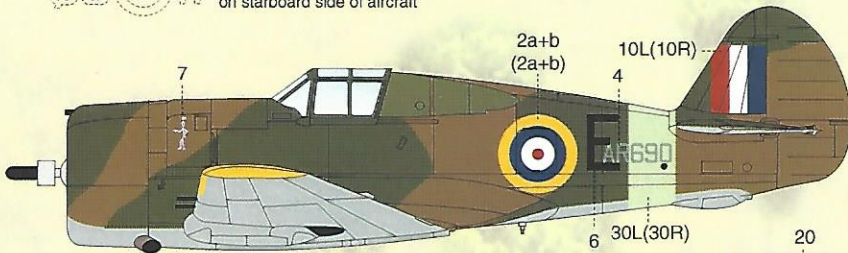
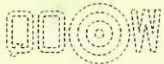
Mohawk IV BS795 OQ-W

F/Lt. Keith MacEwan. 5 Squadron, Dinjan, India, May 1942. BS795 was one of only a handful of RAF aircraft available to cover the allied retreat back through northern Burma during 1942. F/Lt. MacEwan proudly displays his New Zealand nationality with the Kiwi emblem below the cockpit.



Mohawk IV BS795

Positioning of codes and roundel on starboard side of aircraft

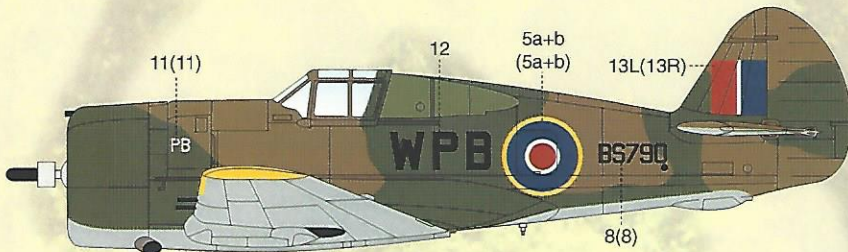
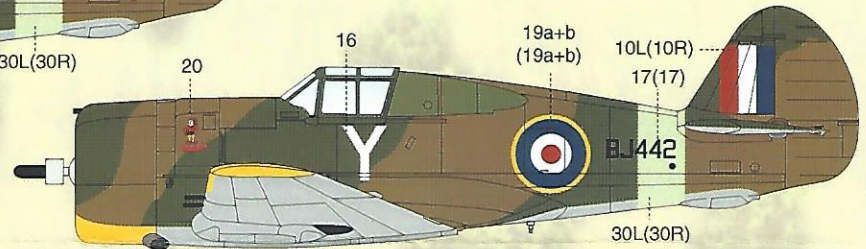


Mohawk IV AR690 E

F/Sgt. Derek Wicks. 5 Squadron, Agartala, India, late 1942. AR690 carries the popular 'Saint' emblem on its engine cowling. Note the badly faded Black serial and the introduction of Yellow wingtips around about this date.

Mohawk IV BJ442 Y

F/Lt. Denis Winton DFC. 155 Squadron, Agartala, India, late 1942. BJ442 carries a field applied version of the later C1 type roundel, possibly being an inaccurate transformation of the original A1 type. F/Lt Winton's mascot 'Horace', a miserable looking dwarf, decorates the cowlings.



Mohawk IV BS790 WPB

Wing Commander William Pitt-Brown DFC.

Mohawk Wing (5 & 155 Squadrons), Agartala, India, summer 1943. As commanding officer, W/C Pitt-Brown kept the tradition of having his initials on his personal aircraft. His surname initials were also carried in White on the cowlings.

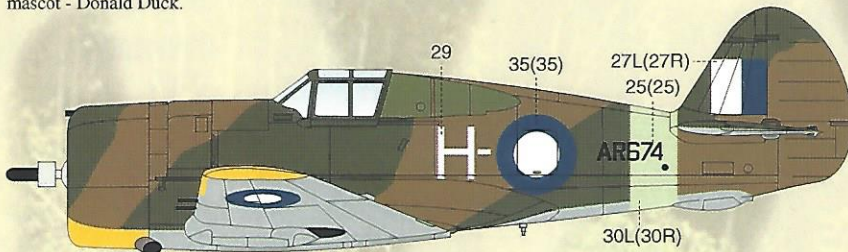
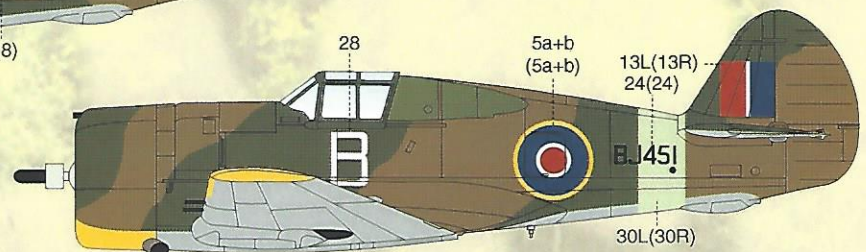
Mohawk IV BJ451 B

F/O Harry Bishop. 155 Squadron, Imphal, India, May 1943. 155 Squadron's code was DG. However this was hardly ever used. Most aircraft carried a single, White identification letter well forward of the fuselage roundel. The starboard side cowlings also carried Bishop's mascot - Donald Duck.



Mohawk IV BJ451 B

Scrap view of starboard side cowlings.

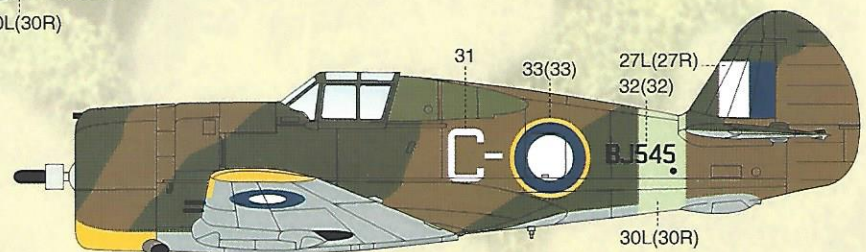


Mohawk IV AR674 H

F/O 'Babe' Hunter. 155 Squadron, Agartala, India, mid-1943. About this period 155 Squadron went over to the Blue and White SEAC roundel. Many applications of this were made 'in the field' by adapting earlier A and C type roundels. Therefore a wide variety of shapes and sizes existed!

Mohawk IV BJ454 C

F/O Ray Weir. 155 Squadron, Imphal, India, November 1943. BJ454 carries another version of an 'adapted' SEAC roundel. This time retaining the Yellow outer ring from the earlier C type roundel.



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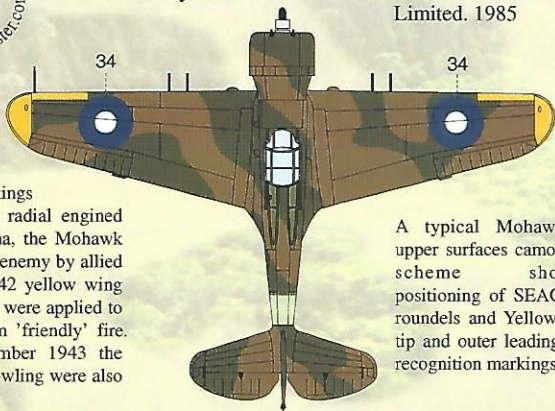
Suggested 1:48 Scale Kits:
RAF Curtiss Mohawk
1:48 - Hobby Craft

References:
Mohawks over Burma. Gerry Beauchamp,
Midland Counties Publications (Aerophile)
Limited. 1985

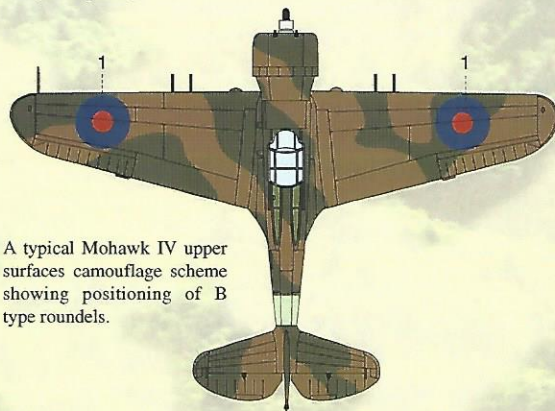
MOHAWKS

Mohawk Recognition Markings

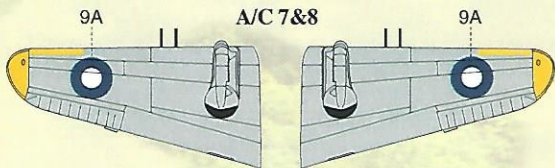
As one of the few allied radial engine aircraft in India and Burma, the Mohawk was often mistaken for the enemy by allied ground forces. In late 1942 yellow wing tip and outer leading edges were applied to prevent further losses from 'friendly' fire. Further to this in November 1943 the undersides of the engine cowling were also painted Yellow.



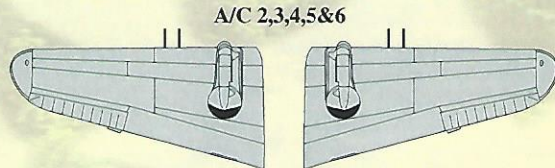
A typical Mohawk IV upper surfaces camouflage scheme showing positioning of SEAC type roundels and Yellow wing tip and outer leading edge recognition markings.



A typical Mohawk IV upper surfaces camouflage scheme showing positioning of B type roundels.



A/C 7&8



A/C 2,3,4,5&6

-  US Du-pont Dk Earth
-  Dupont Mid Stone
-  US Du-pont Dk Green
-  Dupont Azure Blue
-  Dupont Med. Sea Grey
-  RAF Sky
-  RAF Yellow
-  U.S. Interior Green

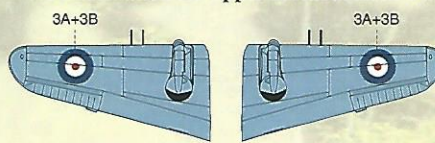
AIR

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Mohawk Under Wing Roundels

Our reference has shown that many Mohawks carried no under wing roundels. However, some did while on others, it is difficult to identify any roundels due to heavy shading. We have therefore included three types of under wing roundel used, should your reference be conclusive on this subject.

No information for upper surfaces on A/C 1



A/C 1

If you have suggestions for future subject matter, AeroMaster would like to hear from you. Our goal is to provide high quality, well researched decals of unusual and interesting subjects. We value our customers' input, so if you have specific suggestions or photographs of unusual subject matter which you would be willing to share, please contact us. **48-620**