

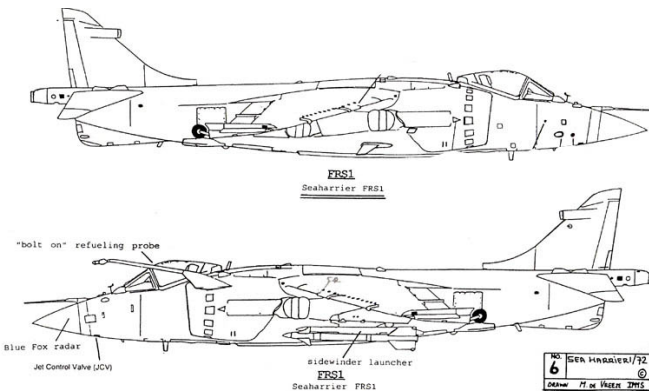
Hawker Siddeley Sea Harrier FRS1 Royal Navy "Falklands War"

Scale 1/32 and others scales possible including 1/24

HISTORY

The Hawker Siddeley Harrier was developed in the 1960s as the first operational ground attack and reconnaissance aircraft with vertical/short take-off and landing (V/STOL) capabilities. Development started with the Kestrel prototype aircraft and this evolved into the Harrier gr.1 first flown end 1967. The design had a single special Pegasus turbofan engine mounted in the fuselage and four vectoring nozzles. The Harrier gr.1 was first ordered for the British Royal Air Force.

A Harrier version for use from British Royal Navy aircraft carriers was the Sea Harrier for air defence for the naval carrier task group. It was based on the gr.3 but got a different nose section with raised cockpit and bubble canopy for better visibility for carrier landing and Blue Fox radar. Usually Martin Baker mk.10H ejection seat and main armament consisted of 2 air-to-air Sidewinder missiles. A pair of Aden gun pods could also be installed on the lower fuselage. Later it could also fire the Sea Eagle anti-ship missile.



Royal Navy Sea Harrier FRS1

The Sea Harrier FRS1 first entered service with the Royal Navy in April 1980 and became informally known as the SHAR. No.800 Naval Air Squadron started flying from the HMS Invincible carrier and later from HMS Hermes. On shore, No.899 was the main squadron. On the outbreak of the Falklands War in 1982, Sea Harriers were quickly deployed and played an important role along with RAF Harriers. In the 1990s Sea Harriers were also flown during the Bosnia and Serbia War.

MODEL KITS

In 1/24 Airfix has released a large Sea Harrier kit #20001, #A50004, #A50010.

In others scales numerous Sea Harrier kits have been released.

In 1/32 scale only Revell USA released a Harrier gr.1 / AV-8A way back in 1972 as kit #H194 and in 1982 as kit #4718. The kit has some shapes resembling the Kestrel development aircraft.

No 1/32 injection moulded Sea Harrier kit is available, only a basic "Tigger" conversion vacuform nose set to be combined with the 1/32 Revell kit.

For a 1/32 Sea Harrier model the only option is a conversion of the Revell Harrier kit with these main changes:

- The nose section needs to be replaced/ modified including a bubble canopy and pointy radar nose.
- The Kestrel fairing shape in front of the forward nozzle made bulkier and "less pointy" with card and putty.
- The number of blow in doors at the bulkier fairing should be 9 (and not 8 as per Kestrel). Also add a small NACA air intake.
- Change some upper engine panel exhaust grills.
- If using the underwing fuel tanks, remove their tail fins.
- Improve the various details like the cockpit, ejection seat and smaller airframe bits.

A modelling report showing the 1/32 Sea Harrier conversion using a "Tigger" set can be found at my website at:

<https://aircraftinplastic.com/models/harrier-32/harrier-32-3.html>

My YOUTUBE film:

<https://www.youtube.com/watch?v=eqv6kmh3u4c>

DECAL APPLICATION

The decal sheet has ONE continuous print film, so each decal needs to be cut out with fine scissors. No other prior decal preparation is needed.

Note that a decal that contains a white section is often split in two sections. To apply the full decal marking, first set the white decal section at correct position and on top of that the coloured section. On the decals sheet you will often see an "arrow" to indicate this way of application (on white surfaces, the white section is optional).

Each cut out decal can be applied as usual after soaking it a short while in water. Decals are EXTREMELY THIN, so slide off from the wet backing sheet on a horizontally held GLOSSY model surface. Do not use tweezers! They will fold doubled!

After all decals have been applied, finish the model with your preferred final gloss, matt or semi-matt varnish coats. This will also protect all the decals.

The decals sheet has the **squadron/ scheme markings**.

The stencilling, warnings and service markings are to be used from the mother kit. Generic after market decals for British roundels could be used but the improvised roundels are provided.

REFERENCES:

Many books but especially recommended: The British Aerospace Sea Harrier, by Andy Evans, Modellers data file #11, SAM publications, 2007

On internet it is very easy to find photos by searching...

Sea Harrier FRS1 + Royal Navy

FALKLANDS WAR SCHEMES SEA HARRIER FRS1

After the outbreak of the Falklands War on 2 April 1982 because of the occupation of the Falkland islands by Argentina, the British Government decided to send armed forces to retake the islands. Operation Corporate was started. Along the aircraft used were Sea Harriers FRS1. The first 9 SHARs were carried on the HMS Hermes carrier and some 8 SHARs with HMS Invincible. Later extra SHARs also arrived.

The SHARs had in the U.K. their first standard Extra Dark Sea Grey (EDSG) BSC381C: 640 with white lower surfaces peacetime scheme but during the first voyages to the South Atlantic the white surfaces were overpainted Extra Dark Sea Grey. That covered the large serial numbers, any squadron markings. Same with the white portions in the British roundels.

AIRCRAFT IN PLASTIC

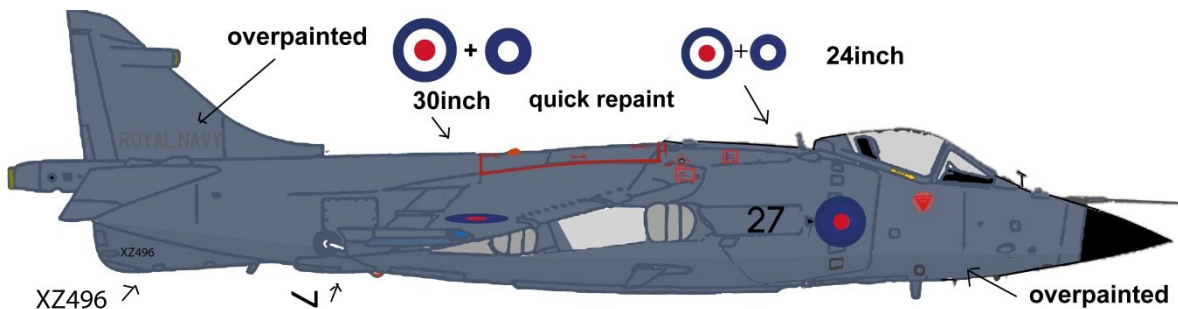
On the HMS Hermes this overpainting was done by "brush painting" the Extra Dark Sea Grey over the white surfaces. On the HMS Invincible it seems this overpainting was done with "sprays" as this carrier had facilities to do so.

The changed improvised roundels are four 30 inch on lower and upper wing and two 24 inch roundels on intakes. Their red dots now look small. (decals are provided).

The large access hatch in the upper fuselage spine probably still had red outlines and red crosses.

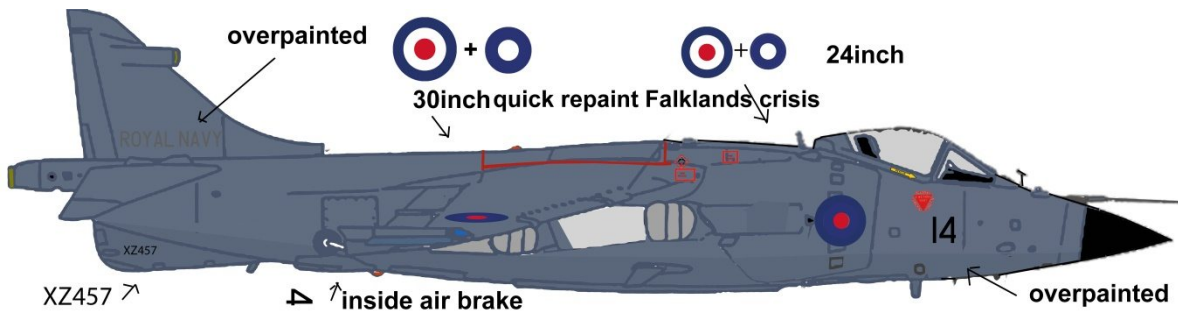
The Sea Harrier had many common Harrier smaller stencils/ service markings but it is unclear if these were overpainted as well. Rescue markings on lower canopy frames.

Aircraft can be fitted with gun pods and pylons with Sidewinder AIM-9L missiles.



[A] Sea Harrier FRS1, coded XZ496 of no.800 NAS. Nose number black "27" on intake fairings. Was deployed aboard HMS Hermes going to the South Atlantic. This aircraft had its white surfaces and markings quickly overpainted. Inside air brake code "7". Symmetrical scheme.

Lt Cdr Blissett shot down an Argentine A-4C Skyhawk on 21 April May 1982 with Sidewinder AIM-9L near San Carlos water at the Falklands. After the War, it returned to Portsmouth.



[B] Sea Harrier FRS1, coded XZ457 of no.899 NAS. Nose number "14" in black below cockpit. Was deployed aboard HMS Hermes going to the South Atlantic. This aircraft also had its white surfaces and markings quickly overpainted. Inside air brake code "4". Symmetrical scheme.

On 21 May 1982 LT Morell destroyed an Argentine A-4 Skyhawk with Sidewinder AIM-9L and with canon fire damaged another A-4 beyond repair. On 24 May LTCDR Andy Auld destroyed 2 Argentine Mirage Daguers with two Sidewinder AIM-9L missiles. After the War, this SHAR returned July 1982 aboard HMS Hermes to Portsmouth.

It was also flown with gun pods painted Dark Green BSC381C: 641.

Typical views with overpainted white areas >>>>

Please visit website: www.aircraftinplastic.com



© copyright 2025

