

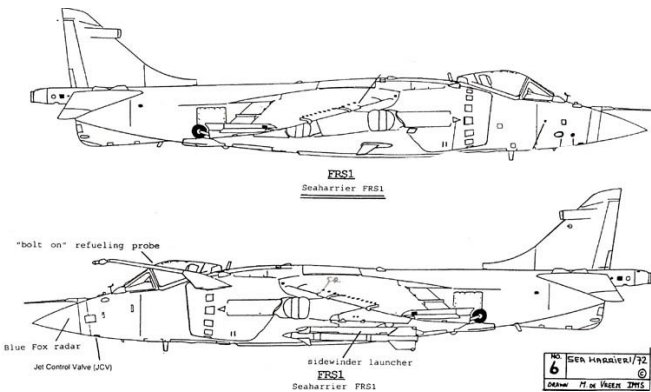
Hawker Siddeley Sea Harrier FRS1 "post Falklands War" grey NAS schemes

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 AIM-9L 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 roundels, stencilling, warnings and service markings are to be used from the mother kit. There are also generic after market decals for British roundels.

REFERENCES:

Many books but especially recommended:

The British Aerospace Sea Harrier, by Andy Evans, Modellers data file #11, SAM publications, 2007

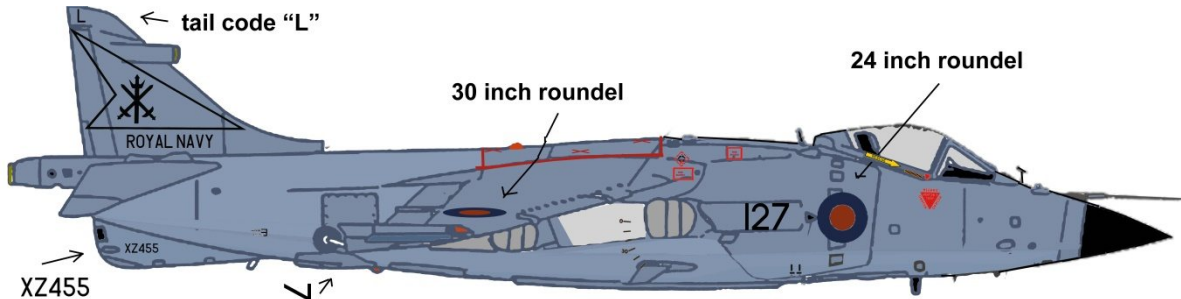
On internet it is very easy to find photos by searching...

Sea Harrier FRS1 + Royal Navy

LATER GREY SCHEMES ROYAL NAVY SEA HARRIER FRS1

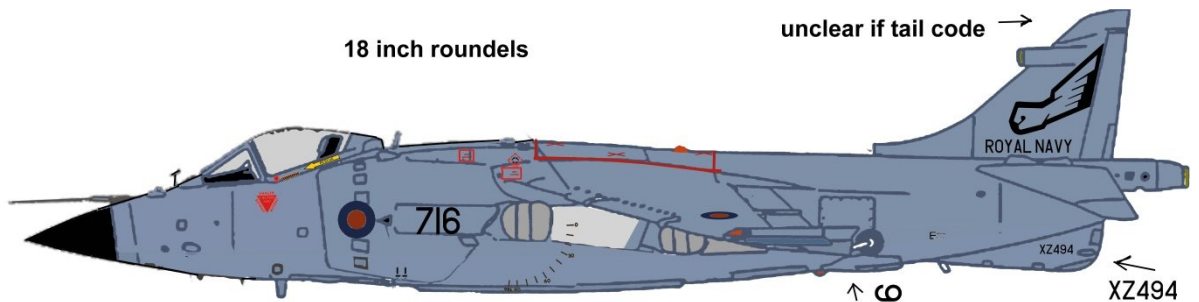
In the post Falklands War (2 April – 14 June 1982) period the Royal Navy Sea Harrier FRS1 SHARs got a new paint scheme with overall Dark Sea Grey (DSG) BSC381C:638 surfaces. Black pointy nose. Smaller antennas also often black. The scheme is symmetrical. Most SHARs had six 18 inch toned down roundels.

The grey scheme had no large black codes on the lower wing anymore. Various red panel outlines. Inside air brake aircraft code was set. The Sea Harrier has many common Harrier smaller stencils/ service markings. Rescue markings on lower canopy frames * use mother kit decals.



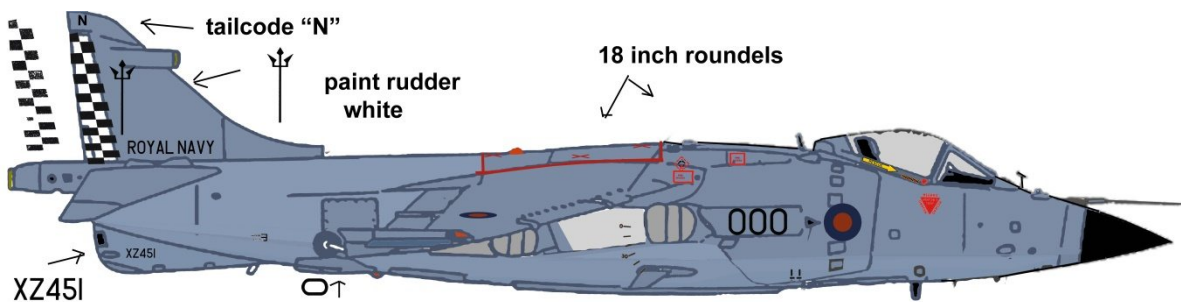
[A] Sea Harrier FRS1, coded XZ455 of no. 800 NAS. Number black "127". It was special as it had larger British toned down roundels: four 30 inch diameter of on upper and

.. lower outboard wing and two 24 inch on intakes. Code "7" in black inside air brake. Code black "L" on tail tip.



[B] Sea Harrier FRS1, coded XZ494 of no. 899 NAS during late 1980s after the Falklands War. Number black "716" on intake fairings. Six 18 inch roundels.

On tail black "fist" no.899 NAS badge. Code "6" in black inside the air brake. (Probably no tail code but decals are provided).



[C] Sea Harrier FRS1, coded XZ451 of no.801 NAS in the late 1980s. Code black "000" on intake fairings. Six 18 inch roundels. On tail black small style "winged Trident". Code "0" in black inside the air brake. Tail code black "N" on tail tip.

Paint the rudder gloss white and than the black checkered decals, trim to fit.

Typical upper view, position upper and lower wing roundels similar ---- >>>



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