



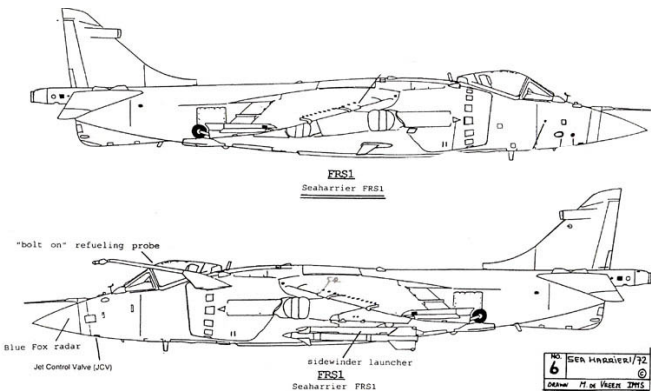
Hawker Siddeley Sea Harrier FRS1 "899 NAS 50th anniversary" 1992

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

No.899 NAS 50th year anniversary ROYAL NAVY SEA HARRIER FRS1

December 1992 the Royal Navy No. 899 NAS (Naval Air Squadron) celebrated their 50th anniversary at RNAS Yeovilton. The squadron was established during the Second World War December 15, 1942 at RNAS Hatston and started flying Seafires. March 1943 the squadron embarked on HMS Indomitable and provided fire support in the Mediterranean. After the War it was re-established in 1955 flying Seahawk jets and in April 1956 embarked on HMS Eagle. In the 1960s and 1970s Sea Vixens were flown. From 1980 the Sea Harrier FRS1 was put into service with the squadron and in April 1982 No. 899 was important in Operation Corporate to recapture the Falkland islands in the South Atlantic. (June 1993 the first Sea Harrier FRS2 was put into service, replacing the FRS1).

AIRCRAFT IN PLASTIC

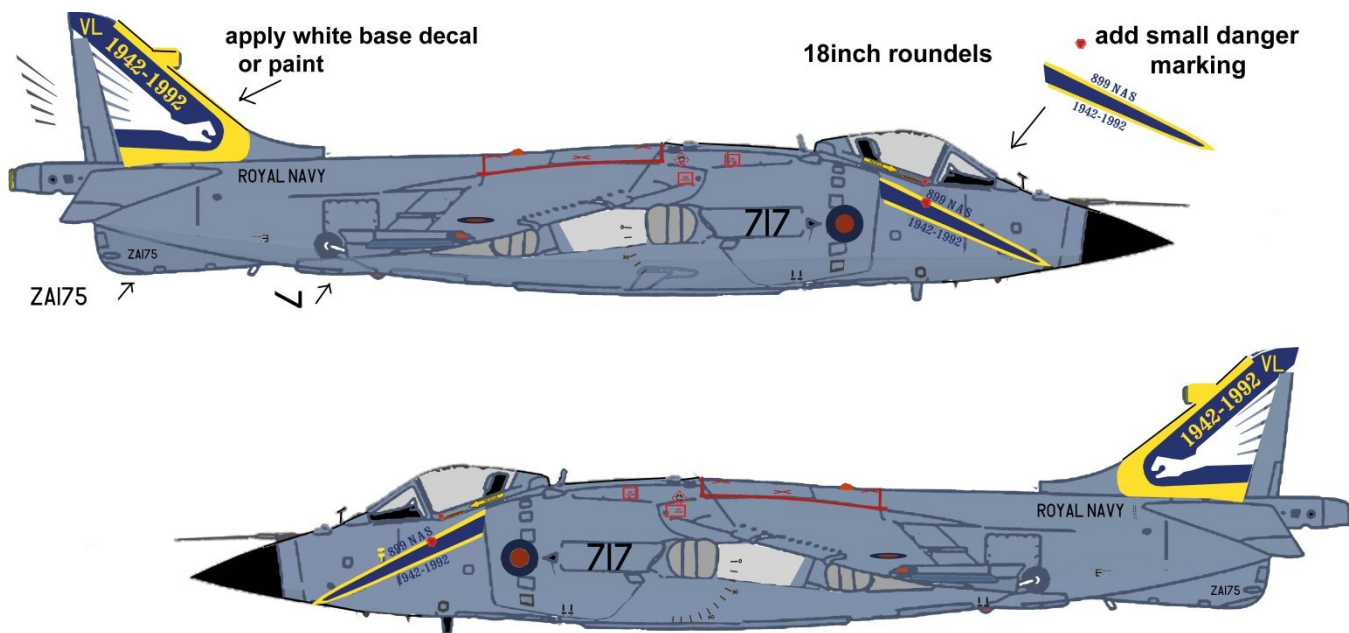
On the occasion of the 50th anniversary December 1992, two Sea Harrier FRS1 SHARs got a special paint scheme: ZE691 and ZA175 though with different anniversary markings.

The decals are for Sea Harrier FRS1 coded ZA175.

It has six British low visibility 18 inch toned down roundels.

The large access hatch in the upper fuselage spine has red outlines and red crosses. 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.



Sea Harrier FRS1, coded ZA175 of no.899 NAS. Special 50th anniversary markings, December 1992. Number black "717".

Code "7" in black inside air brake. Code yellow "VL" on tail tip.

The ejection seat danger markings below the cockpit appear to be smaller than usual and sit slightly on the coloured nose stripes. (these triangles with white base are provided on the decals sheet).

An essential white base decal is provided. The thin rear stripes are decals also. Painting a matching yellow may be better as the paint is on the tail fairing and leading edges.

Some spare decals are on the sheet: to get a good match, the modeller can use a bit to find a good matching yellow paint. Paint the yellow before setting the tail decals.

Typical upper view, roundels upper and lower wing at same position >>>



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