

Hawker Siddeley Sea Harrier FA2 Royal Navy schemes

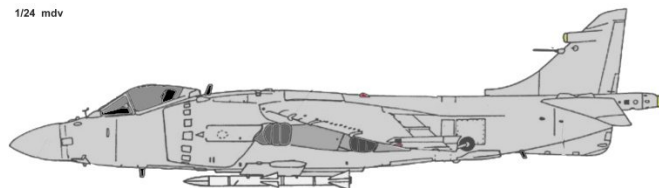
Scale 1/32 and others scales possible including 1/24

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. After the Falklands War, the FRS1 was developed into the FRS2, later designated FA2.

1/24 mdv



Royal Navy Sea Harrier FRS2 / FA2

The Sea Harrier FA2 got a new Blue Vixen radar in a bulbous radome with new cockpit display. The engine type was upgraded to Pegasus 106. The fuselage was extended with a plug in mid rear fuselage by 13 3/4 inch (later jets had a complete new rear fuselage). The wing leading edge was changed with an extra small fence with one vortex generator less. The nose pitot was moved to the tail leading edge. Some smaller antennas were set on the nose and scoops and vents added in the fuselage.

Weapon capability was improved with new pylons and AMRAAM AIM-120 missile capability and chaff flare dispensers. Many FA2 were converted FRS1 SHARs. The FRS2/ FA2 was first introduced 1993 and was flown until 2006. It was later replaced by the new generation bigger AV-8B/ GR7 series.

MODEL KITS

In 1/24 Airfix has released a large Sea Harrier FRS1 kit #20001, #A50004, #A50010. It needs a substantial conversion for a FA2.

In others scales numerous Sea Harrier FA2 kits have been released like a nice 1/48 Airfix kit and by Kinetic.

In 1/32 scale no Sea Harrier FA2 kit is (yet) available.

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**.

Some stencilling, warnings and service markings are to be used from the mother kit or composed with bits from other decals. There are also generic after market decals for toned down 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 FA2 + Royal Navy

SCHEMES ROYAL NAVY SEA HARRIER FA2

AIRCRAFT IN PLASTIC

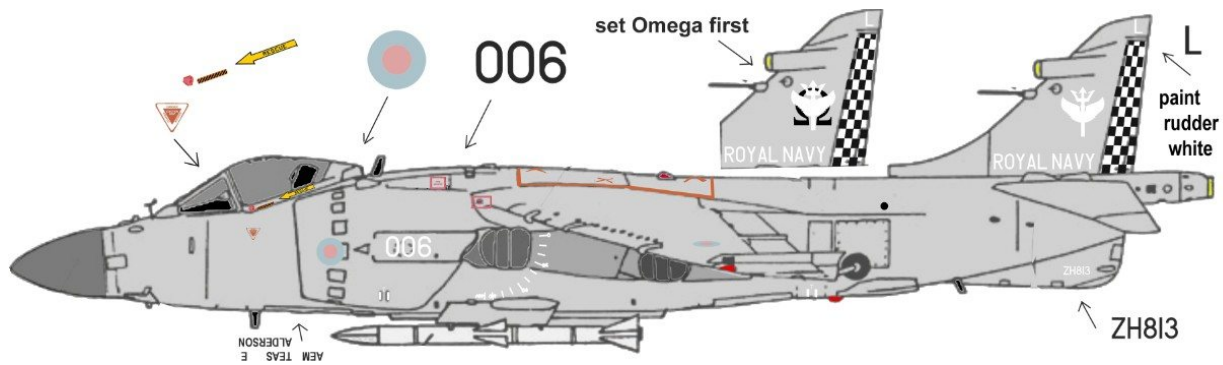
The Sea Harrier FA2 of the Royal Navy got an overall colour of BSC381C: 637 medium sea grey. The radome is dark sea grey.

Toned down 12 inch roundels in 4 positions: on intake fairings, top port wing and lower starboard wing. The grey scheme had no large black codes on the lower wing anymore.

Paint scheme is quite symmetrical port and starboard.

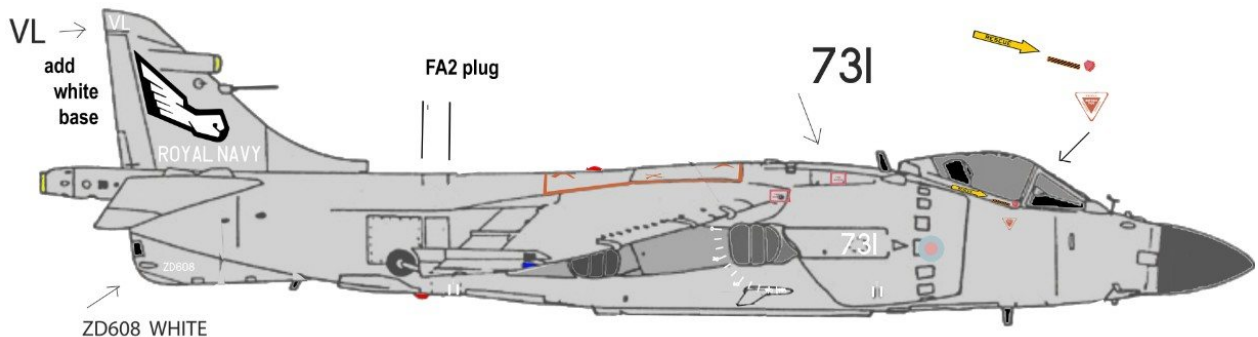
Many service markings were toned down red/ pink lines on mid fuselage access panel and small inatkes and hatches. Smaller stencils/ service markings are similar to Harrier but in "off white" colour. Rescue markings on lower canopy frames on both port and starboard.

Often pilot and support ground crew names on the nose gear door.



[A] Sea Harrier FA2 coded ZH813 and delivered January 1999. Number off white "006". Flown by no. 801 NAS. Crew name Alderson on nose gear door.

Checkers on rudder, paint base white first. Code white "L" on tail tip. Optional is the tail marking with the "omega" on the same aircraft.



[B] Sea Harrier FA2, coded ZD608 converted August 1994. Number off white "731" on intake fairings. Flown by no. 899 NAS.

Fist on tail, add the white base first. Tail code white "VL".

[C] similar to scheme [B]
Sea Harrier FA2, coded ZH579 converted August 1994. Number off white "715" on intake fairings. Flown by no. 899 NAS. Crew name Aobeete and Smith on nose gear door. Tail code off white "R".

Please visit website: www.aircraftinplastic.com



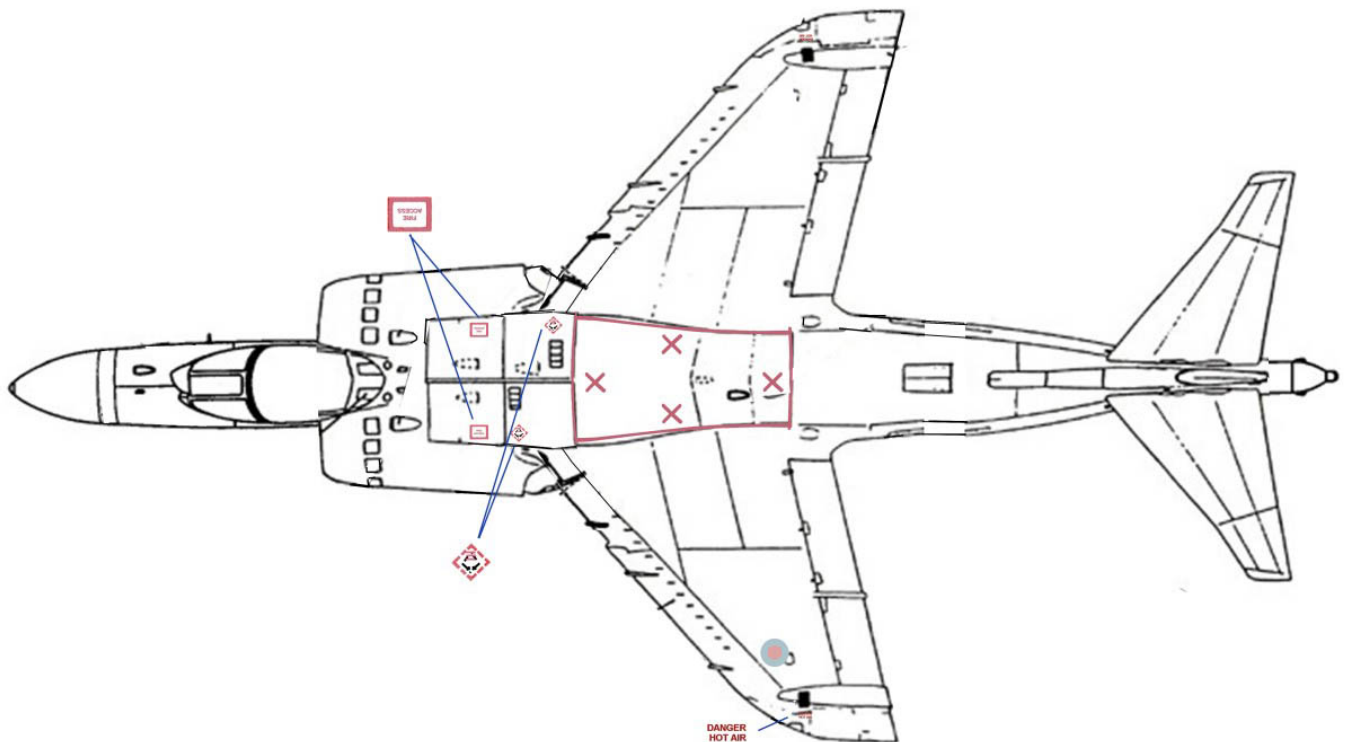
© copyright 2025

STENCILLING FA2

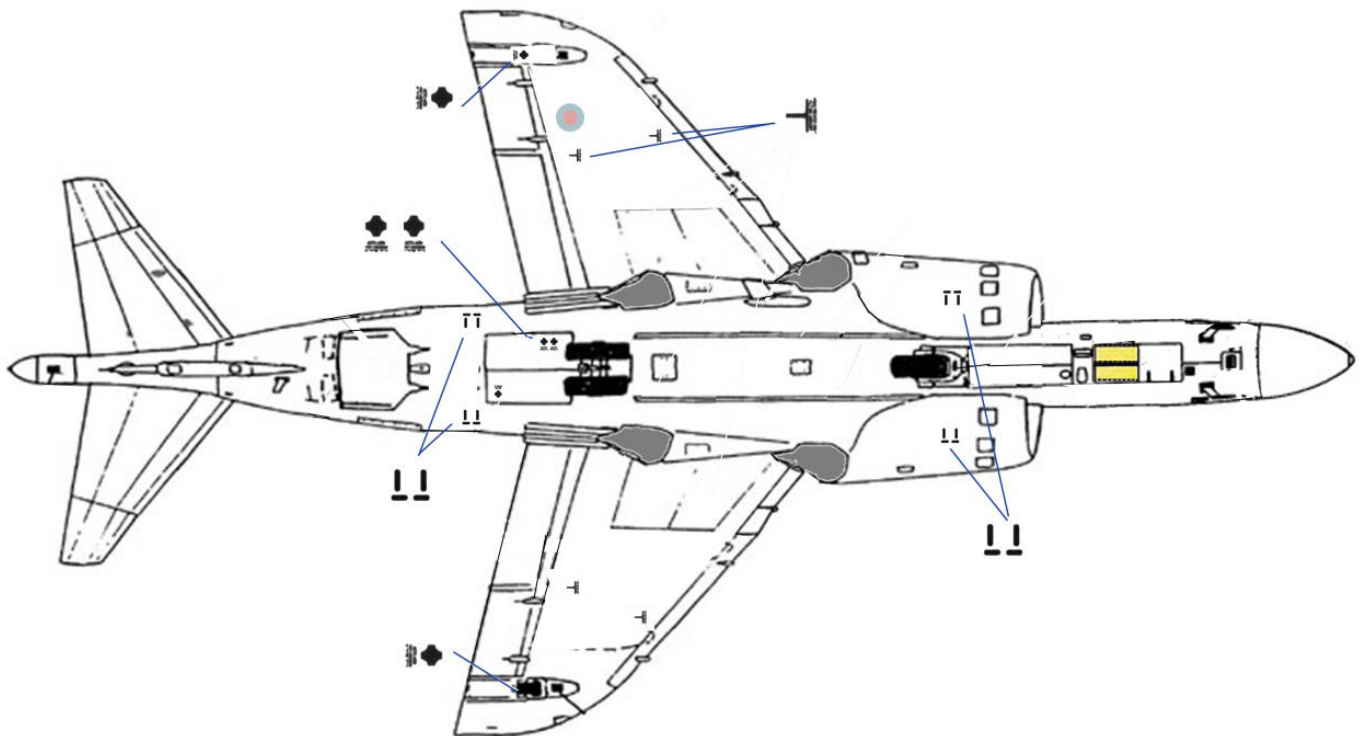
AIRCRAFT IN PLASTIC

Use stencilling from "mother kit" and spares box

NOTE: study photos for correct appropriate stencils for a particular jet



Note location of roundels and engine panel stripes as well



AIRCRAFT IN PLASTIC

© copyright 2025

www.aircraftinplastic.com

AIRCRAFT IN PLASTIC