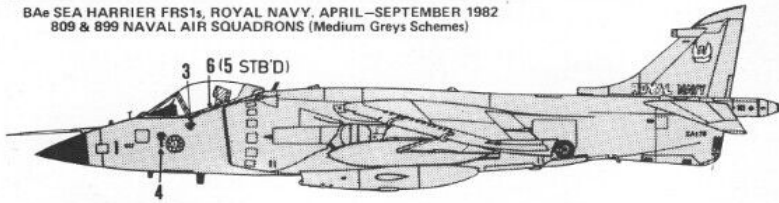


MODELDECAL

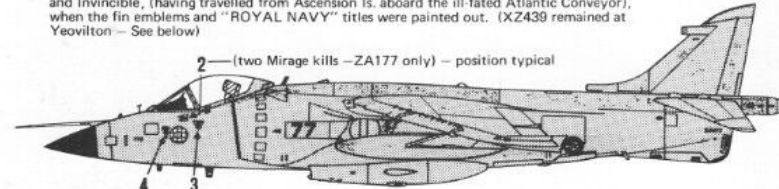
set no
67
1:72 scale

ROYAL NAVY - SEA HARRIERS: 809 + 899 NAS
ROYAL AIR FORCE: TORNADO GR1, 9 SQN + TWCU;
PUMA HC1, 33 + 230 SQN, 240 OCU

BaE SEA HARRIER FRS1s, ROYAL NAVY, APRIL-SEPTEMBER 1982
809 & 899 NAVAL AIR SQUADRONS (Medium Greys Schemes)

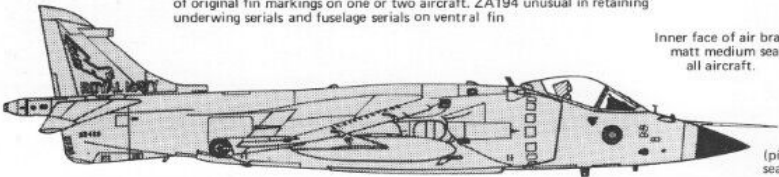


Above: ZA176, 809 NAS, RNAS Yeovilton, late April 1982; at this time, the eight aircraft (plus XZ439) were all virtually identically finished. They remained as shown until they joined HMS Hermes and Invincible, (having travelled from Ascension Is. aboard the ill-fated Atlantic Conveyor), when the fin emblems and "ROYAL NAVY" titles were painted out. (XZ439 remained at Yeovilton - See below)

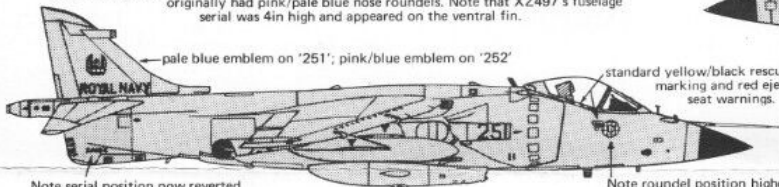


2 - (two Mirage kills - ZA177 only) - position typical

Above: ZA177 "77", 809 Sqn, HMS Hermes Air Group (as seen July 1982). In similar finish from Hermes Air Group were: ZA176 "76" (no kills), ZA194 "94" (one Mirage kill - decal 1) and XZ499 "99" (one Mirage kill, decal 1). Finish was "scruffy", with some minor show-through of original fin markings on one or two aircraft. ZA194 unusual in retaining underwing serials and fuselage serials on ventral fin

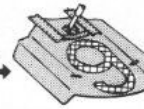


Above: XZ439 "2", 899 NAS, RNAS Yeovilton, May - September 1982. (This machine originally in 809 sqn markings, but retained at Yeovilton). XZ497 "4" similarly finished, though it retained underwing serials (obtain from Modeldecals sets 33 & 35). Both machines originally had pink/pale blue nose roundels. Note that XZ497's fuselage serial was 4in high and appeared on the ventral fin.



pale blue emblem on '251'; pink/blue emblem on '252'

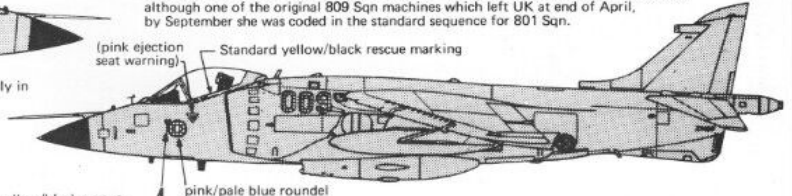
Inner face of air brakes - semi-matt medium sea grey on all aircraft.



Air brake code for ZA190 '009'

(air brake codes not applied to other medium grey machines of 809 & 899 Sqn April-June 1982, but do apply to 809 Sqn on Illustrious)

Below: ZA190 '009' as she returned to UK on 17 September 1982 aboard Invincible; although one of the original 809 Sqn machines which left UK at end of April, by September she was coded in the standard sequence for 801 Sqn.



(pink ejection seat warning) Standard yellow/black rescue marking

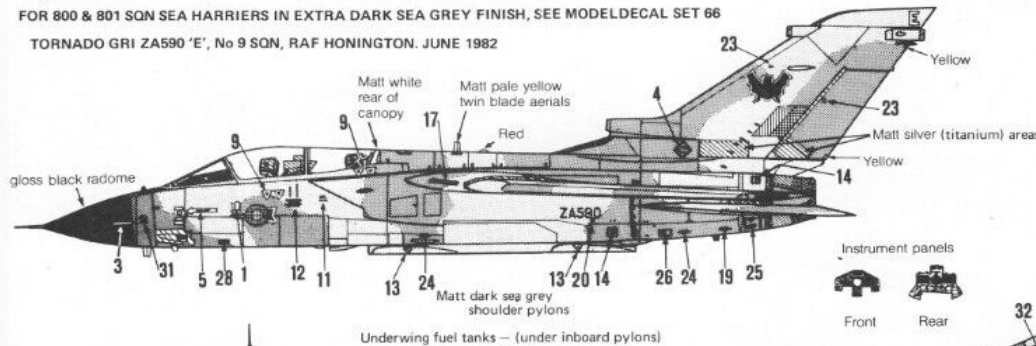
pink/pale blue roundel

Generally all stencil detail other than that indicated overpainted on machines in this scheme, though the later 809 Sqn aircraft for HMS Illustrious did have more applied - see drawings and photos. Where appropriate, standard stencil markings may be obtained from the kit decals or Modeldecals Set 65.

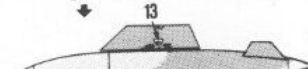
Listing of Sea Harriers aboard HMS Illustrious, August - December 1982: ZA176 '250', ZA194 '251', XZ500 '252', ZA191 '253', ZA193 '254', XZ499 '255', XZ459 '256', XZ496 '257'; also joining Illustrious from Invincible in the South Atlantic were XZ491 and XZ458, which received codes '258' & '259' respectively. Future Modeldecals releases will provide updates on these later 809 Sqn markings, as well as post-Falklands schemes for the other squadrons.

FOR 800 & 801 SQN SEA HARRIERS IN EXTRA DARK SEA GREY FINISH, SEE MODELDECAL SET 66

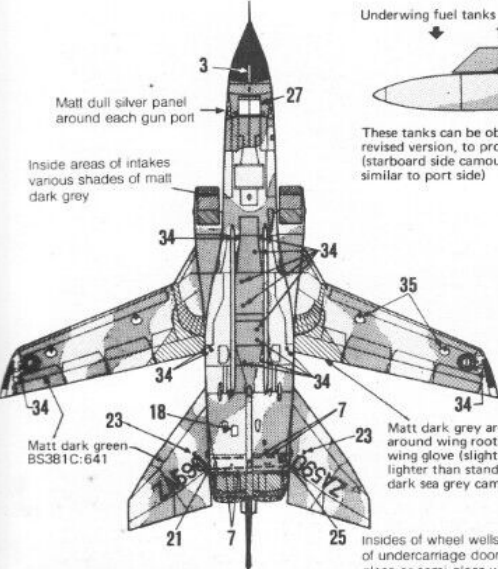
TORNADO GR1 ZA590 'E', No 9 SQN, RAF HONINGTON, JUNE 1982



Underwing fuel tanks - (under inboard pylons)



These tanks can be obtained from Airfix Kit (1983 revised version, to production standards) (starboard side camouflage demarcations similar to port side)



Matt dull silver panel around each gun port

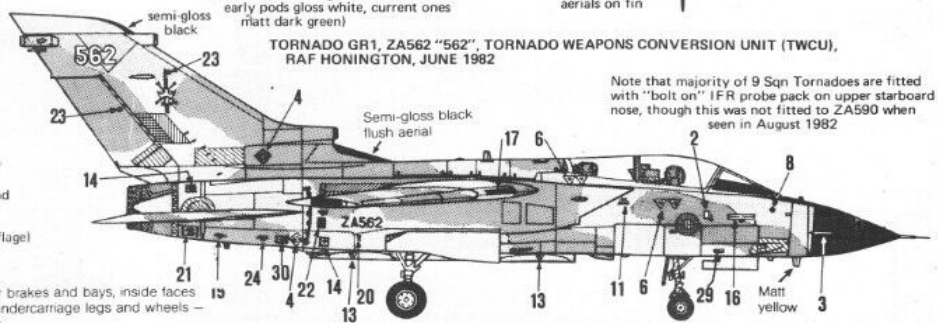
Inside areas of intakes various shades of matt dark grey

Matt dark green BS381C:641

Matt dark grey areas around wing roots and wing glove (slightly lighter than standard dark sea grey camouflage)

insides of wheel wells, air brakes and bays, inside faces of undercarriage doors, undercarriage legs and wheels - gloss or semi-gloss white.

TORNADO GR1, ZA562 "562", TORNADO WEAPONS CONVERSION UNIT (TWCU), RAF HONINGTON, JUNE 1982



Wing pylons - matt dark green 641

Sky Shadow ECM Pod (outer pylons)

(Included in Monogram and revised Airfix kit - early pods gloss white, current ones - matt dark green)

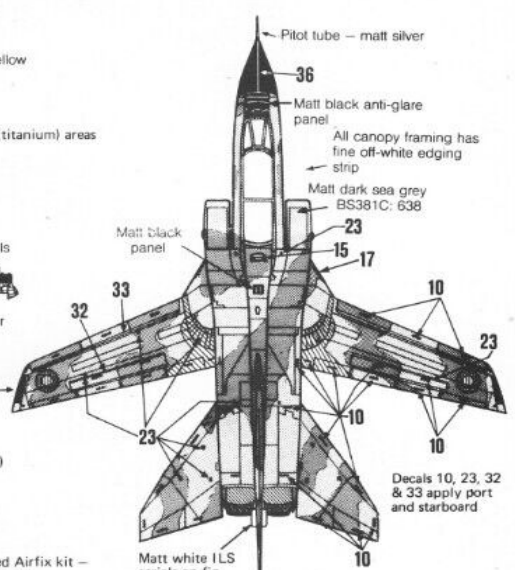
Semi-gloss black flush aenal

Instrument panels



Front Rear

Semi-gloss black wingtip panels



Pitot tube - matt silver

Matt black anti-glare panel

All canopy framing has fine off-white edging strip

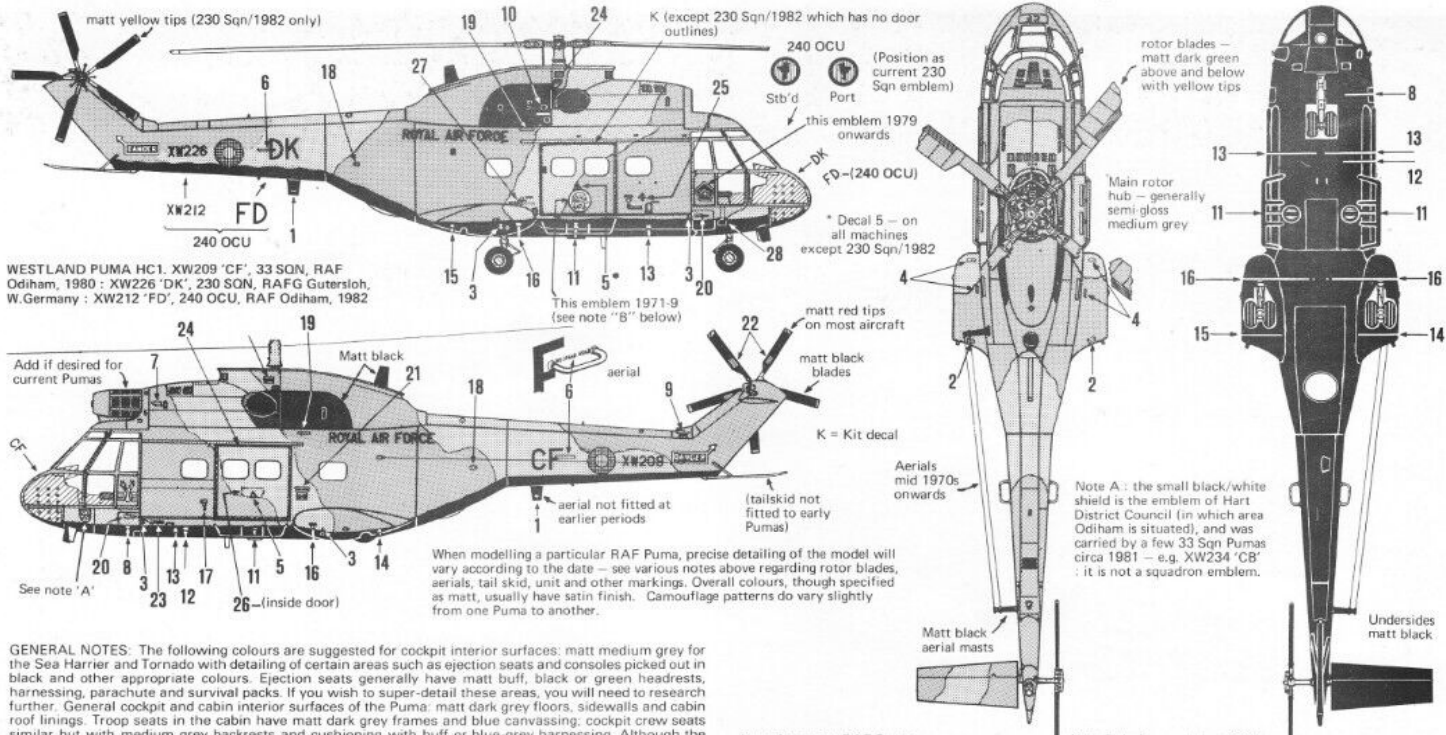
Matt dark sea grey BS381C: 638

Matt black panel

Matt white ILS aeralis on fin

Decals 10, 23, 32 & 33 apply port and starboard

Note that majority of 9 Sqn Tornados are fitted with "bolt on" IFR probe pack on upper starboard nose, though this was not fitted to ZA590 when seen in August 1982



Additional notes for the Sea Harrier. Interior faces of undercarriage bays and doors in the original gloss white; undercarriage and wheels semi-gloss light blue-grey (BS381C.631). Air brake codes were not carried by Hermes AG 809 Sqn. machines up to July, though they are applied to the later 809 Sqn. machines aboard Illustrious, and also those aboard Invincible circa July to September. There is not space here to show all the minor variations between all machines at various stages of their careers from April 1982 to date, and for a highly detailed review of this subject strongly recommend you to refer to Scale Models for February 1983 and 'Scale Aircraft Modelling' for December 1982; these two references will prove invaluable for modelling the Sea Harriers. Future Modeldecals releases will continue to update Sea Harrier markings and colours.

Application of decals: cut out each subject and wet backing in warm water for a few seconds to release decal; prolonged soaking will impair adhesion. Place item close to required position and slide decal into its required location; gently press on with a damp cloth to remove surplus water, and allow to dry. The thin tough varnish will allow decals to 'bed down' on raised or sunken detail. We do not guarantee successful use of special decal application systems involving use of solvents etc with our decals; apart from standard varnish sealing coats before and after application, no other steps are necessary or recommended.

Note that many RAF Pumas from 1980 onwards have been fitted with the new plastic main rotor blades, which are of different shape to the original (kit) blades.

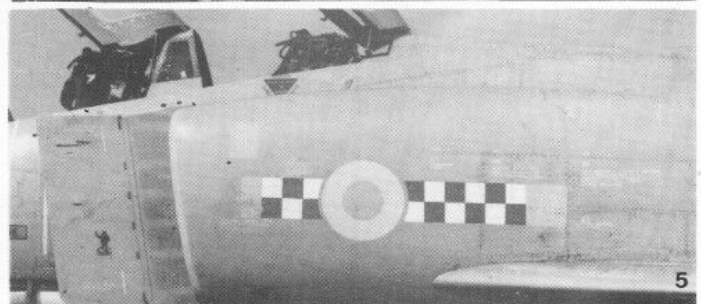
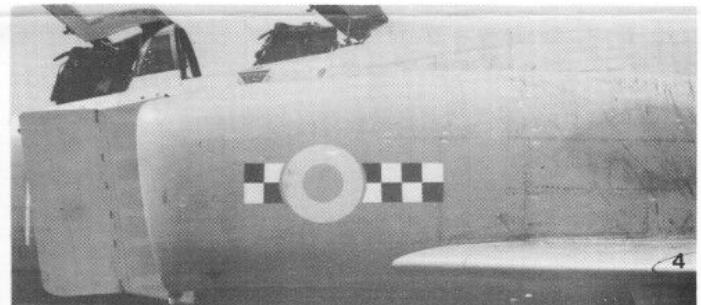
Note A: the small black/white shield is the emblem of Hart District Council (in which area Odiham is situated), and was carried by a few 33 Sqn Pumas circa 1981 - e.g. XW234 'CB'; it is not a squadron emblem.

Note B: before applying 230 Sqn palm tree/tiger emblem, paint dark sea grey disc (or partial disc where on dark green area) 5.7mm/0.220 in diameter

Instrument Panel Decals: paint a small area of thin plastic card with gloss light grey and allow to dry. Apply decals in normal manner, cut panels to shape and apply to kit, modifying kit if necessary to obtain proper fit. Modeldecals gratefully acknowledge the kind assistance of the following during the preparation of these decals: Staff at RAF St. Athan and RNAS Yeovilton (and in particular Lt Cdr M H Larcombe RN, PRO); M Burrow, A.B. Carlaw, G. Elliott, J. Flack (API), I. Garnet, R.E. Gardner, M.D. Howley, C. Hughes, J. Hunt, G. Long, B. McDowell, J.D.R. Rawlings, D.W. Robinson, D.A. Rough, A. Thomas, R.A. Walker, S.W.D. Wolf. Decals and instruction sheets designed and produced in Great Britain by Modeldecals, and marketed through their sole distributors Messrs. Modeltoys, 246 Kingston Road, Portsmouth, Hants PO2 7LR, England, to whom all individual and overseas trade enquiries should be addressed. Modeltoys, who specialise solely in plastic kits and associated technical references for the scale modeller, operate a retail shop at the Portsmouth address, and a 'by return' mail order service. Remember that if you cannot obtain that urgently required kit, accessory or publication in your local area, an order or enquiry to Modeltoys will often save you a great deal of time and travelling expenses, even if you live outside UK. For the latest additions to the Modeldecals range and sets currently available please refer to Modeltoys advertisements.

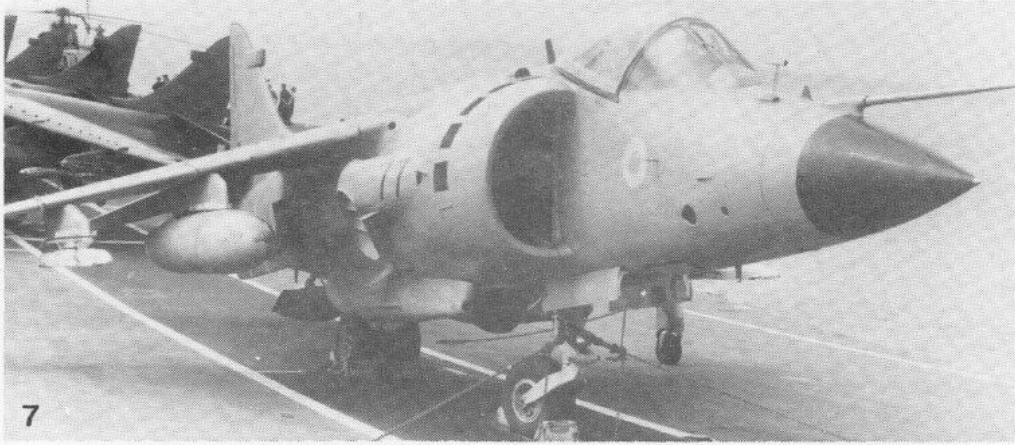


1. Puma HC1 XW206 'CC' of 33 Sqn. Odiham displays itself during families day 14 May 1977, 'CF' being virtually identically marked. Photo: RLW. 2. Puma HC1 XW226 'DK' of 230 Sqn. over Broadlands during Army Air '82 in July 1982. This one has yellow tips to the tail rotor blades and no cabin door edging markings. Look out for slight variations in camouflage patterns between different Pumas. 3. XW212 'FD' of 240 OCU from Odiham, also seen here at Broadlands in July 1982. It is only recently that 240 OCU has applied emblems to its Pumas, the same emblems appearing on their Chinooks. Photos: RLW. 4 & 5. Two photos illustrating the black/white checks and 18in diameter roundels applied to 43 Sqn Phantom FG1s

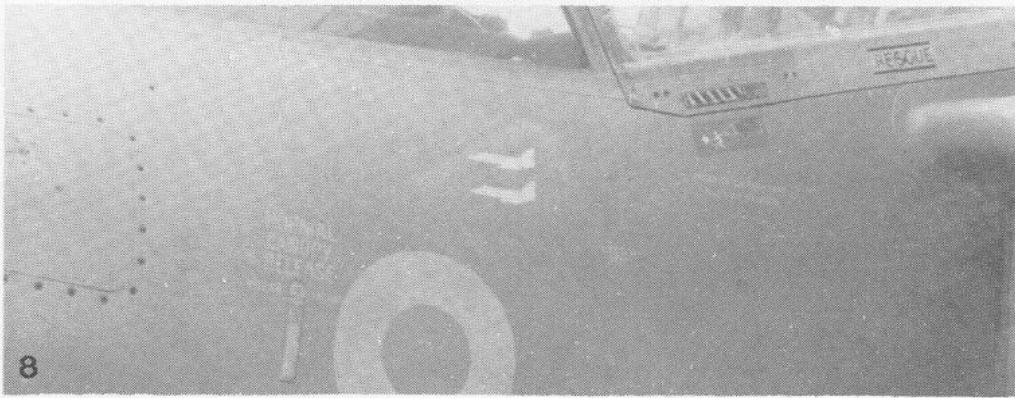


6. Sea Harrier FRS1 XZ499 (later coded '99' of Hermes Air Group) departs Yeovilton 30 April 1982 to join the Task Force. This was one of the few occasions when Sea Harriers have been seen fitted with IFR probes, though note that ferry wingtips were not fitted. This scheme existed until shortly after 809 Sqn machines joined the two carriers. Photo: G. Long. © MODELDECAL 1983

MODELDECAL SET 67



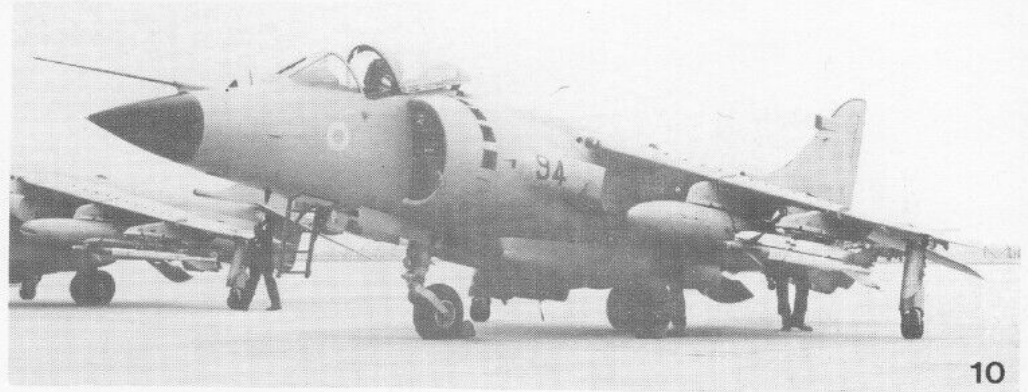
7



8



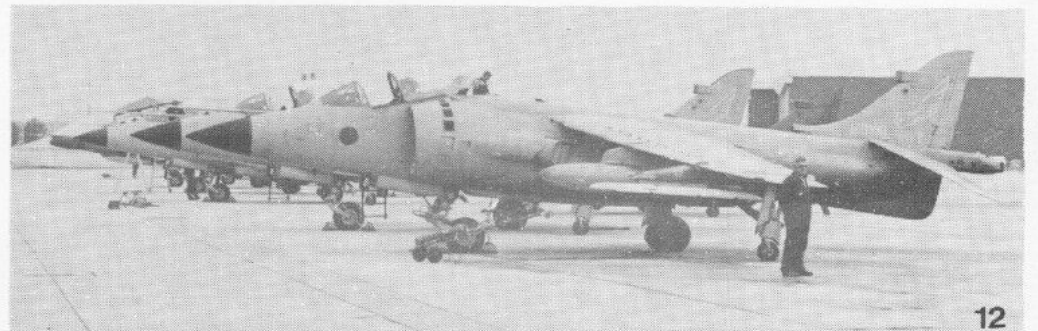
9



10



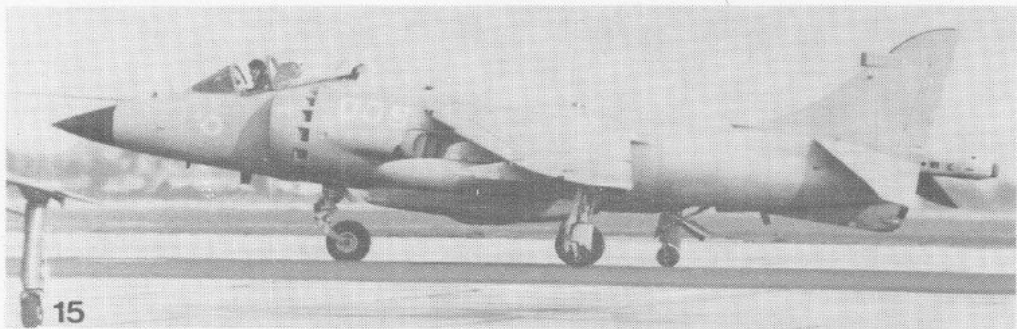
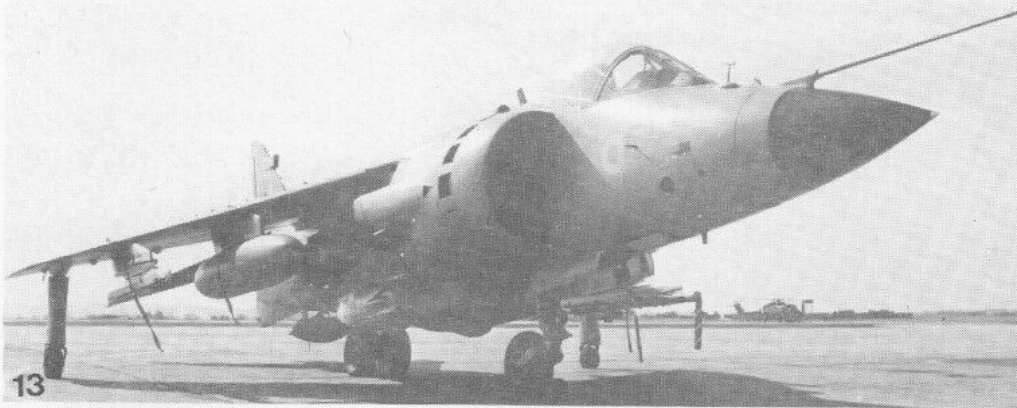
11



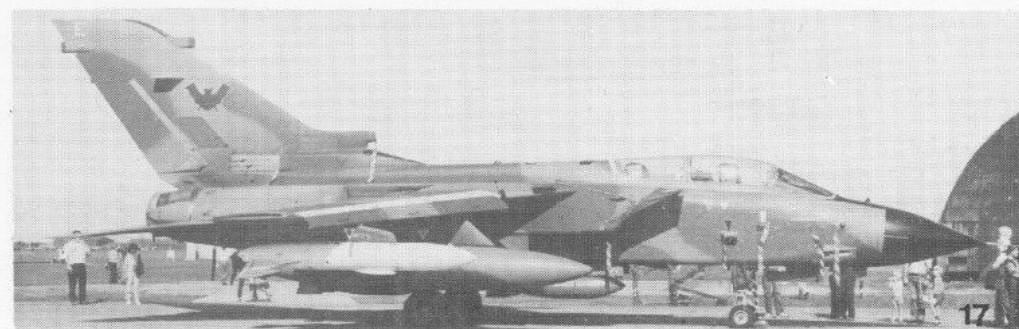
12

7. Sea Harrier FRS1 ZA177 '77' sitting on the bow ski-jump of HMS Hermes on her triumphant return to Portsmouth 21 July 1982. ZA177 was later repainted overall extra dark sea grey to become '711' of 899 Sqn. circa October 1982. Photo: R.E. Gardner. 8. Close-up of the two Mirage kills of ZA177; note the amended rescue arrow on the canopy sill, the pale blue outline of the arrow having almost disappeared. Photo: R.A. Walker. 9. Three of the 809 Sqn. medium greys machines on their return to Yeovilton 19 July 1982; XZ499 '99' and ZA176 '76', with the nose of ZA194 '94' on the right. Photo: HMS Heron. 10. Closer view of ZA194 '94'

showing an AIM-9L Sidewinder under the port wing pylon and a CBLS100 practice bomb carrier under the fuselage. A single Mirage kill marking appears ahead of the port ejection seat warning. This machine was unusual in retaining underwing serial numbers. 11. XZ499 '99' in similar configuration, with its single Mirage kill, and fitted with a replacement extra dark sea grey rudder. Photos: G. Long. 12 XZ439 '2' of 899 Sqn at Yeovilton 30 July 1982, by which time this machine and XZ497 had received dark red/blue nose roundels. This machine lacked a serial number to the port rear fuselage for much of the time. Photo: RLW.



13. Sister 899 Sqn machine XZ497 '4' from May to August 1982, seen before its nose roundels were changed to dark red/blue, but after the winged fist fin emblem had been applied. Like ZA194, this machine retained underwing serials, and eventually went back to BAe at Dunsfold. Photo: HMS Heron. 14. Sea Harrier FRS1 ZA194, ex '94' of Hermes AG, now coded '251' and remarked with a pale blue 809 Sqn fin emblem ready for embarking aboard the new HMS Illustrious. Note nose roundel higher than before, black fin titles and 3in serial numbers now re-marked on ventral fins. Standard style rescue markings and ejection seat warnings (pre-Falklands colours) applied. Photo: R.R. Downey. 15. The only medium greys machine to return with HMS Invincible 17 September 1982 was ZA190 '009', under ownership of 801 Sqn (as 809 was now aboard Illustrious). An update for 809 Sqn. machines August - December 1982 will be given in future releases of



decal. Photo: RLW. 16. Tornado GR1 ZA590 'E' of 9 Sqn. at its home base 19 June 1982, surrounded by examples of the stores the type can carry. Green code letters with fine yellow outlines were experimented with earlier in the year, but not adopted. Photo: P.J. Cooper. 17. Starboard view of the same machine at Alconbury in August 1982, seen here fitted with the white Sky Shadow ECM pods. The IFR pack was not fitted at this time, though 9 Sqn. machines will be seen with these as standard in future. Photo: J.D.R. Rawlings. 18. Tornado GR1 ZA555 '555' of the TWCU at Honington, seen here being towed into the static at Mildenhall's Air Fete 29 May 1982; ZA562 like other TWCU machines is similarly marked, though watch out for slight variations in camouflage patterns between different machines. Photo: RLW.